

El Cerrito



Hercules

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Pinole

DATE & TIME: Thursday, June 13, 2019 • 9:00 AM – 11:00 AM
LOCATION: WCCTAC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530
TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART Station

Richmond

1. CALL TO ORDER and SELF-INTRODUCTIONS

Estimated Time: 9:00 AM, (5 minutes)*

2. PUBLIC COMMENT

Estimated Time: 9:05 AM, (5 minutes)*

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

San Pablo

3. CONSENT CALENDAR

Estimated Time: 9:10 AM, (5 minutes)*

A. Minutes & Sign in Sheet from May 9, 2019

Recommendation: Approve as presented.

Attachment: Yes.

Contra Costa
County

4. REGULAR AGENDA ITEMS

A. Process and Appointments for West County Positions on the CCTA's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)

Description: The CCTA recently notified WCCTAC that the two-year terms of West County representatives to the CBPAC have expired. The CBPAC is composed of both RTPC staff and citizen representatives. WCCTAC staff is making a recommendation to the TAC for the staff appointments. Because the citizen representative is open to any members of the public, WCCTAC staff is recommending that TAC members notify the public of the opening and request the submittal of letters of interest and qualifications by July 1, 2019.

AC Transit

BART

Recommendation: 1.) Forward a recommendation to the WCCTAC Board appointing Coire Reilly as the primary staff representative to the CBPAC and Leah Greenblat as the alternate staff representative. 2.) Seek nominations for the citizen representative to the CBPAC and set July 1 as a deadline for submitting letters of interest.

WestCAT

Attachment: Yes

Presenter/Lead Staff: Joanna Pallock, WCCTAC Staff

Estimated Time:* **9:15 AM**, (10 minutes)

B. Transition to the New Subregional Transportation Mitigation Program (STMP)

Description: The recently approved updated STMP program will become effective on July 1, 2019. Staff will review and discuss the steps needed to implement the new program and close out the current program.

Recommendation: Information only.

Attachment: No.

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time:* **9:20 AM**, (15 minutes)

C. Potential Next Steps for San Pablo Ave. Multimodal Corridor Study

Description: Phase 1 of the study, jointly funded by the CCTA, WCCTAC and ACTC, is nearing completion. ACTC is planning, and has funded, a Phase 2 of the project but West County's role in that Phase is not yet clear. WCCTAC staff will present some next-step options for the TAC to consider before the matter is presented to the WCCTAC Board in July.

Recommendation: Provide comment.

Attachment: Yes.

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time:* **9:35 AM**, (20 minutes)

D. New Transportation Expenditure Plan (TEP)

Description: The Contra Costa Transportation Authority (CCTA) continues to move forward with the development of a TEP for a potential transportation sales tax measure. The CCTA presented an Initial Draft TEP at its June 5, 2019 Special Authority Board Meeting. The WCCTAC Board will review those materials and will also consider West County priorities at its Special Meeting on June 7th. The CCTA is planning additional Special Authority Board Meetings over the next few weeks, starting on June 12th. The TAC can provide input and can develop recommendations for the WCCTAC Board. Staff will provide the TAC with relevant materials for its meeting after the WCCTAC Board meets on June 7th.

Recommendation: Receive update, provide input, and consider recommendations for the Board.

Attachment: No (Materials will be provided separately)

Presenter/Lead Staff: John Nemeth, WCCTAC Executive Director

Estimated Time:* **9:55 AM**, (60 minutes)

5. **STANDING ITEMS**

A. **Technical Coordinating Committee (TCC) Report**

Recommendation: Receive update.

Attachment: No.

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:55 AM**, (5 minutes)

6. **ADJOURNMENT**

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, July 11, 2019. The next regular meeting of the WCCTAC Board is Friday, June 28, 2019.

Estimated Time:* **11:00 AM**

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's office.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.
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WCCTAC TAC Meeting Minutes

MEETING DATE: May 9, 2019

MEMBERS PRESENT: Yvettah Ortiz, El Cerrito; Mike Roberts, Hercules; Colin Piethe, County; Aileen Hernandez, BART; Tamara Miller, Pinole; Allan Panganiban, San Pablo; Nathan Landau, AC Transit; Rob Thompson, WestCAT.

GUESTS: Stephanie Hu, CCTA; James Hinkamp, CCTA; Matt Kelly, CCTA; and Bill Pinkham, CBPAC Representative.

STAFF PRESENT: John Nemeth, Leah Greenblat

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Called to Order	The meeting was called to order at 9:11 a.m.
2.	Public Comment	Tamara Miller explained a transportation permit issue related to coordination of large-scale truck traffic.
3.	Consent Calendar: a. Action Minutes and Sign-in Sheet from April 11, 2019 – Approve as presented. b. Notification of Upcoming 2020 STIP Call for Projects - Information only. c. STMP Administrative Guidelines – Final Draft	Moved by Ortiz, seconded by Panganiban, and unanimously adopted.

4.	Richmond-Area Community-Based Transportation Plan	James Hinkamp provided an update on the progress of the Plan to date. Responding to questions from the TAC, Hinkamp confirmed that a draft plan could be presented to the WCCTAC Board in the fall (October or November).
5.	Updating the Comprehensive Transportation Project List (CTPL)	Matt Kelly provided an overview of the CTPL spreadsheet and the data that local staff need to input. The deadline for edits and new projects to be submitted is May 31, 2019.
6.	New Transportation Expenditure Plan (TEP)	John Nemeth explained the CCTA's process for developing a new TEP within a short timeframe. He also identified broad themes of interest to the Board. The TAC discussed changes in the transportation funding environment since Measure X was considered. Additionally, the TAC recommended extending TAC meetings to noon, if necessary, to provide enough time for TEP discussions.
7.	Technical Coordinating Committee	TCC representatives sought volunteers to serve as a STIP application reviewer. Allan Panganiban volunteered.
8.	Adjournment	The meeting adjourned at 11:41 AM.

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Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
Lori Reese Brown		Richmond	Lori_reese-brown@ci.richmond.ca.us	510.620.6869
Charles Ching		San Pablo	charlesc@sanpabloca.gov	
John Cunningham	John Cunningham	CCC DCD	John.cunningham@dcd.cccounty.us	925.674.7833
G. Aileen Hernandez	GAH	BART	ghernan@bart.gov	510.464.6564
Deneé Evans		Richmond	Denee.evans@ci.richmond.ca.us	510.621.1718
Carol Huang		San Pablo	carolh@sanpabloca.gov	
Nathan Landau	NL	AC Transit	NLandau@actransit.org	510.891.4792
Jill Mercurio	JM	San Pablo	jillm@sanpabloca.gov	
Tamara Miller	TM	Pinole	tmiller@ci.pinole.ca.us	510.724.9010
Melanie Mintz		El Cerrito	mmintz@ci.el-cerrito.ca.us	510.215.4330
Yvetteh Ortiz	YO	El Cerrito	yortiz@ci.el-cerrito.ca.us	510.215.4345
Mike Roberts	MR	Hercules	miker@ci.hercules.ca.us	510.799.8241
Robert Sarmiento		CCC DCD	robert.sarmiento@dcd.cccounty.us	925.674.7822
Holly Smyth		Hercules	hsmyth@ci.hercules.ca.us	510.245.6531
Michael Tanner		BART	mtanner@bart.gov	
Robert Thompson	RT	WestCAT	rob@westcat.org	510.724.3331
Ryan Greene-Roesel		BART	rgreene@bart.gov	510.287.4797
Celestine Do		BART	cdo@bart.gov	
WCCTAC STAFF				
Leah Greenblat	LG	WCCTAC	lgreenblat@wcctac.org	510.210.5935
Valerie Jenkins		WCCTAC	vjenkins@wcctac.org	510.210.5931
John Nemeth		WCCTAC	jnemeth@wcctac.org	510.210.5933
Joanna Pallock		WCCTAC	jpallock@wcctac.org	510.210.5934
Coire Reilly		WCCTAC	creilly@wcctac.org	510.210.5932
CCTA STAFF				
Brad Beck	JH	CCTA	bbeck@ccta.net	925.256.4726
Peter Engel		CCTA	pengel@ccta.net	925.256.4741
Matt Kelly	MK	CCTA	mkelly@ccta.net	925.256.4730
Hisham Noeimi		CCTA	hnoeimi@ccta.net	925.256.4731
Stephanie	SH	"	stephanie@ccta.net	925.256.4740
JURISDICTION AGENCY STAFF				
Charlie Anderson		WESTCAT	charlie@westcat.org	510.724.3331
Yader Bermudez		Richmond	Yader_berumudez@ci.richmond.ca.us	510.774.6300
Jim Cunradi		AC Transit	jcunradi@actransit.org	510.891.4841
Deidre Heitman		BART	dheitma@bart.gov	510.287.4796
Dane Rodgers		Richmond	Dane_rodgers@ci.richmond.ca.us	510-307-8112
Robert Del Rosario		AC Transit	rdelrosa@actransit.org	510.891.4734
Lina Velasco		Richmond	lina_velasco@ci.richmond.ca.us	510.620.6841
Patrick Phelan		Richmond	Patrick_phelan@ci.richmond.ca.us	510.307.8111
ALLAN PAUGANIBAN		SAN PABLO	allanp@sanpabloca.gov	510.215.3062
GUEST				
Dave Campbell		Bike East Bay	dave@bikeeastbay.org	510.701.5971
Bill Pinkham		CBPAC Rep	Bpinkham3@gmail.com	510.734.8532
Rita Xavier		San Pablo Res.		

TO: WCCTAC TAC

MEETING DATE: June 13, 2019

FR: John Nemeth, Executive Director

RE: Process and Appointments for West County Positions on the CCTA's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)

REQUESTED ACTION

- 1.) Forward a recommendation to the WCCTAC Board appointing Coire Reilly as the primary staff representative to the CBPAC and Leah Greenblat as the alternate staff representative.
- 2.) Seek nominations for the citizen representative to the CBPAC and set July 1 as a deadline for submitting letters of interest.

BACKGROUND AND DISCUSSION

The CCTA recently notified WCCTAC that the two-year terms have expired for its West County representatives on the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) and has asked WCCTAC to appoint its representatives. The CBPAC is composed of both RTPC staff and citizen representatives.

Joanna Pallock has served on the CBPAC as the WCCTAC staff representative for the past eight years. She is stepping down. Staff recommends Coire Reilly to replace her and Leah Greenblat to serve as the WCCTAC staff alternate.

Bill Pinkham has served as the West County citizen representative for the past eight years. He has expressed interest in continuing to serve as the citizen representative and is eligible for re-appointment. Because this is a citizen position, to ensure that the broader community is aware of the opportunity, staff recommends publicizing the opening. WCCTAC staff requests that TAC members reach out to their local bike and pedestrian communities and solicit public interest in serving on the CBPAC.

Meetings tend to be quarterly and are held in the mid-day between 11 a.m. and 1:00 p.m. in Pleasant Hill at the CCTA's office. Lunch is offered. One of the main roles of the CBPAC is to recommend funding for the Measure J Pedestrian-Bike-Trail Funds category.

Interested parties can send WCCTAC an email at jpallock@wcctac.org by July 1, 2019 with a brief statement of interest and their qualifications.

The WCCTAC TAC will be asked to make a recommendation to the Board on a citizen representative at their July meeting.

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San Pablo Avenue Corridor Project



TAC #5

June 3, 2019

Agenda

- Project Background
- Outreach Summary
- Review of Technical Evaluation
- Discussion



San Pablo Avenue Corridor



San Pablo Avenue Corridor Project

- Legend:**
- BART Station
 - BART Above/Below Ground
 - Capital Corridor Stations
 - Freight Rail and Capital Corridor Tracks
 - San Pablo Avenue Corridor
 - Freeways
 - Water
 - Parks/Open Space

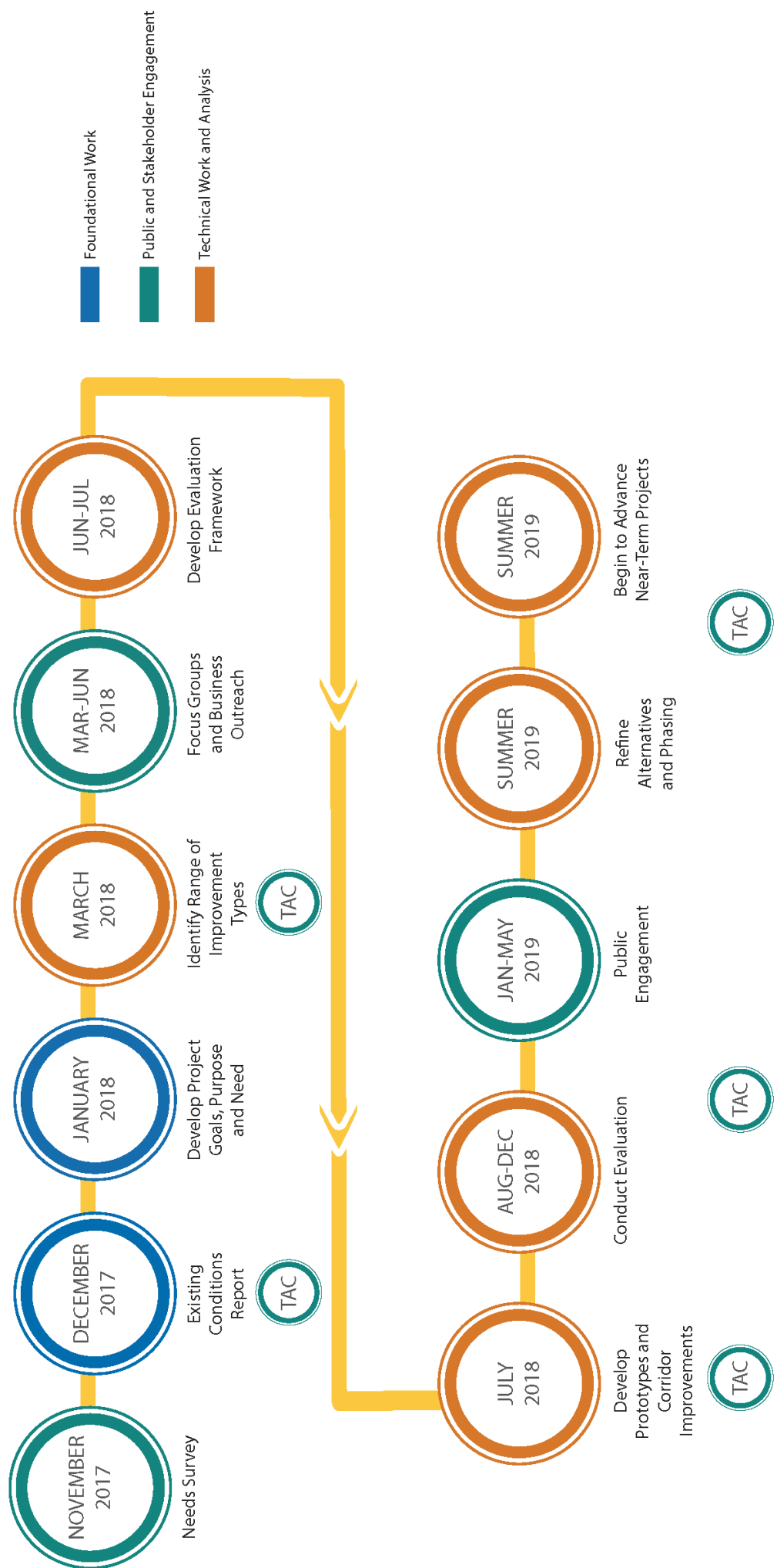
Project Purpose and Goals

The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.

Goals

- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

Phase 1 Project Timeline



Phase 1 TAC Meetings

- *Progress Report: November 2017*

Meetings:

- **December 14, 2017:** Existing Conditions, Project Charter
- **March 13, 2018:** Project Purpose/Need, Range of Concepts
- **July 18, 2018:** Evaluation Framework, Prototypes and Corridor Alternatives
- **December 3, 2018:** Evaluation Results
- **June 3, 2019:** Stakeholder Outreach Results, Discuss concepts/alternatives to carry into next phase of project

Two Rounds of Outreach/Engagement

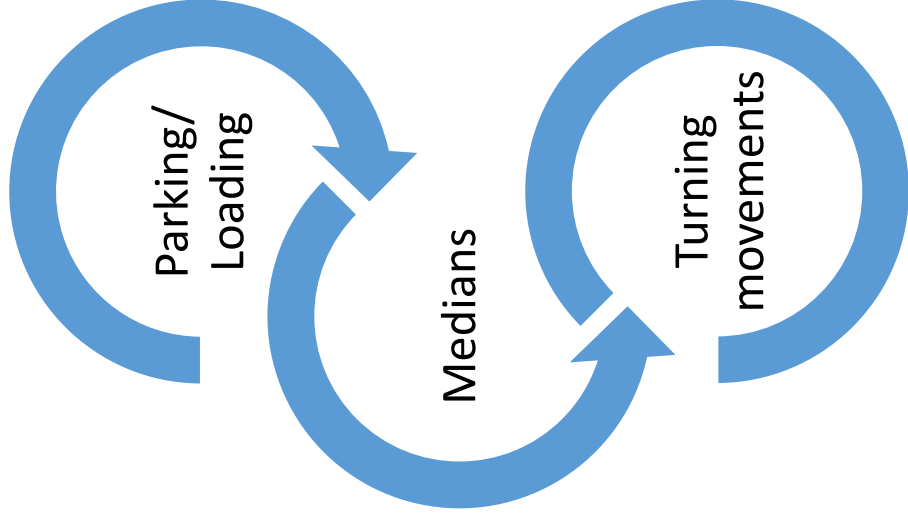
- **Round 1:** Fall 2017 – Spring 2018
 - Needs Survey (Crowdspot)
 - Focus Groups (bus riders, bicyclists, seniors/people with disabilities)
 - Business Outreach (Loading Survey)
- **Round 2:** February – May 2019
 - Meetings/focus groups with specific user groups (merchants, bus riders, bicyclists, seniors/people with disabilities, elected/appointed officials, community groups)
 - Community workshops
 - Pop-up Events (tables at existing events along the corridor)
 - Intercept surveys at busy San Pablo Avenue locations

Concepts Used in Round 2 Outreach

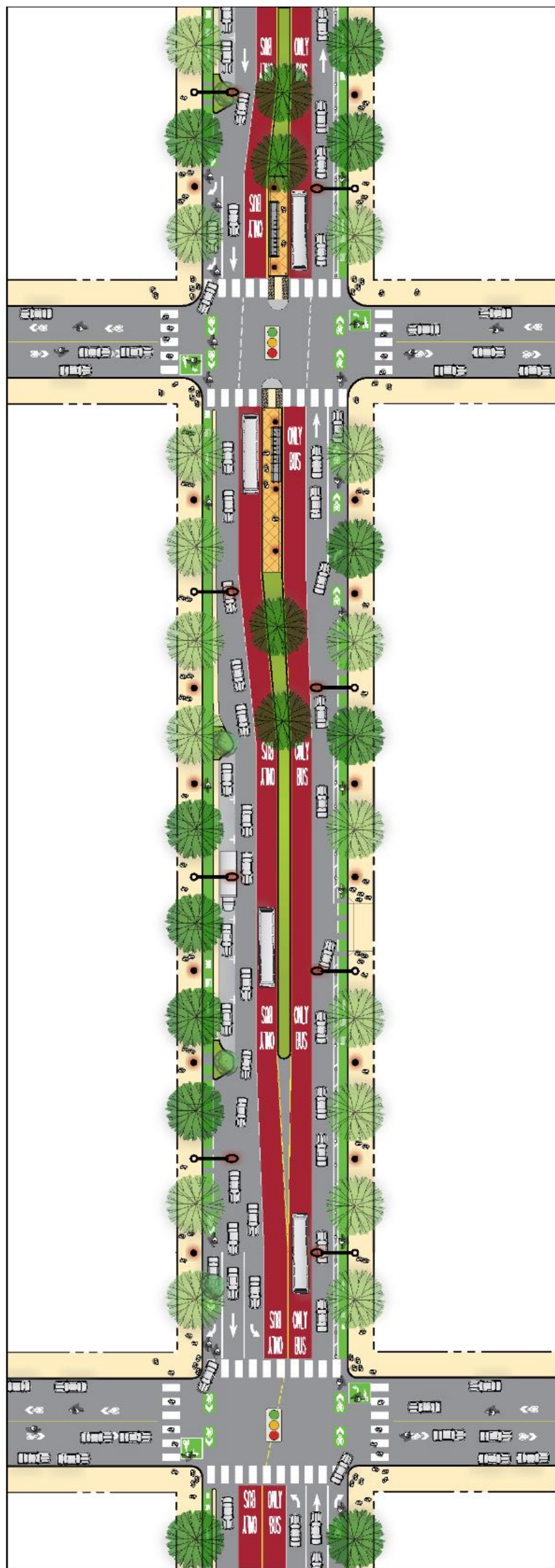
- We did not do outreach on Alternatives (mix of prototypes applied to different parts of corridor)
- For Outreach, we focused on simplified prototypes:
 - Concept A = Prototype 4 (bus and bike on SPA)
 - Concept B = Prototype 3 (bus on SPA, bike on parallel)
 - Concept C = Prototype 2 (bike on SPA, 2 lanes traffic)

Concepts used for Round 2 Outreach

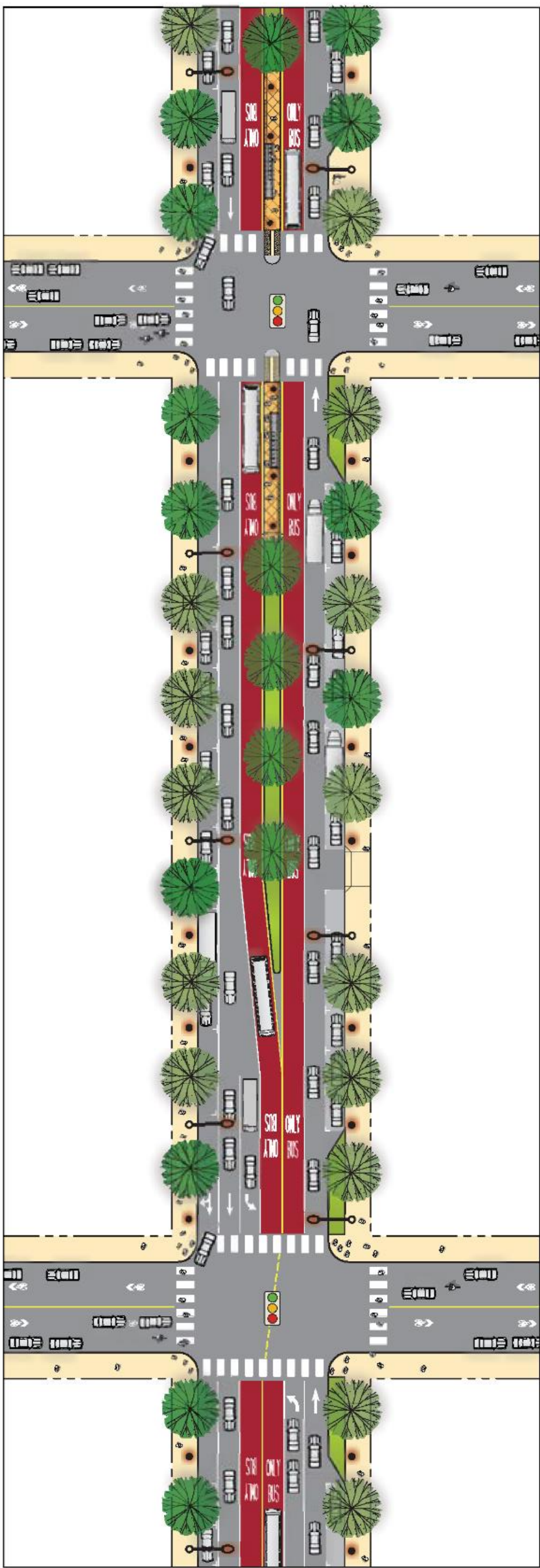
- **Concept A: Bus and Bike Lanes on San Pablo Ave.**
 - Dedicated bus lane and stations
 - One auto lane
 - Dedicated bike lane
- **Concept B: Bus and Managed Lane on San Pablo Ave.**
 - Dedicated bus lane and stations
 - Managed parking/auto lane in PM peak
 - Bike facility on parallel street
- **Concept C: Bike Lane on San Pablo Ave.**
 - Dedicated bike lane
 - Transit islands, queue jump lanes
 - Two auto lanes



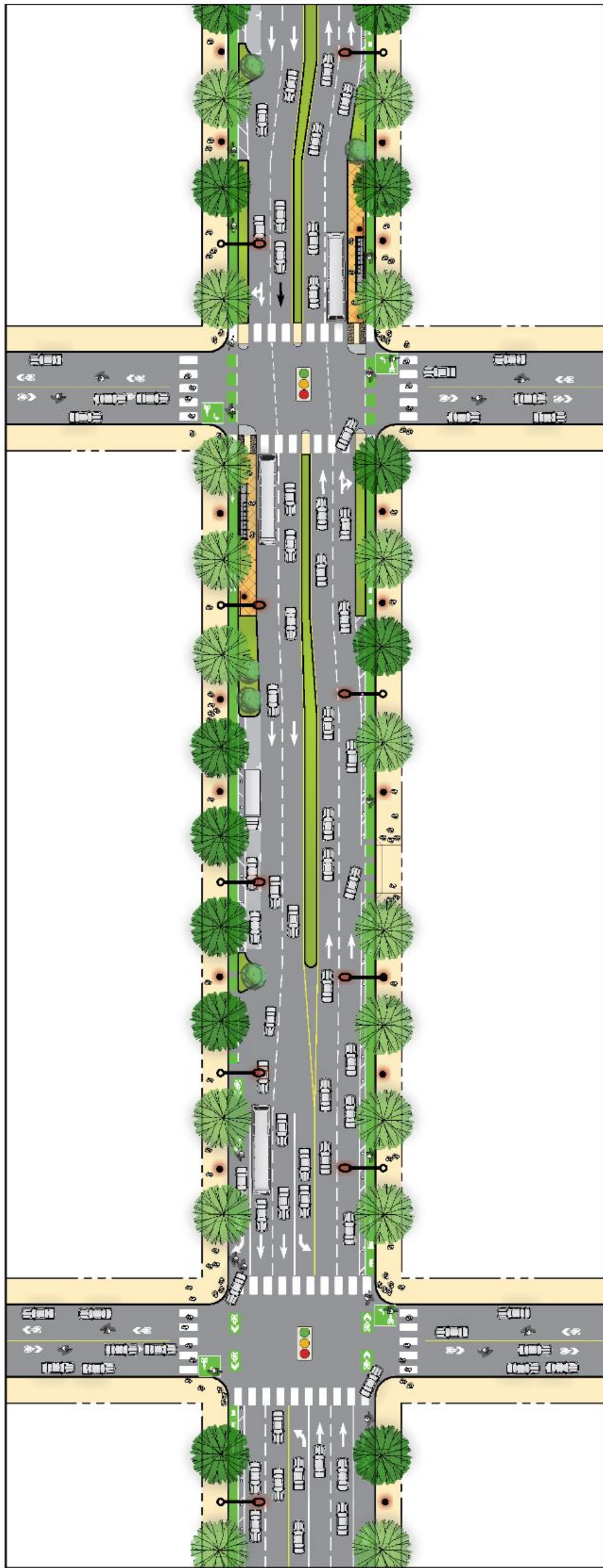
Concept A: Bus & Bike Lanes on San Pablo Ave.



Concept B: Bus and Managed Lane on San Pablo Ave.; Parallel Bike Facility



Concept C: Bike Lane on San Pablo Ave.



Round 2 Outreach | Participants

Type of Activity	# of people engaged*	% of total
Face-to-Face Activities		
Pop-up events	235	6%
Busy San Pablo Avenue locations ("intercept surveys")	1,211	31%
Stakeholder group meetings	72	2%
Community workshops	152	4%
Meetings of elected & appointed officials	76	2%
Total face-to-face	1,746	45%
Online survey respondents	2,154	55%
Total Round 2 participants	3,900	100%

Note: Numbers reflect # people who engaged with the project team and learned about the project, whether or not they submitted formal input or made verbal comments.

Round 2 Outreach | Methods used to collect feedback

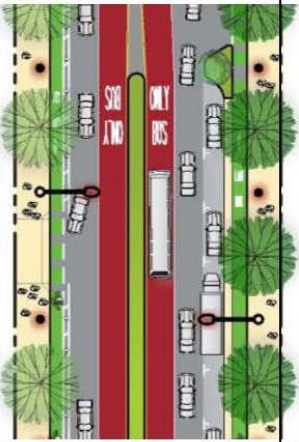
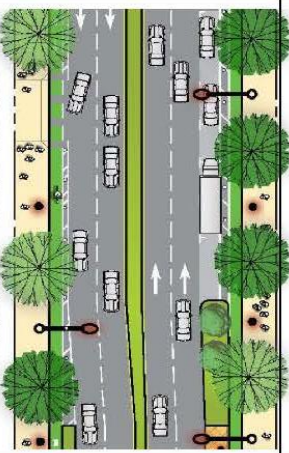
By Feedback Recording Method	# participants	% of total part.
Online survey	2,154	79%
Intercept survey	221	8%
Preference matrices	63	2%
Dot-voting (workshops)	35	1%
Meeting notes*	237	9%
Total	2,710	100%

*Where preference matrices were not used or completed (i.e., community workshops & meetings of elected and appointed officials, focus group participants who did not complete).

Preference Matrix

San Pablo Avenue Corridor Project | Concepts A, B and C

Date:

☐ Concept A: Bus and Bike Lane on San Pablo 	☐ Concept B: Bus & Managed Lane on San Pablo 	☐ Concept C: Bike Lane on San Pablo 
Things I like about this Concept		
Things I dislike about this Concept		

Survey Participation | By City

Survey question: Which city do you live in?

City	#	% of total	SPA mileage (for comparison)	
Oakland	481	20%	2.4	18%
Emeryville	132	6%	0.7	5%
Berkeley	835	35%	2.3	17%
Albany	231	10%	1.0	7%
El Cerrito	295	12%	2.7	20%
Richmond	273	11%	2.3	17%
San Pablo	35	1%	2.0	15%
Other	93	4%	0.0	0%
Total	2,375	100%	13.4	100%

Source: Online and intercept surveys (City inferred from intercept survey by survey location.)



Survey Participation | By Type of User

Survey question: Which sentence(s) best describe how you use San Pablo Avenue (select all that apply)

Type of User	# of Responses	% Total Unique Responses	Options
Business owner	73	3%	Own a business on SPA
Resident	1,364	57%	Live on or near SPA
Commuter	864	36%	Commute to work, school/college on SPA
Shopper	1,571	66%	Shop along SPA
Restaurant patron	1,743	73%	Visit restaurants, entertainment on SPA
To avoid I-80	1,013	43%	Use SPA to avoid I-80/route to other place
Other destinations	1,344	57%	Visit other destinations on SPA
Other	107	5%	Other (please specify)
Total Responses	8,079		
Total Unique Resp.	2,375		

Source: Online and intercept surveys. Respondents could select more than one user type, so numbers exceed total number of surveys.

Survey Participation | By Mode

Survey question: How do you travel on San Pablo Avenue (select all that apply)?

Mode Used on SPA	# of Responses	% Total Unique Responses
Drive	1,921	81%
Walk	1,356	57%
Bike	943	40%
Bus	903	38%
Lyft/Uber	455	19%
BART	432	18%
Scooter	90	4%
Other	42	2%
Total Responses	6,142	
Total Unique Respondents	2,375	

Source: Online and intercept surveys. Respondents could select more than one mode, so numbers exceed total number of surveys.

Outreach Results | Preferred Concept

*Survey question: Which of the options would you prefer for San Pablo Avenue?
Please select one.*

Concept	Online survey		Preference matrices	
	#	%	#	%
Concept A	615	29%	28	48%
Concept B	607	28%	20	34%
Concept C	327	15%	10	17%
How San Pablo is today	475	22%	N/A	---
Other	130	6%	N/A	---
Total Unique Respondents	2,154	100%	58	100%

Source: Online surveys, preference matrices

Note: Preference matrices didn't offer "How SPA is today" or "Other" options.

Survey Results | Preferred Concept by City

Survey question: Which of the options would you prefer for San Pablo Avenue? Please select one.

	A	B	C	Ex. Cond.	Other	Total
City	%	%	%	%	%	
Oakland	52%	25%	14%	4%	5%	100%
Emeryville	33%	37%	17%	6%	7%	100%
Berkeley	26%	29%	13%	26%	6%	100%
Albany	19%	26%	10%	32%	13%	100%
El Cerrito	17%	31%	19%	28%	5%	100%
Richmond	15%	28%	22%	31%	4%	100%
San Pablo	11%	32%	21%	36%	0%	100%
Other	33%	27%	16%	17%	6%	100%
Total Unique Resp.	29%	28%	16%	22%	6%	2,154

Survey Results | Preferred Concept by City

Survey question: Which of the options would you prefer for San Pablo Avenue? Please select one.

	Bus lanes on SPA (A & B)	Bike Lanes on SPA (A & C)	Existing Conditions
City	%	%	%
Oakland	78%	66%	4%
Emeryville	70%	50%	6%
Berkeley	55%	39%	26%
Albany	45%	29%	32%
El Cerrito	47%	36%	28%
Richmond	43%	37%	31%
San Pablo	43%	32%	36%
Other	60%	49%	17%
Total Unique Resp.	57%	44%	22%

* Source: Online survey

Survey Results | Preferred Concept by User

Survey question: Which of the options would you prefer for San Pablo Avenue? Please select one.

	A	B	C	Ex. Cond.	Other	Total
Type of User	%	%	%	%	%	
Business-owner	18%	14%	14%	46%	7%	100%
Resident	27%	30%	16%	21%	6%	100%
Commuter	33%	28%	17%	17%	5%	100%
Shopper	27%	28%	15%	23%	7%	100%
Restaurant patron	29%	28%	15%	21%	6%	100%
To avoid I-80	22%	29%	17%	25%	6%	100%
Other destinations	28%	27%	14%	24%	7%	100%
Other	28%	30%	11%	21%	10%	100%
Total Unique Resp.	29%	28%	15%	22%	6%	2,154

Survey Results | Preferred Concept by Mode

Survey question: Which of the options would you prefer for San Pablo Avenue? Please select one.

	A	B	C	Ex. Cond.	Other	Total
Mode Used on SPA	%	%	%	%	%	
Walk	34%	29%	14%	16%	6%	100%
Bike	47%	26%	16%	6%	5%	100%
Bus	43%	32%	10%	10%	5%	100%
BART	37%	29%	12%	15%	7%	100%
Drive	24%	28%	16%	26%	6%	100%
Lyft/Uber	34%	31%	18%	13%	5%	100%
Scooter	58%	21%	14%	6%	1%	100%
Other Travel Mode	13%	32%	21%	13%	21%	100%
Total Unique Respondents	29%	28%	15%	22%	6%	2,154

* Source: Online survey

Survey Results | Trade-off Questions

Survey question: For each question, please choose either first or second choice as preferred option.

Q#	Choices	#	%
1	<u>Bus lane, 1 auto lane:</u> A dedicated bus lane and one auto lane in each direction, which will improve bus reliability and speed but decrease space and speed for autos.	1,403	59%
	<u>No bus lane, 2 auto lanes:</u> A street with two auto lanes in each direction (today's conditions), which result in auto and bus reliability and speed worsening over time.	875	37%
	<u>No response</u>	97	4%
	<u>Parallel bike:</u> Bike facility on a nearby parallel street to San Pablo Avenue that is low-stress and high-comfort.	1,624	68%
2	<u>Bike on SPA:</u> Protected bike facility directly on San Pablo Avenue that would require mixing with cars at driveways and intersections.	671	28%
	<u>No response</u>	80	3%

Survey Results | Trade-off Questions

Survey question: For each question, please choose either first or second choice as preferred option.

Q#	Choices	#	%
3	<u>Mixing zone</u> : Bike facility on San Pablo Avenue that would require mixing with cars at intersections in auto right turn lanes.	862	36%
	<u>No right turn lane</u> : Bike facility on San Pablo Avenue that continues with protection through intersections but removes right turn lanes for autos; autos would turn right from the through lane across the bike lane.	1,283	54%
	<u>No response</u>	230	10%
4	<u>Managed lane</u> : A managed lane where the curbside parking lane converts to a travel lane at high-traffic periods to allow for more travel capacity (like Ashby Avenue in Berkeley).	1,487	63%
	<u>Parking on both sides</u> : Keep parking on both sides of the street all the time and have one less lane for autos throughout the day.	711	30%
	<u>No response</u>	177	6%

Survey Results | Trade-off Questions

Survey question: For each question, please choose either first or second choice as preferred option.

Q#	Choices	#	%
5	Landscaped median: Landscaped median and parking on only one side of the street.	1,311	55%
	<u>Parking on both sides:</u> No median and parking on both sides of the street.	931	39%
	<u>No response</u>	133	6%
6	Curb extensions: An extension of the curb to shorten crossing distances at intersections on San Pablo Avenue, with bike facilities on parallel streets.	1,215	51%
	<u>Bike lanes:</u> Bike lanes on San Pablo Avenue and no extensions of the curb at intersections to shorten crossing distances.	1,009	42%
	<u>No response</u>	151	6%

Themes from Qualitative Feedback

Concerns	
Parking: The effect on local business of less parking, delivery, pick-up, drop-off space	Emergency access: Providing adequate space for emergency vehicles and evacuation
Congestion: Traffic congestion on San Pablo Avenue diverting to neighborhood streets	Enforcement: Enforcement needed for managed lanes or dedicated bus/bike lanes
I-80 ICM: Relationship to the I-80 Integrated Corridor Mobility project, which relies on San Pablo Avenue as a reliever route	Construction: The effect of prolonged construction on local businesses (reference to East Bay BRT on International Blvd.)
Bus stop spacing: Increasing the distance between bus stops, particularly for people with mobility challenges	Outreach: The Round 2 outreach process did inadequate outreach to older, long-term residents along the corridor
Bike lanes: Confusion caused by parking-protected bike lanes for motorists and safety concerns for pedestrians (ref. Telegraph Ave)	Implementation: Insufficient resources to make more frequent bus service; skepticism that if bike lanes are not provided on SPA, there may not be the resources to improve parallel routes

Themes from Qualitative Feedback

Some key take-aways from focus groups

Features Participants Liked	
All:	Making San Pablo Avenue easier and safer to walk along and to cross
Seniors/People with Mobility Challenges:	- Importance of loading and parking close to destinations - Concerns around conflicts with cyclists: some interest in adding bike lanes so fewer bikes and scooters on the sidewalk, others wanting bikes on parallel facilities away from SPA
Merchants:	- Fear of loss of parking/loading and traffic congestion - Recognition by some business-owners that a growing number of customers bike
Bicyclists:	- A dedicated bus lane needs to be #1 priority in the corridor - Notable minority prefers parallel route, however reasons for facility on San Pablo include: destinations on SPA; most direct route; most “legible route” (stress caused by navigating turns of parallel route); safety of parallel route, esp. at night
Transit Riders:	Quality of facilities and personal safety matter (e.g. cleanliness, lighting, rider behavior)

Technical Evaluation Summary

- Bus lane is necessary to preserve/enhance bus performance in congested future, bus travel time doubles in 2040 Baseline
- Dedicated lanes increase ridership and lower bus travel time
 - Ridership gains are not as significant as we expected
 - Lane in Alameda Co. makes biggest difference in ridership
 - Travel time benefits of lanes mitigated by need for additional signals
 - No bus lane: 20,320, no travel time improvement over baseline future
 - BRT through Alameda County: 22,770, 8-12% travel time improvement
 - BRT Oakland through Richmond: 23,470, 15-21% travel time improvement
- Transit mode share on San Pablo highest with dedicated bus lane
- Person throughput highest with no dedicated bus lane

Technical Evaluation Summary

- Most of San Pablo expected to be near/above capacity in 2040 Baseline
- Reduction in number of lanes will:
 - Reduce auto traffic on San Pablo Ave.; create some diversion to parallel facilities
 - Reduce speeding and “calm traffic” on San Pablo Ave.
 - Intersection delay likely worse for autos; this analysis will be done in next phase
- Must preserve access to/from I-80 at major intersections (I-80 ICM)
- Bicycle
 - Difficult to create a low-stress bicycle facility on San Pablo Ave. (turn lanes for neighborhood access, driveways, traffic volumes)
 - The most consistently comfortable “all ages/abilities” facility is on parallel facilities
 - Parallel facility creates minimal diversion when full range of Os/Ds is considered
- Construction disrupts community and impacts businesses for short term

Key Take-aways by Geography

Technical Evaluation & Outreach Findings

- Southern segment (Emeryville/Oakland)
 - Highest popularity of bus lanes (68-78%) and bike lanes (50-67%)
 - Highest popularity of reducing from two lanes to one lane
 - Lower auto volumes (esp. southern Oakland segment)
 - Not significant sources of bus delay, but ridership is high approaching downtown Oakland
 - Parallel bike facility options poor
 - Highest current bike volumes today (esp. southern Oakland segment)

Key Take-aways by Geography

Technical Evaluation & Outreach Findings

- Central segment, Alameda County (Berkeley/Albany)
 - Berkeley: Bus lanes popular (54%), bike lanes (39%), existing conditions (26%)
 - Albany: Bus lanes (42%) and existing conditions (35%) most popular; bike lanes less (27%)
 - Central part of corridor
 - Congestion “hot spots”
 - Most bus delay
 - Highest bus ridership
 - Good parallel bike facilities exist and are well used today
 - Vocal business community very concerned about parking/loading

Key Take-aways by Geography

Technical Evaluation & Outreach Findings

- Contra Costa County (El Cerrito, San Pablo, Richmond)
 - Mixed survey results
 - Bus lanes (38-47%)
 - Bike lanes (33-39%)
 - Concept A not popular (10-16%)
 - Existing Conditions (28-38%)
 - El Cerrito:
 - Hot spots for congestion, bus reliability
 - High transit ridership (esp. BART stations)
 - Bus lane doesn't align w/ Specific Plan
 - Good parallel bike options (east side)
 - Richmond
 - Some good parallel bike options exist
 - Some issues for bus reliability
 - San Pablo:
 - Very narrow section (70 ft.)
 - Existing sections with no parking
 - Auto volumes highest (SP Dam Rd/Road 20)
 - No parallel bike options, bike lane on SPA already and being extended
 - Survey participation low

Other Key Take-aways

- Businesses/Merchants
 - Significant concerns around any loss of parking
 - Concerns around congestion reducing customer access to businesses if lane reduced
 - Interest in safety improvements
- Interest in managed lane
 - Technical results show benefit, popular in survey
 - Concerns around enforcement
- Side-Running bus lanes
 - Concerns about median boarding
 - Potentially easier to phase and implement
 - Provides more design flexibility
- Safety improvements needed now; concerns over delaying nearer-term improvements

Next Steps

- Transit speed/delay study currently underway
- Narrow to 1-2 concepts to advance, likely to differ by segment
- Technical work/analysis:
 - Application of concepts to specific segments of San Pablo
 - Intersection level analysis and more operational analysis
- Project development
 - Develop phasing strategies
 - Advance near-term safety improvements
- Engagement
 - Alameda County Commissioner briefing in July
 - Contra Costa County to consider next steps
 - Caltrans – Project initiation document, Coop agreement
 - Follow up smaller group meetings with TAC members to discuss next steps

Discussion

- Concepts:
 - Thoughts on narrowing number of concepts?
 - Treatments you think are “must haves” for the next stage of analysis?
 - Other ideas to consider?
- Next steps:
 - Key questions in need of more analysis?
 - Other planning/project efforts on the corridor?
 - Interest in advancing near-term safety improvements?