



SPECIAL TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: TUESDAY, March 23, 2021 • 3:30 PM – 5:00 PM

REMOTE ACCESS: <https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydl-BoYk0yYWVlZWVImWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Remote Participation Only

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives, **there will be no physical location for the TAC Meeting.** TAC members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely.**

Pursuant to the Governor’s Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Tamara Miller, Denee Evans, Alan Panganiban, Rob Thompson, Nathan Landau, Jamar Stamps, and Celestine Do may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC TAC in the following ways:

Phone Participation

Dial one of the following numbers, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

Public Comment

Members of the public may address the TAC during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the TAC meeting date will be provided to the WCCTAC TAC and heard before TAC action. Comments may be submitted by email to lgreenblat@wcctac.org

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Comments may also be submitted via e-mail to lgreenblat@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the TAC may provide.

1. CALL TO ORDER and MEMBER ROLL CALL

Estimated Time: 3:30 PM, (5 minutes)*

2. PUBLIC COMMENT

Estimated Time: 3:35 PM, (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.

3. SPECIAL AGENDA ITEMS

A. San Pablo Avenue Multimodal Corridor Study Phase 2

Description: The consultant team will review options for potential cross-sections which would be used as the basis for evaluating various segments along the corridor. The consultant team is requesting the TAC select three of the five options presented and those three would then be used as the basis for further analysis along all segments of the corridor.

Recommendation: Provide direction on potential cross-sections.

Attachment: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff and Adam Dankberg, Kimley-Horn

Estimated Time: 3:40 PM, (75 minutes)*

4. STANDING ITEMS

A. Staff and TAC Member Announcements

Description: TAC members or WCCTAC staff can make general comments or announcements.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC Staff and TAC Members

Estimated Time: 4:55 PM (5 minutes)*

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

5. **ADJOURNMENT**

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Friday, April 9, 2021. (The next regular meeting of the WCCTAC Board is Friday, February 26, 2021.)

Estimated Time:* **5:00 PM**

- 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 WCC-TAC'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.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.



CONTRA COSTA
transportation
authority

San Pablo Avenue Multimodal Corridor Study Phase 2

Concept Alternatives



Kimley»Horn

San Pablo Ave – Concept Locations

1. El Cerrito - Fairmount Ave to Eureka Ave
2. El Cerrito -Eureka Ave to Potrero Ave
3. El Cerrito/Richmond -Wall Ave to I-80, Non-Caltrans Section
4. Richmond - Solano Ave to Rheem Ave
5. San Pablo - Vale Rd to Road 20
6. San Pablo - Lovegrove St to Broadway Ave
7. San Pablo/Richmond -Rumrill Blvd to Rivers St



PRIORITIES BY ALTERNATIVE

Alternative 1

1. Side-running Transit Lane
2. Bike Facility
3. Parking Facility
4. Auto Lane



Alternative 2

1. Center-running Transit Lane
2. Bike Facility
3. Parking Facility
4. Managed Parking/Auto Lane



Alternative 3

1. Maintain 2 Auto Lane per direction
2. Bike Facility
3. Side-running Transit Lane (with QJ)
4. Parking Facility



Alternative 4

1. Side-running Transit Lane
2. Parking Facility
3. Auto Lane
4. Bike Facility



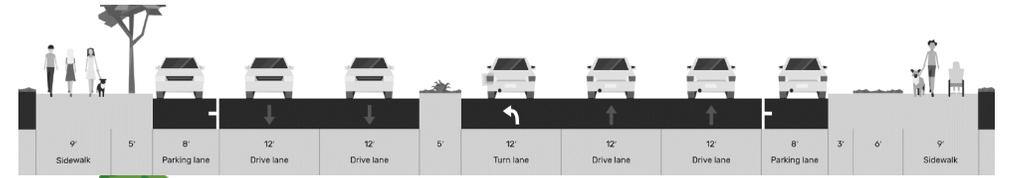
Alternative 5

1. Auto Lane (maintain 2 per direction)
2. Parking Facility
3. Managed Parking and Side-running Transit Lane
4. Bike Facility

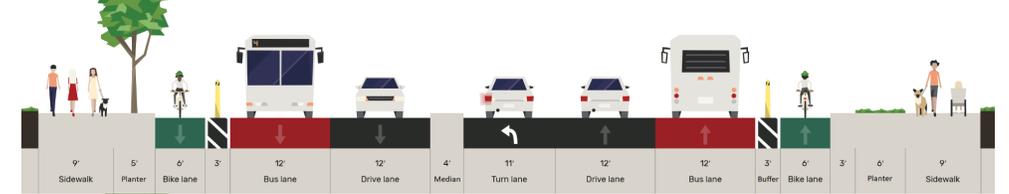


1. El Cerrito - Fairmount Ave to Eureka Ave (Curb-to-Curb 81')

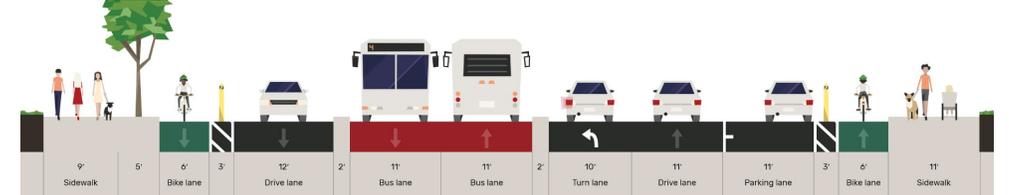
Alternative	Prioritization	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Loading	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed Lane
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Bus Pull-in	Side	-	Left	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Extended	Class IV	Median	Center	One Side	Left	One	Parking/Auto
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class IV	Bulb-out	Queue jump	-	Left	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	Narrowed	Class IV	Bulb-out	Stopping in-lane	Both sides	Left	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Curb-side	Parking lane	Both sides	Left	Two	Parking/Bus



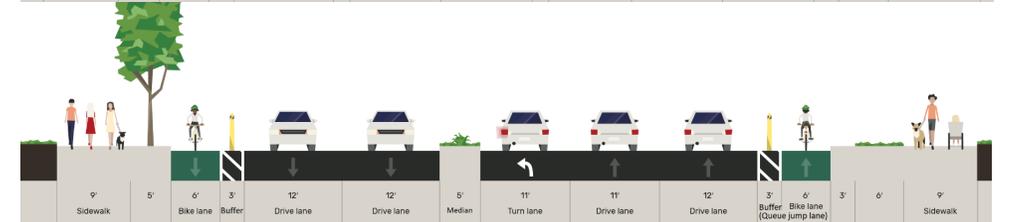
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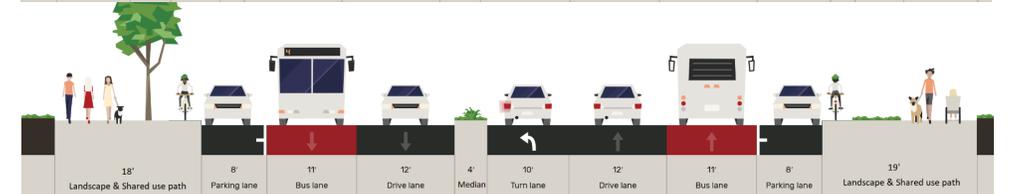
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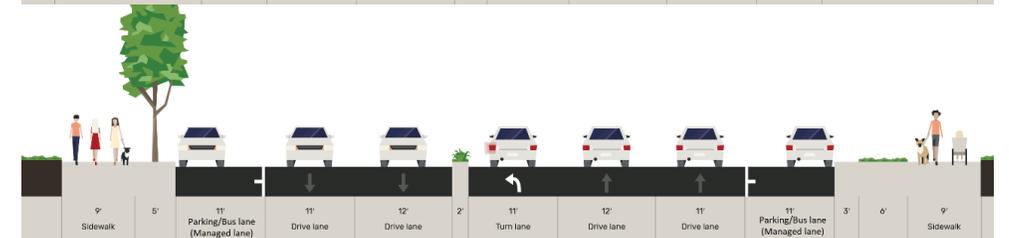
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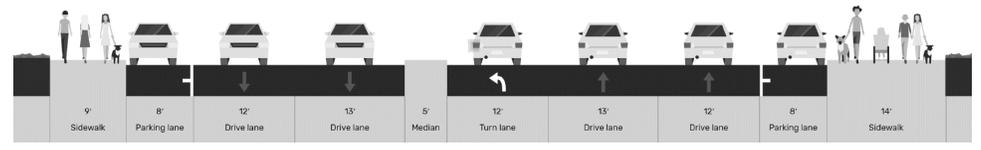
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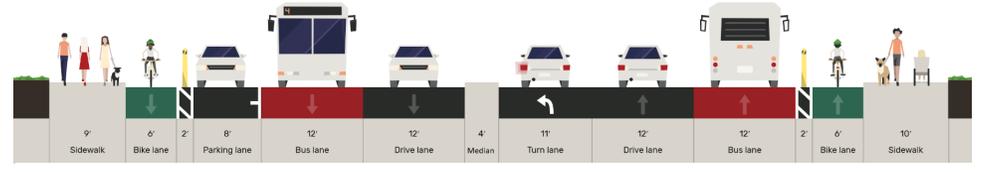
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2. El Cerrito - Eureka Ave to Potrero Ave (Curb-to-Curb 83')

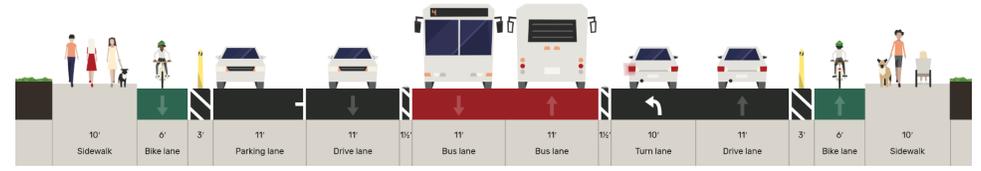
Alternative	Prioritization	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Loading	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed Lane
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Bus Island	Side	One Side	Left	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Extended	Class IV	Median	Center	One Side	Left	One	Parking/Auto
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class II-Buffered	Bulb-out	Queue jump	-	Left	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	Narrowed	Class IV	Bulb-out	Stopping in-lane	Both sides	Left	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	Narrowed	-	Curb-side	Parking lane	Both sides	Left	Two	-



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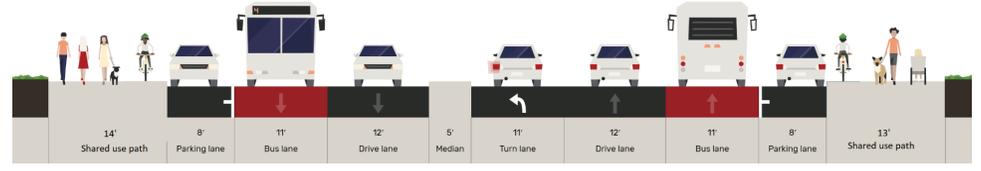
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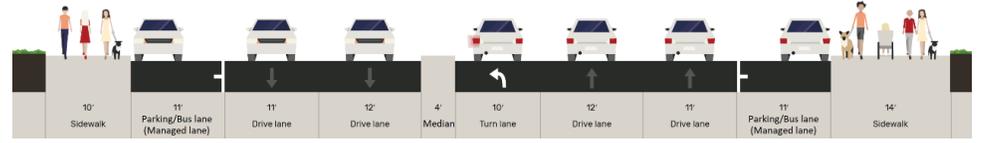
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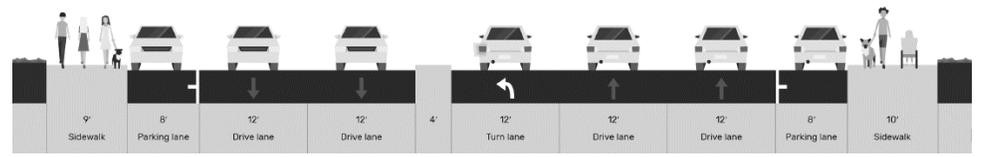
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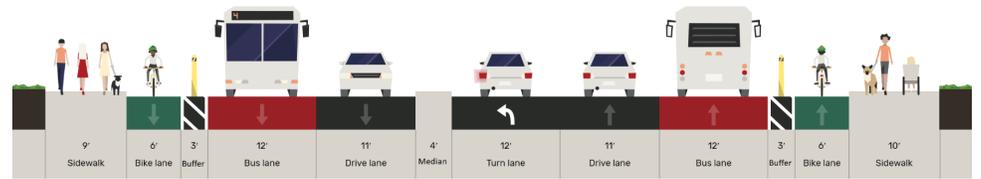
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3. El Cerrito/Richmond - Wall Ave to I-80, Non-Caltrans Section (Curb-to-Curb 80')

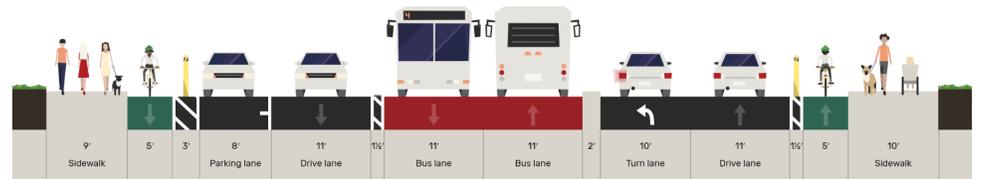
Alternative	Prioritization	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Loading	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed Lane
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Narrowed (Bus stop)	Class IV	Bus Island	Side	-	Left	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Median	Center	One Side	Left	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	Narrowed	Class II-Buffered	Curbside	Queue jump	-	Left	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	Narrowed	Class IV	Curbside	Stopping in-lane	Both sides	Left	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Curbside	Parking lane	Both sides	Left	Two	Parking/Bus



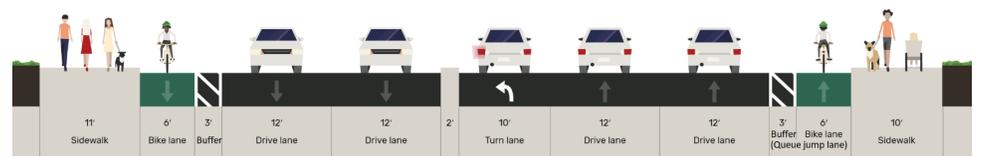
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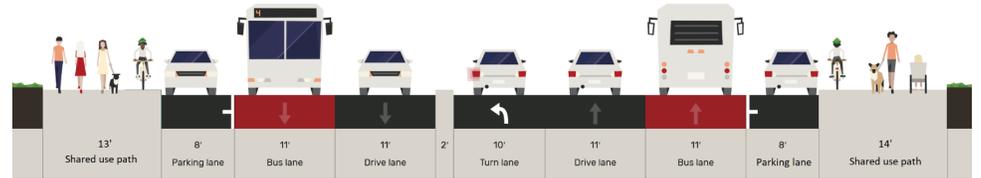
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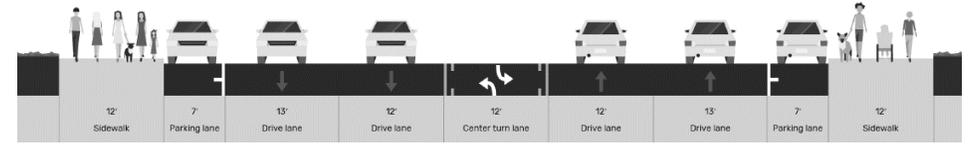
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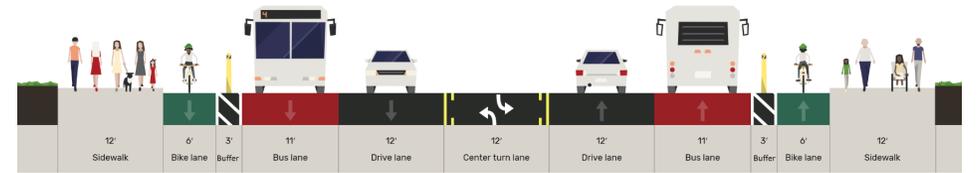
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4. Richmond - Solano Ave to Rheem Ave (Curb-to-Curb 76')

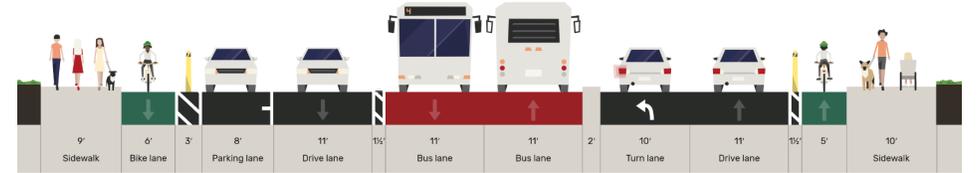
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2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Extended	Class IV	Median	Center	One Side	Left	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class II-Buffered	Curb-side	Queue jump	-	Center	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class IV	Curb-side	Stopping in-lane	Both sides	Left	One	-
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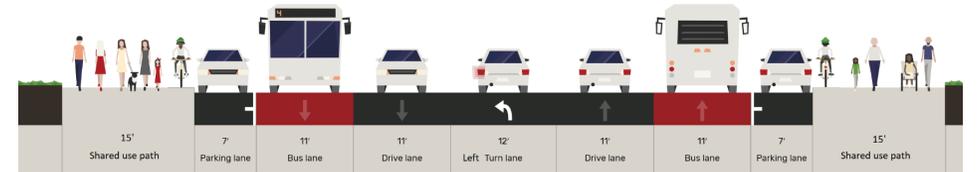
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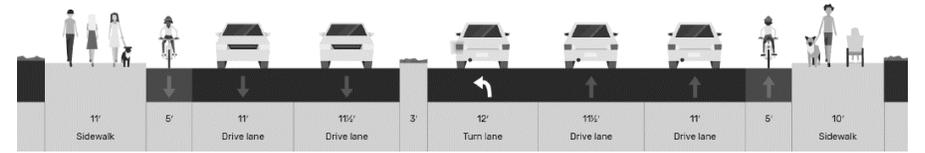
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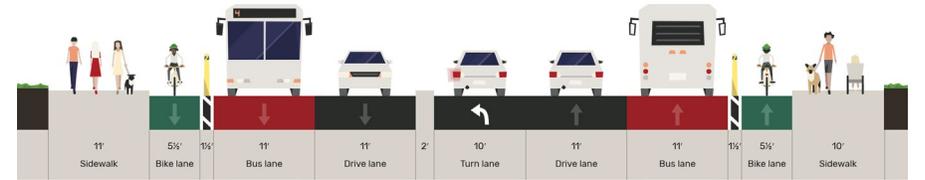
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5. San Pablo - Vale Rd to Road 20 (Curb-to-Curb 70')

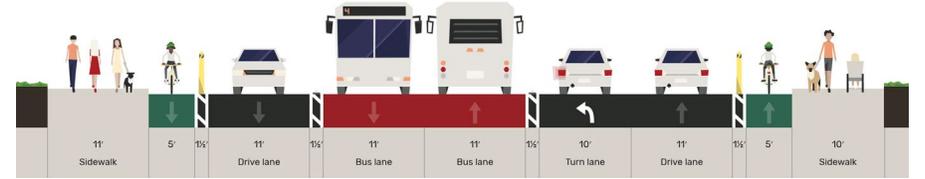
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3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class II-Buffered	Curb-side	-	-	Left	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class IV	Curb-cut	Stopping in-lane	-	Left	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class II	Bulb-out	Travel lane	-	Left	Two	Parking/Bus



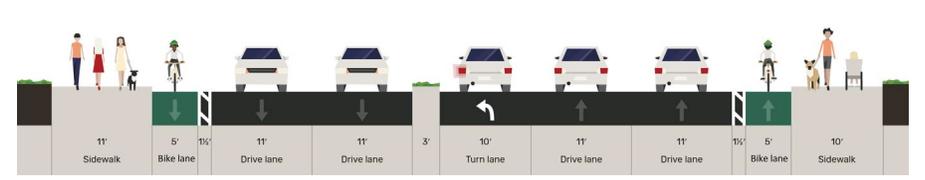
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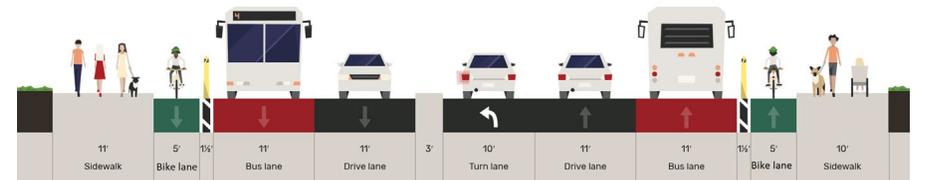
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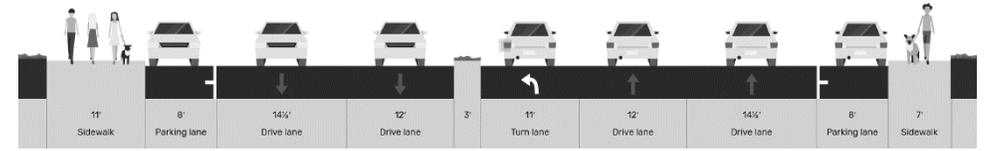
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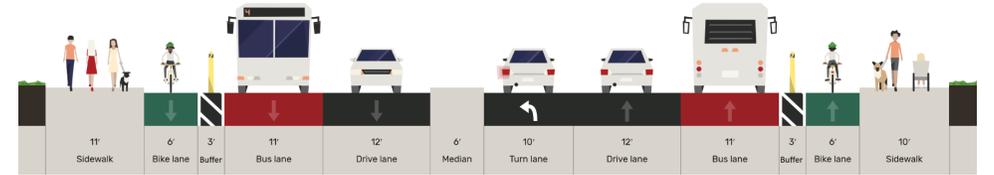
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6. San Pablo - Lovegrove St to Rumrill Blvd (Curb-to-Curb 83')

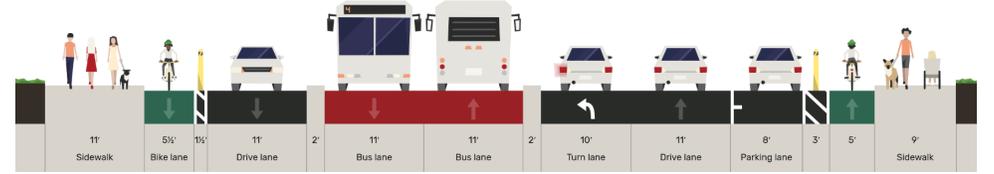
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2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Narrowed	Class IV	Median	Center	One Side	Left	One	Parking/Auto
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	Narrowed	Class IV	Bulb-out	Side-running	-	Left	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	Narrowed	Class IV	Bulb-out	Stopping in-lane	Both sides	Left	One	-
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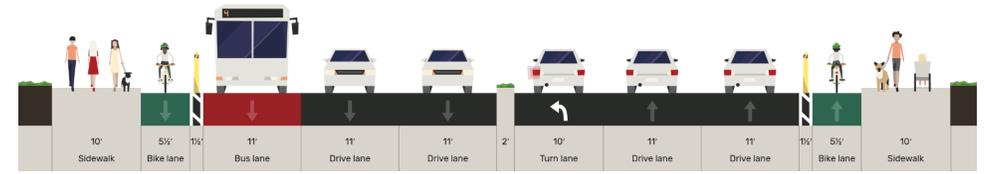
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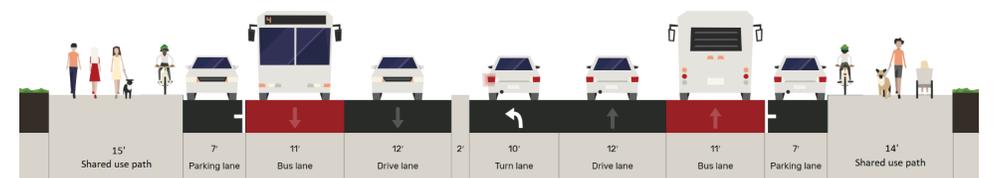
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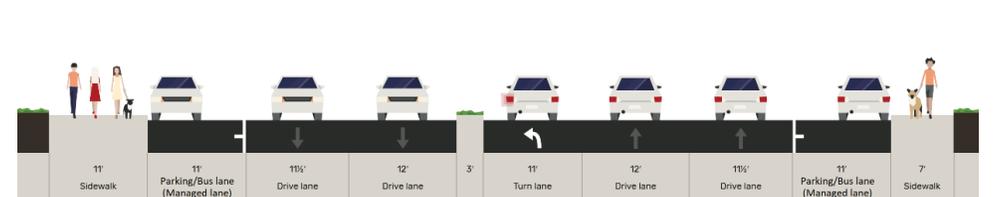
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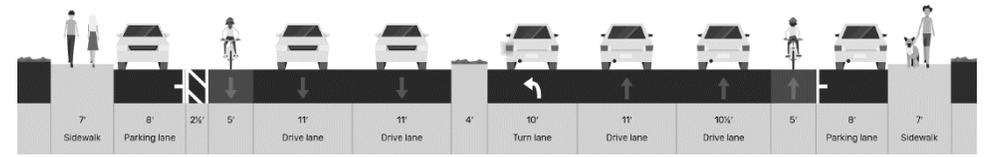
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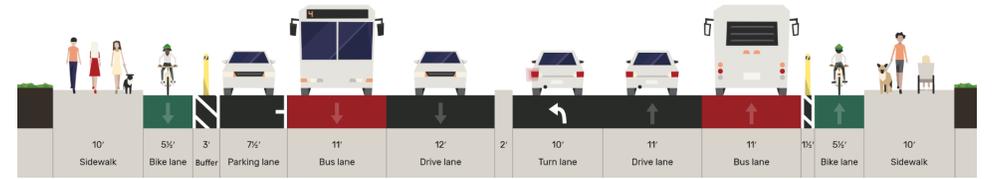
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7. San Pablo/Richmond - Broadway Ave to Rivers St (Curb-to-Curb 86')

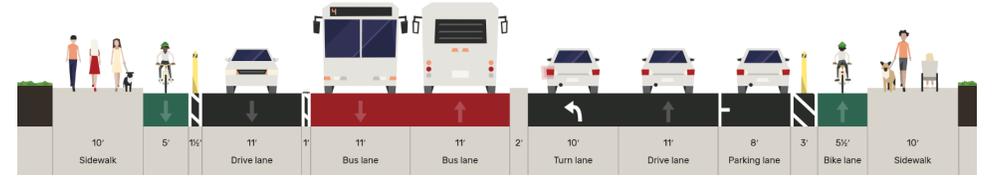
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2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Narrowed	Class IV	Median	Center	One Side	Left	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	Narrowed	Class II-Buffered	Curb-side	-	-	Left	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	Narrowed	Class IV	Curb-side	Stopping in-lane	One side	Left	Two	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class II	Bulb-out	Parking lane	Both sides	Left	Two	Parking/Bus



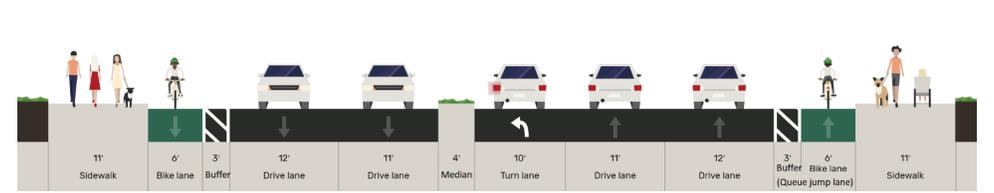
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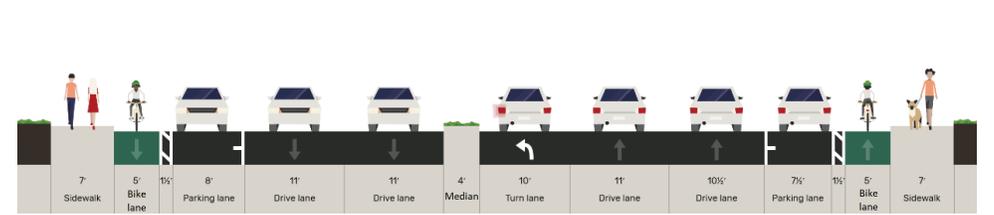
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