

# San Pablo Avenue Complete Streets Checklist

Countywide Bicycle and Pedestrian Committee  
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CONTRA COSTA  
transportation  
authority

# Corridor Study Purpose

Improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and help support strong growth along the corridor while still 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

# Corridor Study Background

- Multimodal Corridor Study began in Fall 2017
  - Phase 1: Fall 2017-Fall 2020
  - Phase 2: Winter 2021- Winter 2023
- Effort led by Alameda CTC with financial support and involvement by WCCTAC and CCTA
- Study area extended between downtown Oakland and Hilltop Mall
- Phase 1 work included:
  - Existing conditions analysis, concept development, travel demand modeling, and two rounds of public meetings and surveys



# Phase 2 Work

- Contra Costa-focused
- What fits in the corridor where
- Effects on traffic if a lane is converted
- Where parking would need to be removed to provide a bike facility
- Benefits of a bus lane
- Potential near-term improvements to improve safety
- Reaction from each jurisdiction to potential solutions



# Existing Conditions



Overlapping Local and Rapid Bus service provides bus service every 7 minutes south of Macdonald



Bike lanes only in some segments in the City of San Pablo and newly constructed/under construction in El Cerrito (approx. 20% of corridor)



Long gaps between pedestrian crossings and many uncontrolled crossings (e.g., multiple 0.4 mile gaps in protected crossings in El Cerrito)



Used as an alternative to I-80 for longer-distance trips - ***1/3 of auto trips are just passing through***

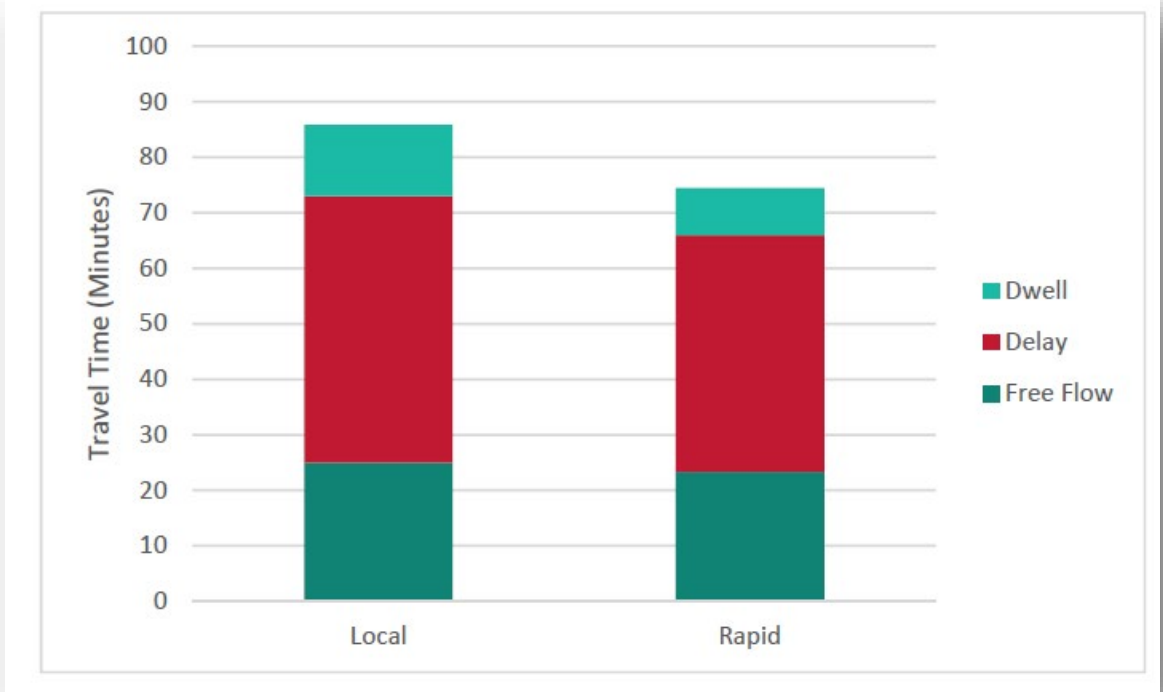
- *Data indicates potential for auto to bus mode shift*



# Existing Conditions

- During peak period, Rapid buses spend 57% of travel time stuck in congestion
  - Without improvements, forecast a 69% increase in PM traffic delay by 2035
- History of safety issues
  - 293 injuries or fatalities in recent 5-year period
  - 73 involving pedestrians or cyclists, including 3 deaths

PM Peak Period Northbound Bus Travel Time





# Solutions Considered

- Transit

- Queue Jumps
- Stop Improvements
- In-lane Stops
- Transit Signal Priority
- Bus Rapid Transit

- Pedestrian

- Sidewalk Widening
- New and Improved Crossings
- Lighting
- Accessibility

- Bicycle

- Bicycle Lanes
- Bicycle Crossings
- Protected Intersections
- Transit Islands



# Key Takeaways



Without improvements, congestion will significantly increase (69% increase in delays), impacting mobility options



**Center-running** bus lanes provide 30%-45% transit travel time savings and would be approximately 10% faster than **side-running**



**Side-running** bus lanes avoid some of the implementation challenges of **center-running** and can be easily used by all bus routes in the corridor



**Center-running** bus lanes provide greatest opportunity for both parking and bike lanes throughout the corridor. **Side-running** allows for either/or in most segments



A low-stress bike facility cannot be provided but parallel route options are limited in the northern portion



On-street parking is currently plentiful and redundant, but new, more dense development will change the role of on-street parking



There is community support for improvements in the corridor, but no consensus thus far on the type of improvements



# Phase 2 Recommendations

- Element 1 – Priority Multimodal Safety Improvements at 40-45 Intersections
  - Improved Pedestrian Crossings
    - Signalization, New Beacons, New Crosswalks, Median Protection, Lighting, and High-Visibility Striping
  - Improved Bike Crossings Across San Pablo Ave
  - Accessibility Upgrades
  - Remove/Modify free right-turns
  - Bulb-outs into side-streets
  - Bus Bulbs at Rapid Stops
  - Bus Stop Relocation
  - Bus Stop Consolidation



# Phase 2 Recommendations

- Element 2 – Near-Term Bus Lanes Demonstration Project
  - Initial interest by El Cerrito and Richmond at staff level
  - Requires coordination with AC Transit on the potential corresponding operational changes and their support on the extents and elements of a BRT demonstration project
  - Need further engagement with local jurisdictions, community engagement, and design to determine accompanying roadway improvements
  - Bike facility is possible to include in project, with trade-off of parking loss. Local jurisdictions would need to provide direction on roadway priorities

# Phase 3 Proposal

- Extensive Outreach Effort in El Cerrito, Richmond and San Pablo for Safety and Bus Improvements
  - Stakeholders (jurisdictions, transit providers, Caltrans)
  - Businesses on and adjacent to San Pablo Avenue
  - Community members and advocacy groups
- Economic Impact Study of Improvements in Corridor
- Use RM3 “I-80 Corridor Transit Improvements” category funds
  - CCTA Board adopted Resolution supporting RM3 allocation
  - Project must comply with MTC Transit-Oriented Communities policy to apply for future funding
  - Retain consultant early 2025

# Complete Streets Checklist Summary

- Project meets MTC criteria based on location
  - High-Injury Network
  - Equity Priority Community
  - Priority Transit Corridor
  - Priority Pedestrian Area
- Project meets MTC criteria for multimodal design
  - Incorporates NACTO and ATBCB Guidance
  - Improves the local LTS network
  - Improvements consistent with Bay Area Vision Zero System and CCTA VZ Plan