
Authority Board **STAFF REPORT**

Meeting Date: June 21, 2023

Subject	NEW ITEM: San Pablo Avenue Multimodal Corridor Study (Study), Phase 2 Summary of Findings
Summary of Issues	Since 2017, the Authority has been funding and participating in the Study, alongside the West Contra Costa Transportation Advisory Committee (WCCTAC) and the Alameda County Transportation Commission (Alameda CTC). The second phase of the Study was recently completed and was presented to the WCCTAC Board in January 2023. Staff and consultants will provide a summary of the Study phases, findings, and recommendations.
Recommendations	Staff and consultants will provide a summary of the Study phases, findings, and recommendations. This is an informational item only; no staff recommendation at this time.
Staff Contact	Matt Kelly
Financial Implications	None
Options	Provide input on next steps for implementation of Study recommendations
Attachments	A. San Pablo Avenue Multimodal Corridor Study Phase 2 Findings Summary
Changes from Committee	N/A

Background

In 2017, the Authority partnered with the Alameda CTC and WCCTAC to conduct a study of

San Pablo Avenue from its origin in the downtown of the City of Oakland to Hilltop Mall in the City of Richmond, covering thirteen miles across Northern Alameda and Western Contra Costa counties. The Study sought to coordinate transportation planning effort across jurisdictions with a focus on improving transit, active transportation, and safety within the corridor. Alameda CTC took the lead with managing the first phase of the work, with the Authority and WCCTAC contributing funds for the Contra Costa County portion of the work. Phase 1 included extensive public outreach efforts to the local communities, including to San Pablo Avenue businesses, and was completed in 2019.

At the conclusion of Phase 1, the Alameda CTC was prepared to advance safety and bus improvements in the cities of Oakland and Emeryville segments, due to the availability of funding for design from Measure BB. WCCTAC and its member agencies, however, sought additional analysis before determining what next steps might be pursued. Particularly, the Alameda County and Contra Costa County segments of the roadway differ substantially in right-of way (ROW) width. Whereas Alameda County's ROW width is relatively consistent, the Contra Costa County curb-to-curb width varies from 70-96 feet, which means that accommodating a variety of infrastructure types varies tremendously. Phase 2 of the Study in Contra Costa County was again funded by the Authority and WCCTAC, and utilized the same consultant procured by Alameda CTC for Phase 1 under their existing agreement.

In the Contra Costa County portion of the corridor, the focus of Phase 2 was to conduct technical analyses to respond to questions not fully addressed in Phase 1 due to the unique characteristics in this part of the corridor. A summary of this work is found in Attachment A.

Following completion of the technical analysis, this information was presented to the City of El Cerrito, City of Richmond, and City of San Pablo City Councils, the AC Transit Board of Directors, and the East Richmond Neighborhood Council. Generally, the feedback received was supportive of making San Pablo Avenue safer and accommodating of more travel modes. There was near universal support for pedestrian safety improvements and small-scale "spot" improvements for transit. There were mixed opinions about advancing a bus-only lane project, with interest in a pilot project to test the side vs. center-lane running options. Additional outreach was recommended for potential future steps, particularly for larger or more complex projects.

WCCTAC's staff and Technical Advisory Committee recommended that their Board support

two distinct project elements as next steps. These recommendations were presented and discussed at the January 2023 WCCTAC Board meeting, and are summarized below:

Element 1: Implement a package of multi-modal safety improvements:

- Authority and WCCTAC partner to pursue funding for design.
- WCCTAC request that the Authority serve as design lead.
- Local jurisdictions would partner for design review and establish maintenance commitment.
- Additional outreach during design to confirm project details.
- Following design, position project for capital grant opportunities.

Element 2: Advance a near-term demonstration project on a portion of the corridor with side-running bus lanes:

- Contingent on local jurisdiction support
- Initial interest by the cities of El Cerrito and Richmond at a staff level
- Begin with 1-to-2-mile segment – consider Cutting to Solano (outside of Caltrans jurisdiction)
- Contingent on support and coordination with AC Transit on potential corresponding operational changes
- Recommend a simple, quick-build demonstration rather than a full bus rapid transit service to establish proof of concept in the relative near-term, including a post-project evaluation
- Could include bike facilities where they fit and/or when local jurisdiction and community support prioritize them over on-street parking
- Identify a project management lead, which could be Authority or AC Transit
- Authority, WCCTAC, and AC Transit partner to identify funding
- Seek funding and conduct outreach as part of conceptual design development

The WCCTAC Board approved pursuing the safety improvements in Element 1, which includes a series of relatively small-scale streetscape projects that benefit pedestrians, bicycles, vehicles, and transit. Additionally, the Board approved developing a scope for the demonstration project identified in Element 2 for proof-of-concept evaluation.

Staff and consultants will provide a summary of the Study phases, findings, and recommendations. This is an informational item only; no staff recommendation at this time.