El Cerrito	West Contra Costa Transportation Advisory Committee
Hercules	SPECIAL TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA
Pinole	DATE & TIME: TUESDAY, March 23, 2021 • 3:30 PM – 5:00 PM
	REMOTE ACCESS: <u>https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydl-</u> BoYk0yYWVVZVlmWHZ4Zz09
Richmond	MEETING ID#: 732 105 8840 PASSWORD (if requested): WCCTAC2020
San Pablo	Remote Participation Only As a result of the COVID-19 public health emergency, including the County Health Officer and Gover- nor'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 <u>participate re-</u> <u>motely</u> .
	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.
Contra Costa County	The public may observe and address the WCCTAC TAC in the following ways:
AC Transit	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 meet- ing or during the comment period for agenda items.
BART	Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.
WestCAT	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

Comments may also be submitted via e-mail to <u>lgreenblat@wcctac.org</u> 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.

						A	Iternative 1								Alternative 2								Alternative 3			
Segment #	Segment Name	Existing	Priority 1. Side-running Tr 2. Bike Facility 3. Parking Facility 4. Auto Lane								Priority 1. Center-running 2. Bike Facility 3. Parking Facility 4. Auto Lane								Priority 1. Auto Lane (mai 2. Bike Facility 3. Side-running Tr 4. Parking Facility	ansit Lane (wi		eue jump)				
		Curb-to-curb Width	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Loadi ng	Left-turn Lane/Center turn Iane	Number of Auto Lane (each direction)	Managed lane	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Load ing	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed lane	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Loa ding	Left-turn Lane/Center turn Iane	Number of Auto Lane (each direction)	Managed Lane
1	El Cerrito - Fairmount Ave to Eureka Ave	81'	-	Class IV	Bus Pull-in	Side	-	Left	One	-	Extended	Class IV	Median	Center	One Side	Left	One	Parking/Auto	-	Class IV	Bulb-out	Queue jump	-	Left	Two	-
2	El Cerrito - Eureka Ave to Potrero Ave	83'	-	Class IV	Bus Island	Side	One Side	Left	One	-	Extended	Class IV	Median	Center	Both Sides	Left	One	Parking/Auto	-	Class II- Buffered	Bulb-out	Queue jump	-	Left	Two	-
3	El Cerrito/Richmond - Wall Ave to I-80, Non-Caltrans Section	80'	Narrowed (Bus stop)	Class IV	Bus Island	Side	-	Left	One	-	-	Class IV	Median	Center	One Side	Left	One	-	Narrowed	Class II- Buffered	Curbside	Queue jump	-	Left	Two	-
4	Richmond - Solano Ave to Rheem Ave	76'	-	Class IV	Curb-side	Side	-	Center	One	-	Extended	Class IV	Median	Center	One Side	Left	One	-	-	Class II- Buffered	Curb- side	Queue jump		Center	Two	-
5	San Pablo - Vale Rd to Road 20	70'	-	Class IV	Curb-side	Side	-	Left	One	-	-	Class IV	Median	Center	-	Left	One	-	-	Class II- Buffered	Curb- side	-	-	Left	Two	-
6	San Pablo - Lovegrove St to Broadway Ave	83'	Narrowed	Class IV	Curb-side	Side	-	Left	One	-	Narrowed	Class IV	Median	Center	One Side	Left	One	Parking/Auto	Narrowed	Class IV	Bulb-out	Side-running	-	Left	Two	-
7	San Pablo/Richmond - Rumrill Blvd to Rivers St	86'	Narrowed	Class IV	Curb-side	Side	One Side	Left	One	-	Narrowed	Class IV	Median	Center	One Side	Left	One	-	Narrowed	Class II- Buffered	Curb- side	-	-	Left	Two	-

						Α	Iternative 4								Alternative 5			
Segment #	Segment Name	Existing	Priority 1. Side-running Tr 2. Parking Facility 3. Auto Lane 4. Bike Facility (m		ng facility at th	e minimum)					Priority 1. Auto Lane (main 2. Parking Facility 3. Managed lane fo 4. Bike Facility (ma	or Parking an	nd Side-rur	•				
		Curb-to-curb Width	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Loadi ng	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed Lane	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/Load ing	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed Lane
1	El Cerrito - Fairmount Ave to Eureka Ave	81'	Narrowed	Class IV	Bulb-out	Stopping in- lane	Both sides	Left	One	-	-	-	Curb-side	Parking lane	Both sides	Left	Two	Parking/Bus
2	El Cerrito - Eureka Ave to Potrero Ave	83'	Narrowed	Class IV	Bulb-out	Stopping in- lane	Both sides	Left	One	-	Narrowed	-	Curb-side	Parking lane	Both sides	Left	Two	Parking/Bus
3	El Cerrito/Richmond - Wall Ave to I-80, Non-Caltrans Section	80'	Narrowed	Class IV	Curbside	Stopping in- lane	Both sides	Left	One	-	-	-	Curb-side	Parking lane	Both sides	Left	Two	Parking/Bus
4	Richmond - Solano Ave to Rheem Ave	76'	-	Class IV	Curb-side	Stopping in- lane	Both sides	Left	One	-	-	-	Curb-side	Parking lane	Both sides	Left	Two	Parking/Bus
5	San Pablo - Vale Rd to Road 20	70'	-	Class IV	Curb-cut	Stopping in- lane	-	Left	One	-	-	Class II	Bulb-out	Travel lane	-	Left	Two	Parking/Bus
6	San Pablo - Lovegrove St to Broadway Ave	83'	Narrowed	Class IV	Bulb-out	Stopping in- lane	Both sides	Left	One	-	-	-	Curb-side	Parking lane	Both sides	Left	Two	Parking/Bus
7	San Pablo/Richmond - Rumrill Blvd to Rivers St	86'	Narrowed	Class IV	Curb-side	Stopping in- lane	One side	Left	Two	-	-	Class II	Bulb-out	Parking lane	Both sides	Left	Two	Parking/Bus



San Pablo Avenue Multimodal Corridor Study Phase 2

Concept Alternatives







March 2021

San Pablo Ave – Concept Locations

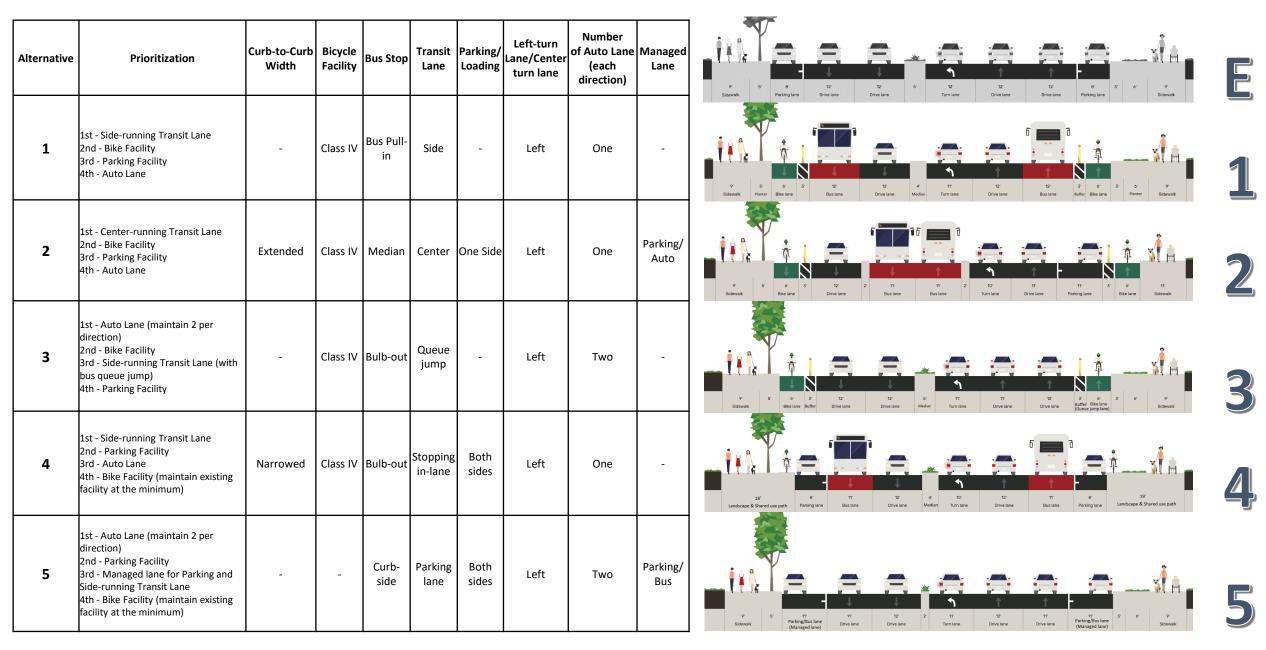
- 1. El Cerrito Fairmount Ave to Eureka Ave
- 2. El Cerrito Eureka Ave to Potrero Ave
- 3. El Cerrito/Richmond -Wall Ave to I-80, Non-Caltrans Section
- 4. Richmond Solano Ave to Rheem Ave
- 5. San Pablo Vale Rd to Road 20
- 6. San Pablo Lovegrove St to Broadway Ave
- 7. San Pablo/Richmond -Rumrill Blvd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



PRIORITIES BY ALTERNATIVE

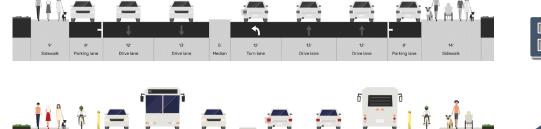
Alternative 1	 Side-running Transit Lane Bike Facility Parking Facility Auto Lane 	
Alternative 2	 Center-running Transit Lane Bike Facility Parking Facility Managed Parking/Auto Lane 	
Alternative 3	 Maintain 2 Auto Lane per direction Bike Facility Side-running Transit Lane (with QJ) Parking Facility 	
Alternative 4	 Side-running Transit Lane Parking Facility Auto Lane Bike Facility 	
Alternative 5	 Auto Lane (maintain 2 per direction) Parking Facility Managed Parking and Side-running Transit Lane Bike Facility 	

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

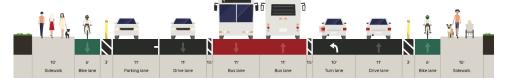


2. El Cerrito - Eureka Ave to Potrero Ave (Curb-to-Curb 83')

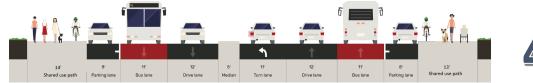
Alternative	Prioritization	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/ Loading	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed Lane	9° 8° 12° Sidewak Parking lane Drive lane
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Bus Island	Side	One Side	Left	One	-	Ý Ó Í Í Í Ý Ó Z B Sidewaik Bike lane Parting lane B
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	10° c 3° 17 Sidewalk lane
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	-	Volketier Line offic Volketier Volketier Volketier Volketier
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	-	14' 8' 17 Shared use path Parking lane Dus lane
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		10° 17° 11° Sidewaik (Manared Jane) Drive Iane











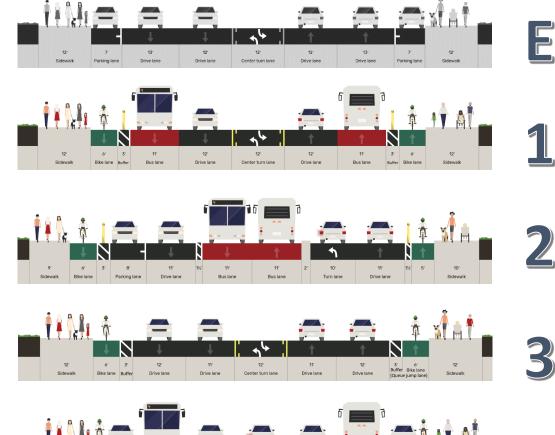


3. El Cerrito/Richmond - Wall Ave to I-80, Non-Caltrans Section (Curb-to-Curb 80')

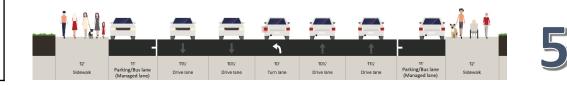
Alternative	Prioritization	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/ Loading	Left-turn Lane/Center turn lane	Number of Auto Lane (each direction)	Managed Lane	V 0 12 12 12 12 12 13 14 V 8' 12 12 12 12 12 13 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 1
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	-	9 6 3 12 17 4' 12 17 12 3 6' 1 Sidewalk Bike lane aufter Bus lane Drive lane Median Turn lane Drive lane Bus lane Sidewalk Sidewalk
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Median	Center	One Side	Left	One	-	9' 5' 3' 8' 11' 12' 11' 11' 2' 10' 11' 11' 5' 11' Sidewalk
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	-	11' 6' 3' 12' 12' 2' 10' 12' 12' 3' 6' 1 Sidewalk Bite lane Buffer Drive lane Drive lane Drive lane Drive lane Drive lane Drive lane Side
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	-	Light and the second se
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	9 11 12 12 11 11 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2 9 11/2 11/2 11/2 11/2 11/2

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

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	Curb- side	Side	-	Center	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	-
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	-
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

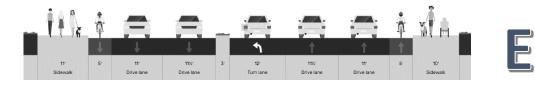




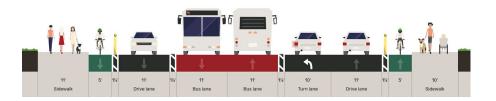


5. San Pablo - Vale Rd to Road 20 (Curb-to-Curb 70')

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	Curb- side	Side	-	Left	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class II- Buffered	Median	Center	-	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	-	-	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 Iane 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

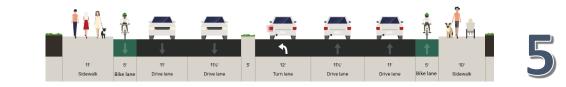












6. San Pablo - Lovegrove St to Rumrill Blvd (Curb-to-Curb 83')

					-					•
Alternative	Prioritization	Curb-to-Curb Width	Bicycle Facility	Bus Stop	Transit Lane	Parking/ Loading		Number of Auto Lane (each direction)	Managed Lane	117 6' 1434' 12' 3' 14' 12' Sidewaik Parking lane Drive lane Drive lane Drive lane
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Narrowed	Class IV	Curb- side	Side	-	Left	One	-	117 de 3 117 12 de 10° 12° 10° 12° Inre Iane
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/A uto	11' 5½' 105' 11' 2' 11' 11' 2' 10' 11' Sidewalk Bike lane Drive lane Bus lane Bus lane
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	-	10' Sidewalk Bike lane Drive lane Drive lane
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	-	15' 7' 11' 12' 2' 10' 12' 5hared ue path Parking lane Bus lane Drive lane
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed Iane 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/B us	III IIII IIIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII

14%'

3' 6'

Bike lane

Parking/Bus lane

Drive lane

7. San Pablo/Richmond - Broadway Ave to Rivers St (Curb-to-Curb 86')

10%

Drive lane

Bus lane

8′

Bike lane

3' 6' Buffer Bike lane (Queue jump lane)

Bike lane

Bus lane

Parking lane

Alternative	Prioritization	Curb-to-Curb Width	Bicycle Facility	Bus Stop		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	Class IV	Curb- side	Side	One Side	Left	One	-
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/B us