

**APPENDIX A: KEY OUTCOMES AND RECOMMENDED IMPROVEMENTS
OF PRIOR STUDIES**

Table A-1: Summary of Key Information from Local General Plans, Specific Plans, and Modal Plans

General Plan - Land Use and Transportation Chapter (LUTE) (1998)				
City of Oakland	Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
	Transit Network	Regional Transit Street	Full Length within Jurisdiction	
Pedestrian Master Plan Update (2017)				
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content	
Pedestrian Network	High Injury Intersection (Tier: Medium)	San Pablo Avenue/West Grand Avenue Intersection	Proposed improvement: Install protected left-turn phasing; modify intersection	
Bicycle Master Plan (2007)				
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content	
Bicycle Network	Bike Lane (Class 2)	Frank Ogawa Plaza to 19th Street		
	Arterial Bike Route (Class 3A)	19th Street to 32nd Street		

General Plan (2015)				
City of Emeryville	Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
	N/A	San Pablo Corridor District		San Pablo Avenue (between 36th and 47th streets) will be developed as walkable, green, mixed-use neighborhood centers, with an array of amenities and services.
	Land Use	Neighborhood Center	Full Length within Jurisdiction	
	Land Use	Neighborhood Retail Overlay	Full Length within Jurisdiction	
	Transit Network	Major Transit Hub	at San Pablo Avenue and 40th Street (between San Pablo Avenue and Adeline)	
	Transit Network	Transit Street	Full Length within Jurisdiction	
	Pedestrian Network	Pedestrian Priority Zone	I-580 to 53rd Street	
	Auto Network	Regional Access Route	I-580 to 40th Street	
	Goods Movement	Truck Route	Full Length within Jurisdiction	
	Emergency Response	Emergency Response Route	Full Length within Jurisdiction	
Pedestrian and Bicycle Plan (2012)				
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content	
Pedestrian Network	Corridor Redesign (Pedestrian)	36th to 53rd Streets	Pedestrian improvements are recommended on San Pablo Avenue from 53rd Street to 36th Street. Additionally, a greening study shall be considered for San Pablo Avenue, which would consider improvements such as installing bioswales in bulb-outs at intersections, to improve the aesthetic of the street and reduce run-off, provide pedestrian improvements, and calm traffic.	
Pedestrian Network	Crossing Improvements (Pedestrian)	All Intersections	Including the following specific improvements: - Installation of Rectangular Rapidly Flashing Beacon - Pedestrian lead crossing interval at 40th Street - Curb Extensions at 45th Street - Mid-block crossing south of 40th Street	
Bicycle Network	Corridor Redesign (Bicycle)	36th to 53rd Streets	Bicycle projects recommended along San Pablo Avenue include installing "Bicycles May Use Full Lane" signs and painting shared lane markings in the outside lanes.	
Bicycle Network	Crossing Improvements (Bicycle)	53rd Street; 45th Street; MacArthur Boulevard		

General Plan (2003)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Land Use	Commercial Corridor	Full Length within Jurisdiction	
Land Use	Commercial District	San Pablo and Gilman Street	
Land Use	Commercial District	San Pablo and University Avenue	
Auto Network	Major Street	Full Length within Jurisdiction	
Emergency Response	Emergency Access and Evacuation Route	Full Length within Jurisdiction	
Bicycle Master Plan (2017)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Bicycle Network	Primary Transit Route - Study Cycle Track	Full Length within Jurisdiction	Study of Cycle Track is a Tier 1 Recommendation
	Low Stress Network and High Stress Network Intersections		
	Intersection Gaps	San Pablo Avenue and Virginia Street	
		San Pablo Avenue and Heinz Avenue	
		San Pablo Avenue and Russell Street	
	Composite Bicycle Demand		
	High Demand	San Pablo Avenue and Gilman Street	
		San Pablo Avenue and University Avenue	
		San Pablo Avenue and Ashby Avenue	
	Level of Stress		
	Strong and Fearless (LTS 4)	Full Length within Jurisdiction	
Pedestrian Master Plan (2010)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Pedestrian Network	Corridor Improvement Project (#12)	San Pablo Avenue/University Street Intersection	Recommends range of ADA, median, and signal improvements.
Pedestrian Network	Corridor Improvement Project (#12)	Addison Street to Bancroft Way	Recommends range of crosswalk, lighting, signal and median related improvements.
Pedestrian Network	Corridor Improvement Project (#15)	San Pablo Avenue/Delaware Street Intersection	Recommends bulb-outs onto San Pablo, streetscape, lighting, median, and signal improvements.
Pedestrian Network	Corridor Improvement Project (#25)	San Pablo Avenue/Cedar Street Intersection	Recommends bulb-outs onto Cedar Street and considering a protected left turn onto Cedar in NB direction on San Pablo.

City of Berkeley

General Plan (2016)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Land Use	Major Activity Node	Solano Avenue/San Pablo Avenue Intersection	Should be reinforced as the commercial hub of Albany
Land Use	Major Activity Node	Clay Street to Northern City limit	
Land Use	Gateways	At Southern and Northern City Limits	
Bicycle Network	Class IV (proposed)	Southern City limit to Marin Avenue	
Pedestrian Network	ATP Proposed Pedestrian Priority Network	Full Length within Jurisdiction	
Pedestrian Network	Pedestrian Hybrid Beacon	At San Pablo Avenue/Dartmouth Intersection	
Albany Active Transportation Plan (2012)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Pedestrian Network	Crosswalk enhancements	Full Length within Jurisdiction	Albany received ATP grant funding for complete street improvements, PS&E is completed and will be ready for construction in the near future.
	Landscaped medians	Full Length within Jurisdiction	
	Curb bulb-outs	Full Length within Jurisdiction	
Bicycle Network	None	N/A	The plan does not propose dedicated bicycle facilities along San Pablo Avenue, instead, the City prefers to implement bicycle facilities on parallel routes. For example, Adams Street and Kains Avenue are identified as planned Bicycle Boulevards.
Auto Network	New traffic signal	Southern Washington Avenue/San Pablo Avenue intersection	
Albany Complete Streets Design Concept and Plan for San Pablo Avenue and Buchanan Street (2012)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
See Table A-2			

General Plan (2014)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
N/A	Activity Center (Del Norte)	Knott Avenue to Blake Street	
N/A	Activity Center (Midtown)	Jefferson Avenue to Waldo Avenue	
N/A	Activity Center (El Cerrito Plaza)	Southern City limit to Central Avenue	
Bicycle Network	<i>see San Pablo Avenue Specific plan below</i>		
Pedestrian Network	<i>see San Pablo Avenue Specific plan below</i>		
Goods Movement	Truck Route	Full Length within Jurisdiction	
Emergency Response	Emergency Response Route	Full Length within Jurisdiction	
San Pablo Avenue Specific Plan (2014) (Note: Similar Improvements Proposed as part of the 2016 El Cerrito Active Transportation Plan)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Land Use/Urban Design	Activity Centers	per General Plan	provides detailed guidance and recommendations for land use and urban design in each Activity Center
Transit Network	Far-side stop bus stop relocations	Full Length within Jurisdiction	BRT/dedicated transit lanes were discussed early in the planning process, but discarded through the process.
	Bus stop bulbouts	Full Length within Jurisdiction	
Pedestrian Network	Crosswalk enhancements, including new mid-block crossings	Full Length within Jurisdiction	Improvements include new pedestrian connections to Ohlone Greenway.
	Landscaped bulbouts at select locations	Full Length within Jurisdiction	
	Landscaped median and sidewalk buffers (e.g. trees, rain gardens, etc.)	Full Length within Jurisdiction	
	Widen sidewalks	Northern City limit to Potrero Avenue	
Bicycle Network	One-Way Cycle Tracks	Potrero Avenue to Lincoln Avenue	Class 3 Enhanced bicycle boulevard is also proposed along Kearny Street, which is parallel to San Pablo Avenue. A Class 1 multi-use trail also exists along the Ohlone Greenway, which is parallel to San Pablo Avenue. Improvements are also consistent with planned improvements included in El Cerrito's Active Transportation Plan.
	Class 2 Bicycle Lanes	Wall Avenue to Potrero Avenue	
	Class 3 Bicycle Route	Northern City limit to Wall Avenue, and Lincoln Avenue to southern City limit	
Auto Network	Roadway re-configurations	Modifications to Peerless Avenue, Cutting Boulevard, Hill Street	

City of Richmond	General Plan (2012)			
	Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
	Land Use	Activity Center	San Marcos Apartment Complex Area	
	Land Use	Activity Center	At San Pablo/McBride Avenue Intersection	
	Land Use	Activity Center	At San Pablo/Solano Avenue Intersection	
	Land Use	Activity Center	At San Pablo/Barrett Avenue Intersection	
	Land Use	Activity Center	At San Pablo/Macdonald Avenue Intersection	
	Full Length within Jurisdiction	Key Corridor ("change area")	Full Length within Jurisdiction	
	Auto Network	Routes of Regional Significance	Full Length within Jurisdiction	
	All	Community Connector	Full Length within Jurisdiction	Community connector streets defined as linking neighborhoods to other parts of the City and prioritize public transit. These streets balance of all types of travel including trucks in some cases. Common characteristics include wider rights-of-way, medians and more travel lanes to enhance traffic flows.
	San Pablo Avenue Specific Plan (2016)			
	(see City of El Cerrito San Pablo Avenue Specific Plan for portions of San Pablo Avenue in Richmond that is the border between Cities of El Cerrito and Richmond)			
	Bicycle Plan (2011)			
	Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
	Bicycle Network	Class 3 Bicycle Route (proposed)	Lowell Ave to Barrett Ave	
	Bicycle Network	Class 2 Bicycle Lanes (proposed)	Stanton Ave to Richmond Parkway	
	Pedestrian Plan (2011)			
	Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
	Pedestrian Network	Key Corridor	Full Length within Jurisdiction	<p>Proposed Improvements (Tier 3 of 3 in Richmond's prioritization)</p> <p>Short Term:</p> <ul style="list-style-type: none"> • Install Class III facility with sharrows. • Install pilot 5-foot wide colored lane in the center of the shared lane. <p>Medium Term:</p> <ul style="list-style-type: none"> • Consider narrowing inside travel lanes to 11 feet. • Consider installation of median islands or installation of Class II bicycle lanes. • Install pedestrian scale lighting. • Install curb extensions and ramps. <p>Long Term:</p> <ul style="list-style-type: none"> • Rebuild major intersections with extended curbs and sidewalks so that streets intersect at right angles. <p>Illustration also shows the (long-term) possibility of introducing landscaped medians on San Pablo.</p>

General Plan (2011)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
N/A	San Pablo Avenue "subarea"	Mission Plaza to Rheem Avenue	- North of 23rd Street: pedestrian-friendly, neighborhood-serving mixed-use district with office - South of 23rd Street: entertainment/regional-serving district with a themed streetscape, outdoor gathering spaces
All	Auto Arterial	Northern City limit to Rivers Street	Prioritizes vehicles (automobiles and trucks). Pedestrians are "incidental" and bicyclists are accommodated.
All	Mixed-Use Boulevard	Rivers Street to southern City limit	Automobiles and bicycles are accommodated but in case of conflict, transit has priority. Pedestrians also have priority. Typical Section: 10'-12' Sidewalks; 7' parking; 5' Class 2 bicycle lane with 1' buffer; 11' travel lanes; 10'-14' tree-lined median
N/A	Green Street Overlay	Full Length within Jurisdiction	Targeted for continuous rows of trees to shade sidewalks and support pedestrian access to destinations.
	Pedestrian Priority Zone	most of San Pablo Avenue frontage south of Lake Street to southern City limit	Pedestrian crossings at intersections have high priority
	Major Transit Hub	Northeast of San Pablo/El Portal intersection	
Bicycle Network	Class 2 Bicycle Lanes	Full Length within Jurisdiction	
Goods Movement	Truck Route	Full Length within Jurisdiction	
Bicycle and Pedestrian Master Plan (2017)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Pedestrian Network	Pedestrian Priority Network	Majority of San Pablo Avenue falls within Pedestrian Priority Network	
Bicycle Network	Corridor Study (to determine Class 2, 3 or4)	Remainder of San Pablo Avenue outside of existing Class 2 bicycle lanes	
Bicycle Network	Class 2 Buffered Bicycle Lanes (proposed)	Rumrill Blvd to northern City limit	
San Pablo Avenue Specific Plan (2011)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
N/A	"Focus Areas" for Future (Re)Development	Several focus areas identified along Sab Pablo Avenue: Mission Plaza, West San Pablo Avenue, Circle S, Towne Center, South San Pablo Avenue	
Pedestrian Network	Pedestrian Priority Zones	Lake Street to 23rd Street Van Ness Street to Evergreen Terrace Vale road to San Pablo Dam Road	
Auto/Transit/Pedestrian/Bicycle Network	Streetscape Conept Areas (includes segments of signature landscape and hardscape improvements)	Pedestrian/Public Realm Focus: San Pablo Avenue North (north of 23rd Street) Pedestrian/Public Realm Focus: San Pablo Avenue Central (23rd Street to Evans Avenue) Pedestrian/Public Realm Focus: San Pablo Avenue South (Evans Avenue to southern City limit)	Typical Section: 10" Sidewalks; 7' parking (with 7' Transit Stop bulbouts); 5' Class 2 bicycle lanes with 1' buffer; 11' travel lanes; 11' tree-lined median Typical Section: 10 - 12" Sidewalks; 7' parking (with 7' Transit Stop bulbouts) on ONE SIDE ONLY; 5' Class 2 bicycle lanes with 1' buffer; 11' travel lanes; 7' tree-lined median Typical Section: 12" Sidewalks; NO parking; 5' Class 2 bicycle lanes with 1' buffer ; 11' travel lanes; 11' tree-lined median
Bicycle Network	Class 2 Bicycle Lanes (existing and proposed)	follows General Plan	
Auto Network	Mixed-Use Boulevard	see General Plan	

City of San Pablo

San Pablo Avenue Complete Streets Study (2013)			
Network	Improvements/Designations/Finding for San Pablo Avenue	Location / Extent	Other Relevant Goals/Content
Pedestrian Network	New sidewalk	Rivers Street to Hilltop Drive	PS&E for corridor improvements are currently under development.
	Pedestrian scale lighting	Rivers Street to Hilltop Drive	
	Crosswalk enhancements	Rivers Street to Hilltop Drive	
	Landscape medians	Rivers Street to Hilltop Drive	
Bicycle Network	Class 2 Bicycle Lanes	Class 2 Enhanced buffered bicycle lanes Rivers Street to Hilltop Drive	Improvements include bike crossings through intersections.

Table A-2: Summary of Funded Transportation Projects

Agency	Project Description	Lead	Details	Status	Timeline	Notes																																				
AC Transit	San Pablo from Oakland into the City of Berkeley	informal; Fehr & Peers	Upgrade of transit signal priority equipment (from Opticom IR system to AC Transit's GPS system) and timing plans on the portion of San Pablo Avenue from Oakland into the City of Berkeley.	not available	Late 2017	information requires verification																																				
WestCAT	San Pablo Avenue from the Hercules Transit Center to Contra Costa College	Written note submitted to ACTC by WestCAT staff	WestCAT will double its service on our route C3, which operates on San Pablo Avenue from the Hercules Transit Center to Contra Costa College.	not available	October 2017																																					
Caltrans	Berkeley San Pablo-Bancroft Avenue Intersection	Caltrans Project Report (04-Ala-123 PM 2.83)	This project is located in Alameda County in Berkeley. The project will install signals and construct curb ramps at the San Pablo Ave (Route 123) and Bancroft Way intersection. The project also includes utility relocation and drainage modification. Caltrans recommended that Alternative 1- Option 2: "Signalized Intersection with Curb Ramp Installation and northbound left turn lane extension" be approved and proceed to the design phase for the project.	Total construction cost is estimated as \$848,000 (assuming 2019 as construction year)	<table border="1"> <thead> <tr> <th>Project Milestones</th> <th>Milestone Date (Month/Day/Year)</th> <th>Milestone Designation (Actual)</th> </tr> </thead> <tbody> <tr> <td>PROGRAM PROJECT</td> <td>M015</td> <td>May 2015</td> </tr> <tr> <td>BEGIN ENVIRONMENTAL</td> <td>M020</td> <td>February 2016</td> </tr> <tr> <td>PA & ED</td> <td>M200</td> <td>February 2017</td> </tr> <tr> <td>PS&E TO DOE</td> <td>M377</td> <td>May 2018</td> </tr> <tr> <td>RIGHT OF WAY CERTIFICATION</td> <td>M410</td> <td>May 2018</td> </tr> <tr> <td>READY TO LIST</td> <td>M460</td> <td>June 2018</td> </tr> <tr> <td>HEADQUARTERS ADVERTISE</td> <td>M480</td> <td>September 2018</td> </tr> <tr> <td>AWARD</td> <td>M495</td> <td>November 2018</td> </tr> <tr> <td>APPROVE CONTRACT</td> <td>M500</td> <td>December 2018</td> </tr> <tr> <td>CONTRACT ACCEPTANCE</td> <td>M600</td> <td>August 2019</td> </tr> <tr> <td>END PROJECT</td> <td>M800</td> <td>October 2021</td> </tr> </tbody> </table>		Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Actual)	PROGRAM PROJECT	M015	May 2015	BEGIN ENVIRONMENTAL	M020	February 2016	PA & ED	M200	February 2017	PS&E TO DOE	M377	May 2018	RIGHT OF WAY CERTIFICATION	M410	May 2018	READY TO LIST	M460	June 2018	HEADQUARTERS ADVERTISE	M480	September 2018	AWARD	M495	November 2018	APPROVE CONTRACT	M500	December 2018	CONTRACT ACCEPTANCE	M600	August 2019	END PROJECT	M800	October 2021
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Berkeley San Pablo-Hearst Avenue and Virginia Street Intersections	Caltrans	Installation of pedestrian hybrid beacons.	not available	not provided																																						
Berkeley San Pablo-Columbia/Eureka Avenue Intersection	Caltrans	Installation of pedestrian hybrid beacons.	not available	not provided																																						
City of Albany	Albany	City of Albany	Albany received funding for development of 100% PS&E for the complete streets elements recommended in the Complete Streets Conceptual Design and Plan for San Pablo Avenue and Buchanan Street (current status: finalized 35% and going on 65%). Key improvements reflected in the conceptual design plans include: - New Landscaped Medians - Mid-block Crossings - Street Trees in Sidewalks - Bicycle Lanes - Crossing Enhancements, including pedestrian activated signals - Bulb-outs at crosswalks	not available	not provided	NOTE: It is unclear which of the conceptual improvements are currently being advanced to 100% PS&E.																																				
	Marin Avenue from Cornell Avenue to San Pablo Avenue	City of Albany	Extension of bicycle lanes on Marin Avenue from Cornell Avenue to San Pablo Avenue	funded	not provided																																					
	Intersection of San Pablo and Marin Avenue	City of Albany	Signal modifications and installation of bike boxes as well as installation of a bicycle lane between the eastbound right turn lane and through lane on the western leg of the San Pablo/Marin intersection.	funded	not provided																																					

City of El Cerrito	<p>El Cerrito del Norte TOD Complete Streets Improvements Project</p> <p>The project limits span several streets leading to and surrounding the El Cerrito del Norte BART Station including San Pablo Avenue from Ohlone Greenway near the northern city limit to Potrero Avenue, Eastshore Boulevard from Potrero Avenue to San Pablo Avenue, Hill Street from San Pablo Avenue to Liberty Street, Cutting Boulevard from I-80 to Key Boulevard, and Knott Avenue from San Pablo Avenue to Key Boulevard.</p>	City of El Cerrito	<p>The El Cerrito del Norte TOD Complete Streets Improvements Project will implement multimodal transportation improvements identified in the San Pablo Avenue Specific Plan and Active Transportation Plan, adopted by City Council in September 2014 and April 2016, respectively. would include new and enhanced bicycle and pedestrian facilities connecting to the El Cerrito del Norte BART Station and TOD, bus and automobile circulation improvements, and streetscape elements. Specific project elements include:</p> <ul style="list-style-type: none"> • A combination of new or enhanced Class II (Bike Lane) & III (Super Sharrows) bike facilities on San Pablo Ave., Cutting Blvd., Hill St., and Eastshore Blvd. • Enhanced signalized intersection treatments for bikes • New protected crosswalks, to complete crosswalks on all legs of signalized San Pablo Avenue intersections at Knott Ave., Cutting Blvd. and Hill St./Eastshore Blvd. • New pedestrian signal on San Pablo Avenue at Wall Avenue • Sidewalk improvements, curb extensions at bus stops and pedestrian crossing, and accessibility upgrades • Narrowed travel lanes, reduction in turning lanes/auxiliary lanes and conversion of one-way to two-way streets to better accommodate all street users including: <ul style="list-style-type: none"> o Conversion of Cutting Blvd. east of San Pablo Ave. to two-way traffic o Elimination of the second left-turn lane northbound at Cutting and southbound at Hill on San Pablo Ave. o Transition of the outside northbound through lane on San Pablo Ave between Hill and Cutting to feed into a right-turn lane serving turns to eastbound Cutting o Elimination of the southbound right-turn pocket lane on San Pablo Ave. at Cutting • Modification of Peerless Ave. (Shopping Center driveway) for inbound traffic only (no outbound traffic except for right-turns out) • Traffic signal optimization on San Pablo Ave. at the intersections of Knott Ave., Cutting Blvd. and Hill St./Eastshore Blvd. to better accommodate all street users • Streetscape improvements including pedestrian-level lighting, landscaping, signage, trash & recycling receptacles, benches and bike racks. 	funded (also see funding plan in column to the right)	<p>Estimated year of construction 2021 to 2022</p> <p style="text-align: center;">Proposed Funding Plan El Cerrito del Norte TOD Complete Streets Improvements Project</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Fund Source</th> <th style="text-align: center;">Environ/Design FY2018-19/FY2020-21</th> <th style="text-align: center;">Construction FY2021-22</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>OBAG 2</td> <td style="text-align: center;">-</td> <td style="text-align: right;">\$4,840,000</td> <td style="text-align: right;">\$4,840,000</td> </tr> <tr> <td>Measure J TLC</td> <td style="text-align: right;">\$1,163,000</td> <td style="text-align: right;">\$1,149,000</td> <td style="text-align: right;">\$2,312,000</td> </tr> <tr> <td>Multiple City Funding Sources</td> <td style="text-align: right;">\$105,000</td> <td style="text-align: right;">\$726,000</td> <td style="text-align: right;">\$831,000</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$1,268,000</td> <td style="text-align: right;">\$6,715,000</td> <td style="text-align: right;">\$7,983,000</td> </tr> </tbody> </table>	Fund Source	Environ/Design FY2018-19/FY2020-21	Construction FY2021-22	Total	OBAG 2	-	\$4,840,000	\$4,840,000	Measure J TLC	\$1,163,000	\$1,149,000	\$2,312,000	Multiple City Funding Sources	\$105,000	\$726,000	\$831,000	Total	\$1,268,000	\$6,715,000	\$7,983,000	
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Multiple City Funding Sources	\$105,000	\$726,000	\$831,000																							
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City of San Pablo	<p>Rumrill Complete Streets/ Intersection of Rumrill Blvd and San Pablo Ave</p> <p>Rumrill Complete Streets/ Intersection of Rumrill Blvd and Broadway Ave</p> <p>San Pablo Complete Streets/ San Pablo Ave between Rumrill Blvd and City Limits</p> <p>Rule 20A on El Portal/ El Portal Drive between Mission Bell and Road 20</p> <p>San Pablo Ave Bridge Re-alignment/ Intersection of San Pablo Ave, El Portal, Brookside and 23rd Street</p> <p>New San Pablo Library/ 13751 San Pablo Ave, San Pablo, CA 94806</p> <p>New San Pablo City Hall (New Construction)</p> <p>Plaza San Pablo Phase 3 & 4/ Along Chattleton Lane and Evergreen Terrace</p> <p>Plaza San Pablo WIC (New Construction)</p> <p>Plaza San Pablo Greenway Trail and Creek Restoration / Along Wildcat Creek between Church Lane and Vale Road</p> <p>Systematic Safety Analysis Report Program (SSARP)/ City-wide (possibly along 23rd Avenue, San Pablo Avenue, El Portal Drive, Church Lane, Rumrill Boulevard and San Pablo Dam Road)</p> <p>San Pablo Spine/ On San Pablo Ave in front of 13691 San Pablo Ave, San Pablo, CA 94806</p> <p>The City intends to remove an existing bridge and reconfigure the intersection of San Pablo Avenue/Rd 20/23rd Street -- this is included in the current 5-year CIP project list.</p> <p>The City plans to develop a future complete streets project along San Pablo Avenue between Rumrill Boulevard and Lowell Avenue. Both of these projects are currently listed under WCCTAC's STMP project list.</p>	List of Future Projects in City of San Pablo- excel spreadsheet	<p>Multi-modal improvement with bike lanes.</p> <p>Multi-modal improvement with bike lanes.</p> <p>Multi-modal improvement with bike lanes.</p> <p>Electrical underground project with PG&E.</p> <p>Bridge re-alignment project with creek restoration.</p> <p>New Building Construction.</p> <p>New Building Construction.</p> <p>Roadway improvement along Chattleton and sidewalk improvement at San Pablo Ave and Church Lane intersection.</p> <p>New Building Construction.</p> <p>Trail development and creek restoration.</p> <p>Potential corridor improvement to improve city-wide traffic and pedestrian safety on roadways.</p> <p>Potential corridor improvement to improve traffic and pedestrian safety.</p>		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="text-align: left;">Design Start</th> <th style="text-align: left;">Design End</th> <th style="text-align: left;">Construction Start</th> <th style="text-align: left;">Construction End</th> </tr> </thead> <tbody> <tr> <td>Jul-18</td> <td>Jun-19</td> <td>Jul-19</td> <td>Dec-20</td> </tr> <tr> <td>Jul-18</td> <td>Jun-19</td> <td>Jul-19</td> <td>Dec-20</td> </tr> <tr> <td>2014</td> <td>2017</td> <td>Jan-18</td> <td>Oct-18</td> </tr> <tr> <td>2014</td> <td>2016</td> <td>Dec-16</td> <td>Sep-17</td> </tr> <tr> <td>Jan-18</td> <td>Jan-19</td> <td>Jan-22</td> <td>Jan-23</td> </tr> <tr> <td>Aug-14</td> <td>Sep-16</td> <td>Sep-16</td> <td>Aug-17</td> </tr> <tr> <td>Oct-15</td> <td>Sep-17</td> <td>Dec-17</td> <td>Jan-19</td> </tr> <tr> <td>Oct-15</td> <td>Apr-16</td> <td>Sep-17</td> <td></td> </tr> <tr> <td>Mar-17</td> <td>Aug-17</td> <td>Oct-18</td> <td>Oct-18</td> </tr> <tr> <td>Nov-17</td> <td>Jun-18</td> <td>Jul-18</td> <td>Nov-19</td> </tr> <tr> <td>May-17</td> <td>Mar-18</td> <td>None</td> <td>None</td> </tr> <tr> <td>2014</td> <td>2015</td> <td>Unknown</td> <td>Unknown</td> </tr> </tbody> </table> <p>NOTE: Project designs were also developed for improvements between La Puerta Road and Hilltop Drive, these improvements will be deferred to the future project led by City of Richmond due to limited project budget of the current San Pablo Avenue Complete Streets project.</p> <p>This is a Study that will produce 30% plans for suggested street scape safety improvements. Study will be completed in March 2018 with recommendation on city-wide improvements.</p> <p>This project is through SFEI and the City is unsure if the project will move forward.</p>	Design Start	Design End	Construction Start	Construction End	Jul-18	Jun-19	Jul-19	Dec-20	Jul-18	Jun-19	Jul-19	Dec-20	2014	2017	Jan-18	Oct-18	2014	2016	Dec-16	Sep-17	Jan-18	Jan-19	Jan-22	Jan-23	Aug-14	Sep-16	Sep-16	Aug-17	Oct-15	Sep-17	Dec-17	Jan-19	Oct-15	Apr-16	Sep-17		Mar-17	Aug-17	Oct-18	Oct-18	Nov-17	Jun-18	Jul-18	Nov-19	May-17	Mar-18	None	None	2014	2015	Unknown	Unknown	
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