



San Pablo Avenue Corridor Project

JULY 2019

PROJECT OVERVIEW

San Pablo Avenue (State Route 123) is a critical inter-jurisdictional roadway that traverses four cities in Northern Alameda County (Oakland, Emeryville, Berkeley and Albany) and three in Western Contra Costa County (El Cerrito, Richmond and San Pablo). San Pablo Avenue is the heart of a critical travel corridor providing north-south connections throughout the inner East Bay paralleling I-80.

San Pablo Avenue carries tens of thousands of people every day connecting multiple communities to job and activity centers. The corridor carries local, rapid and express buses and plays a key role as a reliever route for freeway traffic during incidents on I-80. The corridor also includes many high-activity pedestrian areas and is included as a bicycle route in many local jurisdiction plans. Jurisdictions are concentrating growth along the corridor, with several higher-density, mixed use developments recently completed and numerous others under consideration.

Improvements along San Pablo Avenue could include transit priority treatments such as dedicated bus lanes, queue jump lanes and signals to bypass congested segments and improve reliability, transit signal priority, signal modernization and coordination, and enhanced bus stops or stations. In addition, pedestrian safety improvements, such as pedestrian bulbs, crosswalk improvements, and curb ramps, as well as bicycle safety improvements and improved bicycle infrastructure will be evaluated. Short- and long-term improvements will be identified, with priority on moving feasible projects towards implementation the near-term.



PROJECT BENEFITS

- Improves safety for all modes and reduces conflicts
- Accommodates growth by improving efficiency and reliability, and by carrying more people within the existing right-of-way
- Improves comfort and quality of trip for all users
- Supports local land use and economic development priorities



Alameda-Contra Costa Transit District bus traveling on San Pablo Avenue.



PROJECT NEED

- To better serve existing users and **accommodate growth** from new housing and jobs, the corridor must be able to effectively carry more people through increased efficiency and improved travel choices.
- The corridor has limited right-of-way and competing demands, which must be brought together in a comprehensive, systematic way to advance **“Complete Streets”** concepts of safety, quality, and convenience for all users and all modes.
- **Transit service** in this corridor suffers delays and poor on-time performance due to moderate to severe traffic congestion on several key segments, which undermines the attractiveness of transit as a travel choice for many users.
- The corridor experiences high rates of collisions, affecting the **safety** of all users.

Note: Information on this fact sheet is subject to periodic updates.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- Project Study Report - Project Development Support (PSR-PDS) anticipated fall 2019

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, Contra Costa Transportation Authority, Alameda-Contra Costa Transit District, the cities of Albany, Berkeley, Emeryville, Oakland, El Cerrito, Richmond and San Pablo

SCHEDULE BY PHASE

	Begin	End
Feasibility Study	Summer 2017	Summer 2019
Scoping	Summer 2017	Summer 2019
Preliminary Engineering/ Environmental	Fall 2019	Summer 2021
Final Design	Summer 2021	Summer 2023
Right-of-Way	Fall 2021	Summer 2023
Construction	Winter 2024	Winter 2026

Note: Schedule subject to funding availability.