

San Pablo Avenue Corridor Project

PROJECT OVERVIEW - WINTER 2021–2022



Project Overview

What is the San Pablo Avenue Corridor Project?

The project will implement improvements to make San Pablo Ave function better and be safer for people who walk, bike, drive and take the bus.

Why are changes needed to San Pablo Avenue?

San Pablo Ave is one of the streets with the most injuries and collisions in all of Alameda County. Three quarters of collisions with pedestrians happen in crosswalks and speeding is one of the largest causes of collisions. **There is an urgent need to make the street safer for everyone.**

San Pablo Ave also carries some of the highest bus ridership in Alameda County, but buses are often slow and unreliable due to traffic congestion. **To support current riders along with planned growth along the corridor, it is critical to make the bus faster, more reliable, and more competitive with driving.**

Expected Project Schedule

| | |
|---------------------------|----------------|
| Stakeholder engagement | Winter 2021-22 |
| Design decision | Spring 2022 |
| Design | 2022-23 |
| Construction ¹ | 2024-25 |

1. Construction schedule depends on funding availability.

Project Limits



For More Information or to Get Involved:

- Visit our project website at: www.alamedactc.org/sanpablo
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, please contact sanpabloave@alamedactc.org.

If you need this information in a different format, please call (510) 208-7400 or email contact@alamedactc.org

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Phase 1 - Background

Between 2017 and 2020, Phase 1 of this Project conducted analysis and community engagement to establish a long-term vision for the corridor. A wide variety of configurations were considered for San Pablo Ave. However, given the limited right-of-way, each alternative required tough trade-offs.

During public engagement, participants expressed strong support for making walking safer and buses more reliable. There was also widespread support for safer bike facilities on San Pablo Ave and/or on nearby bike routes. The greatest support for significant changes to San Pablo Ave was in Oakland and Emeryville, especially for a bus lane to make buses faster and more reliable. Community members, elected officials and partner agencies agreed that addressing safety with improvements for bus and bike riders is an important first step for the San Pablo Ave Corridor Project.

Longer-Term Improvements

What about San Pablo Avenue in Contra Costa County?

Contra Costa County is continuing to plan for improvements along San Pablo Ave through the cities of El Cerrito, San Pablo and Richmond. To learn more about the project in Contra Costa, email lgreenblat@wcctac.org.

What's in store for San Pablo Avenue in the medium to long-term?

Once the near-term safety, bus, and bike improvements are implemented, they will be subject to a robust evaluation that includes seeking public feedback. The findings of that evaluation will help inform future improvements to the corridor.

Phase 2 - Near-Term Improvements

What improvements are coming to San Pablo Avenue?

Near-term safety and transit improvements are planned for construction as quickly as possible.



Existing Conditions on San Pablo Avenue

Near-Term Safety Enhancements

In Oakland, Emeryville, Berkeley, and Albany, enhancements will include more high-visibility and signalized crosswalks, improved bike crossings, upgraded lighting at bus stops and at crosswalks, and accessibility upgrades to serve people with disabilities.

Near-Term Bus/Bike Improvements: Oakland & Emeryville

In these two cities, designs for side-running bus lanes on San Pablo Ave are advancing with consideration of protected bike lanes. The process includes robust stakeholder engagement to weigh the trade-offs of using curb space for bike lanes or parking and loading.

Near-Term Bus/Bike Improvements: Berkeley & Albany

In-lane Rapid bus stops with curb bulb-outs will reduce delays and improve reliability. Bike routes parallel to San Pablo Ave will be improved with traffic circles and other traffic-calming measures, enhanced crossings of major streets, and added signage. Dedicated bus lanes and/or bike lanes on San Pablo Ave may be considered in the future.

San Pablo Avenue Corridor Project

NEAR-TERM SAFETY ENHANCEMENTS



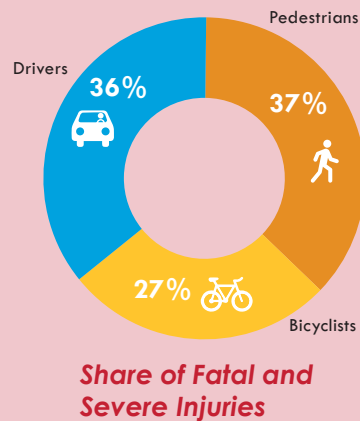
Overview

Communities along San Pablo Ave have said that improving safety, especially for pedestrians, is the most urgent priority for the corridor. San Pablo Ave is one of the streets with the most injuries and collisions in all of Alameda County.

In Oakland, Emeryville, Berkeley and Albany, safety enhancements will include more high-visibility and signalized crosswalks, improved bike crossings, upgraded lighting at bus stops and at crosswalks, and accessibility upgrades for those with disabilities.

Collisions

While people walking and biking along San Pablo Avenue constitute less than 10% of those traveling on the corridor, they are victims of 64% of fatalities and severe injuries. Most of these collisions occur within 100 feet of an intersection, and speeding is a common cause. To make San Pablo Ave safer, proposed improvements focus on intersections and reducing auto speeds.



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NEAR-TERM SAFETY ENHANCEMENTS



Safety Treatments



Rectangular Rapid Flashing Beacons are flashing lights that warn drivers when pedestrians are in the crosswalk.



Pedestrian Hybrid Beacons are traffic signals that pedestrians or bicyclists activate to require vehicles to stop.



Pedestrian and Bus Stop Lighting improves the visibility and comfort for pedestrians walking along and crossing the street, or at a bus stop.



Bulb-Outs/Curb Extensions bring the curb into the street to shorten crossing distances and increase visibility for pedestrians and vehicles.



Pedestrian Refuges provide space in the center median for pedestrians to wait to safely cross the second half of the street.



Image: NACTO

High Visibility Crosswalks are pavement markings that are more visible to drivers and therefore allow for safer street crossings for pedestrians.