

San Pablo Avenue Safety Enhancements & Parallel Bike Improvements

Community Open House Handout

March 2023



Thank you for participating in today's open house! This handout provides descriptions and examples of the proposed project improvements you'll find on the maps presented at this open house, and how each will make San Pablo Ave safer and more accessible for everyone.

Bus Stop Improvements



Bus Stop Moved to Adjacent Location

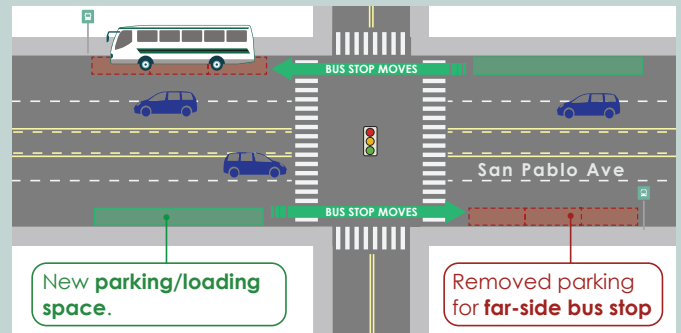
The existing bus stop will be relocated to a nearby New Bus Stop Location (see arrow on map). In some cases, this will result in new parking being added at the original bus stop location.



New Bus Stop Location

Moves an existing bus stop from the "near-side" to the "far-side" of an intersection to prevent buses from blocking drivers' view of pedestrians in the crosswalk and to reduce buses being delayed by red lights after passengers have boarded.

Related improvements at the new bus stop location may include removing parking, reconstructing the sidewalk, and/or modifying existing driveways; and may include additional amenities to be determined in coordination with AC Transit.



MOVING BUS STOPS FROM NEAR-SIDE TO FAR-SIDE

Bicycle and Pedestrian Crossing Improvements



Pedestrian/ Bicycle Crossing Beacon

Rectangular Rapid Flashing Beacons (RRFBs) are flashing warning lights activated by people walking or biking to alert drivers to people crossing streets without a traffic signal. All existing and new RRFBs will have push buttons located for pedestrians' and bicyclists' use.



Pedestrian Signals (Pedestrian Hybrid Beacon)

Pedestrian Hybrid Beacons (PHBs) are traffic signals that stop vehicles for the specific purpose of allowing pedestrians or cyclists to cross safely. Vehicles can proceed once the pedestrian/cyclist has cleared the crosswalk. PHBs can be activated by pedestrian push button or bicycle detection.



Bus Stop Upgrade

Improves existing bus stops by doing one or more of the following:

- Installs additional bus stop amenities to be determined in coordination with AC Transit.
- Repaints or extends red curb to improve ability of bus to access and leave the stop.
- Reconstructs sidewalk or relocates existing street furniture to widen the walkable area adjacent to stop.



Bus Stop Removal

Removes an existing bus stop to reduce bus delays when adjacent stops are less than 700 feet away. Some instances may result in new on-street parking.

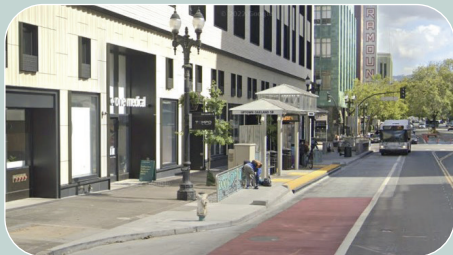
Draft Proposals Subject to Approval by Cities and Caltrans

Bus Stop Improvements



New Bus Bulb

Bus bulbs reduce bus delays and provide more room for a bus shelter and other stop facilities, while increasing sidewalk space for people walking. They can also provide new space for outdoor seating or other uses, depending on local ordinances.



Traffic Signal Upgrades for Pedestrians

Existing traffic signal will receive upgrades to provide accessible pedestrian signals; such as audible compliant push buttons or countdown signal heads.



Remove Pedestrian Crosswalk

Certain existing crosswalks along San Pablo Ave are planned to be removed to redirect pedestrians to improved existing or new crosswalk locations.



Improved Lighting

New lighting will be installed and existing lighting upgraded at crosswalks with substandard light levels to make pedestrians more visible.

Bicycle Network Improvements and Traffic Calming



Vertical Separation for Bicycles

Vertical Separation for Bicycles can include raised curbs, bollards or other dividers to separate bike lanes from adjacent auto lanes.



Bicycle and Pedestrian Crossing Improvements



Pedestrian Refuge Island

Pedestrian Refuge Islands provide space in the center median of roadways where pedestrians can wait to safely cross the second half of the street. Some existing medians along San Pablo Ave are planned to be extended for this purpose.



A **Median Modification** adds a Pedestrian Refuge to an existing median or makes an existing pedestrian refuge more accessible, with no change in traffic patterns



New Pedestrian Crosswalk

Add new high-visibility crossings where a crosswalk is not currently marked.



Bulbout

Bulbouts extend the curb into the street to shorten the crossing distance and increase pedestrian visibility by motor vehicle drivers. They also can reduce vehicle turning speeds.



Bicycle Network Improvements and Traffic Calming



Traffic Diverter on Residential Streets

Adds a concrete barrier to prohibit motor vehicles from continuous through-travel on bicycle boulevards to reduce traffic on these streets. By restricting through traffic and some turns, diverters discourage motor vehicles from driving through neighborhoods and encourage them to travel on arterial streets, like San Pablo Ave.



Stop Control Modification

Reverses or assigns which street is STOP-controlled based on existing and proposed bike routes; so streets that are expected to have a lower volume of bike traffic will be stopped.

At some locations, all-way STOPs will be installed to improve pedestrian safety.



Traffic Circle

Traffic Circles installed at neighborhood intersections along bike boulevards slow traffic.

In some cases, STOP signs are installed at intersections with traffic circles to prioritize bicycle routes or improve pedestrian safety.



Speed Hump

Speed humps are asphalt berms used to slow vehicles on bicycle boulevards

Parking and Auto Circulation Changes

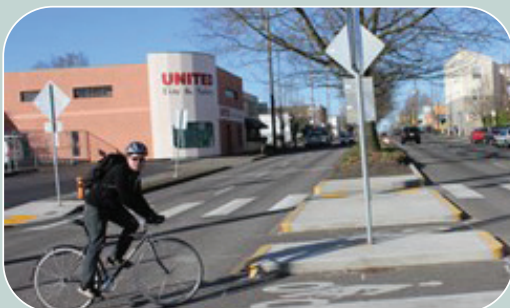


Turning Movement Restriction/Reassignment

Turning movement restrictions prohibit left turns and/or through traffic at intersections as specified on the maps to enhance the safety of bike and pedestrian crossings.



New raised medians, extensions of existing raised medians or new traffic diverters can be used to restrict the turning movement. Some new pedestrian refuges accompany these changes where noted.



Parking Removal

Removes parking for one of the following reasons:

- For new red curb to accommodate new bus stop locations (1-3 spaces).
- For a new red curb to increase pedestrian visibility at crosswalks (1 space).
- For new red curb to bring existing bus stops up to AC Transit standards for safe and efficient bus circulation (1-4 spaces).
- For cycle track connectors where bicycle boulevards cross San Pablo Ave at offset intersections.



Associated Changes

Bike Pavement Markings

Associated with other Bicycle Network Improvements:

- Adds striping for bike lanes and bike boulevards to increase driver awareness and reduce conflict
- Adds a bike box on the pavement on streets with existing bicycle lanes to make it easier for bikes to turn without having to merge across traffic lanes.



Upgrade Existing Pedestrian Crosswalk

Associated with other crossing improvements:

Upgrades existing crosswalks with high-visibility striping so drivers can see pedestrians better and are more likely to yield to them. May also include realigning crosswalks to shorten crossing distances and/or improve visibility of pedestrians by drivers, and/or adding a stop line or yield striping in travel lanes in advance of a crosswalk to better separate waiting cars from crossing pedestrians.

Curb Ramp Upgrades

Associated with other crossing improvements:

New accessible curb ramps will be installed to:

- Upgrade currently deficient ramps to meet current ADA standards.
- Where possible, directional ramps will be added.
- Add new curb ramp where one does not exist today.

These upgrades benefit pedestrians using mobility assistance devices, with visual impairments, pushing strollers and others.

More Information

The **San Pablo Avenue Safety Enhancements Project** will construct improvements to make it safer and easier to cross the street and make transit faster and more reliable along San Pablo Ave in Albany and Berkeley north of Heinz Ave. The project will maintain two traffic lanes and most parking spaces along both sides of the street.

The **Parallel Bike Improvement Project** will construct bike safety and connectivity improvements along streets parallel to and across San Pablo Ave from 63rd Street in North Oakland through Berkeley and Albany. Together with improvements being led by local jurisdictions, this will result in a fully connected bicycle network along the corridor.

Both Projects are currently in the design and environmental clearance phase. Input from this meeting and online survey will be used to refine designs.

Construction is anticipated to begin by 2025.

On the Web

These projects represent the implementation of a multi-year planning effort to make walking, biking, and taking transit along the San Pablo Avenue Corridor safer and more desirable.

To learn more about the history of this effort, please go to www.alamedactc.org/sanpablo.

