Welcome to the Community Open House!
San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Thank you for participating in today’s open house!
The Community Open House is an opportunity to discuss the roadway changes proposed to make walking and biking safer along the San Pablo Avenue Corridor in Albany, Berkeley and North Oakland.

Why is this Project Important?
San Pablo Avenue is a key multi-modal arterial street linking the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County.
San Pablo Ave is one of the streets with the most collisions and traffic injuries in all of Alameda County, is one of AC Transit’s major corridors, is a Caltrans state highway route, and traverses regionally and locally identified Equity Priority Communities and Priority Development Areas.

Project Background
Alameda CTC conducted an extensive planning process for the San Pablo Avenue corridor from 2017-2020 which included multiple phases of public outreach that reached nearly 5000 individuals. This effort led to the adoption of a corridor concept in March 2022 by the Alameda County Transportation Commission which includes three projects along San Pablo Avenue within Alameda County. Tonight’s open house covers two of the three projects.

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.

San Pablo Improvements to the South
The Bus and Bike Lanes Project, will construct bus and bike lanes as well as safety improvements from south of Heinz Avenue in Berkeley through Oakland and Emeryville.
The next phase of public engagement for that project will begin in Fall 2023.

Project Schedule
San Pablo Ave Safety Enhancement Project
- Design/Environmental finalized by Winter 2025
- Construction Spring 2025 - Winter 2026

Parallel Bike Improvement Project
- Design/Environmental finalized by Spring 2024
- Construction Summer 2024 - Winter 2026

More Information
To learn more about these efforts, please go to www.alamedactc.org/sanpablo.

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Use your handout to help guide you through the benefits and definitions of the proposed improvements.

**Bicycle and Pedestrian Crossing Improvements**

Improvements focused on the safety of crossings for pedestrians and cyclists at existing and new street crossings. This category includes:

- Pedestrian/ Bicycle Crossing Beacons
- Pedestrian Signals
- Traffic Signal Upgrades for Pedestrians
- Median/ Pedestrian Refuge Island
- Bulbout
- New Pedestrian Crosswalks
- Existing Crosswalk Removal
- Improved Lighting

**Bicycle Network Improvements and Traffic Calming**

Improvements proposed largely along streets near San Pablo Ave to create a connected and comfortable bicycle network that provides an alternative route to San Pablo Ave and improves connections to businesses and residences. Also includes some improvements on San Pablo Ave.

- Diverter
- Traffic Circle
- STOP Control Modification
- Traffic Hump
- Vertical Separation for Bikes

**Parking and Auto Circulation Changes**

The improvements discussed in the other sections will contribute to greater user safety and bus reliability. In order to achieve those goals, some modifications are needed to redirect vehicles and change where on-street parking is provided.

- Turning Movement Restriction/ Reassignment
- Parking Removal

**Associated Changes**

At all locations with project improvements identified, additional upgrades not shown on the maps include:

- Curb Ramp Upgrades
- Improvements to Existing Pedestrian Crosswalks
- Bike Pavement Markings

**Bus Stop Improvements**

Changes are proposed to bus stops to make the transit service more effective and reliable, and to improve pedestrian safety. This includes upgrading and, in some cases relocating, existing stops and limited stop removal.

- New Bus Bulbs
- Bus Stop Moved to Adjacent Location
- New Bus Stop Location
- Bus Stop Removed
- Bus Stop Upgrades

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San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Segment 2: Buchanan St to Harison St

Legend

- Bus Improvements
- Bus Stop Upgrade (Existing Location to Remain)
- Existing Bus Stop (To Remain)
- Bus Stop Removed
- Project Bike Route Improvements
- Existing or Proposed Bike Route per City Bike Plans
- City of Berkeley Complete Streets Study

- Bicycle Network Improvements and Traffic Calming
- Existing Traffic Circle
- Traffic Circle
- Existing Stop Control (To Remain)
- Proposed Stop Control Modification
- Vertical Separation for Bicycles

- Bicycle and Pedestrian Crossing Improvements
- Pedestrian/Bicycle Crossing Beacon
- Traffic Signal Upgrades for Pedestrians
- Median/Pedestrian Refuge Island
- Bulbout
- New Pedestrian Crosswalk

- Parking and Arterial Circulation Changes
- Turning Movement Restriction/Reassignment
- Parking Removal

- Future City of Albany Intersection Bike Improvement Project
- Future UC Village Jackson Street Bike Gap Closure Project

San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Segment 2: Buchanan St to Harison St

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Segment 4: Virginia St to Allston Way

Legend

- Bus Improvements
  - Bus Stop Upgrade (Existing Location to Remain)
  - Bus Stop Moved to Adjacent Location
  - New Bus Stop Location
  - New Bus Bays
- Project Bike Route Improvements
  - Existing or Proposed Bike Route per City Bike Plans
  - City of Berkeley Complete Streets Study Collab
- Bicycle Network Improvements and Traffic Calming
  - Existing Diverter
  - Diverter
  - Existing Traffic Circle
  - Traffic Circle
  - Existing Stop Control (To Remain)
  - Proposed Stop Control Modification
- Bicycle and Pedestrian Crossing Improvements
  - Traffic Signal Upgrades for Pedestrians
  - Median/Pedestrian Refuge Island
  - Bulbout
  - Improved Lighting
- Parking and Auto Circulation Changes
  - Turning Movement Restriction/Reduction
  - Parking Removal

Virginia St and San Pablo Ave Intersection

San Pablo Ave and University Ave Intersection

Future City of Berkeley Parker-Addison Mobility and Safety Improvement Project

Other Improvements

See Segment 3: Gilman St to Cedar St

See Segment 5: Bancroft Way to Carleton St

San Pablo Ave Safety Enhancements and Parallel Bike Improvements
Segment 4: Virginia St to Allston Way

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Segment 5: Bancroft Way to Carleton St

Channing Way and San Pablo Ave Intersection

Blake St and San Pablo Ave

Dwight Way and San Pablo Ave Intersection

Carleton St and San Pablo Ave Intersection

Legend
- Bicycle Network Improvements and Traffic Calming
  - Existing Divertor
  - Existing Traffic Circle
  - Traffic Circle
  - Existing Divertor Removal
  - Proposed Divertor Modification
- Bicycle and Pedestrian Crossing Improvements
  - Precedence Bicycle Crossing Beacon
  - Pedestrian Signal
  - Median/Pedestrian Refuge Island
  - New Pedestrian Crosswalk
  - Existing Crosswalk Removal
- Parking and Auto Circulation Changes
  - Turning Movement Restriction/Realignment
  - Parking Removal

Bus Improvements
- Existing Bus Stop (To Remain)
- Bus Stop Removed
- Bus Stop Moved to Adjacent Location
- New Bus Stop Location

Project Bike Route Improvements
- Existing or Proposed Bike Route per City Bike Plans

City of Berkeley Complete Streets Study

Bicycle Network Improvements and Traffic Calming
- Existing Divertor
- Existing Traffic Circle
- Traffic Circle
- Existing Divertor Removal
- Proposed Divertor Modification

Future City of Berkeley Parker-Addison Mobility and Safety Improvements Project

San Pablo Ave Safety Enhancements and Parallel Bike Improvements Segment 5: Bancroft Way to Carleton St

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Segment 7: Haskell St to 63rd St

See inset map for improvements further west on 65th Street.