

# 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 Overview Map



### 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](http://www.alamedactc.org/sanpablo).



**Draft Proposals Subject to Approval by Cities and Caltrans**











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## San Pablo Ave Safety Enhancements and Parallel Bike Improvements

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

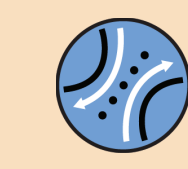
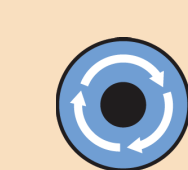

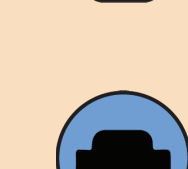
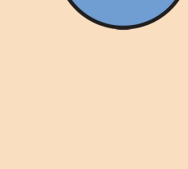
### Bicycle and Pedestrian Crossing Improvements

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 Bicycles



Diverter in Residential Neighborhood

### 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