

## **San Pablo Avenue Safety Enhancements and Parallel Bike Improvements 2022-2023 Outreach Summary**

### **1. History of outreach on SPA Corridor**

San Pablo Avenue is a key multimodal arterial street linking the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County. It 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.

Since 2017, Alameda CTC has worked with cities, AC Transit, Caltrans and thousands of storefronts, residents and others who rely on the San Pablo Avenue Corridor. Phase 1 of this outreach effort, which ended in 2020, evaluated a wide variety of configurations for San Pablo Avenue, exploring what transportation modes could be accommodated within the limited right-of-way and trade-offs between different concepts.

That in-depth public engagement process revealed that participants placed the highest priorities on making walking safer and the bus more reliable. There was also widespread support for safer bike facilities either on San Pablo Avenue or on nearby bike routes. The greatest support for significant changes to San Pablo Avenue was in Oakland and Emeryville, especially for a bus lane to make bus service faster and more reliable.

By the conclusion of Phase 1 of the San Pablo Avenue Corridor project in 2020, decision-makers in Alameda County determined that the project would eventually include safety enhancements for pedestrians throughout the corridor, dedicated bus lanes and bike lanes in Oakland and Emeryville, and improvements to nearby parallel bike routes in Berkeley and Albany.<sup>1</sup> This project scope was formally adopted by Alameda CTC's Commission in March of 2022.

### **2. Purpose of this round of outreach**

Phase 2 of San Pablo Avenue Corridor project outreach consists of sharing and getting input on the conceptual design details of proposed improvements. Phase 2 outreach is being undertaken in two rounds, with the first round focused on Safety Enhancements and Parallel Bike improvements in Berkeley, Albany, and North Oakland and the second round to focus on Bus and Bike Lane improvements to the south. The first round of Phase 2 of the San Pablo Avenue Corridor outreach process was in 2022-2023. Key stakeholders in this round of outreach included storefronts along San Pablo Avenue, nearby residents, bus-riders and others who travel in the corridor.

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<sup>1</sup> Note that none of these geographies are exact; the Bus and Bike Lane project and parallel bikeways extend slightly into adjacent cities in order to end at logical locations.

### 3. Outreach activities

Project team-members organized, publicized and participated in several activities and gatherings to discuss proposed safety enhancements and parallel bike improvements with stakeholders along the corridor, as follows. Please see Appendix A for notes of these activities:

- **Storefronts:** Proposed safety enhancements on San Pablo Avenue will remove and, in some cases add, on-street parking in front of 62 businesses in Albany and Berkeley. During the weeks of December 5 and 12, 2022, Alameda CTC and consultant staff visited each of these storefronts in person, shared plans of the proposed changes and recorded responses. Additional follow-up with businesses was conducted via phone. Sixteen businesses objected to proposed parking losses, and these businesses were contacted to inform them of decisions regarding their objections.
- **Berkeley Neighborhood Council (BNC):** According to the BNC website, the organization is dedicated to improving the quality of life for all by creating a unified neighborhood voice for promoting livability and resolving problems. On Jan. 14, 2023, Alameda CTC staff met virtually with approximately 20 members of this group. Questions included impacts to trees and emergency access. Appendix A contains notes of the meeting and the online chat interchange.
- **Alameda CTC Active Transportation Working Group (ATWG):** The ATWG includes representatives of walk and bike advocacy groups from throughout Alameda County and is a forum to discuss issues that affect active transportation in the county, including projects like the San Pablo Avenue Corridor project. On Jan. 25, 2023, this project was presented to nine ATWG members, including representatives of Albany Strollers & Rollers, Walk Bike Berkeley and Bike East Bay. Comments about the Safety Enhancements/Parallel Bike Improvements project in Albany and Berkeley included suggesting temporary barriers at daylight curbs, raised crosswalks (none on SPA to avoid interfering with emergency vehicles) and bulbouts on SPA (not included to avoid conflicting with potential for future bike lanes).
- **Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC):** This group advises Alameda CTC on projects that affect bicycle and pedestrian transportation being planned throughout Alameda County. All ten BPAC members participated in the February 9, 2023 meeting. Comments about the project included support for designing median closures to allow emergency access, a request for automatic detection of bikes at pedestrian-activated signals because push-buttons are often difficult for cyclists to reach, and a suggestion that the Brighton/Clay separated bike lanes be at sidewalk level consistent with the existing similar facility farther south on SPA.
- **Albany Chamber of Commerce:** This is a group of businesses in Albany, including many on San Pablo Avenue. On Mar. 1, 2023, Alameda CTC staff discussed the project with 30-40 members of this business group at the Solano Oriental Rug Gallery. Most comments and questions were about changes to bus stops that could reduce on-street parking and places used for informal loading. General concerns about losing on-street parking were also expressed. Staff cleared up confusion that a

lane of traffic would be replaced with a dedicated bus lane, as is proposed in Oakland in Emeryville.

- **Open house:** On Mar. 30, 2023, Alameda CTC hosted a two-hour open house at the Berkeley Adult School on San Pablo Avenue in Berkeley. At this gathering, approximately 100 participants viewed two welcome/overview boards and maps of the corridor through Albany and Berkeley divided into seven zoomed-in boards. Alameda CTC and consultant staff transcribed verbal comments, and participants affixed 234 sticky notes to specific map locations.

#### **4. Communication materials**

A variety of materials were developed to communicate plans for San Pablo Avenue and parallel routes in Albany and Berkeley, including the following (see Appendix B):

- Mailer sent to 8,588 households and properties that informed recipients of the projects, directed them to a project website and interactive map (described below), and provided information on how to provide feedback. Mailing radii were based on the City of Berkeley's Public Works Public Engagement Policy (2021).
- Email communicating the same information as the mailer, sent to stakeholders by Alameda CTC, City Council members in Albany and Berkeley and AC Transit
- Flyer left at storefronts that were closed or where no one was available to talk
- Flyers posted at every San Pablo Avenue bus stop in Albany and Berkeley
- Mailer publicizing the Mar. 30, 2023 open house sent to 4,032 households near proposed improvements that alter traffic circulation
- Simplified/non-technical boards showing all planned improvements in Albany and Berkeley and handout explaining the icons used on the boards

#### **5. Feedback tools**

Input on the planned safety enhancements and parallel bike improvements was gathered using several mechanisms, including:

- In-person survey of storefront owners and managers
- Online interactive map survey
- Notes of in-person meetings
- Physical sticky notes on project boards
- Chat and recordings of virtual meetings

#### **6. Key themes**

The project team received a wide range of input across the various outreach activities, including both general and location-specific comments, input, and concerns. Table 1 below summarizes key themes related to the Safety Enhancements and Parallel Bike projects that emerged across this breadth of feedback. The table also provides information on considerations and actions taken (or to be taken) based on each theme.

The project team also received comments related to other parts of the San Pablo Avenue corridor and other ongoing projects. Table 2 summarizes key themes and considerations related to other comments.

A companion Location-Specific Design Issues Technical Appendix document provides further details on comments and design refinements made at specific locations.

*Table 1: Safety Enhancements and Parallel Bike Comments*

Comment Theme	Considerations/Action Taken
Suggestions for changes to routing of parallel bike improvements (e.g. Kains vs Stannage vs Cornell, Idaho vs. Herzog, 10 <sup>th</sup> vs 9 <sup>th</sup> ); concerns about legibility/ directness of parallel routes east of San Pablo	The parallel bike project streets/routing are based on City's adopted Bicycle Master Plans and prior coordination with City staff and public engagement and analysis from Phase 1, including review by a project Active Transportation Working Group comprised of multimodal transportation advocacy organizations. Routing was revised in several locations based on feedback and coordination with cities (and cities will incorporate revised routing in future Bike Plan updates).
Suggestions for changes to bikeway facility type along parallel routes (e.g. Class II bike lane vs. Class III bike route)	The parallel bike project streets/routing are based on City's adopted Bicycle Master Plans and prior coordination with City staff.
Comments related to level of traffic control device at bike crossings of major/busy streets (e.g. Kains/Marin, Kains/Gilman). Concerns regarding adequacy of flashing beacons at multi-lane crossings, requests to replace RRFBs with PHBs.	Level of traffic control device revised (from RRFB to PHB) and/or additional crossing treatment measures (bulbouts) added at several locations
Suggestions to add more stop-control changes and speed humps to parallel bike streets, to minimize need for cyclists to stop and slow traffic	Stop-control changes and speed humps were included (or not included) in accordance with local design guidelines/adopted policies and design direction from local jurisdiction staff.
Suggestions for signal operations changes (pedestrian recall (no "beg buttons), timing, detection issues)	Suggestions/comments related to signal operations have been shared with cities who operate the signals. At signals to be modified by Alameda CTC, bike detection and signal timing/phasing will be implemented in accordance with the agency responsible for signal operations.
Suggestions for additional improvements at other locations that are not along project streets (e.g. San Pablo/Curtis crossing, Gilman/10 <sup>th</sup> Crossing, Cerrito Creek bridge)	These suggestions are outside of the geographic scope of Alameda CTC's projects and have been forwarded to the applicable city. In some cases, they overlap with ongoing City projects.
Comments related to ensuring designs are accommodating to people in wheelchairs, mobility devices, and with other disabilities	Design will be in accordance with all applicable laws and codes related to universal design. Project elements such as median refuges, ADA ramp upgrades, and Accessible Pedestrian Signals will improve access for these users.
Concerns regarding traffic redistribution from local circulation changes (diverters, median closures)	Streets proposed for diverters and median closures are low-volume residential streets so the amount of traffic that would use other routes is low.
Location-specific concerns related to parking changes from bus stop relocation and lengthening and new bus stop locations	Considered and incorporated as part of Design Changes listed below. Some bus bulbs shortened to balance lengthening of bus stops with business parking needs. Some stop relocations at signalized intersections not pursued based on existing side street parking prohibitions and driveway constraints siting new farside bus stops.
Location-specific concerns related to crossing designs (e.g. San Pablo/Washington)	Considered and incorporated as part of Design Issues Technical Appendix

Location-specific concerns related to vehicular routing from diverters/median closures (e.g. Pardee/9 <sup>th</sup> )	Considered and incorporated as part of Design Issues Technical Appendix.
Concerns regarding bus stop nuisance issues (trash, crime).	Project will explore replacing Rapid stop shelters with more open, canopy style shelter that promotes better visibility. Potential for trash receptacles to be discussed with cities during final design. When raised as an objection to a proposed bus stop relocation was not considered a reason not to pursue relocation.
Suggestions related to striping, materials, landscaping, ease of detection of cyclists, and other design details	Will be considered as part of detailed design

*Table 2: Other Comments*

<b>Comment Theme</b>	<b>Considerations/Action Taken</b>
Support and opposition for extending Bus/Bike Lanes through the entirety of Berkeley and Albany	The San Pablo Avenue Corridor Concept approved by Alameda CTC's Commission in March 2022 calls for bus and bike lanes only in Oakland, Emeryville, and South Berkeley south of Russell/Heinz.
Comments and concerns related to San Pablo Avenue south of Russell/Heinz (Bus/Bike improvements)	Comments will be revisited as part of Bus/Bike project outreach in late 2023.
Comments indicating misconception that traffic and parking lanes would be removed throughout Berkeley/Albany, including concerns related to additional traffic from development, San Pablo Avenue's function as a reliever route, emergency evacuations, and business impacts	Comments generally related to removal of traffic and parking lanes, which are not proposed as part of the Safety Enhancements or Parallel Bike projects.
Comments related to other ongoing City projects (Hopkins St separated bike lanes, Parker-Addison Safety and Mobility Project, Addison St Bike Boulevard, Kains-Adams Bike Boulevard pilot)	Shared with City staff

## 7. Appendices

Project mailers (attached)

Storefront outreach flyer (attached)

Bus stop flyer (attached)

Online interactive map and survey screen captures (attached)

Open House boards and handouts (available online at [www.alamedactc.org/sanpablo](http://www.alamedactc.org/sanpablo) under Key Materials tab)

# San Pablo Avenue Corridor Projects

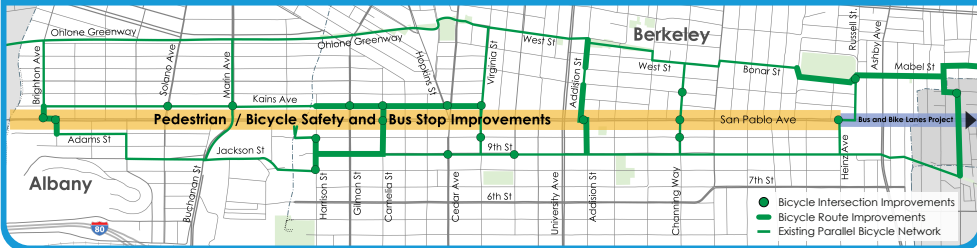
## Safety Enhancements & Parallel Bike Improvements



San Pablo Ave. **has the third highest number of collisions** in Alameda County and is the **second-busiest bus corridor** in the County.

Enhancements to make **the street safer and easier to cross** for people walking, biking, and taking the bus, **bus stop improvements**, and **upgraded routes for bikes on parallel streets** are coming soon!

## Project Map



For more info:  
sanpablo@alamedactc.org  
510-208-7400

Si necesita esta información en un formato diferente, llame al (510) 208-7400 o envíe un email a sanpablo@alamedactc.org.

如果您需要其他格式的信息，請致電 (510) 208-7400 或發送電子郵件至 sanpablo@alamedactc.org.

Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

Go to [WWW.ALAMEDACTC.ORG/SANPABLO](http://WWW.ALAMEDACTC.ORG/SANPABLO)

to see what's planned for your block and  
provide input on proposed improvements!



### **The project includes:**

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- Pedestrian and bicycle crossing improvements
- Bus stop upgrades and relocations
- Parallel street improvements, calm traffic and to make biking safer and more comfortable

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# San Pablo Avenue Safety Enhancements & Parallel Bike Improvements

## Community Open House Announcement



San Pablo Ave. **has the third highest number of collisions** in Alameda County and is the **second-busiest bus corridor** in the County.

Proposed enhancements will make **the street safer and easier to cross** for people walking, biking, and taking the bus, **improve bus stops**, and **upgrade routes for bikes on parallel streets**. In specific locations, the improvements will change traffic routes and remove parking. Preliminary design plans are ready for your review and comment!

**We want to hear from you!**

**Community Open House**

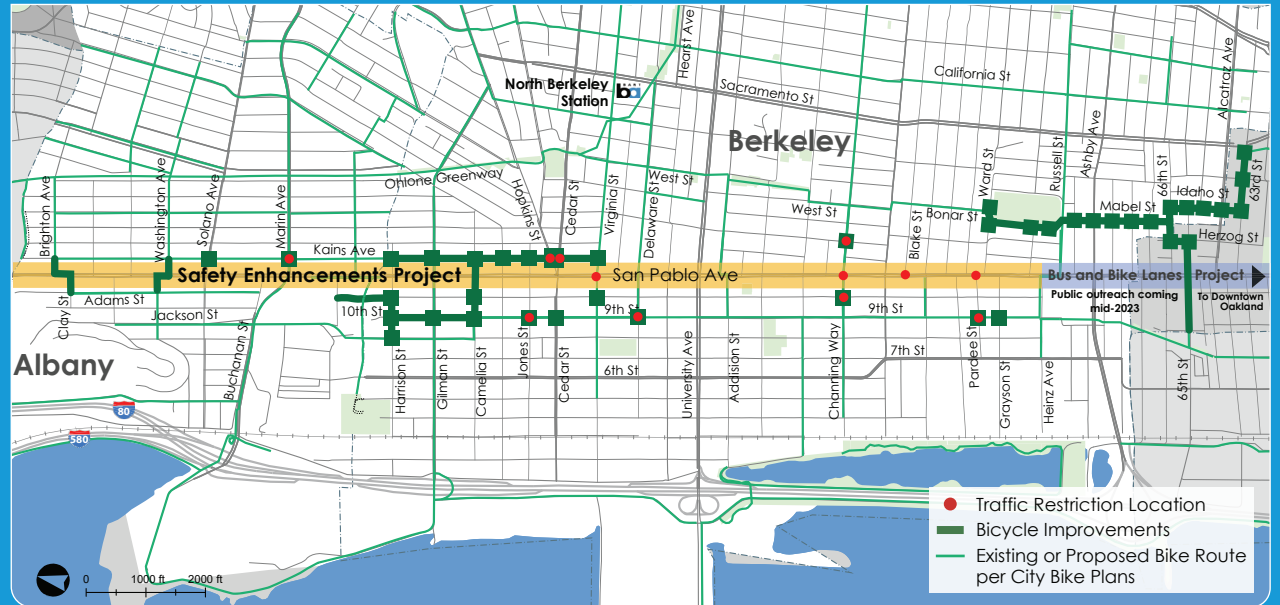
**March 30, 2023**

**at Berkeley Adult School**

See reverse for info & online commenting opportunities.



### Project Map



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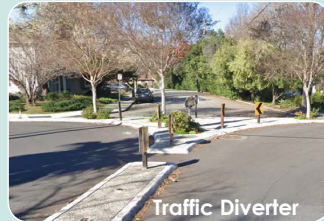


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1.25" x 1.25"  
stamp area

## Project Improvements Include:

**Traffic Diverter on Residential Streets:** Restricts through auto passage to calm traffic on bike boulevards.



Traffic Diverter

**Median Closure:** Restricts left-turns to provide improved crossings for bicycles and pedestrians.



Median Closure

**Bus Stop Improvements:** Relocates and improves bus stops to make the bus more reliable and safer to access.

**Crosswalk Improvements:** Provides signals and flashing lights at crosswalks to improve safety.

Other improvements include enhanced lighting at crosswalks, traffic circles to slow traffic and curb ramps to increase accessibility.



Pedestrian Signal

## You're Invited to an In-Person Open House!

Please come to a community open house to discuss roadway changes proposed to make it safer to walk and bike in the San Pablo Avenue corridor. This event is open to the public.

**When:**  
**Thursday,**  
**March 30, 2023**  
**6:00 pm - 8:00 pm**

**Where:**  
**Berkeley Adult School**  
1701 San Pablo Ave  
Between Virginia and Francisco Streets. (Enter through San Pablo Ave. or Curtis St. parking lots.)

Addressing & Postal Barcode  
4.5" x 2.0"

# San Pablo Avenue Corridor Safety Enhancements

## Storefront Outreach - Project Overview

December 2022



### Need for Project

- San Pablo Ave. has one of the highest incidents of injury collisions in Alameda County. **We need to improve safety for all users**, and especially the most vulnerable: people walking and biking, seniors, and children.
- San Pablo Ave. serves as a main commercial street for many diverse communities. **The local economy and growth along the corridor need a street that supports a range of transportation choices.**
- San Pablo Ave. is one of the highest-ridership bus corridors in the East Bay. However, due to congestion, buses are often slow and unreliable because they are stuck in traffic. **Reliable, attractive bus service is critical to efficiently move more people, while minimizing environmental impacts.**

### Pedestrian Safety Improvements

Safety treatments for pedestrian crossings will improve visibility and reduce speeding along San Pablo Ave.

**Pedestrian Refuges** will provide space in the center median for pedestrians to wait to safely cross the second half of the street, while **High Visibility Pavement Markings** will make crossings more visible to drivers. Additional crosswalk signals and beacons will increase the number of drivers that stop for people crossing the street.

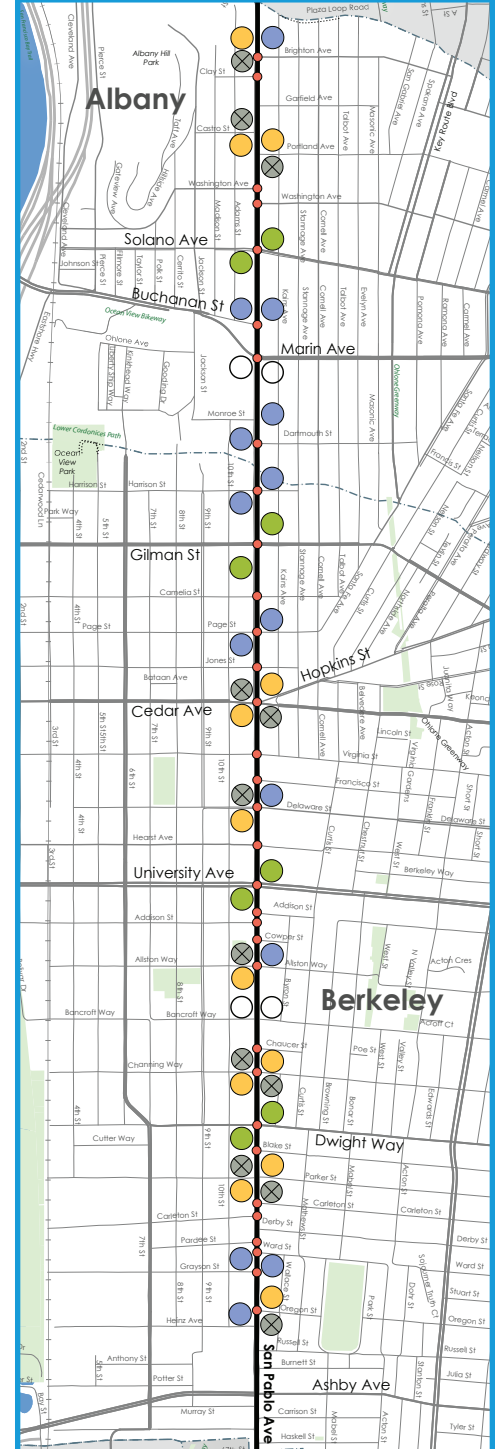


**Pedestrian Hybrid Beacons** are traffic signals that pedestrians or bicyclists activate to turn the signal red for motorists.



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

### Project Map



- Legend**
- New Bus Bulb (Existing Rapid Stop)
  - New Bus Stop Location
  - Existing Bus Stop (To Remain)
  - ⊗ Bus Stop Moved to Adjacent Location
  - Bus Stop Removed
  - Pedestrian/ Bicycle Crossing Improvements

### We Want to Hear From You!

We're doing outreach to storefronts where planned safety and bus improvements will affect curb space to discuss the project and better understand your loading, parking, and access needs. Please contact us at: **sanpabloave@alamedactc.org | (510) 208-7400**

# San Pablo Avenue Corridor Safety Enhancements

Storefront Outreach - Project Improvements

December 2022



## Bus Bulbs Improve Transit and Sidewalk Space

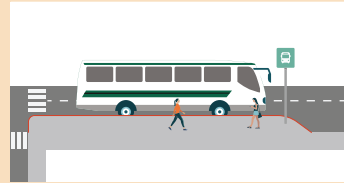


**Bus bulbs increase sidewalk space for pedestrians**, providing room for a bus shelter and other stop facilities, while increasing sidewalk space for people walking, outdoor seating, or other space for adjacent businesses. The bulb out brings the curb into the street and shortens pedestrian crossing distances.

Images: Google Maps/ Street View

## Reduce Bus Travel Time and Enhance Reliability

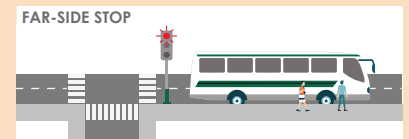
The project proposes improvements that improve bus speed, reliability, convenience and safety for all users along San Pablo Ave. Bus stop improvements include:



**Bus bulbs allow buses to spend less time stopped**, since they do not need to wait to pull back into traffic. It also increases sidewalk space for pedestrians.

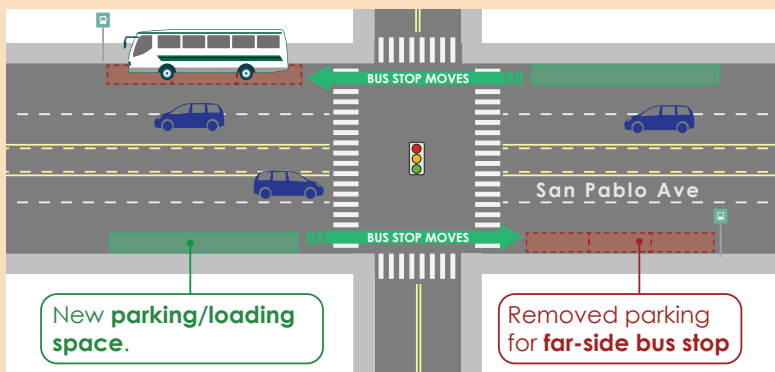


**Moving bus stops from near-side to far-side** allows buses to get through intersections before stopping, reducing delays for passengers. Other drivers have increased visibility of pedestrians crossing the street as the bus does not block their view anymore.



## Changes to Parking & Loading

At locations with relocated or new bus stops, Pedestrian Hybrid Beacons, and/or offset bicycle crossings, some parking and loading spaces will be relocated or removed. New red curbs in advance of pedestrian crossings will improve the overall visibility, which results in some parking loss.

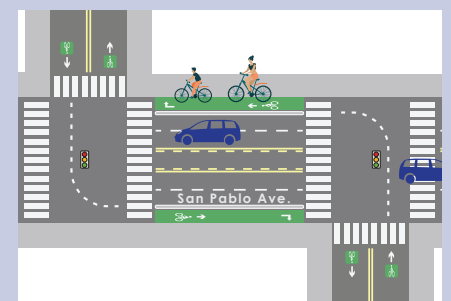


MOVING BUS STOPS FROM NEAR-SIDE TO FAR-SIDE

New space for parking and loading can result when relocating bus stops from the near side to the far-side of the intersection. Bus stop relocations in combination with crosswalk and bicycle improvements will increase pedestrian safety, benefiting customers and everyone else in the community.

## Off-Set Bicycle Crossing

At two locations within the project area, bicycle boulevards cross San Pablo Ave. at offset intersections. The proposed improvements provide safer, protected bikeways on San Pablo Ave. between the intersections, creating a continuous, all ages and abilities bicycle crossing of San Pablo Avenue.



OFF-SET CROSSING DIAGRAM

# NOTICE OF POTENTIAL BUS STOP CHANGE

## AVISO DE POSIBLES CAMBIOS EN LA PARADA DE AUTOBÚS

## 公交停靠站预计变更通知

**Alameda County Transportation Commission** is leading the development of the San Pablo Avenue Corridor Improvements Project to improve safety for pedestrians and bicyclists, and to enhance bus service.\*

This stop may change in one or more of the following ways:

- Extension of curb and widened sidewalk
- Relocation to far side of intersection (approx. 100 – 200 ft.)

### Timeline

Design: 2022 – 2024 • Construction: 2024 – 2026

La Comisión de Transporte del Condado de Alameda está liderando el desarrollo del Proyecto de Mejoras del Corredor de San Pablo Avenue para mejorar la seguridad de los peatones y ciclistas, y potenciar el servicio de autobús. Esta parada puede cambiar en una o más de las siguientes maneras:

- Ampliación de bordillo y ensanchamiento de la acera
- Reubicación al lado lejano de la intersección (aproximadamente 100 a 200 pies)

### Cronograma

Diseño: 2022 – 2024 • Construcción: 2024 – 2026

阿拉米达县交通委员会正带领开发圣巴勃罗大道走廊改善项目（San Pablo Avenue Corridor Improvements Project），以加强行人和骑行者的安全，并改善公交服务。此停靠站可能以下列一种或多种方式进行变更：

- 延长路缘，加宽人行道
- 搬迁至交叉路口远侧（约 100 - 200 英尺）

### 时间线

设计：2022 年至 2024 年 • 施工：2024 年至 2026 年

\*This project is separate and distinct from AC Transit's signal work that is currently underway.

\*Este proyecto es independiente y distinto de las obras de señalización de AC Transit que se están llevando a cabo actualmente.

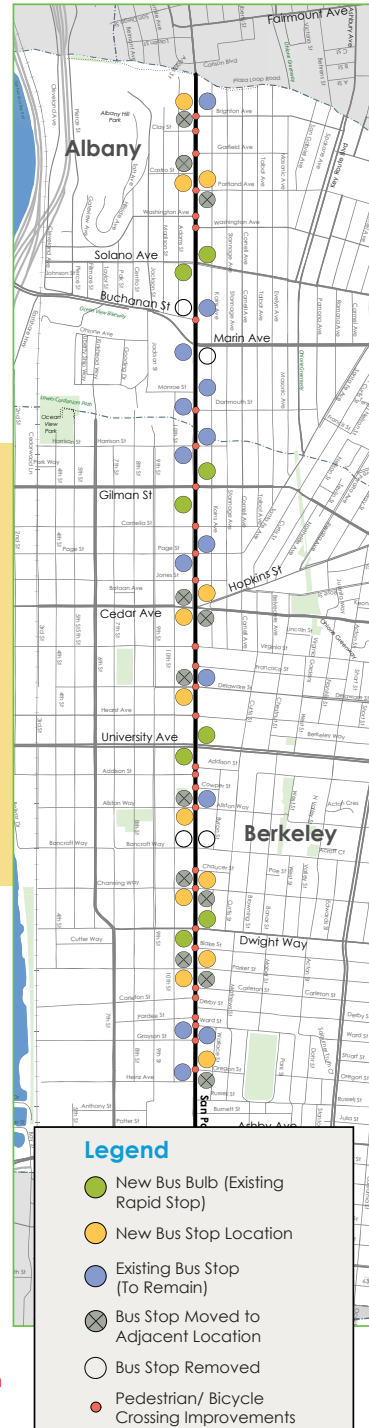
\*此项目与正在施工的 AC Transit 信号工程属于完全不同的项目。



For more information and to provide feedback on the project visit [alamedactc.org/sanpablo](http://alamedactc.org/sanpablo) or email [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org).

Para obtener más información y brindar comentarios sobre el proyecto, visite [alamedactc.org/sanpablo](http://alamedactc.org/sanpablo) o envíe un correo electrónico a [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org).

想了解更多信息并对该项目提供反馈，请访问 [alamedactc.org/sanpablo](http://alamedactc.org/sanpablo) 或发送电子邮件至 [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org).



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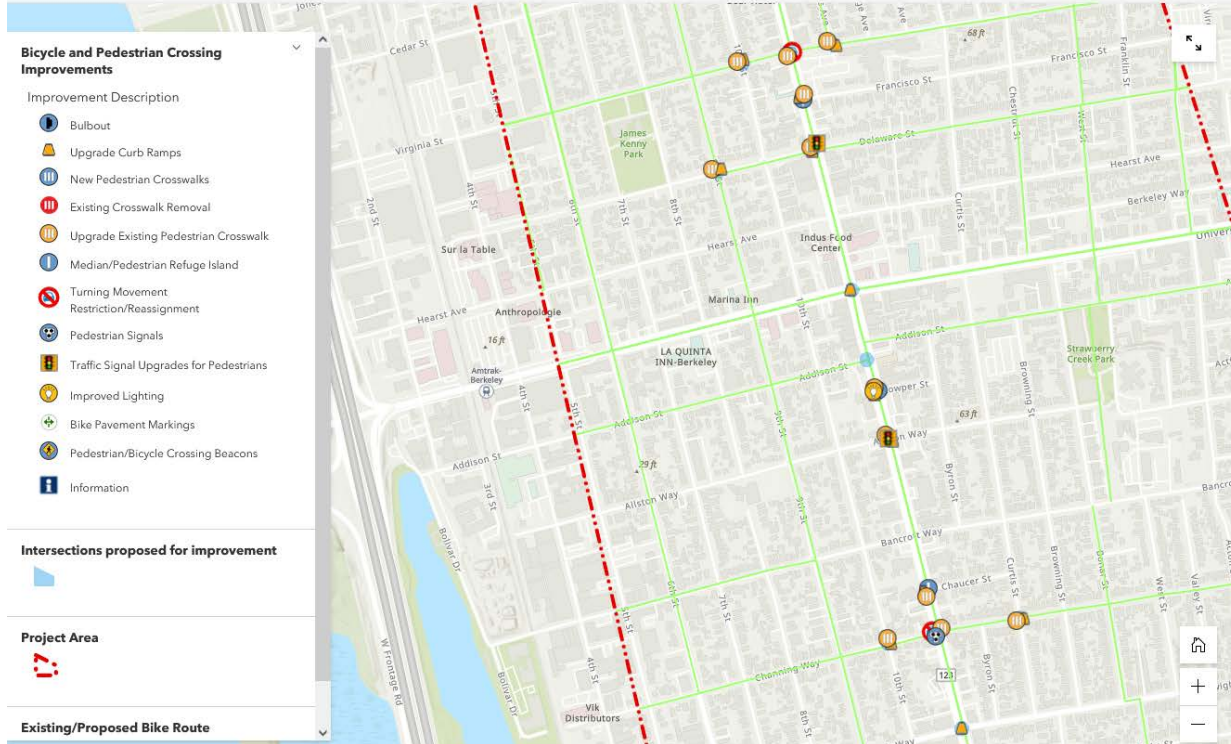
무료 언어 지원 / मुफ्त भाषा मे सहायता / મફત માં ભાષા ની મદદ / 無料の言語支援 / زبان سے متعلق مفت اعانت / مفت لسانی معاونت / مساعدة لغوية مجانية /

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Post 12/01/22  
Remove after 6/01/23

# San Pablo Avenue Safety Enhancements/Parallel Bike Improvements Projects

## Interactive Webmap Screen Capture



Sample photos of Improvements:

### Bulbout



### Curb Ramp Changes

