

San Pablo Avenue

Bus Lanes and Bike Lanes Project

Spring 2024



Project Overview

The San Pablo Avenue Bus Lanes and Bike Lanes Project would make crossing San Pablo safer for people walking and biking, make bus travel more reliable, and create new and safer bicycle connections.

The project extends between 16th Street in Downtown Oakland, through Emeryville to Heinz Avenue in South Berkeley. It is the outcome of a multi-year planning effort that also initiated separate safety and transit improvement projects north of Heinz Avenue in Berkeley and Albany.

Did you know that San Pablo Ave...

... Has the **third highest number of crashes** in Alameda County?

... Is the **second busiest bus corridor** in the County?

We want your input!

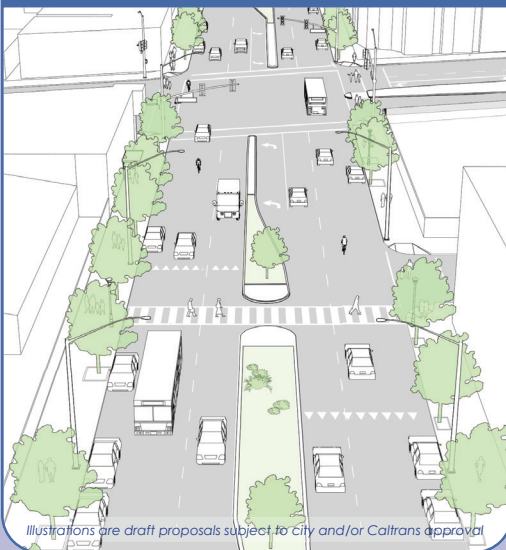
Share your feedback in person or online!

See last page for details



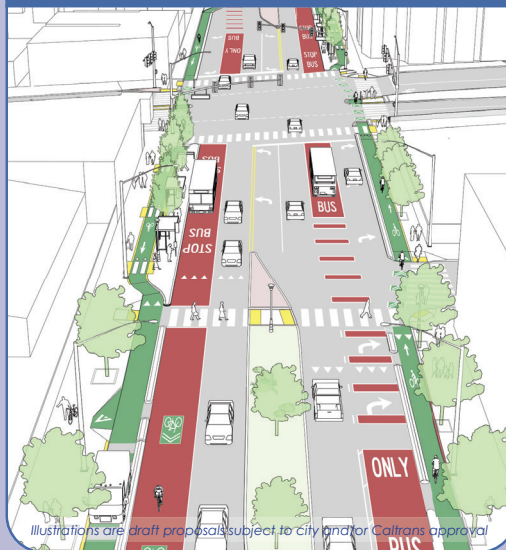
Design Proposal

Example Existing Condition



Illustrations are draft proposals subject to city and/or Caltrans approval

Example Proposed Changes



Illustrations are draft proposals subject to city and/or Caltrans approval

The project would create new dedicated bus lanes, new curb-protected bike lanes, and safer street crossings for people walking and biking.

Safer walking: New and upgraded pedestrian lighting to improve visibility and safety at night.

Safer crossings: New and upgraded crosswalks, median refuge islands, signals and beacons to enhance safety for crossing pedestrians and cyclists.

Faster & more reliable buses: Dedicated bus lanes in both directions and new boarding platforms with shelters, benches, and lighting.

Safer bicycling: Protected bike lanes on both sides of the street, separated from vehicle lanes with raised concrete curbs to provide safer, more comfortable, and direct bicycling routes.

To make these improvements possible, the project would repurpose one of the traffic lanes in each direction for buses and eliminate most parking along San Pablo Avenue.

Project Map

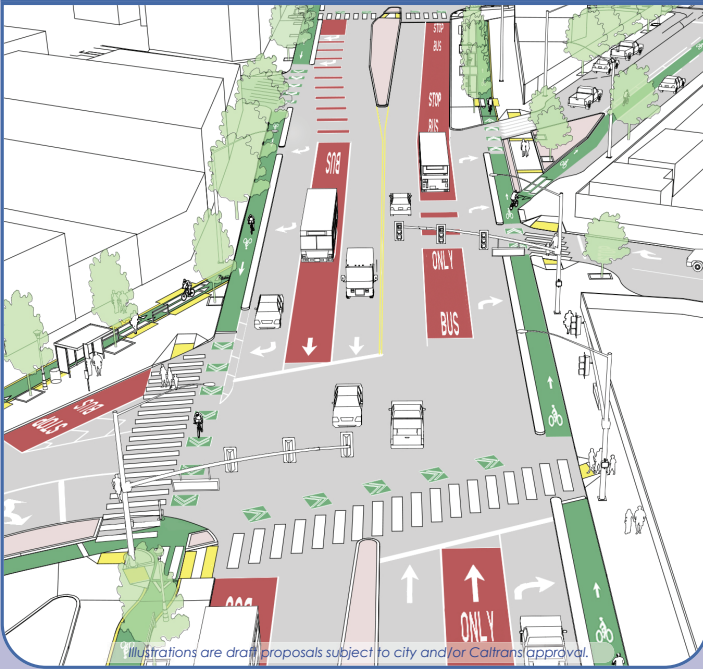


Proposed Safety Improvements

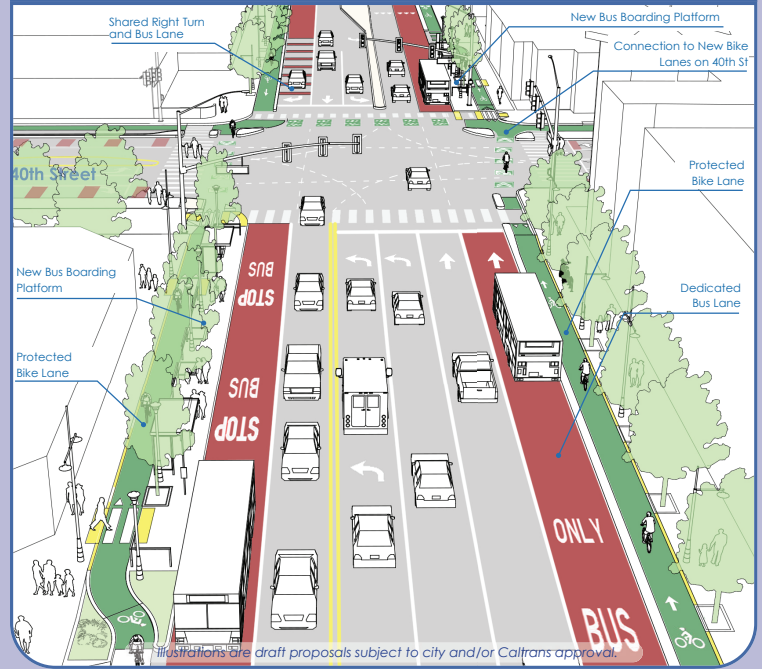
Intersection safety improvements would be implemented throughout the corridor, including:

- **Improved crosswalk striping** across and along San Pablo Avenue.
- **Curb extensions** and **pedestrian refuge islands** to shorten crossing distances, where possible.
- **Flashing pedestrian beacons and lights** to support safer pedestrian crossings at select intersections.
- **Upgraded curb ramps** and **audible pedestrian systems** at intersections to meet current ADA standards.
- **New or upgraded pedestrian lighting** along San Pablo Avenue and along side streets where needed to increase visibility.

Example Location: San Pablo Ave. and Market St.



Example Location: San Pablo Ave. and 40th St.



Proposed Parking and Loading Zone Changes

New dedicated bus lanes and bike lanes would require eliminating most parking spaces along San Pablo Avenue. Most on-street parking and loading activity will be relocated to side streets or existing parking lots.

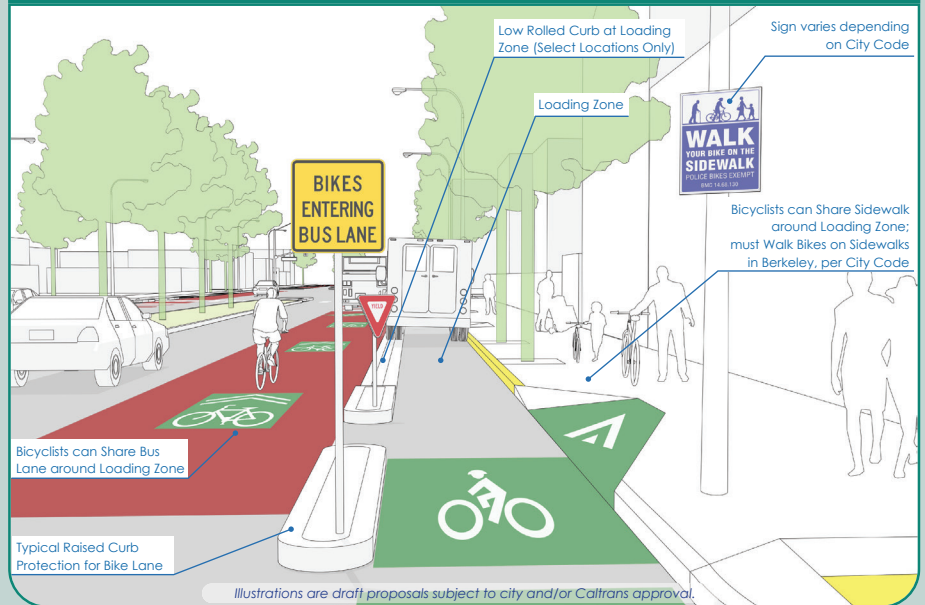
The project would provide protected bike lanes between 20th Street in downtown Oakland and Heinz Avenue in Berkeley.

For storefronts that do not have off-street loading and are not close to a side street, a loading zone would be provided on San Pablo Ave. in lieu of the protected bike lane for a limited distance. At these locations, when there is active loading, cyclists may share the bus lane or walk their bikes on the sidewalk (see illustration at right).

To provide alternative locations for business parking and loading, changes would be made to curb parking spaces on side streets close to San Pablo Ave., including creating new loading, short-term parking, and/or metered parking spaces.

Locations of parking and loading changes can be found at sanpabloave/mysocialpinpoint.com.

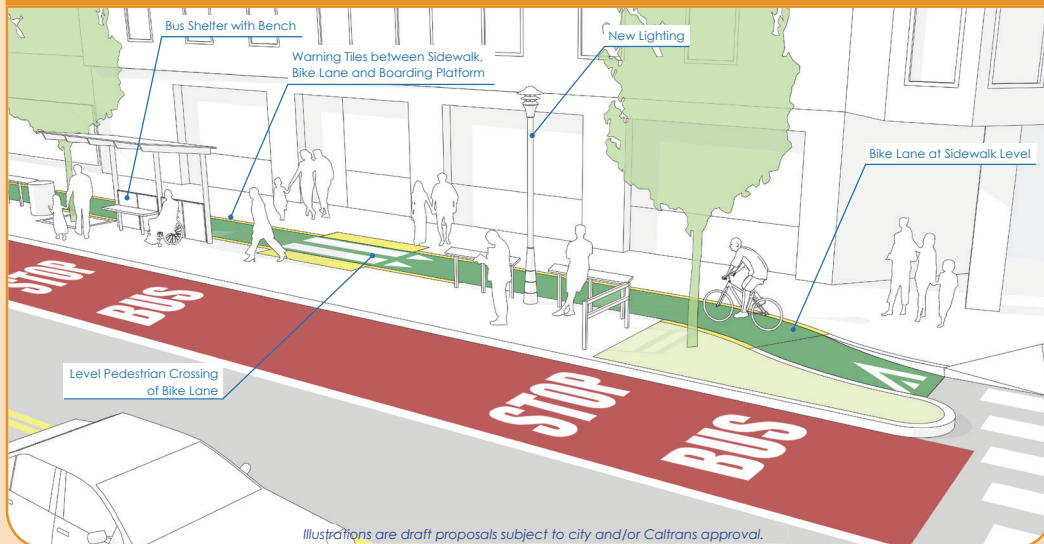
Example Loading Zone



Proposed Bus Improvements

- **Bus-only Lanes** to make buses faster and more reliable. Autos may enter the bus lane where needed to make right turns to streets and driveways.
- **Streamlining bus stops.** Consolidating some Local (72, 72M) bus stops, adding more Rapid (72R) bus stops, and making bus stop spacing more consistent to enhance bus reliability. This would change the location of some bus stops (see map at right).
- **Bus lane separation.** To deter other drivers from illegally using the bus-only lanes, possible types of dividers are under consideration to separate the bus lanes from the general traffic lanes: Painted striping only, a raised plastic barrier with plastic posts, and a small, raised concrete barrier. Specific type is to be determined based on city and Caltrans review.
- **Bus platforms.** New platforms will be constructed, at bus stops with sidewalk-level bike lanes between the stop and sidewalk. New amenities will be provided at all stops, including shelters, benches and lighting. This will require tree removal and replacement in some locations (see proposed design below).

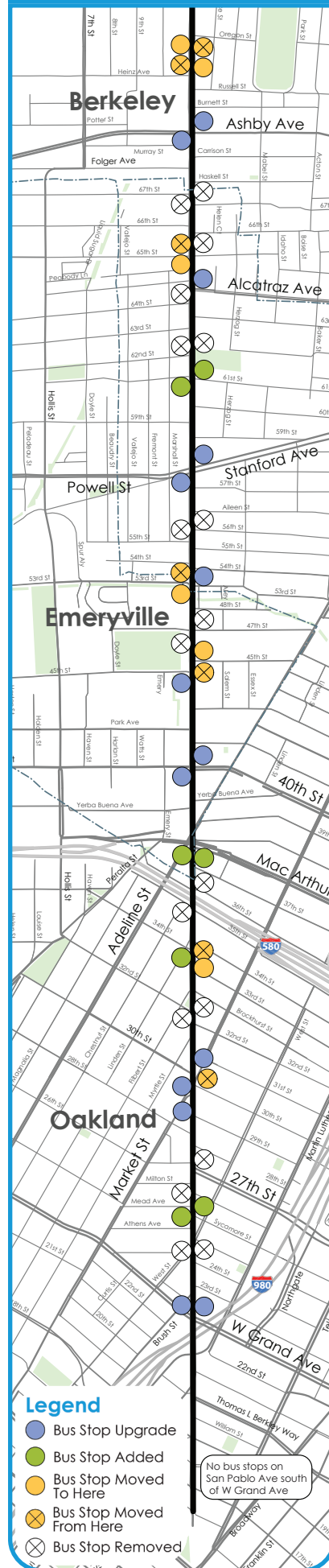
Example Bus Boarding Island with Bike Lane Behind



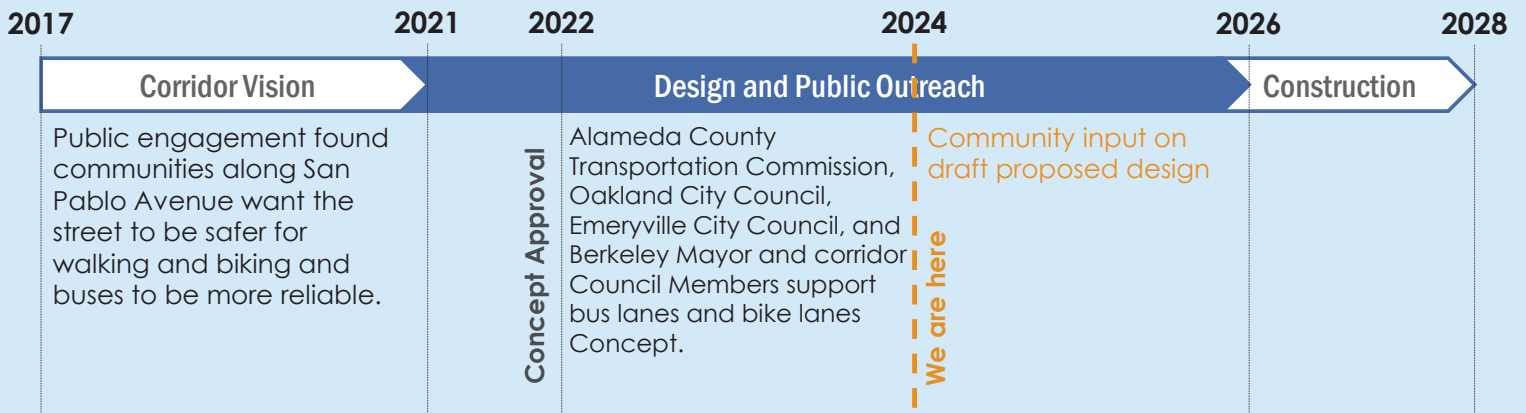
Proposed Vehicle Traffic and Access Changes

- **Travel Time.** Removing one auto lane in each direction would result in increased congestion and up to a 5% increase in travel time on San Pablo Ave.
- **Diverted Traffic.** Due to additional congestion on San Pablo Ave., some drivers would divert to other routes. In the afternoon peak hours, up to 25% of drivers are expected to use alternative streets to complete their trips. Fewer drivers would divert at less congested times.
- **Vehicle Access Changes.** To improve safety, turn restriction changes between San Pablo Ave. and some side streets are proposed. See the project map for locations of all access changes at sanpabloave.mysocialpinpoint.com.
- **Driveway Closures.** In some locations where existing driveways are unused, fenced off or there are other entrances to the same parking area, closures are proposed to allow for more continuous bike lane protection and an improved pedestrian experience. All driveway closure locations shown on the project map at sanpabloave.mysocialpinpoint.com

Bus Stop Changes



Project Timeline



Provide your Input!

How to comment on the proposed changes to San Pablo Ave.

- Visit sanpabloave.mysocialpinpoint.com or use the QR code below.



- **In-person opportunities**
Visit the website above for locations and times.
- **For questions** or to join the project email list, please email sanpabloave@alamedactc.org or call **(510) 208-7490**

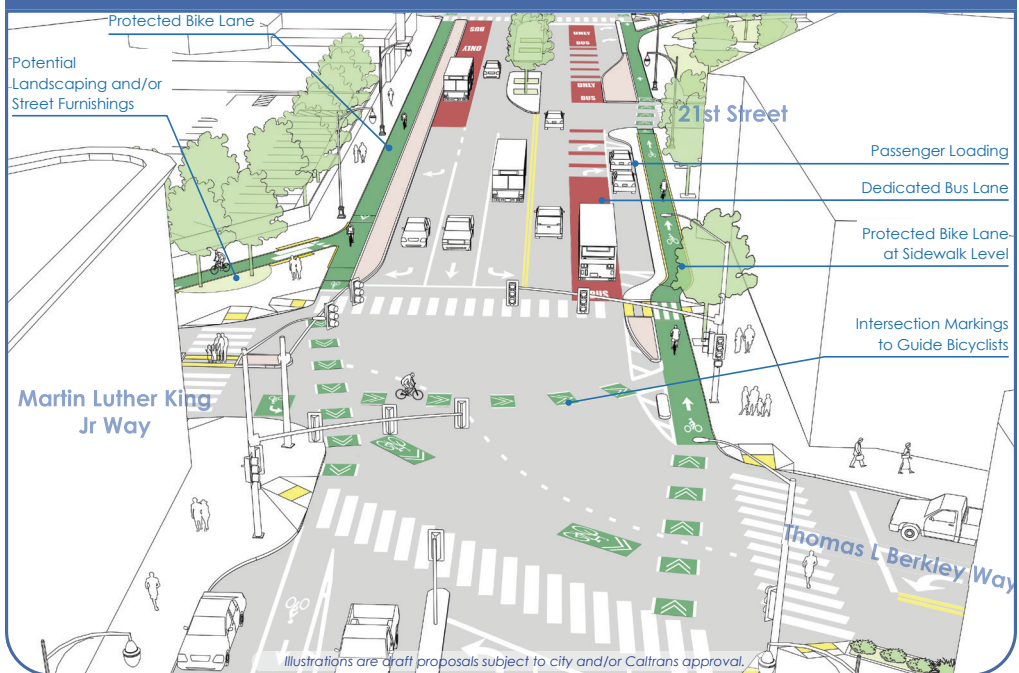
Open Houses

- **Monday, April 15th**
6-8 pm
Golden Gate Recreation Center, 1075 62nd St, Oakland
- **Wednesday, April 17th**
6-8 pm
Emeryville Center for Community Life (ECCL) 1100 47th St, Emeryville

Comment at sanpabloave.mysocialpinpoint.com



Example Location: San Pablo Ave. and 20th St./Thomas L. Berkley Way



Public Agency Partners

- California Department of Transportation (Caltrans)
- Alameda-Contra Costa Transit District (AC Transit)
- Cities of Oakland, Emeryville and Berkeley