04-ALA-123, PM 0.220/2.080
EA 04-2W290
Project ID 0421000169
October 2025

Project Study Report-Project Development Support (PSR-PDS)

To

Request Approval to Proceed to Project Approval and Environmental Document (PA&ED) Phase for a Locally Funded Project

On Route State Route 123

Between West MacArthur Boulevard

And Heinz Avenue

APPROVAL RECOMMENDED:

Jhay Delos Reyes, Director of Project Delivery and Construction
Acting Commission Engineer
Alameda County Transportation Commission

APPROVAL RECOMMENDED:

Cameron Oakes, Deputy District Director
Transportation Planning and Local Assistance

APPROVAL RECOMMENDED:

Haleh Hakimi, Caltrans Project Manager

APPROVED:

David Ambuehl
David Ambuehl (Nov 10, 2025 10:24:55 PST)

David D. Ambuehl, Acting District Director

11/10/2025
Date

Vicinity Map



This PSR-PDS has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

08/15/2025

CHRIS BRECHEISEN, PE REGISTERED CIVIL ENGINEER, KIMLEY-HORN DATE



9/24/2025

CELIA MCCUAIG, OFFICE CHIEF *DATE*
CALTRANS DISTRICT 4 OFFICE OF PROJECT INITIATION

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1. INTRODUCTION

Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), Alameda-Contra Costa Transit District (AC Transit), the City of Oakland, the City of Emeryville, and the City of Berkeley, proposes to implement dedicated bus lanes and bike lanes with additional safety and accessibility improvements (Project) along State Route (SR-) 123/San Pablo Avenue from West MacArthur Boulevard in Emeryville (Post Mile ALA 0.220) to Heinz Avenue in Berkeley (Post Mile ALA 2.080). Additional Project improvements are proposed along San Pablo Avenue south of West MacArthur Boulevard beyond the Caltrans right-of-way and are not included in the PSR-PDS. The overall Project corridor length is 3.43 miles beginning at 16th Street in downtown Oakland with approximately 1.9 miles located on SR-123 within the Caltrans right-of-way. The Project also includes modifications to intersecting side streets as needed to implement the San Pablo Avenue improvements. The Project aims to implement multimodal and transit improvements to benefit the low-income and other diverse community members that live and work along the San Pablo Corridor. These multimodal and transit improvements will also accommodate planned growth along and in proximity to the corridor.

Project Limits	04-ALA-123, PM 0.220/2.080
Number of Alternatives	1 Build Alternative, 1 No-Build Alternative
Current Capital Outlay Support Estimate for PA&ED	$1.8 M (Caltrans ROW) (Current-2025) $1.9 M (Caltrans ROW) (Escalated-2027)
Current Capital Outlay Construction Cost	$75.8 M (Caltrans ROW) (Current-2025) $99.1 M (Caltrans ROW) (Escalated-2032)
Current Capital Outlay Right-of-Way Cost	$2.7 M (Caltrans ROW) (Current-2025) $3.5 M (Caltrans ROW (Escalated-2029)
Funding Source	Local – Measure BB (PID, PA&ED, PS&E, ROW Support Phases), Other TBD State – Seeking SB1, Other TBD Federal – One Bay Area Grant (Construction), Other TBD
Type of Facility	Four-lane Conventional Highway
Number of Structures (1)	San Pablo Avenue Separation Undercrossing (Br 33-0117)
Anticipated Environmental Determination or Document	California Environmental Quality Act (CEQA) – Categorical Exemption (CE) National Environmental Policy Act (NEPA) – Categorical Exclusion (CE)
Legal Description	In Alameda County, on State Route 123 (San Pablo Avenue) from West MacArthur Boulevard to Heinz Avenue.
Project Development Category	Category 5

Alameda CTC is the sponsoring and implementing agency of the Bus Lanes and Bike Lanes Project, working in cooperation with Caltrans and key stakeholders that include AC Transit and the cities of Oakland, Emeryville, and Berkeley. Project scoping and environmental clearance for the Project will be led by Alameda CTC to enable consistent Project implementation across multiple jurisdictions. Alameda CTC is the lead agency under CEQA, and Caltrans is the lead agency under NEPA. The Project is included in the 2020 Alameda County Countywide Transportation Plan (CTP) and recognized in Alameda CTC's 2014 Transportation Expenditure Plan under the Local Street Maintenance and Safety Program.

During the PA&ED phase, Alameda CTC and Caltrans will further evaluate to determine if Caltrans would need to perform contract advertisement, award, and administration (AAA) and be the Implementing Agency for Construction phase.

2. BACKGROUND

San Pablo Avenue provides north-south connections parallel to the Bay Area Rapid Transit (BART) Richmond (Red/Orange) Line and Interstate 80 (I-80) and is a reliever route for freeway traffic during incidents on I-80. It carries Local, Rapid, and Transbay buses, includes many high-activity pedestrian areas, and is designated as a bicycle route in the cities of Oakland, Emeryville, and Berkeley local jurisdiction plans. Demand for travel on San Pablo Avenue is projected to increase as jurisdictions concentrate growth along the corridor within several designated Priority Development Areas (PDA) in the cities of Oakland, Emeryville, Berkeley, and others. The corridor has experienced recent higher-density mixed-use projects and is continuing to see ongoing development activity.

In 2017, Alameda CTC, in partnership with Contra Costa Transportation Authority (CCTA) and West Contra Costa Transportation Advisory Committee (WCCTAC), initiated a corridor study and community engagement plan (Phase 1) to identify short- and long-term improvements along San Pablo Avenue between downtown Oakland and Hilltop Drive in Richmond (13 miles) in order to address increasing multimodal demands. This Phase 1 initial planning for the San Pablo Avenue Corridor Project identified multiple transportation needs, explored a variety of alternative geometric configurations, and identified a range of operational solutions.

As part of the Phase 1 analysis, Alameda CTC, in collaboration with CCTA and WCCTAC, led the development of an Existing Conditions Report to identify existing and future transportation needs along San Pablo Avenue/SR-123.

Key conclusions of the 2018 San Pablo Corridor Project Existing Conditions Report that highlight deficiencies within the Project limits are summarized in section 5 of this document. A review of the results from the existing conditions report indicates the need to improve infrastructure for transit, pedestrian, and bicycle modes. This information, along with continued coordination with Project stakeholders, was

utilized to inform and develop the purpose and need statements.

Given the limited right-of-way along San Pablo Avenue, trade-offs are required between transportation modes. During Phase 1 public engagement, participants throughout the study area expressed support for several varying improvements in differing segments. Within the study area segment from 16th Street to Heinz Avenue included in this Project, participants expressed strong support for prioritizing safety and bus travel time savings. Community members, elected officials, and partner agencies within this southern portion of San Pablo Avenue in Alameda County expressed a strong desire to move a project forward in the near term to enhance safety, benefit bus riders, and create a continuous bike facility. Based on those findings, a Bus and Bike Lanes Project between 16th Street in Downtown Oakland and Heinz Avenue in southern Berkeley was identified to move into Phase 2, which is the current phase of the Project.

AC Transit and the cities of Oakland, Emeryville, and Berkeley are contributing to the Project development process throughout the scoping phase. This helps to ensure that Project solutions are context sensitive and consistent with the Metropolitan Transportation Commission (MTC) Plan Bay Area (PBA) 2050 Plan, the City of Oakland General Plan, the City of Emeryville General Plan, the City of Berkeley General Plan, and AC Transit's "AC Transit Realign" and Strategic Plan, and reflect community input received through Phase 1 and thus far in Phase 2.

Figure 1 displays the location of the Project. For the purposes of this document, SR-123 begins at West MacArthur Boulevard in Oakland and the PSR-PDS focuses on the portion within the Caltrans right-of-way on SR-123.



Figure 1 – Bus Lanes and Bike Lanes Project Limits

San Pablo Avenue currently is one of AC Transit's highest ridership streets, but existing transit services experience delays from traffic congestion and boarding/alighting. Additionally, it is one of the highest crash corridors in Alameda

County and is included as the third worst high-injury network corridor in Alameda County for pedestrian and bicycle collisions per the 2019 Alameda County Active Transportation Plan. San Pablo Avenue is a designated bike route in all three local jurisdictions (Cities of Oakland, Emeryville, and Berkeley) and the local county active transportation plans (ATP), but there are no dedicated bicycle facilities currently within the Caltrans right-of-way from West MacArthur Boulevard to Heinz Avenue. The Project will implement dedicated bus and bike lanes to improve safety, accessibility, and sustainability. These improvements will help accommodate planned growth and increased density along San Pablo Avenue. Communities along San Pablo Avenue are identified as Equity Priority Communities in the MTC PBA 2050 Plan. In addition, the PBA 2050 Plan also designates parcels adjacent to San Pablo Avenue along the entire length of the Project as Priority Development Areas.

The Project will implement transit-only lanes by converting one existing general-purpose lane in each direction to a side-running transit-only lane between 20th Street in Oakland and just north of Ashby Avenue in Berkeley. Bus-only lanes will be separated from vehicle travel lanes with a one-foot striped/physical separation where feasible, or will include speed cushions in limited locations to deter speeding and illegal use of the transit lane where feasible. These treatments to deter transit-only lane intrusion and misuse by non-transit vehicles will be studied in the PA&ED phase. Bus stops will be enhanced as bus boarding islands, including amenities for the comfort and safety of transit users. Intersection upgrades will include ramp upgrades to comply with the Americans with Disabilities Act (ADA) throughout the Project limits, protected intersections for cyclists at select locations, and other features. Some unsignalized crossings, such as locations within proximity to high-activity areas (community centers and schools), will be upgraded or new crossings added to include Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).

Nearly all existing on-street parking spaces on San Pablo Avenue will be removed to install separated bikeways between 20th Street in Oakland (south of SR-123) and Heinz Avenue in Berkeley. Parking and loading activity needs were identified based on feedback received during previous business outreach efforts, and several locations on San Pablo Avenue are to receive commercial or passenger loading zones or short-term metered parking zones for adjacent businesses. Where a loading zone is not proposed for the block, parking and loading activity is to be relocated to the side streets of San Pablo Avenue or use existing off-street facilities. The side streets along San Pablo Avenue will receive parking, lighting, and other location-specific improvements.

More information about other Project features and improvements is provided in Section 7 of this document under the Build Alternative description.

A) Existing Facilities

Overall SR-123 Description

SR-123 provides north-south connectivity parallel to the BART Richmond (Red/Orange) Line and I-80 and is a reliever route for freeway traffic during incidents

on I-80 as part of the Integrated Corridor Mobility (ICM). The corridor carries Local, Rapid, and Transbay buses, including many high-activity pedestrian areas, and is designated as a bicycle facility in every local jurisdiction's ATP. Demand for travel on San Pablo Avenue is projected to increase as jurisdictions concentrate growth along the corridor in multiple PDAs, with several high-density, mixed-use developments recently completed and numerous others under consideration. San Pablo Avenue is owned by Caltrans and designated as SR-123 between W MacArthur Boulevard in the City of Emeryville and Cutting Boulevard in Contra Costa County. SR-123 intersects SR-13 (Ashby Avenue) in south Berkeley which serves as an east-west connection between I-80 and SR-24.

SR-123 (Caltrans Right-of-Way) within Project Study Area

SR-123 within the Project study area has a posted speed limit of 30 miles per hour (mph) and consistently has two travel lanes in each direction. SR-123 has numerous intersections with an average spacing of 200 to 300 feet. There are fourteen signalized intersections with an average spacing of approximately 1,000 feet. The width between right-of-way lines along the corridor is 100 feet with zero building setbacks in some areas. The curb-to-curb street width is generally 73 feet wide within the Project limits. In most areas, the dedicated sidewalk and furniture zone varies from approximately 12 to 13 feet wide on each side of the street, although there are segments of the corridor with narrower sidewalk areas and/or no furniture zone. Portions of the corridor have raised medians with landscaping and street trees. A typical cross-section is shown in **Figure 2**.



Figure 2 – Typical Existing Mid-Block Cross Section

The existing pedestrian facilities along SR-123 consist of a furniture zone and sidewalk on both sides of the roadway. The sidewalk varies in width between 7 to 8 feet with a 5-foot furniture zone. There are no sidewalk gaps within the Project limits, but there are locations with inadequate pedestrian infrastructure that do not meet current ADA standards.

The existing travel lanes are 11 feet wide with 8-foot-wide parallel street parking. At most intersections, 10-foot left turn lanes are created from the space where the raised median is located. At locations where left turn lanes are adjacent to raised concrete medians, the median width varies between 2 to 3 feet wide. The existing gutter pans on both sides of the roadway vary as follows:

- From West MacArthur Boulevard to 55th Street (Emeryville)
  - The outside curbs of the roadway have a Caltrans standard curb and a 2-foot gutter pan. The inside curbs have no gutter pans.
- From 55th Street to 66th Street (North Oakland into Berkeley)
  - The outside and inside curbs do not have gutter pans but have Caltrans standard curbs only.
- From 66th Street to Heinz Avenue (Berkeley)
  - The outside curbs of the roadway have a Caltrans standard curb and a 2-foot gutter pan. The inside curbs have a 1-foot gutter pan.

Within the Caltrans right-of-way, bicyclists are permitted to use San Pablo Avenue, but there is only a bicycle facility designation (Class III) with markings and signage present in the City of Emeryville segment from West MacArthur Boulevard to 53rd Street. See Section B Complete Streets below for further details.

Within the Caltrans right-of-way in the Project study area, there is one undercrossing structure which does not meet the current Caltrans' design vertical clearance guidelines. SR-123 has an existing undercrossing with the on/off ramp from/to West Macarthur Boulevard to/from I-580 (San Pablo Avenue Separation/123, Br. No. 33-0117) in Emeryville with a nonstandard minimum vertical clearance of 14 feet and 5 inches. Through visual observations, Br. No. 33-0117 in Emeryville has no signs of being struck in either direction.

San Pablo Avenue South of SR-123 (City of Oakland Right-of-Way)
San Pablo Avenue begins in downtown Oakland at 16th Street and continues north until West MacArthur Boulevard, where San Pablo Avenue becomes SR-123. This southern portion of San Pablo Avenue is in the City of Oakland until 36th Street and then continues north into the City of Emeryville. This portion of the Project has 11 signalized intersections and three crossings with rapid flashing beacons. This segment of San Pablo Avenue is generally similar to the description of SR-123 above, except with the following differences.

- The existing bicycle facilities range from Class II to Class III with the Class II bike lanes on San Pablo Avenue at the following locations:
  - Both directions from 16th Street to 17th Street
  - Northbound from 17th Street to 19th Street
  - Both directions from 20th Street to West Grand Avenue
  - Both directions from the west leg to the east leg of West Street

Within the City of Oakland right-of-way in the Project study area, there are two undercrossing structures with Caltrans facilities. Just south of SR-123, San Pablo Avenue has an existing undercrossing with I-580 (Adeline Street UC, Br. No. 33-0280R and 33-0280L) in West Oakland with a standard minimum vertical clearance of 15'-1". San Pablo Avenue also has an undercrossing with I-980 (San Pablo Avenue UC, Br. No. 33-0440) in downtown Oakland with a nonstandard minimum vertical clearance of 14'-8". Both of the San Pablo Avenue undercrossing segments within the City of Oakland right-of-way, will each be included in a separate permit process with the Caltrans Encroachment Permit Office seeking approval with a standard encroachment permit.

B) Complete Streets

There are several existing and planned bicycle and pedestrian facilities within the Project study area. **Figure 3** provides the existing and planned bicycle network along San Pablo Avenue/SR-123 within and nearby the Project limits. Many major nearby collectors and arterials do not have existing bicycle facilities, but have planned bicycle facilities to be constructed in the future by local agencies as part of their respective ATPs.

Additionally, there are top-tier priority projects for Class IV bikeways on SR-123 from 35th Street to Heinz Avenue identified in the Caltrans' District 4 Bicycle Plan. These projects are listed in Table 6-6 in Section 6.

Bicycle Facilities on SR-123 (Within the Caltrans Right-of-Way)

As stated above, currently within the Caltrans right-of-way, bicyclists are permitted to use SR-123, but existing pavement markings and signage designating SR-123 as a Class III bicycle facility are only placed within the City of Emeryville from West MacArthur Boulevard to north of 53rd Street. Outside of Emeryville, there is a lack of pavement markings or signage indicating that bicyclists may share SR-123 with vehicle traffic. The existing bicycle network facilities that cross SR-123 include West MacArthur Boulevard (Class IIB), Adeline Street (Class II), 40th Street (Class II/III), 41st Street (Class IV), 45th Street (Class III), 47th Street (Class II/Class III), 53rd Street (Class III), 61st Street (Class III), 63rd Street (Class III), Folger Avenue (Class III), Russell Street (Class III), and Heinz Avenue (Class III).

Throughout the segment of San Pablo Avenue on the Caltrans right-of-way, there are currently no protected intersections or other bicycle-specific safety features to assist cyclists on the existing bike routes with crossing SR-123, resulting in higher stress intersections for users. At 61st Street, for example, cyclists must cross San Pablo Avenue's five lanes of uncontrolled vehicle traffic to continue on to the city bicycle route along 61st Street.

Bicycle Facilities on San Pablo Avenue South of SR-123 (Within City of Oakland Right-of-Way)

Within the segment south of the Caltrans right-of-way of the Project study area, San Pablo Avenue is designated with markings and signage as a Class III bicycle facility

with a few segments designated as Class II, as noted above. The existing bicycle network facilities that cross San Pablo Avenue include 16th Street (Class II), Clay St (Class IIB), 17th Street (Class IIB), Jefferson Street (Class II), Thomas L. Berkeley Way (Class III), Martin Luther King Jr Way (Class II/IIB), West Grand Avenue (Class II), West Street (Class II/IIB), 27th Street (Class II/III), Market Street (Class IIB), and 32nd Street (Class III).



Figure 3: Existing and Planned Bicycle Facilities Map

Caltrans Pedestrian Plan for SR-123

In their 2021 District 4 Pedestrian Plan, Caltrans identified the following crossings as needing some level of pedestrian improvements:

- 54th Street
- 56th Street
- 61st Street
- 62nd Street
- 66th Street
- Haskell Street
- Ashby Avenue (SR-13)
- Heinz Avenue

These crossings are identified in the plan as being high-stress, having low visibility striping or signage, and/or high pedestrian-related collisions at the intersection. Additionally, along SR-123, there are several non-compliant curb ramps which have been verified with a field review. The Caltrans 2021 District 4 Pedestrian Plan identifies SR-123 as having the highest possible pedestrian crash density rating of 3 out of 3. The plan also identifies the full segment of SR-123, from West MacArthur Boulevard to Heinz Avenue, as a top-tier priority corridor for pedestrian safety improvements throughout the cities of Oakland, Emeryville, and Berkeley.

Additionally, SR-123 lies on the High Injury Network (HIN) as defined in the Alameda CTC 2020 Countywide Active Transportation Plan and is one of the highest injury corridors in Alameda County for pedestrians. Many SR-123 pedestrian crossings at smaller cross streets are unsignalized, requiring pedestrians to cross four

or more lanes of traffic in both directions without any median refuge. North of Emeryville, most intersections have standard pedestrian crossings (without high-visibility crosswalks) along and across SR-123 as shown on **Figure 4**.



Figure 4: Location of Existing SR-123 Pedestrian Crossings Without High Visibility Markings

C) Transit

Two transit agencies operate service along or across/intersecting SR-123: AC Transit and the Emeryville Transportation Management Association (operating as Emery Go-Round). AC Transit is a bus-only transit agency based in Oakland that provides local and transbay services to Alameda County, Contra Costa County, and regional commuters. Emery Go-Round is a fare-free public transit system operating within the City of Emeryville and to nearby transit hubs. Together, the two transit agencies have eleven routes in operation along portions of or near SR-123 between West MacArthur Boulevard in Oakland and Heinz Avenue in Berkeley. The transit agencies and routes are shown in **Figure 5** and include the following routes along SR-123:

- AC Transit: nine routes (72, 72R, 72M, 802, 36, 27, F, 57, 7, J)
- Emery Go-Round: two routes (H, SP)



Figure 5: Existing Transit Route Map

AC Transit recently completed a comprehensive assessment and re-envisioning of all bus lines in response to substantial shifts in ridership patterns in recent years. The realignment implements a new equity-focused bus network designed to increase ridership and improve service. The Realign Final Network Plan was approved on October 9th, 2024 by the AC Transit Board of Directors with implementation slated to launch as soon as August 2025.

Within the Project limits between 16th Street and Heinz Avenue, the following changes are proposed:

- Line 7 – Route is realigned; frequency is decreased from every 30 minutes to every 60 minutes
- Line 27 – Route is realigned
- Line 29 – Frequency is decreased from every 20 minutes to every 30 minutes during peak hour
- Line 36 – Operational Hours are updated from 6AM – 12AM to 5AM – 12AM
- Line 72M – Operational hours are updated from 5AM – 11PM to 5AM – 1AM
- Line 72R – Frequency is decreased from every 12-15 minutes to every 30 minutes

Figure 5 above includes transit routes shown with their new routing per the approved Realign Final Network Plan.

The existing transit routes listed within the project study area in the vicinity of SR-123 can be grouped into two categories (routes only crossing San Pablo Avenue outside of the Caltrans right-of-way are not included):

- Category A: Includes routes that have existing bus stops on SR-123.
    - Routes included in this category are AC Transit Lines 72, 72R, 72M, and 802.

- Category B: Includes routes that intersect SR-123 and may have bus stops within the vicinity of SR-123.
    - Routes included in this category are AC Transit Lines 36, F, 57, 7, J, 27 and Emery Go-Round Lines H and SP.

A summary of the transit routes and stops along SR-123 from West MacArthur Boulevard in Oakland to Heinz Avenue in Berkeley is shown in **Table 2-1** below. The table also shows existing frequency and stops on San Pablo Avenue, which includes all stops directly on the avenue and immediately adjacent.

Table 2-1: Transit Route Frequency and Lane Use Summary

Agency	Line	Routing	Street Intersecting SR-123	# of Stops on SPA[1]	Weekday Frequency (minutes)	Total Trips per Day per Direction
AC Transit	72	Jack London Square *to* Hilltop Mall/Contra Costa College | Local	---	25	30	38
AC Transit	72R	Jack London Square *to* Point Richmond | Local	---	8	12	66
AC Transit	72M	Jack London Square *to* Contra Costa College | Local	---	25	30	34
AC Transit	802[3]	Downtown Oakland *to* Berkely Amtrak | All Nighter	---	25	60	5
AC Transit	36	West Oakland Bart *to* U.C. Berkely Campus | Local	West MacArthur Blvd, 40th Street, Dwight Way	3	30	37
AC Transit	F	San Francisco *to* U.C. Berkely Campus | Transbay	40th Street	2	30	38
AC Transit	57	Foothill Square *to* Public Market Emeryville | Local	40th Street	2	15	79
AC Transit	7	Emeryville Amtrak *to* El Cerrito Del Norte Bart | Local	Ashby Avenue	2	30	33
AC Transit	J	San Francisco *to* Sacramento St & University Ave | Transbay	Ashby Avenue	2	20	4
AC Transit	27[2]	Emeryville Amtrak *to* Fairmount Ave | Local	Ashby Avenue	2	30	38

Agency	Line	Routing	Street Intersecting SR-123	# of Stops on SPA[1]	Weekday Frequency (minutes)	Total Trips per Day per Direction
Emery Go-Round	H	MacArthur Bart Station *to* Berkely Bowl | Local	Park Avenue (WB), 40th Street (WB)	2	15	67
Emery Go-Round	SP	MacArthur Bart Station *to* The Marina | Local	40th Street (EB)	1	15	65

1. From corridor spanning SR-123 Project study area only with stops on or immediately adjacent to San Pablo Avenue. Includes both directions.
2. New route to be added as part of the AC Transit Realign Final Network Plan
3. Line 802 is an "owl" route only operating during the night.

AC Transit Lines 72, 72R, and 72M are some of the most utilized transit routes operated by the agency. The 72 series combined is the second busiest corridor in the AC Transit system. These routes and the 802 will use the proposed transit-only lane in the Build Alternative condition. All other routes will remain on their current travel route along the cross streets within the limits of SR-123.

In addition to the fixed route transit operators, there are several paratransit operators, of which East Bay Paratransit is the largest operator within the Project study area. It operates on-demand paratransit service for those with disabilities and/or unable to use fixed-route public transit. They provide direct door-to-door service offered to the public to meet federal accessibility requirements. East Bay Paratransit buses and services will be accommodated in the planning and design of the Project along SR-123. The paratransit buses will be permitted to utilize the transit-only lane to access designated paratransit loading areas to be located on every block along SR-123 in the Project area.

BART and Amtrak have transit stops near SR-123. The Amtrak Emeryville Station is located less than half a mile to the west of SR-123 along 59th Street. The closest BART station to the SR-123 segment within the Project area is the MacArthur Station located less than a mile east of SR-123 via 40th Street. The 19th Street BART station is the closest BART station to the Project within the City right-of-way south of SR-123. Several of the transit routes listed above serve BART or Amtrak stations.

3. PURPOSE AND NEED

Purpose:

- Improve safety and access for people walking and bicycling to/from home, employment, education, shopping, and other areas of community life.
- Reduce injury collisions between vehicles and people walking, biking, or taking transit, while not increasing vehicle to vehicle injury collisions.

- Prioritize multimodal mobility and network connectivity through separated bikeways, transit priority treatments, and pedestrian-friendly design.
- Enhance multimodal transportation solutions for transit-dependent and underserved communities along the Project corridor.
- Provide public transit bus travel time savings.
- Support the ongoing and planned growth in the Priority Development Areas along the corridor within the Project study area.

Need:

- The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor from the city of Oakland to the city of Albany ranks third in the Alameda County high injury network for pedestrian and bicycle collisions and fatalities per the Alameda County ATP from 2019.
- No dedicated bicycle facilities are available along most of San Pablo Avenue between Downtown Oakland and Heinz Avenue in Berkeley. The few intermittent Class II bike lanes that exist south of West MacArthur Boulevard do not provide separation or protection commensurate with the vehicle speeds and volumes as recommended in the 2024 Caltrans District 4 Bicycle Best Practices. Due to the lack of continuous parallel streets to San Pablo Avenue, alternative routes along existing bicycle facilities are very indirect.
- The existing infrastructure along the San Pablo Avenue corridor is an uninviting pedestrian environment. Improvements are necessary to eliminate lengthy gaps between pedestrian crossings, upgrade sidewalks and curb ramps to correct ADA deficiencies, improve the safety of existing crossings and reduce pedestrian crossing distances, and reduce the roadway cross-section to reduce motor vehicle speeding.
- Public transit is unreliable along the corridor, leading to reduced on-time performance, particularly affecting transit-dependent populations.
- The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit-dependent and underserved populations. Based on American Community Survey (2015-2019) data, compared to Alameda County overall, residents along the Project corridor own fewer cars (23 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (5 percent vs 4 percent for Alameda County), bicycling (6 percent vs 2 percent), and transit (33 percent vs 16 percent) as the primary commute mode to work.
- Segments of San Pablo Avenue serve as community “Main Streets” and would benefit from a pedestrian-oriented roadway. San Pablo Avenue within the Project study area provides access to schools, community centers, senior centers, main libraries, several housing navigation centers, food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

A Traffic Engineering Performance Assessment (TEPA) was conducted for the Project limits utilizing readily available information and applying macro-level analysis. As detailed in **Attachment G**, the TEPA documents the existing traffic conditions of the study corridor using available traffic data and information. The TEPA analysis determines the existing deficiencies and future growth, as well as the potential operations of the Build Alternative. Additionally, based on this data, the TEPA identifies and defines the scope of work to be completed in the subsequent PA&ED phase of the Project, in the form of a Traffic Operations Analysis Report (TOAR).

The following provides a summary of the preliminary assessment and key findings of the TEPA:

A) Intersection Operations

There are 10 key intersections included as the study intersections included in the TEPA, as listed below.

- San Pablo Avenue/Ashby Avenue
- San Pablo Avenue/Alcatraz Avenue
- San Pablo Avenue/Stanford Avenue
- San Pablo Avenue/40th Street
- San Pablo Avenue/MacArthur Boulevard/Adeline Street
- San Pablo Avenue/36th Street (City of Oakland Intersection)
- San Pablo Avenue/35th Street (City of Oakland Intersection)
- San Pablo Avenue/Market Street (City of Oakland Intersection)
- San Pablo Avenue/Grand Avenue (City of Oakland Intersection)
- San Pablo Avenue/MLK Jr Way/Castro Street (City of Oakland Intersection)

Intersection turning movement data used in the analysis of the key intersections was collected for the I-80 ICM Project in 2017. Speed data was collected from INRIX Inc. in both February 2017 and February 2023 to assess travel times along the San Pablo Avenue corridor. In addition, “floating car” GPS-based tach runs to confirm travel times and queuing locations were conducted in February 2023. The peak hours of auto traffic on San Pablo Avenue occurs on weekdays from 8 to 9 AM and 5 to 6 PM.

A model was developed using a microsimulation tool called PTV Vissim to analyze the study intersections. The level of service (LOS) in the existing AM and PM peak hours for most intersections operate with LOS D or better during both the AM and PM peak hours. The following intersections operate at LOS E or worse:

- AM Peak Hour:
  - #2. San Pablo Avenue/Ashby Avenue: **LOS E** in the eastbound direction
- PM Peak Hour:

- #6. San Pablo Avenue/35th Street: **LOS E** in the northbound direction
- #12/13. San Pablo Avenue/MacArthur Boulevard/Adeline Street: **LOS F** on Adeline Street in the eastbound direction
- #15. San Pablo Avenue/Stanford Avenue: **LOS E** in the northbound direction

B) Corridor Travel Times

The free-flow travel time from 16th Street in Downtown Oakland to Heinz Avenue in Berkeley is about nine minutes in both directions. Based on the INRIX data, the 2017 travel times were longer than 2023 conditions; however, they were very close for most directions and time periods except northbound PM conditions. When comparing the travel times of the 2017 and 2023 INRIX data to the tach runs, the data shows that INRIX travel times were shorter than the tach runs across all time periods and directions. A possible cause for this difference is that the vehicle speeds collected with INRIX data were faster than the tach run vehicle speeds. INRIX data collects the average travel time for all vehicles on the corridor. Field observations indicated that the average vehicle speed was greater than the posted speed limit of 30 mph. However, when performing the travel time tach runs, the vehicle operator was instructed to stay under the speed limit. Therefore, the tach run travel times were considered more conservative than the INRIX data. Another possible cause is that INRIX tends to drop lower/stopped speeds, which could result in higher overall speeds and therefore lower overall travel times.

C) Future Conditions

At this time, there is no readily available traffic or operational data for the opening or design year. Based on the historical data and recently completed Travel Demand Forecasting Memorandum for the San Pablo Avenue Safety Enhancement Project, it was determined that the growth along this corridor will be less than 0.5% per year between 2030 and 2050 conditions. Based on this assumption, future operations for the opening and design year at some of the intersections are expected to degrade from current operating conditions. If the congestion increases at both ends of the project limits, some traffic may be unable to reach the remaining intersections within a reasonable time in the project area due to demand volumes exceeding capacity and being constrained at upstream intersections. A more detailed analysis will be performed during the PA&ED phase of the project.

With the proposed project, one of the two through General Purpose (GP) lanes in each direction will be converted into an exclusive bus lane, leaving only one GP lane. Drivers are expected to respond to the Project, which includes improved transit operations, a new bike lane and a reduction of GP lane capacity on San Pablo Avenue, by shifting to transit and bicycles, diverting to other parallel routes, and shifting trips outside of the peak periods. Traffic may be diverted to parallel routes such as Mandela Parkway, Shellmound Street, Hollis Street, Seventh Street, Market Street/Sacramento Street, Martin Luther King Jr. (MLK) Way, and Adeline Street, as illustrated in the TEPA in **Attachment G**.

D) Collision Data Analysis

The mainline and intersection collision data on southbound/northbound SR 123 between W MacArthur Boulevard (Post Mile (PM) 0.2) and Heinz Avenue (PM 2.1) were obtained from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) from October 1, 2019, to September 30, 2024, for a total of five years. The mainline and intersection collision data includes the total number of collisions, types of collisions (fatal, injury, or property damage only collisions), actual accident rates, and average statewide average rates. **Table 4-1** provides the number of collisions, collision rates, and statewide average collision rates for the mainline and intersection locations along SR 123.

Table 4-1: Mainline Collision Data and Collision Rates

Location	Type	Number of Collisions					Collision Rate					
							Actual			Avg Statewide Collision Rate		
		Total	Fatal	Serious Injury	Other Injury	PDO	Total	Fatal	Fatal+ Injury	Total	Fatal	Fatal+ Injury
EB SR 237												
ALA SR-123 PM 0.2 to 2.1	Mainline and Intersection	107	1	5	22	48	**1.43**	0.013	**0.79**	0.64	0.013	0.34

As shown in **Table 4-1**, there were a total of 107 crashes within the Project Study Area for both mainline and intersections. The actual collision rate for the total collisions, fatal injury collisions, or both, are greater than the average statewide collision rate. The detailed analysis of the types of reported collisions shows that:

- 15 (14.0%) crash was head-on,
- 20 (18.7%) crashes were sideswipe,
- 28 (26.2%) crashes were rear end,
- 33 (30.8%) crashes were broadside,
- 5 (4.7%) crashes were hit object,
- 1 (0.9%) crash was overturn,
- 4 (3.7%) crashes were auto-pedestrian, and
- 1 (0.9%) crash was other.

The primary crash factors were:

- 4 (3.7%) Influence of alcohol,
- 2 (1.9%) Follow too close,
- 21 (19.6%) Failure to yield,
- 9 (8.4%) Improper turn,
- 27 (25.2%) Speeding,
- 39 (36.4%) Other violations,
- 1 (0.9%) Not stated,
- 3 (2.7%) Unknown and
- 1 (0.9%) Other than driver.

The primary type of collision was broadside followed closely by rear end with 30.8% and 26.2% of all collision types, respectively. The most common primary crash factors were other violations followed by speeding with 36.4% and 25.2% of all crash factors, respectively. During the PA&ED phase, a safety analysis will be completed to evaluate the impacts of the project improvements using the above TASAS collision data. Since TASAS data does not include detailed bicycle and pedestrian collision data by intersection, the safety analysis will be augmented with Transportation Injury Mapping System (TIMS) data to highlight the impact of the project improvements on multimodal components along the corridor. See section 5 in this PSR-PDS for more details on the TIMS data for bicycle and pedestrian related collisions.

Traffic diversion analysis as well as detailed traffic analysis under the future No Build and Build conditions will be conducted in the PA&ED phase of the project.

E) Recommended Scope of Work for Traffic Studies for PA&ED

- **Traffic Safety and Collision Analysis**: Collision analysis will be conducted under the PA&ED phase using Traffic Accident Surveillance and Analysis System (TASAS) and other available resources like Statewide Integrated Traffic Records System (SWITRS). Due to the limitations of the Highway Safety Manual (HSM) methods, a data-based, non-HSM predictive safety analysis will be used. This methodology was already approved for this project by Caltrans on November 3rd, 2022. It is recommended the project continue with the qualitative safety analysis approach in the PA&ED phase.
- **Traffic Study Area**: The project area along San Pablo Avenue is between 16th Street in Downtown Oakland and Heinz Avenue in southern Berkeley, with the portion between West MacArthur Boulevard and Heinz Avenue being within Caltrans right-of-way. The Traffic Study Area will extend beyond the project limits to include segments south of Caltrans ROW. This helps to provide an understanding of how surrounding segments of San Pablo Avenue will affect the project area as well as how those segments will be affected by the project. In addition, expected alternate/diversion routes in the area of the project will be studied to determine project effects on those streets. Exact study limits for the operational analysis will be determined during the PA&ED phase of the project, based on the existing conditions at the time analyses begin, and will be agreed to by the project stakeholders, including Alameda CTC, Caltrans and the cities of Oakland, Emeryville and Berkeley.
- **Traffic Data Collection**: Peak period turning movement counts (TMCs) will be collected for all study intersections within the Traffic Study Area. Weekday TMCs would be collected on a typical Tuesday, Wednesday and Thursday between the hours of 6 and 10 AM and between 3 and 7 PM, covering the AM and PM peak traffic periods. No weekend analysis will be performed. In addition to the peak period data collection, 7-day, 24-hour segment counts at key locations will be collected to calibrate the base year forecast model and identify the weekday travel patterns. As part of the traffic data collection, travel time runs/tach

runs with GPS equipment and field observations will also be conducted for the same peak traffic periods indicated for the TMCs. Traffic speed data obtained through the travel time runs will provide information on corridor travel times and be used for the safety analysis and in determining the locations of any constraints within the study area. Queue lengths will be observed at all intersections while conducting field observations and be used to adjust the TMCs such that traffic demand volumes for each intersection turning movement can be determined for use in forecasting and analysis

- **Traffic Analysis Years and Scenarios**: Traffic operational analysis will be conducted for Existing (2025), Opening Year 2030 No Build/Build, and Design Year 2050 No Build/Build conditions.
- **Traffic Forecasting**: Future traffic forecasts will be developed using the most current Alameda CTC travel demand model, which is likely to be the Alameda/Contra Costa (AlaCC) Travel Demand Model – a bi-county model for both Alameda County and Contra Costa County that will be adopted for project use soon. The most current model base year is 2020 and future forecast years will be 2035 and 2050 conditions. Since the 2020 model base year and 2035 forecast year differ from the project analysis years for Existing and Opening Year, traffic forecasting will be estimated by interpolating or extrapolating from the model year scenarios. The AlaCC Travel Demand Model will be updated with all known significant developments that will occur in the area, if any. A Travel Demand Forecasting Methodology Memorandum will be prepared for review and approval before conducting traffic forecasts.
- **Diversion Analysis**: The opening and design year forecast models will be applied to identify diversion routes and performed using select link analysis (SLA) for volume difference plot. This data will provide various diversion routes and percentage of the volumes diverting to those routes around the project study area. Final determination of the diversion routes will be determined and agreed to by the stakeholders during PA&ED.
- **Traffic Operational Analysis Hours and Tools**: For San Pablo Avenue within the study area, traffic operational analysis will be conducted using a micro-simulation tool, PTV Vissim, for peak periods (6-10 AM and 3-7 PM). For key parallel routes (diversion routes), major signalized or unsignalized intersections will be analyzed using Synchro for peak hours (AM and PM) or as agreed to by the cities with detour routes under their respective jurisdictions. For the selected analysis tools, the latest versions will be used.
- **Intersection Safety and Operational Assessment Process (ISOAP)/Intersection Control Evaluation (ICE)**: In September 2024, Caltrans implemented a new Intersection Safety and Operational Assessment Process (ISOAP) which is an update and renaming of the Intersection Control Evaluation (ICE) and supersedes Traffic Operations Policy Directive 13-02. ISOAP places greater emphasis on road safety performance consistent with the strategic direction of the Department. Intersection geometry and traffic control shall be determined through a performance-based analysis that considers all users and supports the principles of the Safe System Approach. In consultation with Office

of Highway Operations (ALA) staff at a Project Development Team (PDT) meeting on this new process, a section about the ISOAP was added to the TEPA, satisfying the documentation required in the PID phase. Further discussions will be conducted with Caltrans during the PA&ED phase to determine whether the ISOAP process applies to this project and will include a qualitative discussion of the ICE/ISOAP.

- **VMT Assessment**: As per Senate Bill (SB) 743, a vehicle miles traveled (VMT) assessment will be performed for proposed build conditions and reported in separate Memorandum during the PA&ED phase. The Project will be screened out from further analysis based on Transportation Analysis under CEQA (TAC) and Transportation Analysis Framework (TAF) guidance. A memorandum will document the rationale supporting the conclusion that this Project is exempt from the VMT analysis for Caltrans District 4 and headquarters sustainability review and approval in the PA&ED phase.

The findings of the PA&ED traffic analysis will be documented in the Draft and Final TOAR, which will be used to help assess the design alternatives in support of the Project purpose and need in the next phase.

As described above, the Project proposes major construction along the urbanized and congested corridor. This requires thoughtful stage construction, detour, and traffic handling plans to be developed. One vehicle lane in each direction, ADA compliant bus stops at a maximum spacing of 2,000 feet, and existing on-street parking until planned bus service is substantially operational will all be maintained. Nighttime lane closures, temporary detours, and rapid set concrete are anticipated to be used for concrete bus pad construction. These strategies aim to minimize corridor delays while simultaneously accommodating reasonably efficient construction. The preliminary Transportation Management Plan (TMP) elements and costs are detailed in the TMP Data Sheet in **Attachment N**.

5. DEFICIENCIES

As described in the previous sections, the Project deficiencies along SR-123 within the Project study area are mainly safety-related and lack of adequate multimodal accommodation. The San Pablo Corridor Project Existing Conditions Report developed in March 2018, as briefly discussed in section 2, highlights the existing deficiencies along SR-123. The key conclusions are summarized below:

- Both AC Transit Local and Rapid bus service suffers from poor travel time and low speeds compared to auto travel, with speeds 10 to 35 percent slower and a higher travel time variability than driving.
- Travel delay by auto is modest with few intersections performing worse than LOS D.
- Bicycle conditions on San Pablo Avenue are high stress throughout the corridor.
- The majority of San Pablo Avenue has significant pedestrian activity with many

destinations and activity centers on the street. The quality of existing pedestrian facilities varies, based on local conditions. Crossing conditions for pedestrians are not comfortable in many sections of San Pablo Avenue.

- Bicyclists and pedestrians are over-represented in fatal and severe injury collisions on San Pablo Avenue relative to the proportion of travelers they comprise.
- San Pablo Avenue has the highest density of collisions within the cities of Oakland, Emeryville, and Berkeley.
- Unsafe vehicle speed is a common collision factor for collisions involving all modes.
- Truck loading generally does not occur in designated loading spaces; trucks typically use the most convenient locations to their destinations. If there is curb space available, trucks often utilize the space regardless of any on-street parking prohibitions; if curb space is not available, trucks often double-park and block a travel lane.

SR-123 is the third worst high-injury corridor in Alameda County for pedestrian and bicycle collisions and fatalities per the Alameda County Active Transportation Plan from 2020. Additionally, collisions involving pedestrians are approximately 18 percent of all crash types according to collision data gathered between 2015 and 2019 from the TIMS. The total number of bicycle-related collisions (26) was similar to the total number of pedestrian-related collisions (22), but there were slightly more collisions involving bicyclists. Most of the pedestrian and bicycle collisions on SR-123 within the Project study area occur between West MacArthur Boulevard and 45th Street and between Stanford Avenue and Heinz Avenue. The intersection with the highest number of pedestrian and bicycle-related collisions is at SR-13 (Ashby Avenue) with 5 collisions involving pedestrians and an additional five collisions involving bicyclists between 2015 and 2019.

Tables 5-1, 5-2, and **5-3** provide the crash violation type summary for vehicle, pedestrian, and bicycle-involved collisions, respectively. The data summarized is sourced from TIMS between 2015 and 2019. The most common violation type for pedestrian-involved collisions is failure to yield or stop for pedestrians at crosswalks/within the sidewalk area. The most common type of violation for bicycle-involved collisions is improper turning.

TABLE 5-1 – CRASH VIOLATION TYPE SUMMARY VEHICLE-INVOLVED (2015-2019)

VIOLATION TYPE	COUNT	PERCENTAGE
Unknown	3	2%
Driving or cycling Under the Influence of Alcohol or Drug	4	3%
Unsafe Speed	27	22%
Following Too Closely	2	2%
Wrong Side of Road	2	2%

Improper Passing	1	1%
Unsafe Lane Change	1	1%
Improper Turning	18	15%
Automobile Right-of-Way	27	22%
Pedestrian Right-of-Way	20	16%
Pedestrian Violation	2	2%
Traffic Signals and Signs	8	7%
Other Hazardous Violation	5	4%
Other Than Driver (or Pedestrian)	2	2%
TOTAL	**122**	**100%**

TABLE 5-2 – CRASH VIOLATION TYPE SUMMARY
PEDESTRIAN-INVOLVED (2015-2019)

VIOLATION TYPE	COUNT	PERCENTAGE
Unknown	0	0%
Unsafe Speed	1	5%
Unsafe Lane Change	0	0%
Improper Turning	3	14%
Pedestrian Right-of-Way[1]	16	73%
Pedestrian Violation	2	9%
Traffic Signals and Signs	0	0%
Other Hazardous Violation	0	0%
TOTAL	**22**	**100%**

TABLE 5-3 – CRASH VIOLATION TYPE SUMMARY
BICYCLE-INVOLVED (2015-2019)

VIOLATION TYPE	COUNT	PERCENTAGE
Unknown	2	8%
Unsafe Speed	1	4%
Following Too Closely	1	4%
Wrong Side of Road	2	8%
Improper Passing	1	4%
Improper Turning	7	27%
Automobile Right-of-Way[2]	4	15%
Bicycle Right-of-Way[3]	4	15%
Traffic Signals and Signs	1	4%
Other Hazardous Violation	3	12%
TOTAL	**26**	**100%**

[1] Failure to yield or stop for pedestrians at crosswalks and within the sidewalk/curb ramp area.
[2] Bicyclists' failure to remain in designated bicycle facility or an unwarranted maneuver into an automobile path of travel.
[3] Failure to yield or stop for cyclists at crossings and within designated bicycle facilities.

6. CORRIDOR AND SYSTEM COORDINATION

SR-123 is a regional inter-jurisdictional state route extending north-south between I-580 in Oakland and I-80 in Richmond. The route provides critical north-south connections between multiple communities, jobs, and activity centers in the inner East Bay. SR-123 acts as an alternative route to I-80/I-580 running parallel from northern Alameda County into west Contra Costa County. It carries Local, Rapid, and Transbay buses and serves as a reliever route for freeway traffic during incidents on I-80. SR-123 crosses three freeways/highways located from south to north: I-580 (West MacArthur Boulevard) in Oakland, SR-13 (Ashby Avenue) in Berkeley, and I-80 in Richmond.

Within the Project limits, SR-123 is predominantly a four-lane median-separated highway with on-street parking. This includes a landscaped median with mature trees and curbed sidewalks in both directions of travel. Within the Project limits bicyclists using San Pablo Avenue/SR-123 must share the general-purpose lanes with vehicular traffic. Class III bicycle facilities are designated in particular segments in the City of Emeryville.

A) Federal Planning

Table 6-1 – Route Classification and Designation

Route	Functional Classification	Trucking Designation	National Highway System (NHS)	Scenic Highway	Interregional Road System (IRRS)
I-123	Other Principal Arterial	65-foot California Legal Route	MAP21 Principal Arterial	No	No

B) State Planning

The SR123 Transportation Concept Report's (TCR) (2017) Corridor Concept is to maintain the current four lane conventional highway. It is an interim concept and is consistent with the route functioning as a Principal Arterial. Once the Alameda CTC's San Pablo Avenue Corridor Project is completed, the near and long-term facility concept should be updated to reflect the completed improvements. Many of the recommended improvements and strategies were shaped by this corridor project, which aim to address competing local and regional travel needs along the route, improving transit reliability and ridership, developing a comprehensive Complete Streets implementation plan, and improving bicycle and pedestrian safety.

C) Regional Planning

The Metropolitan Transportation Commission (MTC) is the State-designated Regional Transportation Planning Agency and the federal-designated Metropolitan Planning Organization for the San Francisco Bay Area. The MTC is responsible for the Regional Transportation Plan (RTP), a long-range (though financially constrained) planning report for the region. Under Senate Bill 375, along with an updated RTP, each region in California is mandated to develop a Sustainable

Communities Strategy (SCS) that promotes compact, mixed-use commercial and residential development that is walkable, bikeable, and close to mass transit, jobs, schools, shopping, parks, recreation, and other amenities to help achieve the greenhouse gas emission reduction target outlined in SB 32.

In partnership with the Regional Planning Agency Association of Bay Area Governments (ABAG), MTC developed PBA 2050, approved in October 2021. PBA 2050 serves as the San Francisco Bay Area's RTP and SCS and is the latest strategic update to PBA 2040 from 2017. PBA 2050 is comprised of 35 strategies focused on improving housing, economic growth, transportation, and the environment for the Bay Area's nine counties. These strategies serve as a blueprint to inform the nine counties of the Bay Area to plan and create a more resilient and equitable region over the next 30 years and beyond. Each strategy is a public policy or investment to be implemented collaboratively at the city, county, regional, or state level with equity as the priority for execution. An update to PBA 2050, called Plan Bay Area 2050+ is currently underway. This is a limited and focused update to the plan, that will refine select plan strategies using lessons learned from the last three years and will also enable continued progress implementing the strategies of the Plan.

Table 6-3 in the Future Projects Section below shows a list of RTP programs that include funding for a broad range of improvements along the SR123 corridor.

D) Local Planning

Alameda CTC is a joint powers authority that plans, funds, and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC also serves as the county's congestion management agency. It is governed by 22 elected officials representing all 14 cities in Alameda County, the Alameda County Board of Supervisors, AC Transit, and BART. Alameda CTC coordinates countywide transportation planning efforts; programs local, regional, state, and federal funding; and delivers projects and programs including those approved by voters in Alameda County transportation expenditure plans for Measure B, Measure BB, and the Vehicle Registration Fee.

The 2020 Alameda Countywide Transportation Plan (CTP) is a long-range policy document that guides future transportation investments, programs, policies, and advocacy for all of Alameda County through 2050. The CTP, which is updated approximately every four years, identifies several future trends, issues, and challenges for the County including safety. Alameda CTC is currently developing the next update to this plan which is expected to be completed in 2026. This Project is currently included in the 2020 CTP with a total cost of $312 million. **Table 6-2** includes all of the projects from the 2020 Alameda CTP within proximity or within the limits of this Project.

Table 6-2 – 2020 Alameda Countywide Transportation Plan Projects

Project	Sponsor Agency	Location	Total Cost ($ Millions)
San Pablo Avenue Corridor	Alameda CTC	North County	$312
San Pablo Avenue Complete Streets Corridor (A)	Berkeley	Berkeley	$7
San Pablo Avenue Complete Streets Corridor (B)	Albany	Albany	$5

The North Alameda Core Connections Comprehensive Multimodal Corridor Plan (CMCP) is a plan adopted by the Alameda County Transportation Commission in 2022 that is intended to help manage congestion, improve safety, expand access and equity, and advance climate adaptation and mitigation. Key recommended strategies that are highlighted to achieve these goals include managed/express lanes that would maximize the efficient use of existing freeways for motorists and transit riders, the development of express bus services, rail, and local transit improvements, and high-quality bicycle and pedestrian facilities. San Pablo Avenue (SR 123) is highlighted as a major parallel State Route within the study area. One of the recommended projects in the plan is the San Pablo Avenue Corridor Near-Term Improvements which would implement multimodal upgrades along San Pablo Avenue in Alameda and Contra Costa Counties. This includes dedicated transit infrastructure and safety improvements for cyclists and pedestrians.

E) Future Projects

The following project listed in **Table 6-3** is within the vicinity of this Project (EA 04-2W290K) and is included in the State Highway Operation and Protection Program (SHOPP) and other funding programs. SHOPP is the State's "fix-it-first" program that funds the preservation and repair of the State Highway System (SHS), safety improvements, and some highway operational improvements.

Table 6-3 – Future Projects

EA	County Route	Post Mile	Legal Description	Work Description	Funding Source/ RTL Year	Current Phase
2Y260	ALA 123	2.1 /2.7	IN BERKELEY ON ROUTE 123 FROM OREGON STREET TO CHANNING WAY, ENHANCE PEDESTRIAN AND BICYCLE CROSSINGS AND BUS STOPS	INSTALL PEDESTRIAN BEACONS, NEW CURB RAMPS, NEW PEDESTRIAN REFUGES; REHABILITATE EXISTING REFUGES; ENHANCE CROSSWALK VISIBILITY; AND INSTALL BICYCLE DETECTION ELEMENTS	SHOPP /2025	1_PS&E

Source: D04 CT Milestone Report 5/13/2025

Table 6-4 below shows a list of RTP programs that include funding for a broad range of improvements.

Table 6-4 – RTP Programs

RTPID	Title	Scope	County	Open Period	Cost/Funding (millions)
21-T10-065	Local Bus | Service Frequency Boost | AC Transit | Systemwide	This program includes funding to implement improvements to AC Transit's existing local bus service. Improvements include frequency upgrades (5-10 minute peak headway along routes 72/72M/72R,18, 51A/B, 6, 20/21, 57, 40/40L, 97, 99, Tempo BRT, NL, F-local and F-Transbay) and local/rapid service on some routes.	Alameda	2021 - 2035	$3,760
21-T10-073	Rapid Bus | AC Transit | Modernization	This program includes funding to implement rapid transit improvements to existing bus service. Improvements include new rapid bus service; improved bus stops and stations; new/improved transit signal priority (including on-street and on-bus equipment); transit priority infrastructure; dedicated bus lanes; queue jumps; and frequency upgrades (5-12 minute peak headways on routes 18, 20/21, 40, 57, 97, and NL)	Alameda	Various	$2,000
21-T11-106	Rail | Service Frequency Boost | BART | System ("Core Capacity")	This program includes funding to implement improvements to existing BART service, including frequency upgrades (12-minute peak headways).	Various	2021 - 2035	$5,310

RTPID	Title	Scope	County	Open Period	Cost/Funding (millions)
21-T12-120	Express Bus | Service Expansion | AC Transit | Transbay Corridor	This program includes funding to implement improvements to existing express bus service along I-80, I-580, and I-880 (on express lanes where available). Improvements include frequency upgrades (15-minute peak headways on routes F, O, P, J, V, and L) and planning for express bus expansion throughout the inner East Bay	Alameda	Various	$229
21-T05-012	Per-Mile Tolling | Regional	This program includes funding to implement toll infrastructure, such as toll gantries, to collect per-mile tolls charged to vehicles on the Bay Area's congested freeway corridors with transit alternatives. Toll corridors include: I-80 (ALA, CC, SOL); I-238 (ALA); I-280 (SF, SM, SCL); I-380 (SM); I-580 (ALA); I-680 (ALA, CC, SCL); I-880 (ALA, SCL); US-101 (MRN, SF, SM, SCL, SON); SR-4 (CC); SR-17 (SCL); SR-24 (ALA, CC); SR-85 (SCL); SR-87 (SCL); SR-92 (SM); SR-237 (SCL); and SR-242 (CC)	Various	2021 - 2035	$1,000
21-T06-049	Bay Area Forward Program | Regional	This program includes funding to implement initiatives to maximize the efficiency of freeway and arterial systems through active traffic demand management and multi-modal strategies. Improvements include the implementation of toll bridge corridor "forward" programs, adaptive ramp metering, adaptive signal timing with transit signal priority, bus on shoulder lanes, congestion pricing on toll bridge corridors, arterial first and last mile solutions, and shared mobility pilot deployments.	Various	Various	$948
25-T11-143	Rapid Bus | Modernization | AC Transit |San Pablo Ave	This program includes funding to implement improvements to existing bus service along San Pablo Ave between Oakland and Richmond. Improvements include dedicated lanes, improved stop infrastructure, merging of local/rapid stops, and frequency upgrades (5 minute peak headways on route 72).	Alameda, Contra Costa	2025-2035	$1,126

Source: Plan Bay Area 2050, Final Project Database: https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/final-supplemental-reports/interactive-transportation-project-list
Plan Bay Area 2050+ Transportation Project List Attachment F: https://mtc.ca.gov/sites/default/files/meetings/attachments/6184/9avii_24_1550_Updated_Handout_Attachment_F_Transportation_Project_List.pdf

The list of projects shown in **Table 6-3** and **Table 6-4** may not be inclusive of all projects listed in the 2024 SHOPP and MTC's RTP. Foreseeable land use projects will be considered during the PA&ED phase. Further coordination with the Office of System & Regional Planning will be conducted in the PA&ED phase to obtain the full list of relevant projects within the project vicinity.

F) STIP

The California State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway, and transit improvements. There are no projects

in the project vicinity included in the STIP.

G) Adjacent San Pablo Avenue Corridor Projects

These projects are all either led by Caltrans or by Alameda CTC in consultation with Caltrans. Consultation with MTC, the City of Oakland, the City of Emeryville, the City of Berkeley, and AC Transit for the listed projects below is based on the location and involvement necessary of those agencies. The Project team will work closely in consultation with Caltrans and Project stakeholders during the PA&ED phase for connectivity and cohesion between all four projects.

Safety Enhancements Project (EA04-2Y280)

The San Pablo Avenue Safety Enhancements Project is proposed along San Pablo Avenue between Channing Way in Berkeley and Brighton Avenue in Albany near the northern county border. Project improvements will include crosswalk striping, bicycle and pedestrian crossing signalization and other crossing improvements, pedestrian facility improvements (including sidewalk, ramps, and roadway median reconstruction), transit bus bulbs at AC Transit 72R Rapid stops, bus stop relocations, cycle track (Class IV bikeway) connectors along short segments of San Pablo Avenue to connect off-set bike boulevards, traffic signal, and lighting improvements.

SHOPP Complete Streets Project (EA04-2Y260)

The San Pablo Avenue SHOPP Project is complementary to the Safety Enhancements Project (EA04-2Y280 as described above) including similar improvements from Oregon Street to Channing Way along San Pablo Avenue in Berkeley. The SHOPP Complete Streets Project has a separate PA&ED from the Safety Enhancements Project.

Parallel Bike Improvements Project

The San Pablo Avenue Parallel Bike Improvements Project is proposed to extend between northern Oakland and Albany within the cities of Albany, Berkeley, and Oakland. This Project will include improvements along bike boulevard/neighborhood bikeway routes that run parallel to or connect to San Pablo Avenue, including traffic calming, crossing treatments at busy streets, high-visibility striping, intersection daylighting, curb ramp upgrades, bicycle crossing upgrades, and signage/wayfinding.

H) City Projects

The cities of Oakland, Emeryville, and Berkeley each have future transportation investments, programs, and other various projects identified within the vicinity of SR-123 in the Project study area. These projects are listed in the Active Transportation Plans and General Plans for each respective city. Alameda CTC is the designated regional transportation agency for Alameda County and assists in coordinating and leading major infrastructure projects. Some Alameda CTC projects have already been listed in **Table 6-4** and therefore are not included below. The following projects in **Table 6-5** may not be inclusive of all projects from these local agencies but include a few notable projects.

TABLE 6-5: CITY AND COUNTY PROJECTS LOCATED IN THE VICINITY

Project	Sponsor	Description	Cost	Project Completion Date or Current Status*
Stanford Ave Paving Improvement Project	Oakland	Paving improvement project along Stanford Avenue from San Pablo Avenue to Market Street.	TBD	2025
Stormwater Management (Project No. 24475011)	Emeryville	Install trash capture screens and devices into storm drain inlets.	$0.5 M	2024-2028
40th Street Transit-Only Lanes and Multimodal Enhancements	Emeryville	40th Street transit-only lane and two-way cycle track from Adeline Street to Shellmound Street.	$30 M	2027 (Design Phase currently)
Ashby Avenue/San Pablo Avenue Traffic Improvements	Berkeley	Addition of a dedicated left-turn lane on WB Ashby Avenue at the intersection of San Pablo Avenue and associated widening of a portion of Ashby Avenue.	$1.9 M	2025

I) Complete Streets

A Complete Street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users. All transportation improvements (new and retrofit) are viewed as opportunities to improve safety, mobility, and access for all travelers, including public transit users, bicyclists, and pedestrians. **Attachment L** contains the Complete Streets Decision Document (CSDD) for this Project. This Project's Purpose and Need is consistent with the goals of Complete Streets and Caltrans Director Policy 37, Caltrans' updated complete streets policy. Improvements to SR-123 and crossing side streets have considered all modes of transportation including pedestrians, bicyclists, transit, and motorists by implementing Caltrans Complete Streets Policies. Such improvements include proposed new or upgraded sidewalks, curb ramps, bike lanes, bus lanes, bus boarding islands, and consideration for more pedestrian/bicycle-friendly intersection geometry to support and enhance the larger bicycle and pedestrian network in the area through improved connectivity.

The Alameda Countywide ATP 2019 includes plans for the addition of a Class IV separated bicycle facility along SR-123/San Pablo Avenue from downtown Oakland to SR-13 (Ashby Avenue). North of SR-13, SR-123 is planned in the ATP to be further studied to implement the appropriate bicycle facilities based on safety and the needs of the community. Since the ATP was published in 2019, SR-123 north of SR-13 has been further studied and resulted in the programming of the San Pablo Avenue Safety Enhancements Project (EA 04-2Y280) and the San Pablo Avenue Parallel Bike Improvements Project.

The Alameda CTC 2022 Alameda Countywide Bikeway Network (CBN) designates a planned interconnected network of bikeways throughout Alameda County with a focus on improving bicycle infrastructure and safety. Alameda CTC also adopted a policy that all bicycle facilities on the CBN that the agency funds or otherwise supports should be designed to be comfortable for cyclists of all ages and abilities. The entirety of the San Pablo Avenue Corridor is included on the CBN and the proposed Project is consistent with all ages and abilities bikeway design.

SR-123 is on the Countywide High Injury Bicycle Network and the countywide High Injury Pedestrian Network. It is noted that SR-123 creates a barrier for access to destinations in part because of the offset nature of many intersections, resulting in few low-stress bicycle and pedestrian crossings. The Project team coordinated with local jurisdictions during the development of preliminary engineering to improve existing low-stress environments along the corridor and connect existing and planned bicycle facilities across SR-123 with increased safety.

The 2019 City of Oakland Bike Plan identifies San Pablo Avenue/SR-123 within the Project limits as a planned separated bicycle facility. The 2024 City of Oakland high injury network map identifies the entire segment of San Pablo Avenue within the City of Oakland as a multimodal high injury corridor between 53rd Street to 67th Street.

The 2023 City of Emeryville Active Transportation Plan identifies the SR-123 corridor as a planned Class IV bicycle facility through the entire city, consistent with the proposed Project improvements.

The 2016 Berkeley Strategic Transportation Plan also identifies the SR-123 corridor as a priority complete streets corridor Project. The 2017 Berkeley Bike Plan designates SR-123 as a primary transit route and proposes to study the implementation of a Class IV bicycle facility. The 2020 Berkeley Pedestrian Master Plan identifies the intersection of San Pablo Avenue and Ashby Avenue as an intersection to improve pedestrian safety, citing a high number of pedestrian-related collisions relative to the pedestrian volumes. The intersection is included in the City's proposed Ashby Avenue Intersection Improvement Project from Shattuck Avenue to Ashby Avenue.

The Project team has coordinated with the City of Oakland, the City of Emeryville, and the City of Berkeley during the development, planning, and design of this Project and the projects listed in this document have been incorporated into the improvements. All three of the cities listed are supportive of the Project and they have provided input at every phase of the Project.

In the PA&ED phase, the Project will coordinate with the Caltrans Office of Landscape Architecture to receive input on any Complete Streets aesthetic elements for this Project.

J) Caltrans Bay Area Bike Plan Update 2025

The Caltrans Bay Area Bike Plan Update is an update to the district's bike plan from 2018 with a re-assessment of new or unmet bicycle needs on and across the Bay Area's state transportation network. It identifies infrastructure improvements to enhance bicycle safety and mobility and remove some of the barriers to bicycling in the region. This plan builds on the 2017 California State Bicycle and Pedestrian Plan, Toward an Active California and the 2018 District 4 Bike Plan, and will guide District 4 and its partners to develop an integrated bicycle network for the Bay Area.

The Bike Plan Update includes proposed improvements within this Project study area. There are seven top-tier corridor projects identified in the District 4 Bicycle Plan on SR-123. Five of those seven projects (Project Number ALA-123-C01, ALA-123-X01, ALA-123-X09, ALA-123-X10, and ALA-123-X15) are within the limits of this Project to implement a Class IV bicycle facility along SR-123.

Table 6-6 provides a complete list of the projects listed in the Caltrans District 4 Bicycle Plan within the limits of this Project.

TABLE 6-6: CALTRANS BAY AREA BIKE PLAN UPDATE 2025 PROJECT LIST SR-123 (PM 0.220 TO PM 2.080)

Project Number	City	Location (Post Mile)	Description	Tier
ALA-123-CO2	Emeryville /Oakland	35th Ave to Heinz Ave (PM 2.1)	Provide Class IV bikeway on San Pablo Avenue from 35th Ave in Emeryville to Heinz Ave in Berkeley.	Tier 1
ALA-123-X01	Oakland	Adeline Street (PM 0.24)	(Adeline corridor) Study for linear bikeway west on MacArthur Boulevard to connect people biking to the intersection of Emery St and Peralta St.	Tier 1
ALA-123-X08	Berkeley	Ashby Ave (PM 1.88)	Explore bikeway improvements at intersection.	Tier 1
ALA-123-X09	Berkeley, Oakland	65th Street (PM 1.59)	Explore improved bicycle crossing for 65th Street across San Pablo Avenue.	Tier 1
ALA-123-X10	Oakland, Emeryville	53rd Street (PM 0.81)	Add LPI, protected intersection with curb extensions, consider dashed green pavement markings across San Pablo.	Tier 1
ALA-123-X11	Emeryville	40th Street (PM 0.38)	Provide bicycle improvements to the intersection of 40th Street and San Pablo Avenue with enhanced markings, bike boxes, and improved bicycle detection.	Tier 1

Project Number	City	Location (Post Mile)	Description	Tier
ALA-123-X15	Oakland	63rd Street (PM 1.41)	Provide improved crossing of San Pablo Avenue at dog-legged 63rd Street intersection, potentially implementing a short stretch of cycle tracks on one side or both to facilitate turns.	Tier 2

All of the projects listed in **Table 6-6** have been integrated and coordinated with Caltrans staff in the development of the Project.

The Project will coordinate with Caltrans during the PA&ED phase to further evaluate the inclusion of any recommendations from the Caltrans Bay Area Bike Plan Update into this Project.

K) Caltrans District 4 Pedestrian Plan

The Caltrans District 4 Pedestrian Plan from 2021 evaluates pedestrian needs on and across the Bay Area's state transportation network. The document builds on the 2018 District 4 Bike Plan to identify infrastructure improvements to enhance pedestrian safety and connectivity in the region. The plan outlines strategies to identify and address infrastructure pedestrian gaps, reduce pedestrian-related collisions, and create a more walkable environment. It prioritizes projects based on factors such as equity, safety, and community input, with the goal of fostering safer, more inclusive pedestrian networks that encourage walking as a viable mode of transportation, thereby supporting the state's broader goals of working toward a more active California.

SR-123 is listed as a Tier 1 priority for Caltrans in the plan, which is considered the highest priority for funding and implementation. A Tier 1 priority is defined as a location with the most critical need for improvements, typically based on high pedestrian activity, significant safety issues, and areas where improvements will have the greatest impact on underserved communities.

L) District 4 Transit Plan

Caltrans is currently developing the first version of a Caltrans District 4 Transit Plan. The final Transit Plan is anticipated to be completed in fall/winter 2025. The Project will coordinate with Caltrans during the PA&ED phase to further evaluate the inclusion of recommendations from the final Transit Plan into this Project.

M) Local Utility Project Coordination

Pacific Gas & Electric (PG&E) is the local gas and electricity provider within the Project study area. Two active PG&E projects have been identified within the Project limits to be completed prior to construction of this Project. The first project is the Main Replacement Project (35580520) set for completion in 2027 from West Grand Avenue to 34th Street. The second project is the Main Replacement Project

(31488740) from 53rd Street to Haskell Street, set for completion in 2026. The Project will actively coordinate with PG&E.

7. ALTERNATIVES

A) No Build Alternative

Under the No Build Alternative, the existing transportation facilities will remain unchanged, as no other transportation projects are planned. There will continue to be a lack of multimodal infrastructure, unreliable bus transit travel times, and a lack of walking and biking safety improvements along the Project corridor.

The No Build Alternative does not satisfy the purpose and need of the Project but is being evaluated in compliance with NEPA and CEQA requirements.

B) Build Alternative

The Build Alternative included in this PSR-PDS is intended to define an adequate footprint for environmental technical studies, minimize environmental impacts, meet geometric standards to the extent feasible, and provide cost-effective solutions.

The Build Alternative description below characterizes the Project study area, starting from 16th Street in Downtown Oakland through Heinz Avenue in South Berkeley. Figure 7-9 highlight features by location within Caltrans right-of-way. Similar improvements are proposed outside of Caltrans right-of-way but as they are not the primary focus of this PSR-PDS document, they are not shown in the following figures. Project team is coordinating with the cities of Oakland, Emeryville, and Berkeley for concurrence and approval on the design and location of all project features described below, especially within their right-of-way.

The Build Alternative will implement transit-only lanes by converting one general-purpose lane in each direction into side-running transit lanes between Thomas L Berkeley Way in Oakland and just north of Ashby Avenue in Berkeley. Nearly all existing on-street parking on SR-123 will be removed to install separated bikeways from Thomas L Berkeley Way in Oakland to Heinz Avenue in Berkeley. There are pedestrian safety upgrades along the length of the Project and other improvements within the Project study area including on the side streets of SR-123. The Build Alternative under consideration includes the following major improvements along the corridor:

- Transit-Only Lane:
    - Convert outside general-purpose lane into side-running lane in both directions between Thomas L Berkeley Way in Oakland and just north of Ashby Avenue in Berkeley. The transit-only lane will be 11-foot minimum width and will be marked with red pavement and “Bus Only” stencils.
    - Treatments to deter transit-only lane intrusion and misuse by non-transit vehicles will be studied in the PA&ED phase. Options include:

    - Double white stripe with varying width from 0 to 2 feet separating the transit-only lane from the adjacent general-purpose lane.
    - Raised curb or delineators between the transit-only lane and general-purpose lane.
    - Speed cushions at strategic locations in the transit-only lane.

- Separated Bikeway:
    - Repurpose nearly all existing on-street parking to create Class IV bike lanes from Thomas L Berkeley Way in Oakland to Heinz Avenue in Berkeley. The Class IV facility ranges from 7 to 8 feet in width, comprised of a 5- to 6-foot bike lane (inclusive of gutter pans where present) with a 1.5-foot-wide raised concrete island within a 2-foot buffer.
    - Provide two-way cycle tracks for three short segments along SR-123 (West MacArthur Boulevard, 55th Street, Russell Street to Heinz Avenue) to provide connections between offset or three-legged intersections. The width of the cycle track including buffers between the cycle track and transit-only lane ranges from 10 to 11 feet with a 2-foot buffer.
- Pedestrian/Bicycle Crossings
    - The project will install high-visibility pedestrian crossing markings at select locations to facilitate safer pedestrian movements.
    - RRFBs are flashing warning lights activated by people walking or biking to alert drivers of people crossing streets at intersections without a traffic signal. RRFBs will be installed at select locations based on a combination of factors including lane geometry, if a median refuge is feasible, if the crossing is along a bike facility, distance to adjacent signalized crossings, and proximity to high activity areas, such as community centers and schools. All existing and new RRFBs will have push buttons located for pedestrians' and bicyclists' use.
    - PHBs are traffic control devices that stop vehicles for the specific purpose of allowing pedestrians to cross safely. In some cases, in Alameda County, PHBs have been designated to facilitate bicycle crossings of conventional state highways. Vehicles can proceed once the pedestrian/cyclist has cleared the crosswalk. PHBs can be activated by pedestrian push button or bicycle detection. PHBs will be installed at select locations based on factors including lane geometry, if a median refuge is not feasible, if the crossing is along a bike facility, distance to adjacent signalized crossings, and proximity to high activity areas, such as community centers and schools.
    - A protected intersection is an intersection designed to make crossing streets safer for pedestrians and bicyclists. It includes features such as dedicated bike lanes with raised concrete islands separating bicycles from traffic, clearly marked crosswalks, and may include dedicated bicycle phases. These elements increase visibility and separate movements for pedestrians and bicyclists from autos, providing increased safety for all users. Select signalized intersections of San Pablo Avenue and intersecting bike routes are proposed to have protected intersection designs.
    - The project will complete ADA curb ramp upgrades including upgrading currently deficient ramps to meet current ADA standards (where feasible, directional ramps will be added) and adding new curb ramps where required at

locations with no existing curb ramp. These upgrades benefit pedestrians using mobility assistance devices, with visual impairments, pushing strollers, and others.

- The project will install bulbouts that allow shorter pedestrian and bicycle crossings across side streets and increase sidewalk space to fit directional, ADA-compliant curb ramps where feasible.
- The project will install Pedestrian Refuge Islands to provide space in the center median of roadways where pedestrians can wait to cross the second half of the street. Some existing medians along San Pablo Ave are planned to be extended or reconstructed for this purpose.
- Select vehicle turning movements are restricted for increased pedestrian/bike safety and/or to reduce vehicle and bus delays

- <u>Bus Stop Changes:</u>
  - Bus boarding islands will include accommodations for buses, bicyclists, pedestrians, and bus stop amenities (Amenities may include but are not limited to, bus shelters, lean bars, lighting, landscape, and wayfinding signage). Most bus stops will include a bicycle facility raised to sidewalk level with a 2-foot offset from any vertical obstructions and located between the bus stop and pedestrian path as shown in **Figure 6**. The bicycle path will be lined on both sides with vertical detection (e.g. pavers, domes, detectable warning strips) and contain designated crossings for pedestrians. The design of all bus stops, including hydraulic design, layout, and detectable edge treatments, will be further evaluated in the PA&ED phase. Since Caltrans does not maintain the bus shelters or other bus amenities, existing maintenance agreements with the cities and AC Transit will be reviewed and updated in future Project phases to document maintenance responsibilities.
  - Other upgrades at the bus stops may include the following:
    - Additional bus stop amenities to be determined in coordination with AC Transit during the PA&ED phase.
    - Increase bus stop length where feasible to provide space for simultaneous bus arrivals.
    - Reconstruct sidewalk to remediate trip hazards or relocate existing street furniture to widen the walkable area adjacent to the stop.
    - Planting of trees, where feasible, and in conformance to the Caltrans landscape architecture design standards.
    - Consolidate Rapid and Local transit stops along the corridor with a consistent “hybrid” spacing to enable construction of bus boarding islands, which reduce bus dwell time, improve reliability, and provide enhanced amenities at bus boarding islands.
    - Some existing bus stop will be relocated from the “near-side” to the “far-side” of an intersection to enhance pedestrian visibility in the crosswalk and to reduce the frequency of buses being delayed by red lights after passengers have boarded. Relocation of the bus stops is also proposed based on public outreach and other safety considerations in coordination with the Project stakeholders.

- Related improvements at the new bus stop location may include reconstructing the sidewalk, reconstructing concrete bus pads, and/ or modifying existing driveways.
- Location of the bus stops are shown in **Figure 7**.

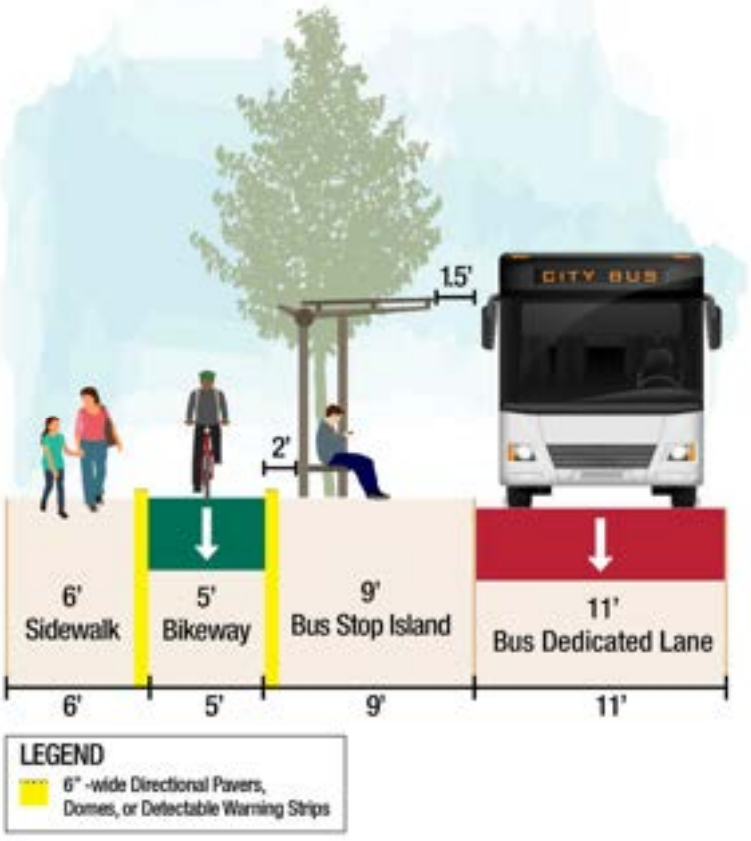


Figure 6: Typical Proposed Bus Stop Cross Section



Figure 7: Proposed/Upgraded Bus Stop Locations

Traffic Signal Modifications:

- Existing traffic signals will receive upgrades to provide accessible pedestrian signals, including audible pedestrian pushbuttons and countdown signal heads, where not already present.
- Existing traffic signal infrastructure will be upgraded as needed to align with proposed intersection geometry
- Leading Pedestrian Intervals (LPIs) will be installed at all locations where not already present.
- Existing traffic signal infrastructure will be upgraded to align with proposed geometry and retimed for optimized vehicle and bus operations
- Dedicated right turn lanes are introduced in locations with heavy turn volumes to separate right-turning vehicles from transit movements in the bus-only lanes and bicycle movements in the separated bikeways. Right-turn pockets are introduced for approaches on San Pablo Avenue with peak hour right-turn volumes exceeding 100 vehicles.
- Dedicated left turn movements are introduced in locations with heavy turn volumes to separate left-turning vehicles from through vehicles. Left turn pockets are introduced for approaches on San Pablo Avenue with significant left turn induced traffic delays.

- Commercial Loading Zones and Short-Term Parking Zones:
  - Commercial loading zones or short-term parking zones are proposed on SR-123 for locations where loading and business access needs cannot be accommodated on nearby side streets. In these locations, the two-foot buffer for the bicycle facility will be absent (instead of the typical island with standard curbs) with the right-side curb of the bicycle facility painted yellow, green, or white to designate the limits of the specially-designated curb. A bicycle ramp is located before and after the loading zone for bicyclists to

dismount and share the sidewalk with pedestrians. To accommodate the desired path of more confident cyclists, a gap in the raised bike protection will be provided and a sharrow pavement marking will be added to the transit-only lane. If the loading zone is not in use, bicyclists will be able to continue straight through the loading zone without any deviation. The location of the proposed commercial loading zones are shown in **Figure 8**.



Figure 8: Proposed Commercial Loading Zones and Metered Parking

- Side Street Parking and Lighting Improvements:
  - Parking designations will be modified on side streets to provide space for side-street parking and loading activity. Improvements include new blue zone, green zone, and yellow zone designations and/or parking meters to promote turnover and enhance access to land uses fronting San Pablo Avenue.
  - Existing substandard light levels will be upgraded within 500 feet of San Pablo Avenue to enhance safety and comfort of side street activity. New pedestrian-scale lighting will be installed where there is no existing lighting infrastructure within 500 feet of SR-123.
  - Red curb will be marked to meet daylighting requirements on all side streets, consistent with AB 413.
- Paratransit Loading Zones:
  - At locations with a history of frequent paratransit activity, paratransit loading will be accommodated via dedicated pullouts along San Pablo Avenue. In all other blocks where paratransit loading must be accommodated along San Pablo Avenue, paratransit vehicles will be accommodated by allowing paratransit vehicles to pull into and load from the bike lane. This will be facilitated by providing a red-painted curbed area with a 4-inch rolled curb in the 2-foot buffer of the Class IV bicycle facility (instead of the typical island with standard curbs) which will be traversable for paratransit vehicles. The

paratransit loading zones will have an opening in the raised concrete island before and after the loading zone with sharrow pavement markings on the transit-only lane for bicyclists based on comfort and experience to navigate around the facility while in use. The locations of the proposed paratransit loading zones are shown in **Figure 9**.



Figure 9: Proposed Paratransit Loading Zones

- Accessible Blue Zone Parking:
  - One accessible parking space will be designated with a blue curb and signed for each block perimeter along the Project corridor to comply with PROWAG parking requirements for on-street parking. Each blue parking space will be the closest parking spot on the side-street to SR-123 where feasible. On block perimeters where a blue zone parking spot on a side street is not feasible due to geometric constraints, the blue zone parking spot will be placed on SR-123, in a similar design configuration to the Commercial Loading Zones as described above.
- Closing Driveways:
  - Closure of driveways not in use or not necessary to facilitate property access along SR-123 may be proposed to allow for the proposed Project improvement. The closed driveways will be reconstructed with a sidewalk.
  - In the PA&ED, additional driveway closures may be identified in coordination with property owners.
- Trash Capture Devices:
  - The project will install trash capture devices to meet current Caltrans clean water requirements.
- Stormwater Treatment
  - Stormwater BMPs (Best Management Plans) will be installed to manage stormwater at proposed geometry.

- Tree Replacement
  - Trees that may be removed to provide right of way for construction of project elements.
  - Tree replacement will be in accordance with relevant jurisdiction codes and standards.

- Off-Corridor Improvements
  - New signals and modifications to existing signals, as needed, based on diversion needs assessment.
  - New traffic calming elements and modifications to existing traffic calming elements, as needed, based on diversion needs assessment
  - Vehicle, pedestrian, and bicycle improvements are proposed along West MacArthur Boulevard leading up to the intersection of West MacArthur Boulevard and San Pablo Avenue to transition and support protected intersection design

C) Nonstandard Features

The Build Alternatives will not improve all the existing nonstandard features and will include new nonstandard underlined design features. Anticipated nonstandard features, both existing and proposed, include lane widths, longitudinal grades, vertical curves, and corner sight distances. **Table 7-1** provides a list of anticipated non-standard features with approximate locations. The Design Standard Risk Assessment has been reviewed and concurred by Bach-Yen Nguyen, District Design Liaison, on May 21, 2025 and Robert Effinger, HQ Project Delivery Coordinator, on April 28, 2025. A Design Standard Decision Document (DSDD) will be developed during the PA&ED phase to document design decisions and non-standard features.

As one of the key purposes of the Project is to improve mobility for walking, biking, and transit along SR-123, it is recommended that the guidance from Design Information Bulletin Number 94 (DIB-94) be utilized for this Project. In January 2024, Caltrans released DIB-94, which "identifies best practice and establishes standards for the development of Complete Streets facilities to support the design of comfortable and convenient streetscapes by utilizing space-efficient forms of mobility such as people walking, biking, rolling, or accessing transit." Three Project attributes must be met for DIB-94 to be considered applicable:

a. The Complete Streets Project segment is located within an Urban Area, Suburban Area, and/or Rural Main Street place type;
b. Posted speed within the Complete Streets Project segment does not exceed 45 miles per hour; and,
c. With the implementation of the Project, a bicycle, pedestrian, or transit facility will be provided or improved within a Complete Streets Project segment according to the CSDD.

The Project satisfies all three qualifications with the location set in an Urban Area, posted speed of 30 mph, and the Project includes implementation of bicycle,

pedestrian, and transit facilities. With concurrence from the PDT on February 5th, 2024, DIB-94 will govern the design standards for this Project, but if it is silent on any design topic, then the seventh edition Caltrans Highway Design Manual (HDM) or other applicable DIBs will govern. Non-standard design features will be documented in the DSDD as follows:

- Project features that comply with DIB-94 underlined standards but do not comply with the bold and underlined standards in the Caltrans HDM will not be documented in the DSDD.
- Project features that deviate from the underlined standards outlined in DIB-94 will be documented in the DSDD.
- For Project features that DIB-94 underlined standards are silent on, the Caltrans HDM is assumed to apply; and any non-standard features will be documented in the DSDD.

Table 7-1: Design Standard Risk Assessment

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 309.2 (1) (c): Vertical Clearance - Major Structures, Conventional Highways (**Bold Standards**) (E)	Conventional Highways, Parkways, and Local Facilities, All Projects – 15 feet shall be the minimum vertical clearance over the traveled way and 14 feet 6 inches shall be the minimum vertical clearance over the shoulders of all portions of the roadbed.	San Pablo Avenue between Castro Street and West Grand Avenue San Pablo Avenue UC (Br. No. 33-0440) *(E) 14'-8"*	San Pablo Avenue between Castro Street and West Grand Avenue San Pablo Avenue UC (Br. No. 33-0440) (P) 14'-8"	High	Existing condition. Increasing the minimum vertical clearance to standard would require either the replacement of the existing structure or reconstruction of the San Pablo Avenue Profile. Either option would require significant right-of-way acquisition and reconstruction.
HDM Index 204.3: Standards for Grade **(**<u>Underlined Standards</u>**)** (E)	Minimum grades should be 0.5 percent in snow country and 0.3 percent at other locations.	San Pablo Avenue from Ocean Avenue to 66th Street *(E) 0.2%*	San Pablo Avenue from Ocean Avenue to 66th Street (P) 0.2%	High	Existing condition. Modifying the roadway profile at these spot locations to have a standard grade of 0.3% would require significant right of way acquisition, reconstruction of the roadway, modifying drainage systems, and adjustment of nearby buildings.
		San Pablo Avenue from Murray Street to Ashby Avenue: *(P) 0.1%*	San Pablo Avenue from Murray Street to Ashby Avenue: (P) 0.1%	High	Existing condition. Modifying the roadway profile at these spot locations to have a standard grade of 0.3% would require significant right of way acquisition, reconstruction of the roadway, modifying drainage systems, and adjustment of nearby buildings.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 204.3: Standards for Grade (Underlined Standards) (E)	Minimum grades should be 0.5 percent in snow country and 0.3 percent at other locations.	San Pablo Avenue from Heinz Avenue to Oregon Street: *(E) 0.18%*	San Pablo Avenue from Heinz Avenue to Oregon Street: (P) 0.18%	High	Existing condition. Modifying the roadway profile at these spot locations to have a standard grade of 0.3% would require significant right of way acquisition, reconstruction of the roadway, modifying drainage systems, and adjustment of nearby buildings.
HDM Index 204.4: Vertical Curves – Less Than 2 Percent **(**Underlined Standards**)** (E)	For algebraic grade differences of less than 2 percent, or design speeds less than 40 miles per hour, the vertical curve length should be a minimum of 200 feet.	San Pablo Avenue at Russell Street: *(E) A=1%, No Curve*	San Pablo Avenue at Russell Street: (P) A=1%, No Curve	High	Existing condition. Modifying the roadway profile at these spot locations to have a vertical curve would require significant right-of-way acquisition, reconstruction of the roadway, modifying drainage systems, and adjustment of nearby buildings.
HDM Index 204.4: Vertical Curves – Less Than 2 Percent **(**Underlined Standards**)** (E)	For algebraic grade differences of less than 2 percent, or design speeds less than 40 miles per hour, the vertical curve length should be a minimum of 200 feet.	San Pablo Avenue at Stanford Avenue *(E) A=1%, No Curve*	San Pablo Avenue at Stanford Avenue (P) A=1%, No Curve	High	Existing condition. Modifying the roadway profile at these spot locations to have a vertical curve would require significant right-of-way acquisition, reconstruction of the roadway, modifying drainage systems, and adjustment of nearby buildings.
		San Pablo Avenue at 55th Street *(E) A=1%, No Curve*	San Pablo Avenue at 55th Street (P) A=1%, No Curve	High	Existing condition. Modifying the roadway profile at these spot locations to have a vertical curve would require significant right-of-way acquisition, reconstruction of the roadway, modifying drainage systems, and adjustment of nearby buildings.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 403.3: Angle of Intersection (Underlined Standards) (E)	When a right angle cannot be provided due to physical constraints, the interior angle should be designed as close to 90 degrees as is practical, but should not be less than 75 degrees. Mitigation should be considered for the affected intersection design features.	San Pablo Avene at Adeline Street: *(E) 30°* San Pablo Avenue at Peralta Street: *(E) 47°*	San Pablo Avenue at Adeline Street: (P) 30° San Pablo Avenue at Peralta Street: (P) 47°	High High	Existing condition. Modifying these intersections to approach SR-123 to at least a 75° angle would require significant right-of-way acquisition, demolition of existing buildings, and reconstruction of the approaching roadway and associated features. Existing condition. Modifying these intersections to approach SR-123 to at least a 75° angle would require significant right-of-way acquisition, demolition of existing buildings, and reconstruction of the approaching roadway and associated features.
HDM Index 403.6: Right-Turn-Only Lane and Bike Use (Underlined Standards) (P)	Locations with right-turn-only lanes should provide a minimum 4-foot width for bicycle use between the right-turn and through lane when bikes are permitted, except where posted speed is greater than 40 miles per hour, the minimum width should be 6 feet.	Southbound San Pablo Avenue at Adeline Street *(E) N/A*	Southbound San Pablo Avenue at Adeline Street (P) Bike Lane to the right of a right turn lane	Medium	As this project is following DIB 89 and DIB 94 guidance for a physically separated bike facility, the facility will avoid a bike -vehicle conflict zone due to bikes needing to merge across a vehicle lane. The bike lane will be left curbside, to the right of the right turn pockets. Signal modifications, including bike signals, signage, and other physical treatment will be explored.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 403.6: Right-Turn-Only Lane and Bike Use (Underlined Standards) (P)	Locations with right-turn-only lanes should provide a minimum 4-foot width for bicycle use between the right-turn and through lane when bikes are permitted, except where posted speed is greater than 40 miles per hour, the minimum width should be 6 feet.	Northbound San Pablo Avenue at Stanford Avenue *(E) N/A*	Northbound San Pablo Avenue at Stanford Avenue (P) Bike Lane to the right of a right turn lane	Medium	As this project is following DIB 89 and DIB 94 guidance for a physically separated bike facility, the facility will avoid a bike -vehicle conflict zone due to bikes needing to merge across a vehicle lane. The bike lane will be left curbside, to the right of the right turn pockets. Signal modifications, including bike signals, signage, and other physical treatment will be explored.
		Southbound San Pablo Avenue at Stanford Avenue *(E) N/A*	Southbound San Pablo Avenue at Stanford Avenue (P) Bike Lane to the right of a right turn lane	Medium	As this project is following DIB 89 and DIB 94 guidance for a physically separated bike facility, the facility will avoid a bike -vehicle conflict zone due to bikes needing to merge across a vehicle lane. The bike lane will be left curbside, to the right of the right turn pockets. Signal modifications, including bike signals, signage, and other physical treatment will be explored.
		Northbound San Pablo Ave at Alcatraz Avenue *(E) N/A*	Northbound San Pablo Ave at Alcatraz Avenue (P) Bike Lane to the right of a right turn lane	Medium	As this project is following DIB 89 and DIB 94 guidance for a physically separated bike facility, the facility will avoid a bike -vehicle conflict zone due to bikes needing to merge across a vehicle lane. The bike lane will be left curbside, to the right of the right turn pockets. Signal modifications, including bike signals, signage, and other physical treatment will be explored.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 403.6: Right-Turn-Only Lane and Bike Use (Underlined Standards) (P)	Locations with right-turn-only lanes should provide a minimum 4-foot width for bicycle use between the right-turn and through lane when bikes are permitted, except where posted speed is greater than 40 miles per hour, the minimum width should be 6 feet.	Southbound San Pablo Ave at Ashby Avenue *(E) N/A*	Southbound San Pablo Ave at Ashby Ave (P) Bike Lane to the right of a right turn lane	Medium	As this project is following DIB 89 and DIB 94 guidance for a physically separated bike facility, the facility will avoid a bike -vehicle conflict zone due to bikes needing to merge across a vehicle lane. The bike lane will be left curbside, to the right of the right turn pockets. Signal modifications, including bike signals, signage, and other physical treatment will be explored.
HDM Index 404.4 (1) (b): STAA Design Vehicles on the National Network, Terminal Access, California Legal, and Advisory routes (Underlined Standards) (E)	The STAA Design Vehicle in Figures 404.5A or B should be used on the National Network, Terminal Access, California Legal, and Advisory routes.	San Pablo Avenue at SR 13 (Ashby Avenue) All Directions, Right Turns *(E) STAA Truck Turn Fails*	San Pablo Avenue at SR 13 (Ashby Avenue) All Directions, Right Turns (P) STAA Truck Turn Fails	Medium	Existing condition. Modifying the intersection to allow right turns by STAA trucks would require significant right-of-way acquisition, demolition of existing buildings, and reconstruction of associated roadway features. Currently there are no indications of trucks striking any curbs or medians. Will evaluate truck usage in the PA&ED phase. SR 123 (San Pablo Avenue) and SR 13 (Ashby Avenue) are CA-Legal Truck routes.
HDM Index 404.4 (2) (b): California Legal Design Vehicle Accommodation (Underlined Standards) (E)	The California Legal Design Vehicle in Figures 404.5C and D should only be used when the STAA design vehicle is not feasible and with concurrence from the District Truck Manager.	San Pablo Avenue at SR 13 (Ashby Avenue) All Directions, Right Turns *(E) CA Legal Truck Turn Fails*	San Pablo Avenue at SR 13 (Ashby Avenue) All Directions, Right Turns (P) CA Legal Truck Turn Fails	Medium	Existing condition. Modifying the intersection to allow right turns by CA Legal trucks would require significant right-of-way acquisition, demolition of existing buildings, and reconstruction of associated roadway features. Currently there are no indications of trucks striking any curbs or medians. Will evaluate truck usage in the PA&ED phase. SR 123 (San Pablo Avenue) and SR 13 (Ashby Avenue) are CA-Legal Truck routes.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (a): Corner Sight Distance - Minimum Corner Sight Distance and Table (Underlined Standards) (P/E)	The minimum corner sight distance (feet) should be determined by the equation: 1.47VmTg, where Vm is the design speed (mph) of the major road and Tg is the time gap (seconds) for the minor road vehicle to enter the major road. [Typically, on the corridor the standard sight triangle is 455 feet for left turns, 375 feet for right turns, and 504 feet for crossings, down the major road, and 15 feet down the minor road or at the stop bar, whichever is furthest from the ETW . Across skewed unsignalized intersections (60 degrees or less), adjust per AASHTO Greenbook.]	San Pablo Avenue at 41st Street, WB Right Turn: Obstruction: Building *(E) 145'*	San Pablo Avenue at 41st Street, WB Right Turn: Obstruction: Building (P) 145'	High	Existing condition. Providing standard corner sight distance would require removal of large mature trees and right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 54th Street WB Right Turn: Obstruction: Low Tree *(E) 192'*	San Pablo Avenue at 54th Street WB Right Turn: Obstruction: Low Tree (P) 158'	Medium	Providing standard corner sight distance would require removal of a low tree and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 54th Street, EB Right Turn: Obstruction: Mature Tree *(E)173'*	San Pablo Avenue at 54th Street, EB Right Turn: Obstruction: Mature Tree (P) 173'	Medium	Existing condition. Providing standard corner sight distance would require removal of a large mature tree and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (a): Corner Sight Distance - Minimum Corner Sight Distance and Table (Underlined Standards) (P/E)	The minimum corner sight distance (feet) should be determined by the equation: 1.47VmTg, where Vm is the design speed (mph) of the major road and Tg is the time gap (seconds) for the minor road vehicle to enter the major road. [Typically, on the corridor the standard sight triangle is 455 feet for left turns, 375 feet for right turns, and 504 feet for crossings, down the major road, and 15 feet down the minor road or at the stop bar, whichever is furthest from the ETW . Across skewed unsignalized intersections (60 degrees or less), adjust per AASHTO Greenbook.]	San Pablo Avenue at 55th Street, WB Right Turn Obstruction: Mature Tree *(E) 126'*	San Pablo Avenue at 55th Street, WB Right Turn Obstruction: Mature Tree (P) 126'	Medium	Existing condition. Providing standard corner sight distance would require removal of a large mature tree and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 55th Street, EB Left and Right Turn Obstruction: Building *(E) 255'*	San Pablo Avenue at 55th Street, EB Left and Right Turn Obstruction: Building (P) 183'	High	Providing standard corner sight distance would require removal of large mature trees and right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 56th Street, WB Left and Right Turn Obstruction: Mature Tree *(E) 111'*	San Pablo Avenue at 56th Street, WB Left and Right Turn Obstruction: Mature Tree (P) 111'	Medium	Existing condition. Providing standard corner sight distance would require removal of a large mature tree and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (a): Corner Sight Distance - Minimum Corner Sight Distance and Table (Underlined Standards) (P/E)	The minimum corner sight distance (feet) should be determined by the equation: 1.47VmTg, where Vm is the design speed (mph) of the major road and Tg is the time gap (seconds) for the minor road vehicle to enter the major road. [Typically, on the corridor the standard sight triangle is 455 feet for left turns, 375 feet for right turns, and 504 feet for crossings, down the major road, and 15 feet down the minor road or at the stop bar, whichever is furthest from the ETW . Across skewed unsignalized intersections (60 degrees or less), adjust per AASHTO Greenbook.]	San Pablo Avenue at 57th Street, WB Right Turn Obstruction: Building *(E) 199'*	San Pablo Avenue at 57th Street, WB Right Turn Obstruction: Building (P) 118'	Medium	Providing standard corner sight distance would require removal of a large mature tree and right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 59th Street, WB Left and Right Turn Obstruction: Vegetation *(E) 104'*	San Pablo Avenue at 59th Street, WB Left and Right Turn Obstruction: Vegetation (P) 104'	Medium	Existing condition. Providing standard corner sight distance would require removal of private vegetation and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 59th Street, EB Right Turn Obstruction: Fence *(E) 237'*	San Pablo Avenue at 59th Street, EB Right Turn Obstruction: Fence (P) 237'	Medium	Existing condition. Providing standard corner sight distance would right of way acquisition to remove an existing fence and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 61st Street, WB Through, Left, And Right Turn Obstruction: Mature Tree *(E) 152'*	San Pablo Avenue at 61st Street, WB Through, Left, And Right Turn Obstruction: Mature Tree (P) 152'	Medium	Existing condition. Providing standard corner sight distance would require removal of a large mature tree and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (a): Corner Sight Distance - Minimum Corner Sight Distance and Table (Underlined Standards) (P/E)	The minimum corner sight distance (feet) should be determined by the equation: 1.47VmTg, where Vm is the design speed (mph) of the major road and Tg is the time gap (seconds) for the minor road vehicle to enter the major road. [Typically, on the corridor the standard sight triangle is 455 feet for left turns, 375 feet for right turns, and 504 feet for crossings, down the major road, and 15 feet down the minor road or at the stop bar, whichever is furthest from the ETW . Across skewed unsignalized intersections (60 degrees or less), adjust per AASHTO Greenbook.]	San Pablo Avenue at 61st Street, WB Through and Left Turn Obstruction: Fence *(E) 297'*	San Pablo Avenue at 61st Street, WB Through and Left Turn Obstruction: Fence (P) 297'	Medium	Existing condition. Providing standard corner sight distance would right of way acquisition to remove an existing fence and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 61st Street, EB Through, Left, And Right Turn Obstruction: Building *(E) 177'*	San Pablo Avenue at 61st Street, EB Through, Left, And Right Turn Obstruction: Building (P) 119'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 61st Street, EB Through and Left Turn Obstruction: Mature Tree *(E) 417'*	San Pablo Avenue at 61st Street, EB Through and Left Turn Obstruction: Mature Tree (P) 346'	Medium	Providing standard corner sight distance would require removal of a large mature tree other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 62nd Street, EB Left Turn Obstruction: Mature Tree *(E) 208'*	San Pablo Avenue at 62nd Street, EB Left Turn Obstruction: Mature Tree (P) 208'	Medium	Existing condition. Providing standard corner sight distance would require removal of a large mature tree other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (a): Corner Sight Distance - Minimum Corner Sight Distance and Table (Underlined Standards) (P/E)	The minimum corner sight distance (feet) should be determined by the equation: 1.47VmTg, where Vm is the design speed (mph) of the major road and Tg is the time gap (seconds) for the minor road vehicle to enter the major road. [Typically, on the corridor the standard sight triangle is 455 feet for left turns, 375 feet for right turns, and 504 feet for crossings, down the major road, and 15 feet down the minor road or at the stop bar, whichever is furthest from the ETW . Across skewed unsignalized intersections (60 degrees or less), adjust per AASHTO Greenbook.]	San Pablo Avenue at Peabody Lane, EB Right Turn Obstruction: Building *(E) 92'*	San Pablo Avenue at Peabody Lane, EB Right Turn Obstruction: Building (P) 92'	High	Existing condition. Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Folger Avenue, EB Right and Left Turn Obstruction: Mature Tree *(E) 239'*	San Pablo Avenue at Folger Avenue, EB Right and Left Turn Obstruction: Mature Tree (P) 239'	Medium	Existing condition. Providing standard corner sight distance would require removal of a large mature tree other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Murray Street EB Right Turn Obstruction: Building *(E) >375'*	San Pablo Avenue at Murray Street EB Right Turn Obstruction: Building (P) 112'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (b): Corner Sight Distance at Signalized Public Road Intersections (Underlined Standards) (P/E)	The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection. [for 30 mph, SSD = 200']	San Pablo Avenue at 40th Street WB #1 Lane: Left Turn Obstruction: Building *(E) 138'*	San Pablo Avenue at 40th Street WB #1 Lane: Left Turn Obstruction: Building (P) 138'	High	Existing condition. Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 40th Street EB #1 Lane: Left Turn Obstruction: TS Cabinet *(E) 168'*	San Pablo Avenue at 40th Street EB #1 Lane: Left Turn Obstruction: TS Cabinet (P) 168'	Medium	Existing condition. Providing standard corner sight distance would require right of way acquisition to relocate an existing traffic signal cabinet and demolish other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 40th Street WB #2 Lane: Through Obstruction: Building *(E) 163'*	San Pablo Avenue at 40th Street WB #2 Lane: Through Obstruction: Building (P) 163'	High	Existing condition. Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (b): Corner Sight Distance at Signalized Public Road Intersections (Underlined Standards) (P/E)	The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection. [for 30 mph, SSD = 200']	San Pablo Avenue at 40th Street EB #2 Lane: Through Obstruction: TS Cabinet *(E) 135'*	San Pablo Avenue at 40th Street EB #2 Lane: Through Obstruction: TS Cabinet (P) 135'	Medium	Existing condition. Providing standard corner sight distance would require right of way acquisition to relocate an existing traffic signal cabinet and demolish other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 40th Street WB #3 Lane: Right Turn Obstruction: Building *(E) 196'*	San Pablo Avenue at 40th Street WB #3 Lane: Right Turn Obstruction: Building (P) 196'	High	Existing condition. Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Park Avenue EB #1 Lane: Left Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at Park Avenue EB #1 Lane: Left Turn Obstruction: Building (P) 142' (left) 161' (right)	High	Providing standard corner sight distance would require right of way acquisition to demolish existing buildings and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (b): Corner Sight Distance at Signalized Public Road Intersections (Underlined Standards) (P/E)	The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection. [for 30 mph, SSD = 200']	San Pablo Avenue at Park Avenue EB #2 Lane: Right Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at Park Avenue EB #2 Lane: Right Turn Obstruction: Building (P) 180'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 45th Street EB Left Turn Obstruction: TS Cabinet *(E) 152'*	San Pablo Avenue at 45th Street EB Left Turn Obstruction: TS Cabinet (P) 130'	Medium	Providing standard corner sight distance would require right of way acquisition to relocate an existing traffic signal cabinet and demolish other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 47th Street WB Through and Left Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at 47th Street WB Through and Left Turn Obstruction: Building (P) 147'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 47th Street EB Through movement Obstruction: Building *(E) >200'*	San Pablo Avenue at 47th Street EB Through movement Obstruction: Building (P) 134'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (b): Corner Sight Distance at Signalized Public Road Intersections (Underlined Standards) (P/E)	The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection. [for 30 mph, SSD = 200']	San Pablo Avenue at 53rd Street EB #1 Lane: Through and Left Turn Obstruction: Fence *(E) >200'*	San Pablo Avenue at 53rd Street EB #1 Lane: Through and Left Turn Obstruction: Fence (P) 95'	Medium	Providing standard corner sight distance would require right of way acquisition to demolish an existing fence and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 53rd Street EB #2 Lane: Right Turn Obstruction: Fence *(E) >200'*	San Pablo Avenue at 53rd Street EB #2 Lane: Right Turn Obstruction: Fence (P) 161'	Medium	Providing standard corner sight distance would require right of way acquisition to demolish an existing fence and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 53rd Street WB Through, Left, and Right Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at 53rd Street WB Through, Left, and Right Turn Obstruction: Building (P) 158'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Stanford Avenue EB #3 Lane, Through Movement Obstruction: Building *(E) >200'*	San Pablo Avenue at Stanford Avenue EB #3 Lane, Through Movement Obstruction: Building (P) 145'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (b): Corner Sight Distance at Signalized Public Road Intersections (Underlined Standards) (P/E)	The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection. [for 30 mph, SSD = 200']	San Pablo Avenue at 63rd Street EB Right and Left Turn Obstruction: Vegetation *(E) >200'*	San Pablo Avenue at 63rd Street EB Right and Left Turn Obstruction: Vegetation (P) 155'	Medium	Providing standard corner sight distance would require removal of vegetation and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 63rd Street WB Left Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at 63rd Street WB Left Turn Obstruction: Building (P) 156'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Alcatraz Avenue WB Left and Right Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at Alcatraz Avenue WB Left and Right Turn Obstruction: Building (P) 199'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Alcatraz Avenue WB Left Turn Obstruction: Wall *(E) >200'*	San Pablo Avenue at Alcatraz Avenue WB Left Turn Obstruction: Wall (P) 169'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing wall and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (b): Corner Sight Distance at Signalized Public Road Intersections (Underlined Standards) (P/E)	The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection. [for 30 mph, SSD = 200']	San Pablo Avenue at 65th Street WB Through, Left and Right Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at 65th Street WB Through, Left and Right Turn Obstruction: Building (P) 123'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at 65th Street EB Through, Left and Right Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at 65th Street EB Through, Left and Right Turn Obstruction: Building (P) 170'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Ashby Avenue EB #3 Lane: Through Movement Obstruction: TS Cabinet *(E) 144'*	San Pablo Avenue at Ashby Avenue EB #3 Lane: Through Movement Obstruction: TS Cabinet (P) 133'	Medium	Providing standard corner sight distance would require right of way acquisition to relocate an existing traffic signal cabinet and demolish other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.1 (2) (b): Corner Sight Distance at Signalized Public Road Intersections (Underlined Standards) (P/E)	The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection. [for 30 mph, SSD = 200']	San Pablo Avenue at Ashby Avenue EB #2 Lane: Through Movement Obstruction: TS Cabinet *(E) 186'*	San Pablo Avenue at Ashby Avenue EB #2 Lane: Through Movement Obstruction: TS Cabinet (P) 173'	Medium	Providing standard corner sight distance would require right of way acquisition to relocate an existing traffic signal cabinet and demolish other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
		San Pablo Avenue at Russell Street WB Right Turn Obstruction: Building *(E) >200'*	San Pablo Avenue at Russell Street WB Right Turn Obstruction: Building (P) 177'	High	Providing standard corner sight distance would require right of way acquisition to demolish an existing building and other visual obstructions. Existing on-street parking obstructions will be removed to provide a separated bikeway for this Project, which will improve the corner sight distance.
HDM Index 405.4 (3): Pedestrian Refuge by Area Place Type (Underlined Standards) (E)	At unsignalized intersections in rural towns (rural main streets), suburban, or urban areas, a pedestrian refuge should be provided between opposing traffic where pedestrians are allowed to cross 2 or more through traffic lanes in one direction of travel, at marked or unmarked crosswalks.	Median Refuge at San Pablo Avenue and 43rd Street: *(E) None*	Median Refuge at San Pablo Avenue and 43rd Street: (P) None	Medium	Existing condition. Construction of a median refuge would require widening the San Pablo Avenue roadway to provide cross-sectional space for a median refuge, which would require complete reconstruction of the sidewalk, roadway, and other roadway features as well as the clearing of several mature trees. Relocating the crosswalk to the other side of the intersection would result in closer crossing spacing and would block private driveways.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
HDM Index 405.4 (3): Pedestrian Refuge by Area Place Type (Underlined Standards) (E)	At unsignalized intersections in rural towns (rural main streets), suburban, or urban areas, a pedestrian refuge should be provided between opposing traffic where pedestrians are allowed to cross 2 or more through traffic lanes in one direction of travel, at marked or unmarked crosswalks.	Median Refuge at San Pablo Avenue and 60th Street *(E) None*	Median Refuge at San Pablo Avenue and 60th Street (P) None	Medium	Existing condition. Construction of a median refuge would require widening the San Pablo Avenue roadway to provide cross-sectional space for a median refuge, which would require complete reconstruction of the sidewalk, roadway, and other roadway features as well as the clearing of several mature trees. Relocating the crosswalk to the other side of the intersection would result in closer crossing spacing and would block private driveways.
DIB 94 Table 5.1.3: One-Way Standard Bicycle Traveled Way Width (Class IV) (Underline Standards) (P)	Bike Facility Minimum Width between edge of pavement and buffer or curb: 4', exclusive of the gutter	NB One-Way Separated Bike Lane between Adeline Street and 55th Street: *(E) 4'*	NB One-Way Separated Bike Lane between Adeline Street and 55th Street: (P) Var 3' to 4'	Medium	Widening the bikeway to 4', exclusive of the gutter pan, would require demolition of the existing curb and further narrowing of the sidewalk. The 1' difference is utilized to provide a buffer between bus lane and GP lane for deterrence of illegal vehicle entry into bus lane. The roadway would either need to be widened to accommodate a new gutter pan outside of the bikeway, or alternative drainage systems would need to be constructed to handle roadway drainage. Both options would require a narrower sidewalk or widening the corridor, which would require significant right-of-way acquisition and demolition of existing buildings or the removal of mature trees.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Table 5.1.3: One-Way Standard Bicycle Traveled Way Width (Class IV) (Underline Standards) (P)	Bike Facility Minimum Width between edge of pavement and buffer or curb: 4', exclusive of the gutter	SB One-Way Separated Bike Lane between Adeline Street and 54th Street: *(E) 4'*	SB One-Way Separated Bike Lane between Adeline Street and 54th Street: (P) Var 3' to 4'	Medium	Widening the bikeway to 4', exclusive of the gutter pan, would require demolition of the existing curb and further narrowing of the sidewalk. The 1' difference is utilized to provide a buffer between bus lane and GP lane for deterrence of illegal vehicle entry into bus lane. The roadway would either need to be widened to accommodate a new gutter pan outside of the bikeway, or alternative drainage systems would need to be constructed to handle roadway drainage. Both options would require a narrower sidewalk or widening the corridor right of way, which would require significant right-of-way acquisition and demolition of existing buildings or the removal of mature trees.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Table 5.1.3: One-Way Standard Bicycle Traveled Way Width (Class IV) (Underline Standards) (P)	Bike Facility Minimum Width between edge of pavement and buffer or curb: 4', exclusive of the gutter	NB One-Way Separated Bike Lane between Haskell Street and Russel Street: *(E) 4'*	NB One-Way Separated Bike Lane between Haskell Street and Russel Street: (P) Var 3' to 4'	Medium	Widening the bikeway to 4', exclusive of the gutter pan, would require demolition of the existing curb and further narrowing of the sidewalk. The 1' difference is utilized to provide a buffer between bus lane and GP lane for deterrence of illegal vehicle entry into bus lane. The roadway would either need to be widened to accommodate a new gutter pan outside of the bikeway, or alternative drainage systems would need to be constructed to handle roadway drainage. Both options would require a narrower sidewalk or widening the corridor right of way, which would require significant right-of-way acquisition and demolition of existing buildings or the removal of mature trees.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Table 5.1.3: One-Way Standard Bicycle Traveled Way Width (Class IV) (Underline Standards) (P)	Bike Facility Minimum Width between edge of pavement and buffer or curb: 4', exclusive of the gutter	SB One-Way Separated Bike Lane between Folger Avenue and Burnett Street: *(E) 4'*	SB One-Way Separated Bike Lane between Folger Avenue and Burnett Street: (P) Var 3' to 4'	Medium	Widening the bikeway to 4', exclusive of the gutter pan, would require demolition of the existing curb and further narrowing of the sidewalk. The 1' difference is utilized to provide a buffer between bus lane and GP lane for deterrence of illegal vehicle entry into bus lane. The roadway would either need to be widened to accommodate a new gutter pan outside of the bikeway, or alternative drainage systems would need to be constructed to handle roadway drainage. Both options would require a narrower sidewalk or widening the corridor right of way, which would require significant right-of-way acquisition and demolition of existing buildings or the removal of mature trees.
DIB 94 Table 5.1.4: Two-Way Standard Bicycle Traveled Way Width (Class IV) (Underlined Standards) (P)	Bike Facility Minimum Width between curbs: 10', exclusive of the gutter Width between edge of pavement and buffer, curb, or parking buffer: 8', exclusive of the gutter	NB/SB Two-Way Separated Bike Lane at 55th Street: *(E) N/A*	NB/SB Two-Way Separated Bike Lane at 55th Street: (P) 8'	Medium	Widening the bikeway to 10' would require demolition of the existing curb and gutter and narrowing of the furniture zone which would also require removal and relocation of a mature tree, fire hydrant, and light pole. Alternatively, to maintain the existing curb line, non-standard lane widths or non-standard buffer widths would be required.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Table 5.1.4: Two-Way Standard Bicycle Traveled Way Width (Class IV) (Underlined Standards) (P)	Bike Facility Minimum Width between curbs: 10', exclusive of the gutter Width between edge of pavement and buffer, curb, or parking buffer: 8', exclusive of the gutter	NB/SB Two-Way Separated Bike Lane between Russell Street and Heinz Avenue *(E) N/A*	NB/SB Two-Way Separated Bike Lane between Russell Street and Heinz Avenue (P) 7' + 2' Gutter Pan	Medium	Widening the bikeway to 8' would require demolition of the existing curb and gutter along this stretch of San Pablo Avenue. The roadway would either need to be widened to accommodate a new gutter pan outside of the bikeway, or alternative drainage systems would need to be constructed to handle roadway drainage. Both options would require a narrower non-standard sidewalk or widening the corridor right of way, which would require significant right-of-way acquisition and demolition of existing buildings or the removal of mature trees.
DIB 94 Section 5.2: Sidewalk Width (Underlined Standards) (P)	Sidewalks should be a minimum total width of 8 to 25 feet for the buffer zone, pedestrian through zone, and frontage zone.	San Pablo Avenue and 40th Street West Sidewalk for 150' south of the intersection *(E) 8'* San Pablo Avenue and 40th Street East Sidewalk for 150' north of the intersection *(E) 8'*	San Pablo Avenue and 40th Street West Sidewalk for 150' south of the intersection (P) Var 5'to 8' San Pablo Avenue and 40th Street East Sidewalk for 150' north of the intersection (P) Var 7'to 8'	Medium Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition. Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Section 5.2: Sidewalk Width (Underlined Standards) (P)	Sidewalks should be a minimum total width of 8 to 25 feet for the buffer zone, pedestrian through zone, and frontage zone.	San Pablo Avenue and 45th Street West Sidewalk for 150' south of the intersection *(E) 8'*	San Pablo Avenue and 45th Street West Sidewalk for 150' south of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue and 45th Street East Sidewalk for 150' north of the intersection *(E) 8'*	San Pablo Avenue and 45th Street East Sidewalk for 150' north of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue and 53rd Street West Sidewalk for 200' south of the intersection *(E) 8'*	San Pablo Avenue and 53rd Street West Sidewalk for 200' south of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue and 53rd Street East Sidewalk for 200' north of the intersection *(E) 8'*	San Pablo Avenue and 53rd Street East Sidewalk for 200' north of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Section 5.2: Sidewalk Width (Underlined Standards) (P)	Sidewalks should be a minimum total width of 8 to 25 feet for the buffer zone, pedestrian through zone, and frontage zone.	San Pablo Avenue and Stanford Avenue West Sidewalk for 180' south of the intersection *(E) 8'*	San Pablo Avenue and Stanford Avenue West Sidewalk for 180' south of the intersection (P) Var 5'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue and Stanford Avenue East Sidewalk for 150' south of the intersection *(E) 8'*	San Pablo Avenue and Stanford Avenue East Sidewalk for 150' south of the intersection (P) Var 6'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing improvements and right-of-way acquisition.
		San Pablo Avenue and Stanford Avenue West Sidewalk for 200' north of the intersection *(E) 8'*	San Pablo Avenue and Stanford Avenue West Sidewalk for 200' north of the intersection (P) Var 6.5'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue and Stanford Avenue East Sidewalk for 150' north of the intersection *(E) 8'*	San Pablo Avenue and Stanford Avenue East Sidewalk for 150' north of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Section 5.2: Sidewalk Width (Underlined Standards) (P)	Sidewalks should be a minimum total width of 8 to 25 feet for the buffer zone, pedestrian through zone, and frontage zone.	San Pablo Avenue and 61st Street West Sidewalk for 150' south of the intersection *(E) 8'*	San Pablo Avenue and 61st Street West Sidewalk for 150' south of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue and 61st Street East Sidewalk for 150' north of the intersection *(E) 8'*	San Pablo Avenue and 61st Street East Sidewalk for 150' north of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing improvements and right-of-way acquisition.
		San Pablo Avenue and Alcatraz Avenue East Sidewalk for 150' north of the intersection *(E) 8'*	San Pablo Avenue and Alcatraz Avenue East Sidewalk for 150' north of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue and 65th Street West Sidewalk for 100' south of the intersection *(E) 8'*	San Pablo Avenue and 65th Street West Sidewalk for 100' south of the intersection (P) Var 7'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Section 5.2: Sidewalk Width (Underlined Standards) (P)	Sidewalks should be a minimum total width of 8 to 25 feet for the buffer zone, pedestrian through zone, and frontage zone.	San Pablo Avenue and Ashby Avenue West Sidewalk for 120' south of the intersection *(E) 8'*	San Pablo Avenue and Ashby Avenue West Sidewalk for 120' south of the intersection (P) Var 6.5'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.
		San Pablo Avenue from Ashby Avenue to Heinz Avenue West Sidewalk for 800' *(E) Var 5 to 6'*	San Pablo Avenue from Ashby Avenue to Heinz Avenue West Sidewalk for 800' (P) Var 5'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing improvements and right-of-way acquisition.
		San Pablo Avenue and Ashby Ave East Sidewalk for 150' north of the intersection *(E) 8'*	San Pablo Avenue and Ashby Ave East Sidewalk for 150' north of the intersection (P) Var 6'to 8'	Medium	Providing 8-foot sidewalks would require either nonstandard traffic lane widths, bike lane widths, transit loading areas, or alternatively widening. Widening would require demolition of existing buildings/ improvements and right-of-way acquisition.

Design Standard from Highway Design Manual or Design Information Bulletin	Standard Design Requirement	Location/ Description (E) - Existing	Location/ Description (P) – Proposed	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
DIB 94 Section 5.3: Lane Width (Underlined Standards) (P/E)	The minimum through, left-turn, and right-turn lane widths should be 10.5 to 12 feet, except this lane width standard does not apply to crossroads (local road or State highway) at interchange locations in the State highway right of way.	San Pablo Avenue and 40th Street NB Outer Left Turn Lane *(E) 11'*	San Pablo Avenue and 40th Street NB Outer Left Turn Lane (P) 10'	Low	Widening the outer left turn lane to 10.5' would require narrowing the sidewalk and removal of mature trees that the City of Emeryville has repeatedly expressed they would like to maintain. It would also lengthen the pedestrian crossing distance. The outer left turn lane turns into a "right turn only" lane on 40th Street which ends shortly after the intersection. The intersection is currently lead/lag phased so the northbound left turning movements are temporally separated from the southbound left turning movements to provide additional turning space for larger vehicles. The existing operation is proposed to continue after project construction.

D) Aesthetic Treatments/Architectural Features

Within the project area, there are several varying existing architectural features along or adjacent to SR-123. Building frontages along SR-123 consist of homes, apartments, and storefronts with Victorian, craftsman, brick façade, and many other styles. Landscape features along SR-123 include a furniture zone on each side and raised concrete medians predominantly with various landscaped spaces including trees, bushes, and other native plants. Within the city of Emeryville, the curb ramps and select segments of the sidewalk are red brick pavers. To provide a consistent corridor aesthetic, proposed improvements will include aesthetic treatments that are consistent and pre-approved by the District 4 Caltrans Office of Landscape Architecture in the PA&ED phase.

E) Pavement Structural Section

The pavement structural section for the proposed improvements will be studied further in the PA&ED phase via a Life Cycle Cost Analysis in close coordination with the Caltrans' Pavement Program Advisor and Office of Materials and Pavement.

F) Alternatives Considered but Determined Not Viable

The following alternatives were developed during the course of Phase 1 of the Project or identified through stakeholder interaction. The alternatives were evaluated and have been removed from further study. A brief description of each alternative and the reasoning for removal from consideration as a viable alternative are provided below.

<u>Center-Running Bus Lanes and Side-Running Bike Lanes</u>

The existing inside general-purpose lanes would be shifted and repurposed as dedicated transit-only lanes and the outside lanes would remain for general-purpose traffic. Transit stops would be relocated to the median. To accommodate a center-running lane, any location with a pedestrian crossing or left turn on or off the corridor would need to be signalized or closed. This would somewhat offset transit travel time benefits as well as reduce community access, which may result in the street feeling more like a barrier. During outreach Round 2 within Phase 1 of the Project in 2019, some community members participating in focus groups and community workshops felt that access to stops in the median would be less convenient since pedestrians would be required to cross half of the street to access all stops. Depending on the configuration of median stations, a special dedicated bus fleet may be needed with doors on the left side of the bus to accommodate left-side boarding.

A center-running configuration would also require full reconstruction of the existing median, impacting all trees and entailing higher cost. In the center-running bus option, providing a right-turn lane for autos would require converting the bike lane to a shared facility with either autos or pedestrians. However, where right-turn lanes are not provided, right-turning vehicles waiting for pedestrians to cross would block through auto traffic, causing delays and reductions in auto throughput. Due to the greater magnitude of construction and circulation impacts, it was estimated that the center-running configuration would take longer to design and construct.

Based on an analysis conducted as part of Phase 1, the challenges noted above resulted in the alternative not meeting the Project purpose and need and it was eliminated from further consideration and recommended to not advance into the PA&ED phase of the Project.

Center-Running or Side-Running Bus Lanes and No Bike Lanes

One general purpose auto lane in each direction would be converted to dedicated transit-only lanes. The existing parking lane would remain with minimal alteration. Bicycles would be expected to use alternate routes or continue to travel in a shared lane with autos or buses. This alternative was not further advanced since there are no convenient alternate bike routes in the West Oakland and Emeryville portions of the corridor. San Pablo Avenue runs at an angle to the rest of the grid network; therefore, all alternate bike routes would require a number of turns and would be indirect and inconvenient. In addition, San Pablo Avenue is planned as a separated bikeway in the active transportation plans for both the City of Oakland and City of Emeryville. Bicycle lanes on San Pablo Avenue were found to be widely supported based on community input received in 2019 during Phase 1 of the Project.

Managed Auto Lane

The existing parking lane would be widened with special signage and marking to allow auto usage during peak times. This configuration would allow for the provision of a center-running bus-only lane while also allowing auto operations to retain existing capacity and operate similarly to existing conditions when vehicle volumes are highest, while still providing on-street parking for most of the day when vehicle volumes are lower.

The primary deficiency with this configuration is that it precludes the provision of a bike lane on the corridor. The corridor is not wide enough and has too many driveways to provide parking-separated bikeways, which results in the bike lane needing to remain on the inside (towards the median) of parking. However, since the parking lane would be used as a vehicle lane during peak times, that would place the bike lane in a confined space between vehicle lanes. An additional trade-off involved with providing managed parking lanes identified in Phase 1 is that they do not allow for shortened pedestrian crossings at intersections because the curbside lane must remain open for auto use.

A third challenge with managed lanes is ensuring adherence to parking restrictions during periods when the lane will be utilized for auto travel. To provide the desired capacity benefits of the managed lane, frequent enforcement is needed to ticket and remove vehicles parking in that lane when prohibited. City agency staff from the cities of Oakland, Emeryville, and Berkeley indicated that sufficient levels of enforcement may be difficult to achieve. In addition, managed lanes may create some driver confusion and lead to undesirable driver behavior, as has been noted by general

feedback from the Project's technical advisory committee members and the public concerning the managed lane treatment implemented on Ashby Avenue in Berkeley.

Based on the analysis conducted as part of Phase 1, the challenges noted above resulted in the alternative not meeting the Project purpose and need and it was eliminated from further consideration and recommended to not advance into the PA&ED phase of the Project.

Managed Transit-Only Lane

This alternative would have a similar configuration as the managed auto lane, but the peak period curbside lane would be restricted to bus use when not used for parking. This alternative would have the same challenges with providing a bike lane, enhancing auto crossings, and ensuring compliance and thus functionality of the lane as noted above for the managed auto lane. It would have the additional challenge of traffic needing to either enter or cross the path of buses in the transit-only lane for right turning movements only during the peak-period. The changing operations and conflicts between autos and buses between peak-period versus off-peak period could confuse drivers, resulting in misuse of the transit-only lane and safety concerns.

Based on the analysis conducted as part of Phase 1, the challenges noted above resulted in the alternative not meeting the Project purpose and need and it was eliminated from further consideration and recommended to not advance into the PA&ED phase of the Project.

Bike Lanes and Bus Bulbs Only

This alternative would relocate on-street parking to side streets to accommodate Class IV bicycle facilities where the existing on-street parking is located. At transit stops, bus bulbs would be constructed and at intersections, protected intersections would be constructed.

This alternative would enhance safety for bicyclists, pedestrians, and transit riders. It would not significantly address or improve transit travel times since the bus would still operate in the general-purpose lane. Transit users would have improved transit stops, but would only see moderate improvements in their transit travel times as part of this alternative.

Based on the analysis conducted as part of Phase 1, the alternative would not meet the Project purpose and need for improving transit travel times and therefore was eliminated from further consideration and recommended to not advance into the PA&ED phase of the Project.

8. RIGHT-OF-WAY

The Build Alternative Right-of-Way Conceptual Cost Estimate (RWCCE) is included in **Attachment H**. There are right-of-way impacts anticipated during the construction phase due to the layout configuration, resulting in right-of-way construction temporary easements and permission to enter. All other right-of-way impacts are related to utilities.

Access control is anticipated to be maintained along SR-123 for the entirety of the Project study area.

A) Utilities

During the PA&ED phase, through the utility verification process, existing utilities impacted will be assessed and the Project team will coordinate with utility owners to identify potential utility conflicts. Positive location will be performed during the design phase, as reasonably required, or an exception to this policy will be established. The following is a list of the public utility companies within the Project limits and their associated utility, as shown in parentheses. All utilities will be reassessed in the PA&ED phase for conflicts with the Build Alternative, including:

- Alameda County Flood Control and Water Conservation District
- East Bay Municipal Utility District (Water)
- AT&T (Telephone/Cable/Fiber)
- City of Oakland, City of Emeryville, City of Berkeley (Water, Sewer)
- Comcast (Television/Cable/Fiber)
- Oro Loma Sanitary District (Sewer)
- PG&E (Gas, Electric)
- KinderMorgan (Gas)
- Verizon (Telecom)
- Level 3/Lumen (Telecom)

It is anticipated that utility relocations will be required for the Build Alternative, which includes PG&E low-voltage overhead power poles and lines crossing SR-123 as well as streetlights. Additionally, several underground sewer, water, fire hydrants, and gas lines, and their respective maintenance holes, may require adjustment to final grade.

As stated above, in the PA&ED phase of the Project, the design team will confirm impacts with the utility owners through the utility verification process. Positive location, as prescribed in Chapter 17 of the Project Development Procedures Manual, will be performed, as required, either prior to or concurrent with the design phase.

B) Railroad

There are no railroad crossings within the Project limits. It is not anticipated that the Build Alternative will have railroad impacts, and it is assumed there will be no railroad agreement. There is a Union Pacific Railroad (UPRR) line west of the Project

study area but it is not located within or immediately adjacent to the Project study limits. The UPRR line runs parallel to SR-123. There will be no traffic impacts to railroad crossings.

C) Airspace Freeway Lease Areas

There is no airspace freeway lease area located within the Project limits. It is not anticipated the Build Alternative will impact any airspace freeway lease areas. In the PA&ED phase, this will be further assessed and if any new areas are determined to be impacted, the Project team will coordinate with Caltrans Right-of-Way Airspace.

9. PUBLIC ENGAGEMENT

CalEnviroScreen 4.0 is a comprehensive screening methodology that combines multiple environmental, health, and socioeconomic indicators to produce an overall score for each census tract in California. The neighborhoods along SR-123 from south of Caltrans right of way north to Stanford Avenue are considered disadvantaged communities according to this screening methodology and Senate Bill (SB) 535. SB 535 is a bill to assess and identify California climate investments to benefit disadvantaged communities. The CalEnviroScreen 4.0 percentile is generally greater than 60% (greater than the threshold of 39.34% to be considered disadvantaged) and the pollution burden varies between 66 and 91%.

A) Outreach Activities

A variety of outreach activities have already been completed as part of previous Project activities including storefront and public outreach to help define the Project scope, goals, and objectives.

Phase 1 of the Project had two rounds of outreach and engagement, both of which included several in-person events, virtual events, and online surveys. Round 1 was conducted from the Fall of 2017 through the Summer of 2018. Merchants, transit-riders, bicyclists, seniors, people with disabilities, and the general public were surveyed about challenges they currently face traveling on San Pablo Avenue and any suggestions they had for improving the experience for people who walk, take the bus, bike, drive, and take BART along the corridor. The methods for getting feedback included:

- **Focus groups:**
  - bus riders, bicyclists, seniors, and people with disabilities
- **Surveys:**
  - A survey of San Pablo Avenue businesses to understand their loading and unloading needs (including passengers and goods) and to spread awareness of the Project
  - An online survey for the general public, which nearly 1,000 people viewed and 815 completed

- **Communication Outreach:**
  - Postcards advertising the survey were hand-delivered to all businesses along the corridor
  - E-blasts advertising the survey to the lists of Alameda CTC and the TAC's member agencies
  - Flyers on all Route 72 buses to advertise the survey

Round 2 of the Project Phase 1 outreach and engagement was conducted from February through May 2019. The outreach focused on getting feedback on three initial alternative concepts (bus and bike lanes on San Pablo Ave, bus and managed lane on San Pablo Ave, bike lanes on San Pablo Ave) and understanding people's priorities with respect to the benefits and challenges inherent to each concept. This included the following methods for getting feedback:

- **Meetings/focus groups:**
  - These occurred with specific user groups, including merchants, bus riders, bicyclists, seniors and people with special mobility needs, existing community groups, and elected and appointed officials
- **Community workshops:**
  - Four evening public workshops held throughout the corridor
- **Pop-up Events:**
  - Informational tables at events that were taking place along the corridor
- **Intercept surveys:**
  - Team members stopped people at busy San Pablo Avenue locations to complete a brief trade-offs survey

To reach stakeholders and community members across the SR-123 corridor for the current phase of the Project, a variety of outreach activities and communications tools, both in-person and online, were conducted. Activities included in-person open houses, pop-up events along or near San Pablo Avenue, presentations to local governments and committees, focus groups organized with community-based organizations, and storefront outreach. Input was collected in different ways to provide multiple opportunities to participate in the Project, including through in-person conversations, feedback submitted to Alameda CTC, and Social Pinpoint, an online interactive input tool.

The Social Pinpoint online interactive map tool was open for public comment between April 1, 2024, and June 11, 2024, and provided a public-friendly map view of the proposed design overlaid on aerial imagery of the Project corridor. The map depicted proposed improvements such as bus lanes, bike lanes, auto lanes, parking and loading changes, traffic signal upgrades, and sidewalk configurations. After the tool was closed, the map and all comments were left visible to the public. Between April 1 and June 11, 2024, the outreach website received 15,203 total views from 6,392 visitors, with 1,875 comments collected and 840 demographic survey responses.

The Project partnered with four community-based organizations (CBOs) within the Project study area to organize focus groups with community members. The focus group CBOs included Golden Gate Community Association, West Oakland Neighbors, Satellite Affordable Housing Associates, and EAH Housing.

Open houses and pop-up events were held in spring and summer 2024, totaling two open houses and fourteen pop-up events. Storefront surveys were conducted in both 2021-2022 and 2023-2024. This outreach included leave-behind flyers, in-person visits and interviews, and phone calls with businesses and other organizations along SR-123 within the Project study area.

Additional Project information and notification dissemination included a Project Fact Sheet on the Alameda CTC website, sidewalk decals with a QR code, bus stop flyers, storefront window flyers, three mailers to local residents, a Project video, and digital advertising. Outreach materials were available in English, Spanish, and Chinese.

At the conclusion of the public engagement activities, comments and input provided by the public and storefront owners were used to update and refine the preliminary design of the Project. The Project Outreach and Engagement Report is shared in Attachment S. The Project has public consensus from policy makers and council acceptance. Council members along the corridor have expressed positive agreement. Minor design adjustments were adopted from the public's direct input. Designs incorporated include but is not limited to adjustments for parking, loading, and curb space utilization design to serve specific property owners, bus stop locations, bike path routing, pedestrian and bicycle crossing treatments, West MacArthur Boulevard intersection design, and other design features.

In the PA&ED phase, the Project will continue providing general public information updates so the public may continue to learn more about the Project and its proposed improvements. Public in-person or virtual presentations may be conducted as needed, and information will be provided online to educate the public.

B) Stakeholder Involvement

Several key stakeholders have been identified for this Project and consist of representatives from the following agencies:

- Alameda CTC
- Caltrans
- City of Oakland
- City of Emeryville
- City of Berkeley
- AC Transit

Alameda CTC, Caltrans, City of Oakland, City of Emeryville, City of Berkeley, and AC Transit, and their partner agencies are supportive of this Project and have

participated in the development and review prior to and throughout the PSR-PDS process.

The PDT held multiple stakeholder meetings throughout the development of the Project Build Alternative with Caltrans. The purpose of these meetings was to develop a stakeholder consensus on Project purpose, needs, interchange alternatives, evaluation criteria, and Project delivery method. The PDT meetings held prior to the start of the PSR-PDS for the Project are also included. The PDT has conducted the following meetings:

Previous PDT Meetings:

- 01/26/2022 – PDT Kick-Off and Coordination Meeting #1
- 03/23/2022 – PDT Coordination Meeting #2
- 06/22/2022 – PDT Coordination Meeting #3
- 08/24/2022 – PDT Coordination Meeting #4
- 12/12/2022 – PDT Coordination Meeting #5
- 01/25/2023 – PDT Coordination Meeting #6
- 03/22/2023 – PDT Coordination Meeting #7
- 04/26/2023 – PDT Coordination Meeting #8
- 06/07/2023 – Caltrans Design Focus Meeting
- 08/23/2023 – PDT Coordination Meeting #9
- 09/27/2023 – PDT Coordination Meeting #10
- 10/25/2023 - PDT Coordination Meeting #11
- 12/04/2023 - PDT Coordination Meeting #12
- 01/24/2024 – PDT Coordination Meeting #13
- 02/05/2024 – Caltrans DIB-94 Focus Meeting
- 02/28/2024 – PDT Coordination Meeting #14
- 05/22/2024 - PDT Coordination Meeting #15

PSR-PDS Phase PDT Meetings:

- 2/26/2025 – PDT PSR-PDS Kick-Off and Coordination Meeting #1
- 4/15/2025 – Caltrans Design Focus Meeting

10. ENVIRONMENTAL COMPLIANCE

A Preliminary Environmental Analysis Report (PEAR) was prepared to identify potential environmental issues and the anticipated level of environmental documentation needed to complete the PA&ED phase. The PEAR is included as **Attachment F**. Based on the results of this PEAR, the Project is not expected to result in potentially significant impacts on resources within the Project area. Based on the understanding that the Project will occur entirely within the existing roadway and right-of-way (except temporary construction easements (TCE) and permission to enters (PTE)) and the expectation that the Project will not result in any potentially significant impacts, the Project is anticipated to be environmentally approved for a

Categorical Exemption (CE) for CEQA pursuant to Guidelines Section 15301 Existing Facilities and a Categorical Exclusion (CE) under NEPA pursuant to 23 Code of Federal Regulations (CFR) 771.117(c)(3).

The following technical reports determined from the PEAR should be prepared during the PA&ED phase to analyze potential environmental impacts under the Build Alternatives:

- Noise Memorandum (Construction noise)
- Air Quality Conformity Findings Checklist (Project is exempt from conformity per 40 CFR 93.126 / 40 CFR 93.128)
- Initial Site Assessment
- Cultural Studies
    - Archaeological Survey Report
    - Historic Resources Evaluation Report
    - Historic Properties Survey Report
- Biological Study
    - Natural Environment Study – Minimal Impact
- Visual Impact Assessment Memorandum
- Greenhouse Gas (GHG) Analysis Memorandum
- Location Hydraulic Study (LHS) Memorandum
- Community Impact Assessment Memorandum
- Hazardous Materials Memorandum
- Preliminary Geotechnical Report
- Stormwater Data Report
- Water Quality/Resources Memorandum
- Environmental Commitments Record (ECR)

Since the Project would not involve temporary dewatering, Section 401 and Section 404 permits, issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB) and the United States Army Corps Engineers (USACE), respectively, would not be required.

The Project area is located approximately 0.6 to 1.0 miles east of the nearest San Francisco Bay shoreline. According to the National Oceanic and Atmospheric Administration (NOAA), the Project area is not within an area of vulnerability to sea level rise (SLR). The Project limits are located within a Local Responsibility Area that is at low risk for wildfires. Therefore, the Project is not anticipated to contribute to the risk of wildfires along the corridor. The Project is not anticipated to be at or contribute to the risk of extreme heat in the Project area.

A PID level Stormwater Data Report (SWDR), included as **Attachment K,** was completed to analyze the change in impervious stormwater areas, assess the anticipated best management practices to include in the next phases, and to identify other stormwater quality issues.

11. CLIMATE CHANGE ADAPTATION & GREENHOUSE GAS (GHG) MITIGATION

A) Climate Change

Sea level rise (SLR) is an integral part of climate change discussions, the effects of which will have impacts on all modes of transportation located near the coast and bay. Screening criteria are used to assess whether an individual project will potentially be impacted by SLR. The Project is not expected to be affected by SLR according to available mapping from the Caltrans Climate Change Vulnerability Assessment Map. It has been noted in **Attachment I** that this Project study area will not be affected by SLR if the level rises by over 5 feet or if there is a storm surge of 3.28 feet (1 meter). Additionally, according to the SLR map published by the National Oceanic and Atmospheric Administration Coastal Services Center, SR-123 itself is not subject to SLR.

The Project limits are located within a Local Responsibility Area that is at low risk for wildfires. Therefore, the Project is not anticipated to contribute to the risk of wildfires along the corridor. The Project is not anticipated to be at or contribute to the risk of extreme heat in the Project study area.

There are several climate action plans developed by local agencies encompassing SR-123 within the Project study area. The following plans were used in the development of the Project to align with the goals and objectives of each climate action plan:

- Oakland 2030 Equitable Climate Action Plan
- City of Emeryville 2016 Climate Action Plan 2.0
- Berkeley 2009 Climate Action Plan
- 2014 Alameda County Climate Action Plan (Alameda County is currently in progress of developing a new climate action plan)

This Project will incorporate any pertinent information from the listed climate action plans pertaining to this Project study area in the PA&ED phase.

B) Greenhouse Gas Emissions (GHG)

This Project will be converting two general-purpose lanes to transit-only lanes and diverting some auto traffic to parallel routes. It will also add separated bikeways and other pedestrian and bicycle improvements. As one of the objectives of the Project is to promote mode shift by providing improved multimodal facilities, the Project is anticipated to reduce GHG emissions. The reduction from four to two general-purpose lanes and improvements to transit, walking and biking conditions will result in an overall reduction in VMT on SR-123. Overall, the Project is anticipated to reduce net VMT. A memorandum will be provided to document the rationale supporting the conclusion that the project would not likely lead to additional VMT and is exempt from a VMT analysis under the build alternative. Emissions from construction equipment will not result in substantial GHG emissions given the short-term duration of construction. The Project poses no significant impacts to GHG emissions. This is

documented further in the Vehicle Miles Traveled Decision Document (VMTDD) in **Attachment M**.

C) Hazardous Waste

Depending on the refinements to the Build Alternative in the PA&ED phase, the Caltrans Office of Environmental Engineering will reevaluate the need for site investigation during the PS&E phase. Appropriate standard special provisions will be provided for disturbance of soil (if any), treated wood waste removal, and traffic stripe removal.

12. FUNDING

The Project has been funded by local Measure BB and Alameda CTC for the development of the PID, PA&ED, and PS&E phases. The One Bay Area Grant (OBAG) funding source with $15.9 million (Project TIP ID: 21-T10-077) already allocated will partially fund the construction phase. It is anticipated that during the PA&ED and PS&E phases, Alameda CTC will seek additional construction funding from a combination of federal, state, regional, and local funding sources, including Senate Bill 1 (SB1) and Measure BB funds. Individual projects with independent utility and logical termini, if identified for this Project, may proceed when funding sufficient to implement a Project is secured. It has been determined that this Project is eligible for Federal-aid funding. The PSR-PDS serves as a scoping document to program for the next phase of the Project.

A) Capital Outlay Project Estimate

A programming-level cost estimate was developed for the Project to help define the scope of work and identify a viable Project Build Alternative. The escalated (2032) opinion of probable cost for the Project, including support costs, right-of-way, and construction, is approximately $135.0 million. The escalated (2032) opinion of probable cost for an additional build phase of the project within City right-of-way, is approximately $119.2 million. There will be no right-of-way acquisition anticipated as part of the Project for the Build Alternative. The Project cost is based on the potential Project Build Alternative and major areas of risk, with appropriate consideration for contingency. Estimated costs are subject to change as new and more detailed information becomes available. **Table 12-1** provides a breakdown of the capital outlay project estimate by right-of-way and type of cost.

The Capital Outlay Project Estimate is included as **Attachment D** and the RWCCE is included as **Attachment H**.

Table 12-1: Capital Outlay Project Estimate Breakdown

	Estimate				Other Funds		
	Construction	Right-of-Way	Support	Total	Construction	Right-of-Way	Support
Build Alternative (Caltrans ROW)	$99.1 M	$3.5 M	$31.5 M	$135.0 M	TBD	TBD	$9.5 M (OBAG) and TBD
Build Alternative (City ROW)	$88.7 M	$2.3 M	$28.2 M	$119.2 M	TBD	TBD	$6.4 M (OBAG) and TBD
Total	$187.8 M	$5.8 M	$59.7 M	$254.2 M	TBD	TBD	$15.9 M (OBAG) and TBD

*Costs shown are escalated values per **Attachment D**

**Caltrans undercrossing at I-580 and at I-980 are included within Caltrans ROW.

The level of detail available to develop these capital outlay Project estimates is only accurate to within the above values and is useful for long-range planning purposes only. The capital outlay Project estimates should not be used to program or commit State-programmed capital outlay funds. The support costs provided in **Table 12-1** are allocated for activities related to future phases of this Project produced by Alameda CTC only.

B) Capital Outlay Support Estimate

The current estimated support costs for the PA&ED phase of this Project are approximately $1.8 million (Caltrans ROW only). Escalated to the mid-point of the PA&ED phase (2027) the cost is $1.9 million (Caltrans ROW only).

The Capital Outlay Project Estimate is included as **Attachment D** which includes the support cost estimate on the cover page of each alternative.

C) Cooperative Agreement

The executed Cooperative Agreement No. 04-3009 (December 19, 2024) between Caltrans and Alameda CTC authorized the development of the PSR-PDS. The approval of this PSR-PDS will serve as the authorized document for Caltrans to execute a new cooperative agreement with Alameda CTC for the development of the PA&ED phase.

13. DELIVERY SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PID APPROVAL	M010	10/31/2025
BEGIN ENVIRONMENTAL	M020	3/02/2026
PA & ED	M200	11/19/2027

PS&E TO DOE	M377	1/14/2029
PROJECT PS&E	M380	5/24/2030
RIGHT OF WAY CERTIFICATION	M410	8/16/2030
READY TO LIST	M460	8/30/2030
AWARD	M495	3/7/2031
APPROVE CONTRACT	M500	4/17/2031
CONTRACT ACCEPTANCE	M600	8/25/2033
END PROJECT EXPENDITURES	M800	3/1/2035
FINAL PROJECT CLOSEOUT	M900	1/31/2036

The anticipated funding fiscal year for construction is 2031/2032.

14. RISKS

A risk register has been created as part of the PSR-PDS and is included as **Attachment J**. The risk register is an assessment of potential risks and Project impacts that may occur in subsequent phases and will be updated throughout the Project development process. In accordance with the Caltrans Risk Management Handbook, a Level 3 risk register with probabilistic quantitative analysis is required for projects based on an estimated total project cost greater than $75 million. A quantitative assessment has been prepared for identified risks and the assignment of cost and schedule impacts are based on risk evaluation for this phase of the Project. As additional studies will be completed as part of the PA&ED phase, a more detailed and quantitative approach to define and describe the risks will be completed.

In summary, the key risks included in the risk register are as follows:

- Concurrence from both Caltrans and local jurisdictions for Project Approval.
- Environmental risks include disapproval of documentation provided to confirm CEQA Categorical Exemption (CE) and NEPA Categorical Exclusion (CE).
- Traffic operational risks include approval of the traffic operational analysis including future forecast.
- Design risks include disapproval of design exceptions for nonstandard features, potential public opposition to proposed parking modifications, and delays to the Project's development due to local agency and Caltrans review and oversight. Approval of safety analysis may be a risk given complexity of intersection designs.
- Due to a constrained urban environment, the current design of the bus bulbout and bike lane are impeding stormwater flow. As a result, the proposed drainage design approach will need to be revised in the PA&ED phase with a drainage analysis which may lead to significant design changes, increased costs, and potential delays to the project schedule.
- Right of Way phase risk for potential need for utility agreements for utility relocation.

- Organizational risks include objections of some local community members and a potential lack of sufficient stakeholder support.
- Construction risks include high contractor bids, potential public opposition due to Project construction impacts, and unexpected physical obstructions found during construction.
- Funding is not yet secured and may need to come from multiple sources to complete the Project.

The approval from Caltrans of nonstandard features risk will continue to be assessed in the next phase of the Project.

15. EXTERNAL AGENCY COORDINATION

The Project requires the following coordination:

Regional Water Quality Control Board
Municipal National Pollutant Discharge Elimination System (NPDES) Permit

Local Agency
Cooperative Agreements with Alameda County Transportation Commission (Alameda CTC)

Other
City of Oakland – Encroachment Permit
City of Emeryville – Encroachment Permit
City of Berkeley – Encroachment Permit
City of Oakland – Tree Removal Permit
City of Emeryville – Tree Removal Permit
City of Berkeley – Tree Removal Permit

16. OTHER CONSIDERATIONS

A) Social Equity

The neighborhoods along SR-123 from West MacArthur Boulevard in Emeryville to Stanford Avenue in North Oakland and the community on the west side of SR-123, from 67th Street in North Oakland to Heinz Avenue in Berkeley are designated as disadvantaged communities by Senate Bill 535. The census tracts surrounding the Project area (including the portion of the Project south of Caltrans right-of-way from 16th Street to W MacArthur Boulevard) also have a higher low-income population of approximately 16.0% when compared to the citywide (Berkeley, Emeryville, and Oakland) average low-income populations of approximately 14.4%. **Table 16-1** below separates the percent of the low-income population by local jurisdiction within the Project study area, including Project limits not within Caltrans right-of-way.

The Project area has an ethnically diverse population within the Project study area. Any potential for disproportionate impacts to these communities will be addressed in the Community Impact Assessment (CIA).

TABLE 16-1: LOW-INCOME POPULATION CENSUS DATA

	% of Low-Income Population	
	Project Study Area	City Total*
Berkeley	12.3%	17.7%
North Oakland	8.6%	13.2%
Emeryville	22.4%	12.2%
West Oakland	19.0%	13.2%
Downtown Oakland	20.5%	13.2%
Entire Project	**16.0%**	**14.4%**

* City total percentage of low-income population (Berkeley – 17.7%, Oakland – 13.2%, Emeryville – 12.2%, Average between all three cities – 14.4%)

Caltrans acknowledges that communities of color and underserved communities experienced fewer benefits and a greater share of negative impacts associated with the State of California's transportation system. Some of these disparities reflect a history of transportation decision making, policy, processes, planning, design, and construction that "quite literally put up barriers, divided communities, and amplified racial inequities, particularly in the Black and Brown neighborhoods." Caltrans recognizes the leadership role and unique responsibility in State government to eliminate barriers to provide more equitable transportation for all Californians. This understanding is the foundation for intentional decision making that recognizes past, stops current, and prevents future harms from their actions.

Caltrans developed a Race and Equity Action Plan (REAP) in 2022, which is a living document that aligns with Caltrans Strategic Plan Goals. The Caltrans REAP outlines a framework to promote racial equity and eliminate disparities within the agency and California's transportation system. It focuses on creating inclusive policies, fostering diverse leadership, and ensuring equitable access to transportation services for historically marginalized communities. Social equity is a fundamental priority of the Project. Ensuring that the diverse needs of the community are addressed, while integrating equitable infrastructure improvements, is essential to the Project's mission of enhancing transportation for individuals and groups from all backgrounds along SR-123. Included within the Project study area are disadvantaged communities, who have a greater reliance on public transit as their main mode of transportation than the broader regional population. An identified need for the Project is to improve transit travel time savings and service for the Equity Priority Communities along SR-123.

Public outreach conducted on the Project to date implemented strategies to engage historically underrepresented populations and people who reside in the Equity Priority Communities along the SR-123 corridor. This includes the translation of materials and the availability of interpretation resources and multi-lingual team members.

Public outreach material was provided in English, Spanish, and Chinese. The CBO focus groups discussed in section 9 were designed to reach historically underrepresented groups. Additionally, to reach and receive input from people with disabilities, the Project has coordinated with Alameda CTC's Paratransit and Planning Committee (PAPCO), AC Transit's Accessibility Advisory and Service Review Advisory Committees, Oakland's Mayor's Commission on Persons with Disabilities, Emeryville's Commission on Aging, Berkeley's Commission on Disability, and East Bay Paratransit. The pop-up events held along the corridor, including at bus stops and social service providers, reached a diverse cross-section of corridor users as they went about their regular activities. The Project has offered both translation services and offline engagement opportunities for non-English speakers and for people with disabilities.

B) Complete Streets Directors Policy 37 (DP-37)

Caltrans Directors Policy 37 (DP-37) aims to prioritize the development of roadways that are safe, accessible, and efficient for all users, including pedestrians, cyclists, transit riders, and motorists. DP-37 emphasizes designing and maintaining streets that promote equitable mobility and sustainable transportation for diverse communities. The core purpose of the Project is to improve and promote a diversity of reliable modes of transportation. The Project adheres to DP-37 and has considered the level of traffic stress, ability of all ages and user experience, and safety for the design and implementation of bicycle and pedestrian facilities, transit facilities and operations, and traffic safety.

C) Trash Capture Devices

According to the Caltrans Trash Generation Map (2022a), the Project has a mix of segments within low, moderate, and high trash generation. Therefore, the Project will implement gross solids removal devices and /or other approved trash capture devices in areas with moderate or high trash generation.

17. PROJECT REVIEWS

Field Review	Chris Brecheisen	Date	8/6/2024
District Maintenance	Hung Ngo	Date	2/19/2025
District Traffic Safety Engineer	Omar Necko	Date	7/18/2025
Headquarters Project Delivery Coordinator	Robert Effinger	Date	4/28/2025
Project Manager	Haleh Hakimi	Date	9/17/2025
FHWA	Andrew Bianchi	Date	2/19/2025
District Safety Review	Haixiong Xu	Date	2/19/2025
Constructability Review	Maxime Dabilly	Date	2/19/2025
Other		Date	

18. PROJECT PERSONNEL

Name	Role	Phone
Haleh Hakimi	Caltrans Project Manager	(510) 421-9728
Ron Kiaaina	Caltrans Regional Project Manager	(510) 455-1778
Morteza Azimi	Caltrans Design Office Chief	(510) 715-7717
Mansue Mamoodi	Caltrans Design Branch Chief	(510) 407-8417
Lam Nguyen	Caltrans Senior Right of Way Agent	(510) 908-9125
Jerome Brunstein	Caltrans Right of Way Agent	(510) 908-3811
Bach-Yen Nguyen	Caltrans District Design Liaison	(510) 421-4167
Robert Effinger	Caltrans HQ Project Delivery Coordinator	(916) 704-4384
Wahida Rashid	Caltrans Environmental Analysis, Branch Chief	(510) 504-3139
David Rodriguez	Caltrans Environmental Analysis, Scientist	(510) 506-1461
Michael Kerns	Caltrans Corridor Management Branch Chief	(510) 388-3674
Lore Ahmadi	Caltrans Corridor Management Traffic Engineer	(510) 421-9729
Mahendra Patel	Caltrans Traffic Forecasting, Branch Chief	(510) 960-0903
Amir Mahboubi	Caltrans Traffic Engineering, Branch Chief (Acting)	(510) 407-7458
Omar Necko	Caltrans Traffic Engineering, Traffic Engineer	(510) 846-2325
Greg Currey	Caltrans Bike/Ped Senior Planner	(510) 821-0517
Hunter Oatman-Stanford	Caltrans Bike/Ped Planner	(510) 496-9383
Sergio Ruiz	Caltrans Complete Streets Supervising Planner	(510) 960-0778
Wingate Lew	Caltrans Transit Senior Planner	(510) 960-0797
Maxime Dabilly	Caltrans Construction Branch Chief	(510) 418-4678
Lydia Mac	Caltrans Landscape Architect, Branch Chief	(510) 407-9474
Chris Wendt	Caltrans Cultural Resource Studies, Architectural Historian	(510) 932-1027
Mostafa Badroddin	Caltrans Water Quality Storm Water Design, Branch Chief	(341) 766-2518
Guang-Ru Li	Caltrans Hydraulic Engineering, Branch Chief	(510) 926-0380
Bryan Chew	Caltrans, Utility Engineering, Branch Chief	(510) 853-4316
Colin Dentel-Post	Alameda CTC Project Manager	(510) 208-7474
Matthew Bomberg	Alameda CTC Project Engineer	(510) 208-7465
Adam Dankberg	Kimley-Horn Principal-in-Charge	(510) 350-0243
Ryan Dole	Kimley-Horn Project Manager	(510) 350-0231
Ian Allegoren	Kimley-Horn Quality Assurance/Quality Control Manager	(619) 744-0141
Danae Hall	Kimley-Horn Environmental Quality Assurance/ Quality Control Manager	(408) 785-3523
Chris Brecheisen	Kimley-Horn Engineering Manager	(925) 965-7706
Ravi Puttagunta	Kimley-Horn Traffic Lead	(669) 242-0172
Juliet Martin	Circlepoint Environmental Project Manager	(408) 715-1505

19. ATTACHMENTS (NUMBER OF PAGES)

A. Location Map (1)
B. Vicinity Map (1)
C. Preliminary Layouts (20)
D. Capital Outlay Project Estimates (31)
E. Typical Cross Sections (20)
F. Preliminary Environmental Analysis Report (PEAR) (27)
G. Traffic Engineering Performance Assessment (TEPA) (26)
H. Right of Way Conceptual Cost Estimate (RWCCE) (4)
I. Transportation Planning Scoping Information Sheet (TPSIS) (23)
J. Risk Register (4)
K. Storm Water Data Report (SWDR) (53)
L. Complete Streets Decision Document (CSDD) (7)
M. Vehicle-Miles Traveled Decision Document (VMTDD) (6)
N. Transportation Management Plan (TMP) Data Sheet (6)
O. Design Scoping Index (6)
P. PSR-PDS Survey Needs Questionnaire (1)
Q. HQ Design PSR-PDS Scoping Checklist (6)
R. Draft PA&ED Cooperative Agreement (19)
S. Outreach and Engagement Report (213)

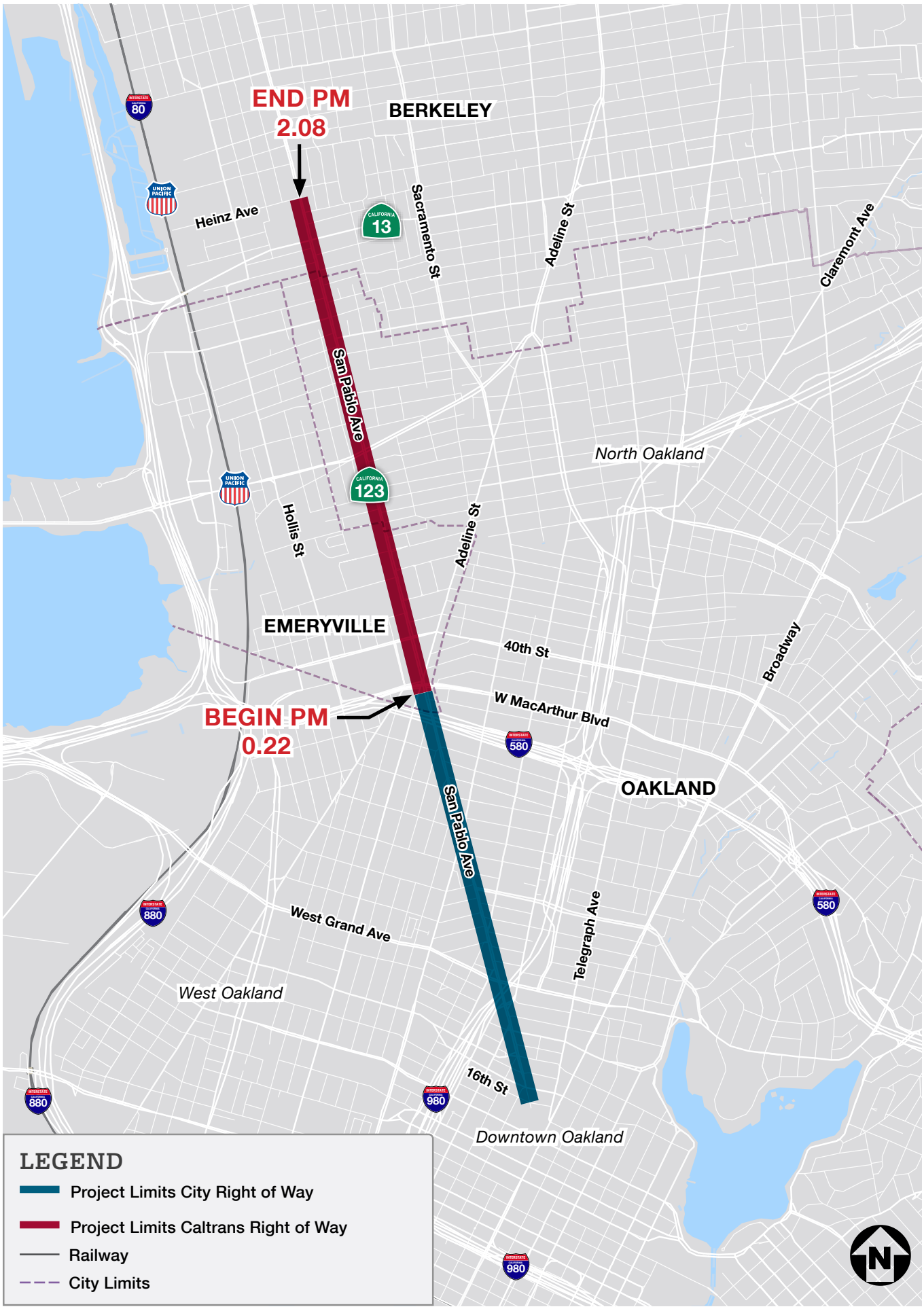
Attachment A

Location Map


SAN RAFAEL
CONCORD
ANTIOCH
END PM
2.08
BERKELEY
BEGIN PM
0.22
OAKLAND
SAN FRANCISCO
HAYWARD
PLEASANTON
SAN MATEO
FREMONT
LEGEND
Project Limits Within
Caltrans Right-of-Way
N

Attachment B

Vicinity Map


END PM
2.08
BERKELEY
Heinz Ave
Sacramento St
Adeline St
Claremont Ave
San Pablo Ave
North Oakland
Hollis St
Adeline St
EMERYVILLE
40th St
Broadway
BEGIN PM
0.22
W MacArthur Blvd
OAKLAND
San Pablo Ave
West Grand Ave
Telegraph Ave
West Oakland
16th St
Downtown Oakland
LEGEND
Project Limits City Right of Way
Project Limits Caltrans Right of Way
Railway
City Limits
N

Attachment C

Preliminary Layouts

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

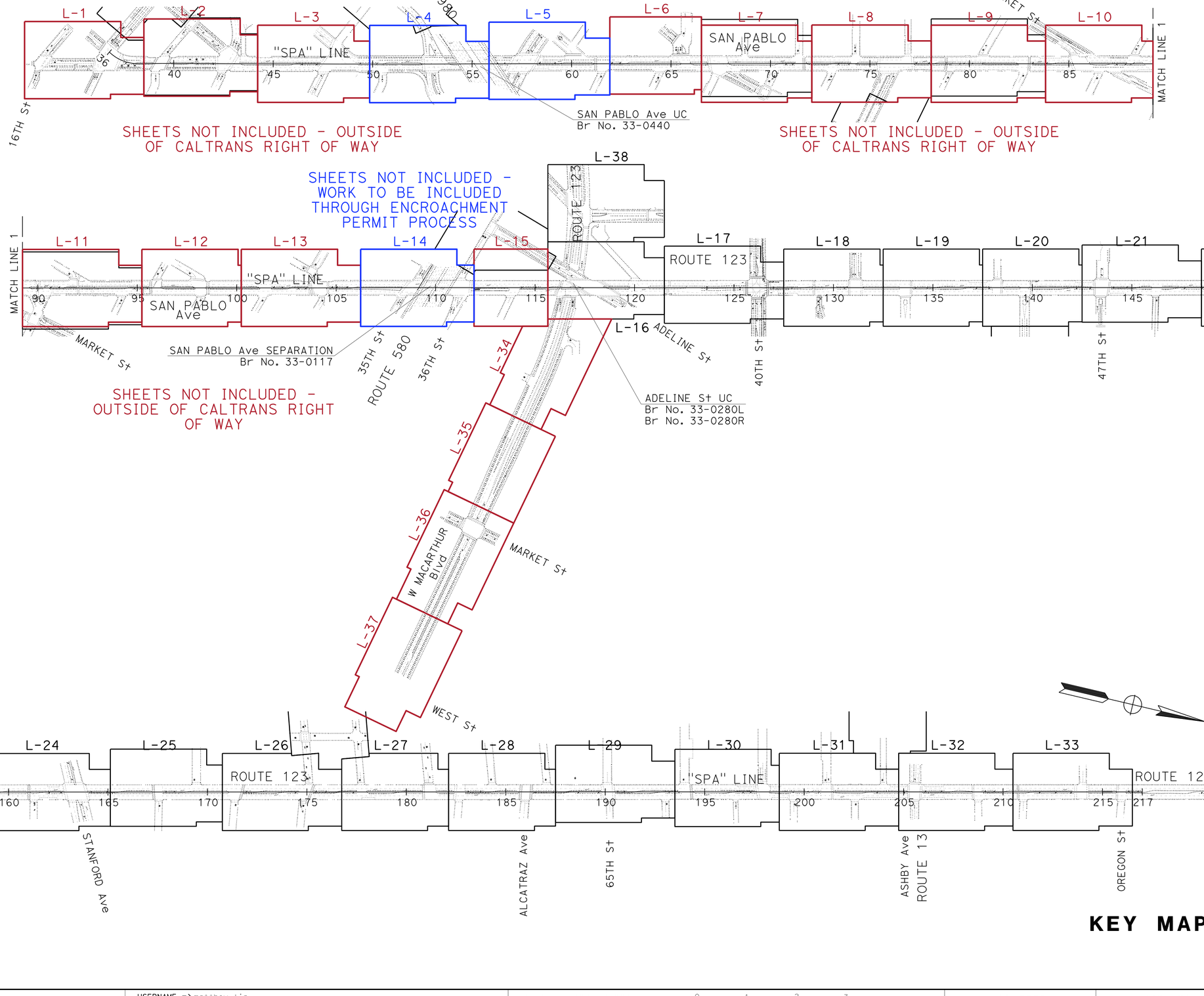
SHEETS NOT INCLUDED - WORK TO BE INCLUDED THROUGH ENCROACHMENT PERMIT PROCESS

SHEETS NOT INCLUDED - OUTSIDE OF CALTRANS RIGHT OF WAY

SHEETS NOT INCLUDED - OUTSIDE OF CALTRANS RIGHT OF WAY

SHEETS NOT INCLUDED - WORK TO BE INCLUDED THROUGH ENCROACHMENT PERMIT PROCESS

SHEETS NOT INCLUDED - OUTSIDE OF CALTRANS RIGHT OF WAY



KEY MAP AND LINE INDEX

NO SCALE

K-1

REVISED BY	DATE REVISED
XXX	XXX

CALCULATED-DESIGNED BY

CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

XXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION DATE PLOTTED => 22-APR-2025
TIME PLOTTED => 13:22
00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => matthew.lin
DGN FILE => da001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

MATCH LINE (L-38)

CALTRANS R/W

W MACARTHUR Blvd

PROVIDE 1 COMMERCIAL LOADING SPACE AND 2 METERED SPACES

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF ADELINE St

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF W MACARTHUR Blvd

PROVIDE 9 METERED PARKING SPACES

Const CASE G CURB RAMP

RAISE CROSSWALK AND STRIPE CONTINENTAL CROSSWALK

EMERYVILLE

Const BULBOUT

Const CASE A CURB RAMP

Const TRANSIT ISLAND (9x95')

ADELINE St

PERALTA St

RECONSTRUCT VALLEY GUTTER INTO Dwy

PARATRANSIT LOADING ZONE

RESTRICT Rt TURNS

STRIPE CONTINENTAL CROSSWALK

Const CASE B (MOD) CURB RAMP

SAN PABLO Ave

Exist Lt TURN RESTRICTION

EXISTING ROUTE 123 SB

EXISTING ROUTE 123 NB

SHIFT TAPER: 130'x14.5'

RECONSTRUCT Med

"SPA" LINE

"SPA" 120+77.73 PI

BIKE RAMP

RECONSTRUCT Med

Const CASE F CURB RAMP

Const CASE G CURB RAMP

BIKE AND EMERGENCY Veh RAMP

RESTRICT NB W MACARTHUR Blvd TO BICYCLES ONLY

MAINTAIN 15' Min ROADWAY WIDTH FOR EMERGENCY Veh ACCESS

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF W MACARTHUR Blvd

REPLACE Exist PARKING AND ROADWAY W/ ADDITIONAL Grn INFRASTRUCTURE

BIKE RAMP AT 3:1 HORIZONTAL TAPER W/ TACTILE FEEDBACK

METERED SHORT-TERM PARKING (8'x80')

BIKES TO SHARE SW W/ PEDESTRIANS

CALTRANS R/W BIKE RAMP

MATCH LINE (L-17)

GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 16

REVISED BY | DATE REVISED | XXX | XXX
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR | XXX
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 22-APR-2025 | 00-00-00 | TIME PLOTTED => 13:22

BORDER LAST REVISED 7/2/2010 | USERNAME => matthew.lin | DGN FILE => ea016.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

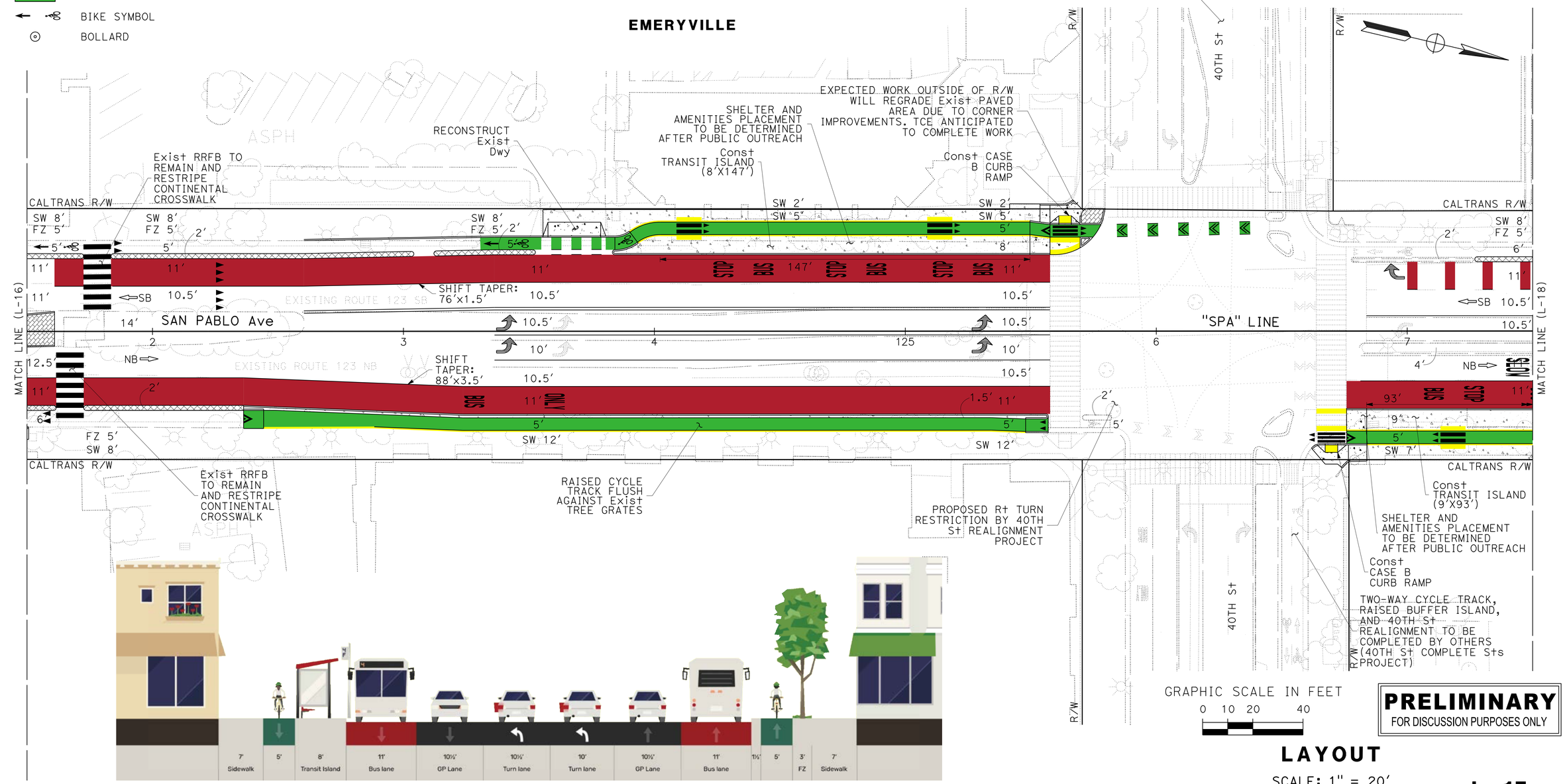
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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 17

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

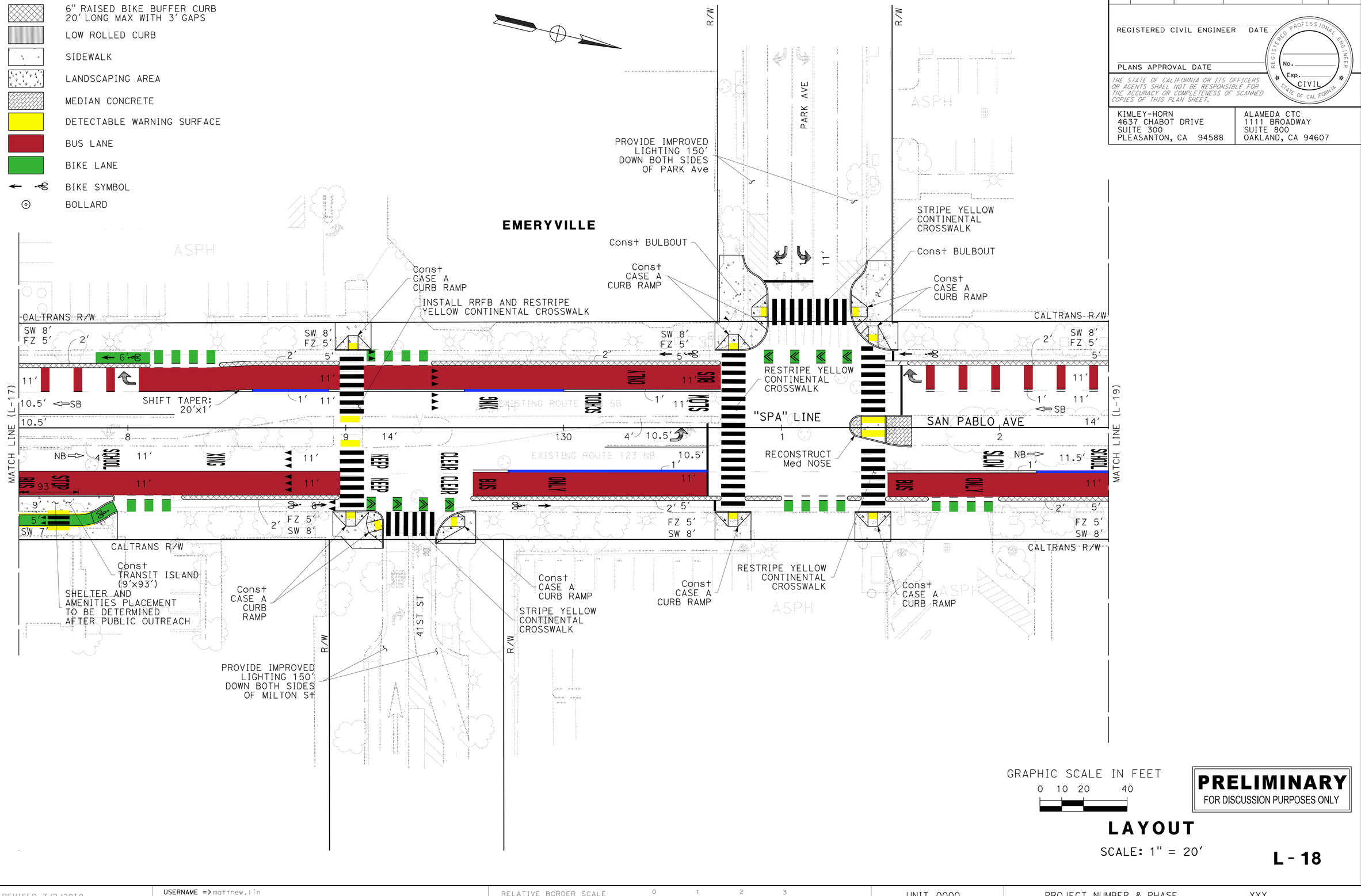
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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 18

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: XXX
CALCULATED-DESIGNED BY: XXX
CHECKED BY:
REVISED BY / DATE REVISED:

LAST REVISION DATE PLOTTED => 22-APR-2025
TIME PLOTTED => 13:23
00-00-00

BORDER LAST REVISED 7/2/2010
USERNAME => matthew.lin
DGN FILE => ea018.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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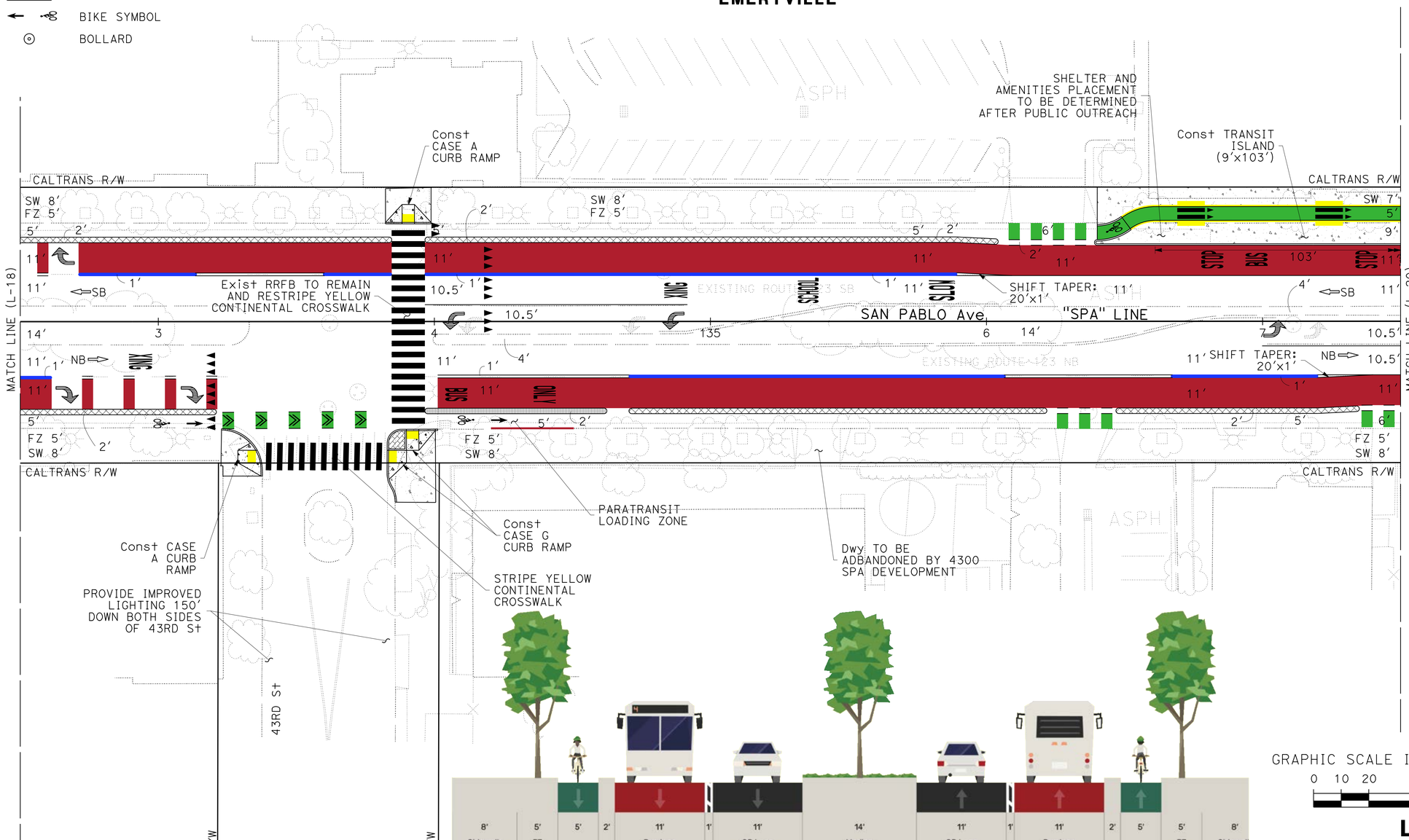
KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

EMERYVILLE



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 19

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XXX | XXX | XXX

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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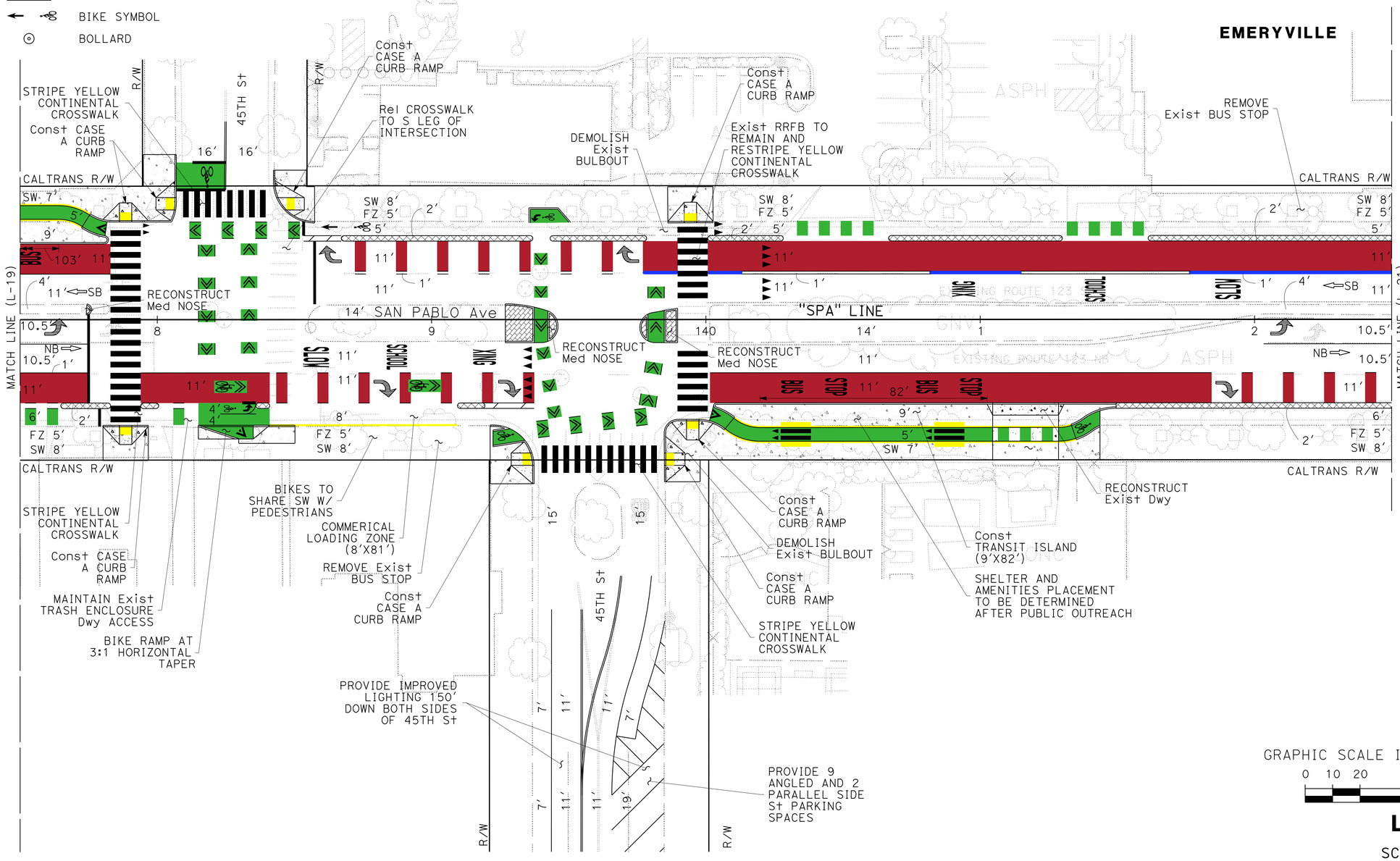
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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L-20

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

EMERYVILLE

OAKLAND

EMERYVILLE CITY LIMIT / OAKLAND CITY LIMIT

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 47TH St

47TH St

48TH St

STRIPE YELLOW CONTINENTAL CROSSWALK

Const CASE G CURB RAMP

CALTRANS R/W

SW 8' FZ 5'

SW 7'

RESTRIPE YELLOW CONTINENTAL CROSSWALK

Const CASE A CURB RAMP

SHELTER AND AMENITIES PLACEMENT TO BE DETERMINED AFTER PUBLIC OUTREACH

Const TRANSIT ISLAND (9'X140')

SHIFT TAPER: 20'x1'

SAN PABLO Ave

"SPA" LINE

EXISTING ROUTE 123 SB

EXISTING ROUTE 123 NB

BUS ONLY

STOP

140'

145'

ASPH

CONC

MATCH LINE (L-20)

MATCH LINE (L-22)

GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 21

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

EMERYVILLE

OAKLAND

EMERYVILLE CITY LIMIT
OAKLAND CITY LIMIT

R/W

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 53RD St

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 54TH St

53RD St

54TH St

EXPECTED WORK OUTSIDE OF R/W WILL REGRADE Exist PAVED AREA DUE TO CORNER IMPROVEMENTS. TCE ANTICIPATED TO COMPLETE WORK

Const TRANSIT ISLAND (9'X140')

Const CASE A CURB RAMP

RESTRIPE YELLOW CONTINENTAL CROSSWALK

Rel Exist BUS STOP

CLOSE Exist ABANDONED Dwy

CLOSE Exist ABANDONED Dwy

CALTRANS R/W

SW 8'

SW 8' FZ 5'

SW 7'

FZ 5' SW 8'

ASPH

GNV

ONLY

BUS

STOP

SB

NB

EXISTING ROUTE 123 SB

EXISTING ROUTE 123 NB

SAN PABLO Ave "SPA" LINE

MATCH LINE (L-21)

MATCH LINE (L-23)

RECONSTRUCT Med

RESTRIPE YELLOW CONTINENTAL CROSSWALK

SHELTER AND AMENITIES PLACEMENT TO BE DETERMINED AFTER PUBLIC OUTREACH

Const TRANSIT ISLAND (9'X92')

Const CASE A CURB RAMP

Const CASE G CURB RAMP

PROVIDE 1 COMBINED METERED AND TIME-LIMITED SPACE

STRIPE CONTINENTAL CROSSWALK

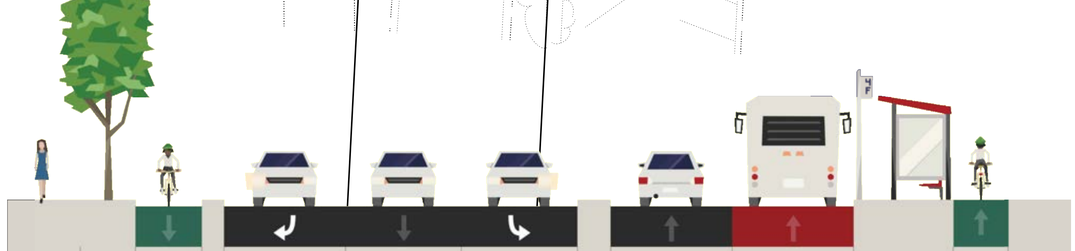
DEMOLISH Exist ABANDONED Dwy FACING STOREFRONT AND CONSTRUCT SW

PARATRANSIT LOADING ZONE

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 54TH St

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 53RD St

PROVIDE 1 COMBINED METERED AND TIME-LIMITED SPACE



LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L-22

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

OAKLAND

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 55TH St

CLOSE Exist ABANDONED Dwy

INSTALL PEDESTRIAN HYBRID BEACON AND RESTRIPE CONTINENTAL CROSSWALK

REMOVE Exist BUS STOP

INSTALL RRFB AND RESTRIPE CONTINENTAL CROSSWALK

BIKE RAMP

Const RAILING

CALTRANS R/W

SW 8' FZ 5'

55TH St

SAN PABLO Ave

10.5' EXISTING ROUTE 123 SB

4' EXISTING ROUTE 123 NB

"SPA" LINE

MATCH LINE (L-22)

MATCH LINE (L-24)

RECONSTRUCT Exist Med

SHIFT TAPER: 85'x4'

SHIFT TAPER: 65'x3'

SHIFT TAPER: 20'x1'

SB 10.5'

NB

Const CASE A CURB RAMP

Const CASE G CURB RAMP

RECONSTRUCT Med NOSE

REMOVE Exist BUS STOP

REPLACE Exist ABANDONED Dwy W/ SW

STRIPE CONTINENTAL CROSSWALK

STRIPE YELLOW CONTINENTAL CROSSWALK

PROVIDE 2 COMBINED METERED AND TIME-LIMITED SPACES

PROVIDE 1 COMBINED METERED AND TIME-LIMITED SPACE

PROVIDE 1 COMMERCIAL LOADING SPACE

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 56TH St

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF AILEEN St

R/W

STOP

AILEEN St

56TH St

8' Sidewalk	5' FZ	5'	2'	11' Bus lane	1'	10½' GP Lane	2'	10½' Turn lane	11' GP Lane	11' Bus lane	2'	8' Two-Way Bike	5' FZ	8' Sidewalk

GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L-23

REVISED BY | DATE REVISED | XXX | XXX
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR | XXX

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

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PLANS APPROVAL DATE

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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

OAKLAND

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF STANFORD Ave

PROVIDE 6 METERED SIDE St PARKING SPACES

Exist 1 ACCESSIBLE PARKING, 1 PASSENGER LOADING, AND 1 COMMERCIAL LOADING SPACES TO BE PRESERVED

SHELTER AND AMENITITES PLACEMENT TO BE DETERMINED AFTER PUBLIC OUTREACH

Const TRANSIT ISLAND (9'X120')

Const CASE A CURB RAMP

Const CASE C (MOD) CURB RAMP

BIKES TO SHARE SW W/ PEDESTRIANS

BIKE RAMP AT 3:1 HORIZONTAL TAPER W/ TACTILE FEEDBACK

Const CASE G CURB RAMP

COMMERICAL LOADING ZONE (8'X128')

CALTRANS R/W

SW 8' FZ 5'

SW 5'

SW 6.5'

RECONSTRUCT Med NOSE

STRIPE CONTINENTAL CROSSWALK

SAN PABLO Ave "SPA" LINE

MATCH LINE (L-23)

MATCH LINE (L-25)

11' Const Med REFUGE

RECONSTRUCT Exist Med

EXISTING ROUTE 123 SB

EXISTING ROUTE 123 NB

SHIFT TAPER: 78'x4.5'

RECONSTRUCT Med NOSE

RECONSTRUCT Exist Med

FZ 5' SW 8'

SW 6'

SW 7'

PARATRANSIT LOADING ZONE

RESTRIPE CONTINENTAL CROSSWALK

CLOSE Exist ABANDONED Dwy

Const CASE G CURB RAMP

Const CASE C (MOD) CURB RAMP

CLOSE Exist ABANDONED Dwy

57TH St

STOP

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 57TH St

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF STANFORD Ave

Const CASE A CURB RAMP

Const TRANSIT ISLAND (9'X102')

SHELTER AND AMENITIES PLACEMENT TO BE DETERMINED AFTER PUBLIC OUTREACH

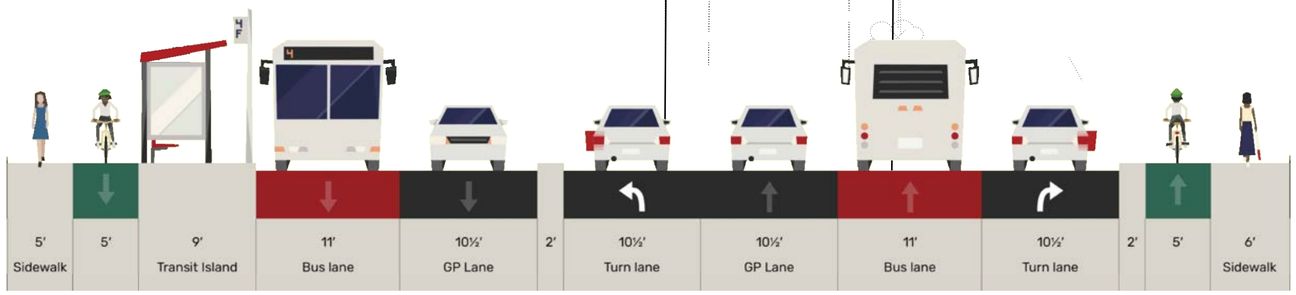
Exist 3 PASSENGER LOADING, AND 1 ACCESSIBLE PARKING SPACES TO BE PRESERVED

RELOCATE 1 ACCESSIBLE PARKING SPACE FROM SAN PABLO Ave

STANFORD Ave

ASPH

R/W



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L-24

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

OAKLAND

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 59TH St

PROVIDE 7 METERED SIDE St PARKING SPACES

59TH St

R/W

BIKES TO SHARE SW W/ PEDESTRIANS

BIKE RAMP

Const CASE A CURB RAMP

BIKE RAMP AT 3:1 HORIZONTAL TAPER W/ TACTILE FEEDBACK

COMMERICAL LOADING ZONE (8'X100')

STRIPE CONTINENTAL CROSSWALK

PARATRANSIT LOADING ZONE

CALTRANS R/W

RECONSTRUCT Exist Dwy W/ ROLLED 1.5' CURB (CALTRANS TYPE D OR E CURB)

SW 6.5'

SW 8' FZ 5'

FZ 5' SW 8'

SHIFT TAPER: 150'x3'

SHIFT TAPER: 20'x1'

INSTALL RRFB AND STRIPE CONTINENTAL CROSSWALK

SAN PABLO Ave

"SPA" LINE

EXISTING ROUTE 123 SB

EXISTING ROUTE 123 NB

ASPH

Const Med REFUGE

RECONSTRUCT Med NOSE

Const CASE A CURB RAMP

MATCH LINE (L-24)

MATCH LINE (L-26)

RECONSTRUCT Med

RECONSTRUCT Exist Dwy

Const TRANSIT ISLAND (9'X102')

SHELTER AND AMENITIES PLACEMENT TO BE DETERMINED AFTER PUBLIC OUTREACH

Const CASE B CURB RAMP

PROVIDE 60' COMMERCIAL LOADING SPACE

PROVIDE 1 COMBINED METERED AND TIME-LIMITED SPACE

PROVIDE 1 COMBINED METERED AND TIME-LIMITED SPACE

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 59TH St

PROVIDE 2 METERED SIDE St PARKING SPACES

STOP

BUS ONLY

GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 25

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BORDER LAST REVISED 7/2/2010

USERNAME => matthew.lin
DGN FILE => ea025.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

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PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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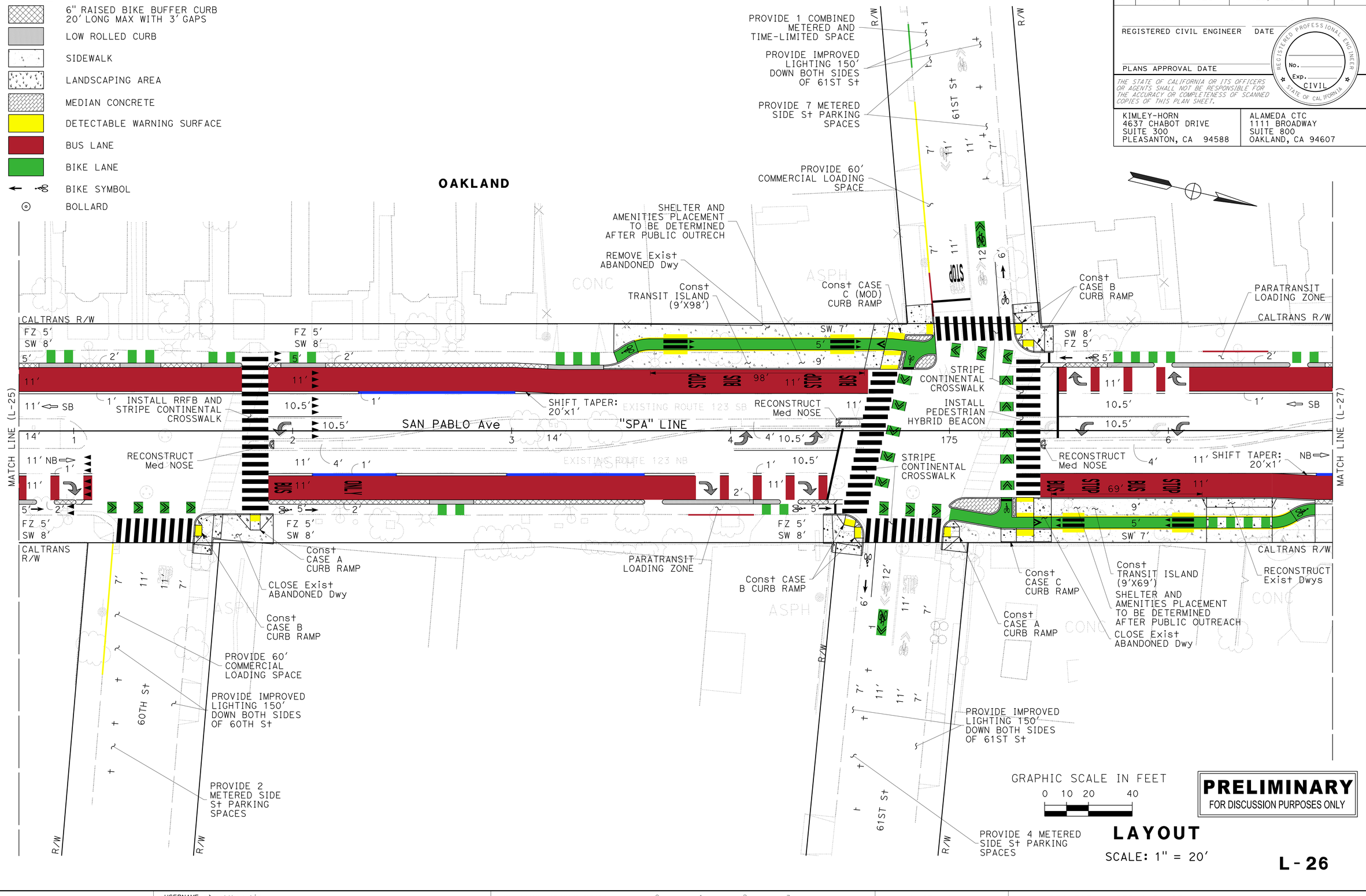
KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

OAKLAND



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 26

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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OAKLAND

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 62ND St

PROVIDE 6 METERED SIDE St PARKING SPACES

PROVIDE 1 COMBINED METERED AND TIME-LIMITED SPACE

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 63RD St

PROVIDE 7 METERED SIDE St PARKING SPACES

62ND St

63RD St

R/W

REMOVE Exist BUS STOP

PARATRANSIT LOADING ZONE

Const CASE A CURB RAMP

CALTRANS R/W

SW 8' FZ 5'

SW 7' 6'

FZ 5' SW 8'

ONLY BUS

SB 11' 1' 4' 11' 11' 1' 4' 11' 1' 11' 11' 2' 13' 15' 15' 7' 7' 2' 11' 1' 12' 14'

NB 10.5' 1' 11' 8 14' 9 18 10.5' 10.5' 1' 11' 1 2 NB 1' 11' 11'

MATCH LINE (L-26)

MATCH LINE (L-28)

SAN PABLO Ave "SPA" LINE

EXISTING ROUTE 123 SB

EXISTING ROUTE 123 NB

REMOVE Exist BUS STOP

RESTRIPE YELLOW CONTINENTAL CROSSWALK

CITY OF OAKLAND 2023 CITYWIDE BICYCLIST AND PEDESTRIAN SPOT IMPROVEMENT PROJECT

ASPH CONC GNV PLAYGROUND

LEGEND:

- 6" RAISED BIKE BUFFER CURB 20' LONG MAX WITH 3' GAPS
- LOW ROLLED CURB
- SIDEWALK
- LANDSCAPING AREA
- MEDIAN CONCRETE
- DETECTABLE WARNING SURFACE
- BUS LANE
- BIKE LANE
- BIKE SYMBOL
- BOLLARD

GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 27

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- BIKE SYMBOL
- BOLLARD

OAKLAND

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 64TH St

PROVIDE 9 METERED SIDE St PARKING SPACES

64TH St

PROVIDE 1 COMMERCIAL LOADING SPACE

REMOVE Exist BUS STOP

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF OCEAN Ave

PROVIDE 6 METERED SIDE St PARKING SPACES

OCEAN Ave

Const CASE A CURB RAMP

STRIPE YELLOW CONTINENTAL CROSSWALK

CALTRANS R/W

SW 8' FZ 5'

EXISTING ROUTE 123 SB

EXISTING ROUTE 123 NB

REALIGN Med TO PROVIDE SPACE FOR DEDICATED Rt TURN Ln

SAN PABLO Ave

SHIFT TAPER: 100'x3.5'

RECONSTRUCT Med NOSE

"SPA" LINE

MATCH LINE (L-27)

MATCH LINE (L-29)

SB

NB

BUS ONLY

BUS STOP

Const CASE A CURB RAMP

63RD St

Const CASE A CURB RAMP

STRIPE YELLOW CONTINENTAL CROSSWALK

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF 63RD St

COMMERCIAL LOADING ZONE (8'X'62)

BIKE RAMP AT 3:1 HORIZONTAL TAPER W/ TACTILE FEEDBACK

BIKE RAMP

BIKES TO SHARE SW W/ PEDESTRIANS

RESTRIPE CONTINENTAL CROSSWALK

PROVIDE IMPROVED LIGHTING 150' DOWN BOTH SIDES OF ALCATRAZ Ave

ALCATRAZ Ave

Const TRANSIT ISLAND (9'x110')

Const CASE CM CURB RAMP

SHELTER AND AMENITIES PLACEMENT TO BE DETERMINED AFTER PUBLIC OUTREACH

GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 28

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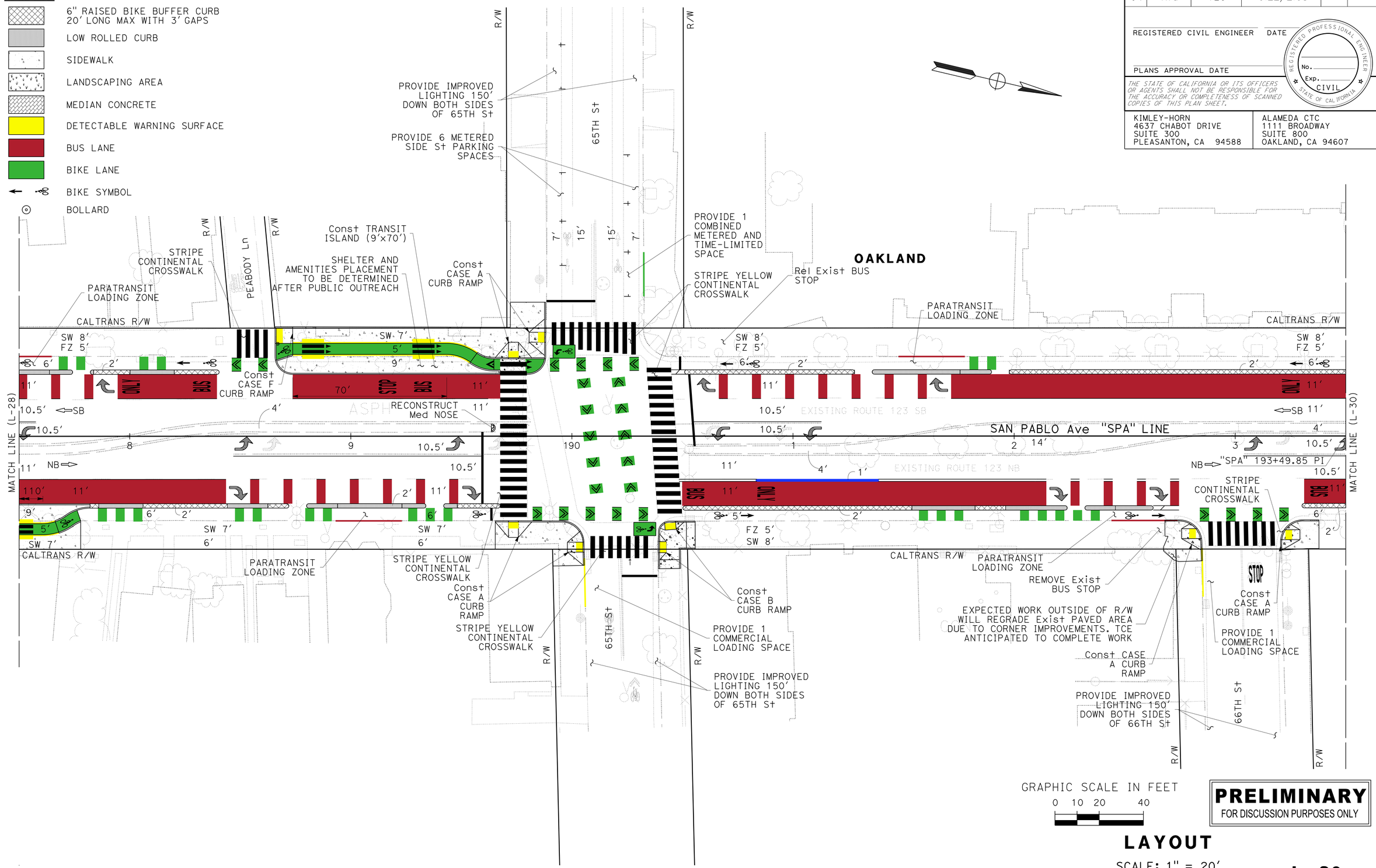
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- BIKE SYMBOL
- BOLLARD



GRAPHIC SCALE IN FEET
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PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 29

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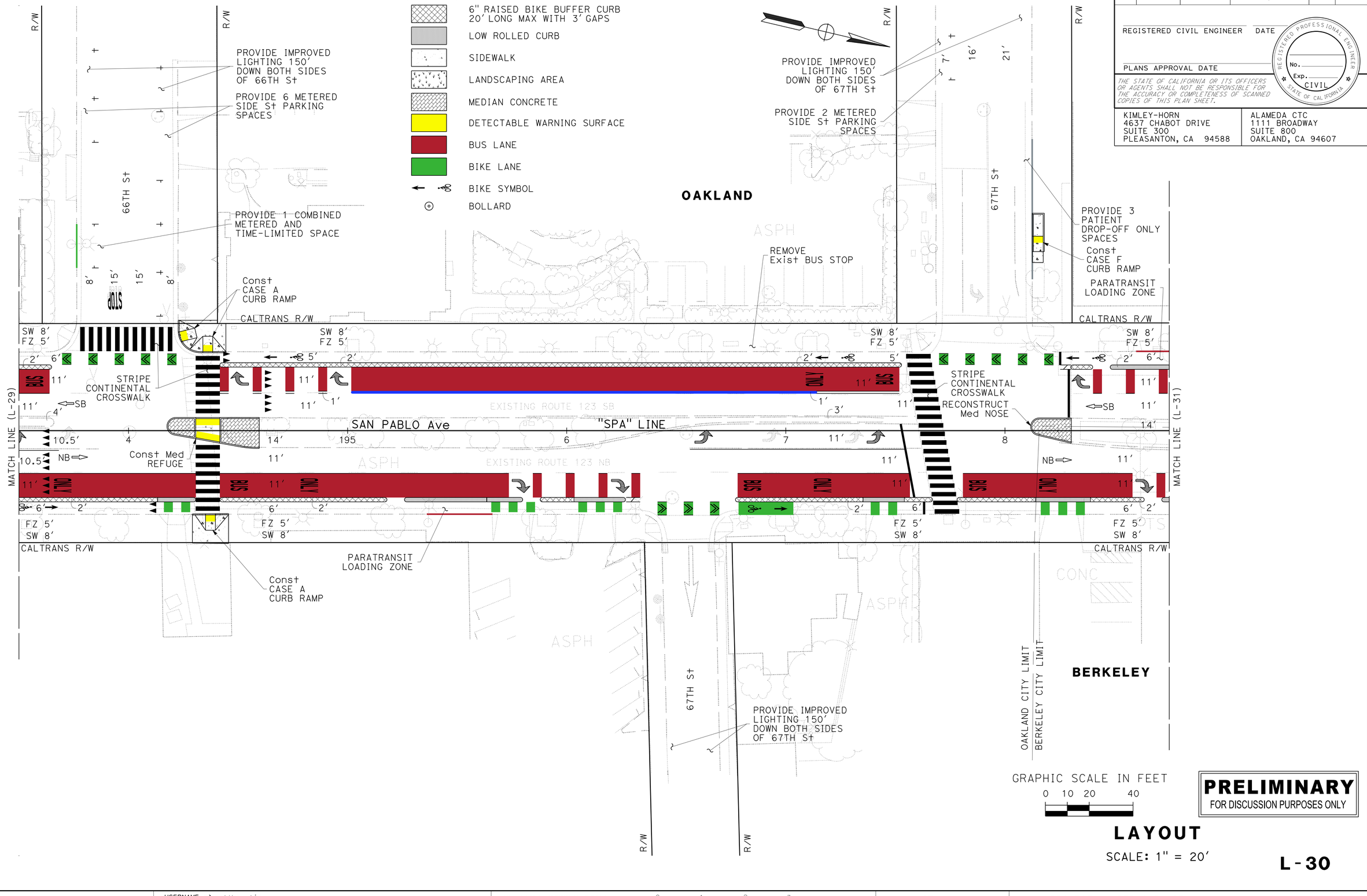
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GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L-30

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XXX | XXX

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CONSULTANT FUNCTIONAL SUPERVISOR
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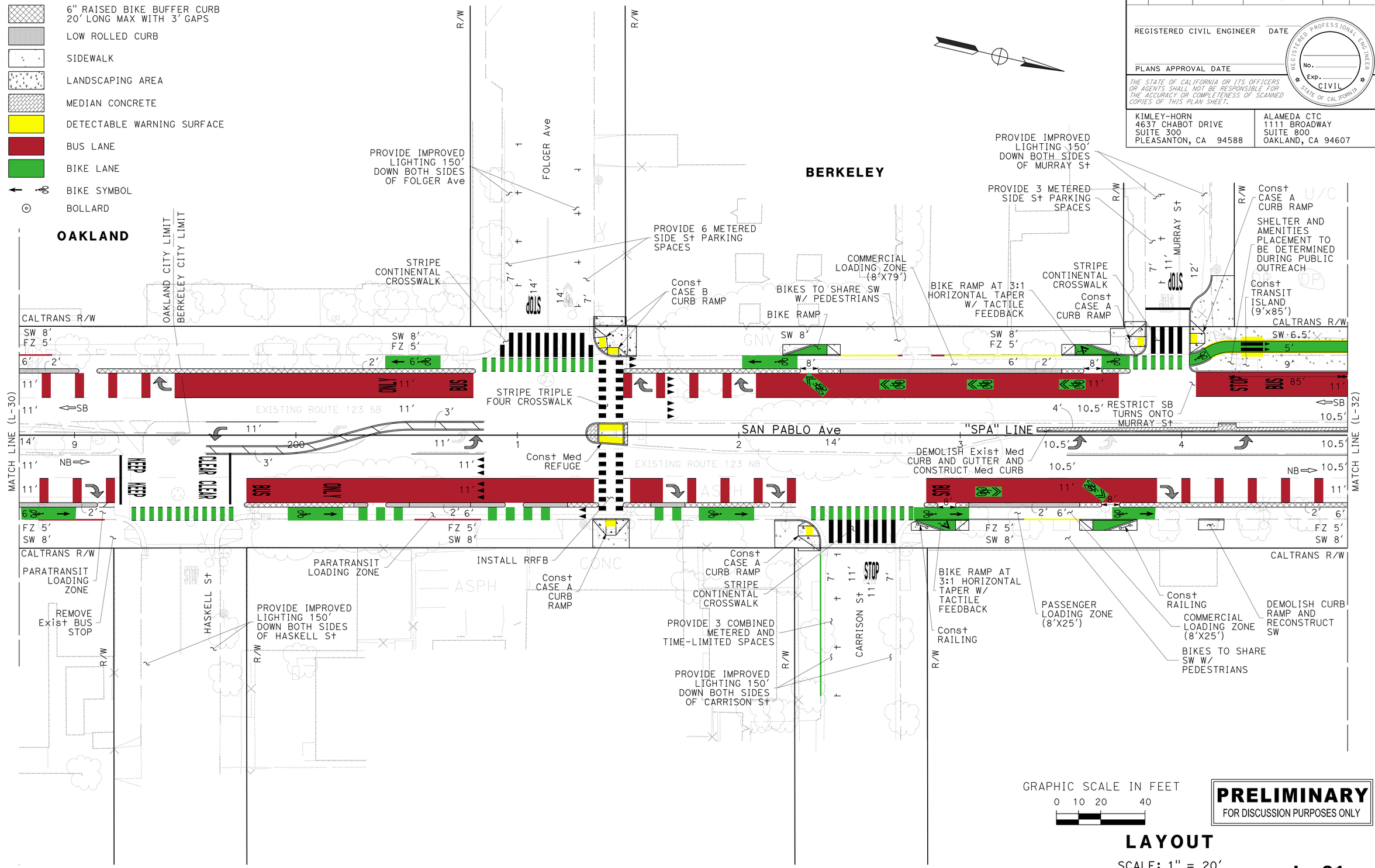
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- BOLLARD



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L - 31

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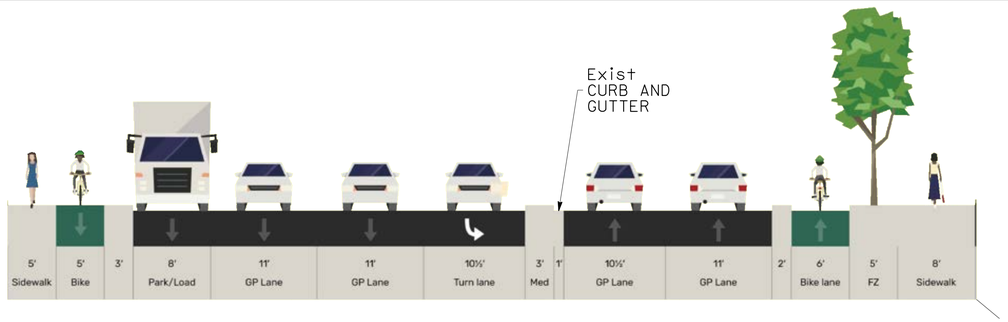
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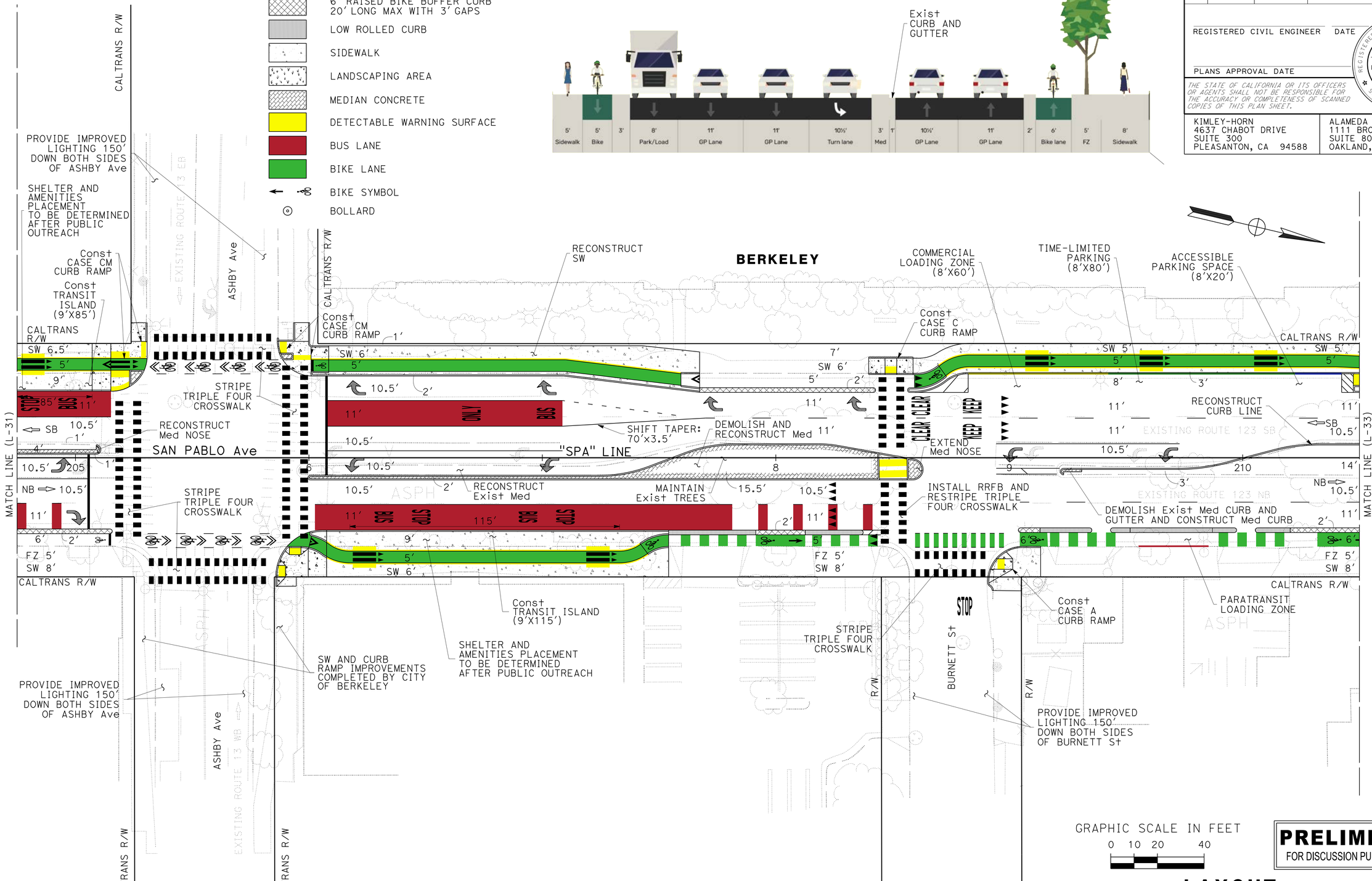
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GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

LAYOUT

SCALE: 1" = 20'

L-32

REVISED BY | DATE REVISED | XXX | XXX
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR | XXX
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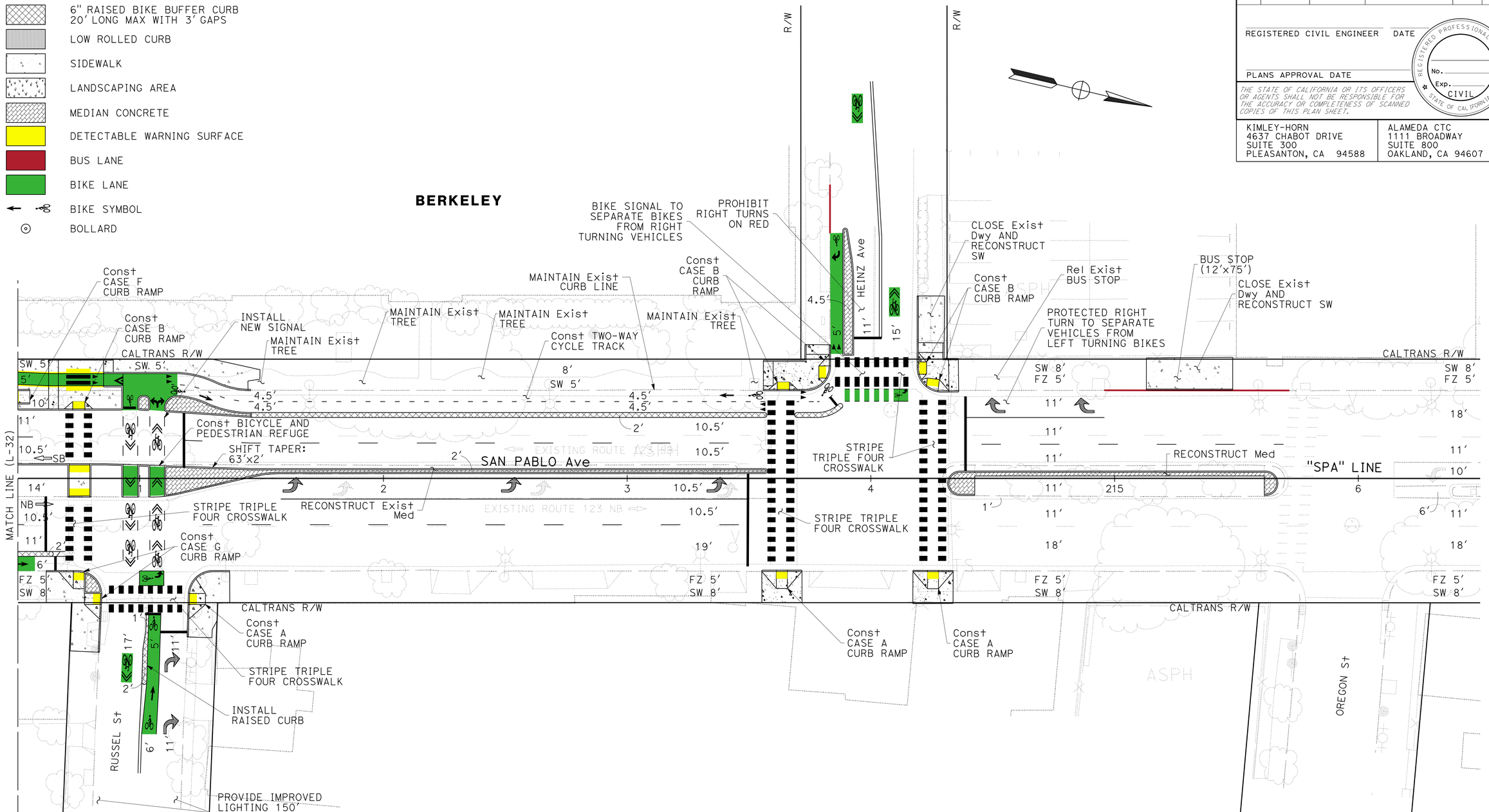
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BERKELEY



GRAPHIC SCALE IN FEET
0 10 20 40

PRELIMINARY
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LAYOUT

SCALE: 1" = 20'

L-33

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CONSULTANT FUNCTIONAL SUPERVISOR: XXX
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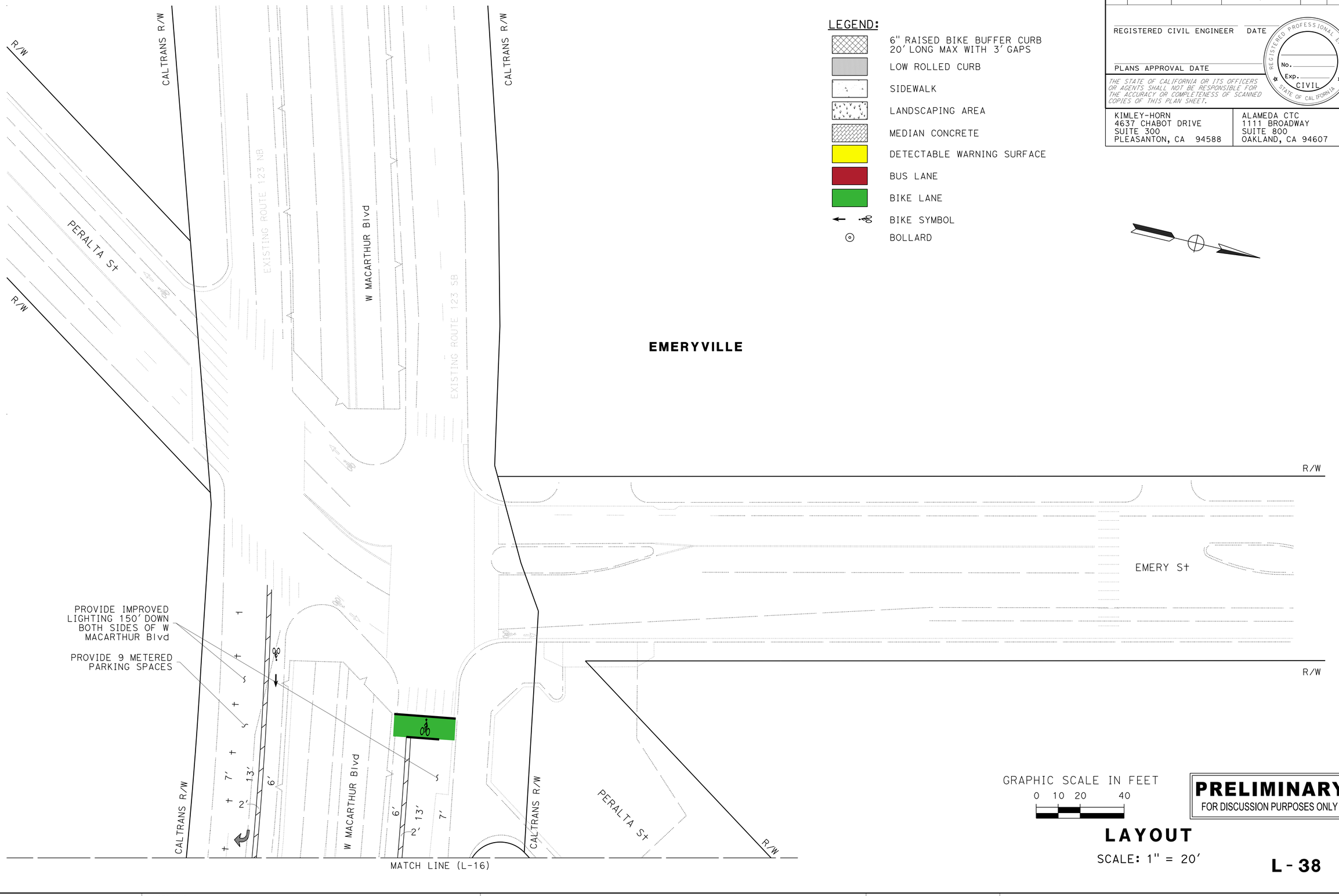
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EMERYVILLE

GRAPHIC SCALE IN FEET
0 10 20 40

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LAYOUT

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L - 38

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USERNAME => matthew.lin
DGN FILE => ea038.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Attachment D

Capital Outlay Project Estimate

PSR-PDS COST ESTIMATE ©

EA: 04-2W290 PID: 421000169

District-County-Route: 04-ALA-123

PM: 0.220 - 2.080

Type of Estimate : PSR-PDS Estimate

Program Code :

Project Limits : San Pablo Avenue from W MacArthur Blvd to Heinz Ave

Project Description & Scope: Removal of parking and one general purpose lane and replacement with Bus and Bike lanes along San Pablo Avenue.

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 75,810,000	$ 99,100,000
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 75,810,000	$ 99,100,000
TOTAL RIGHT OF WAY COST	$ 2,685,000	$ 3,436,000
TOTAL CAPITAL OUTLAY COSTS	$ 78,500,000	$ 102,600,000
PA/ED SUPPORT	$ 1,800,000	$ 1,900,000
PS&E SUPPORT	$ 7,900,000	$ 9,400,000
RIGHT OF WAY SUPPORT	$ 90,000	$ 104,000
CONSTRUCTION SUPPORT	$ 15,700,000	$ 20,000,000
TOTAL SUPPORT COST	$ 25,500,000	$ 31,500,000
TOTAL PROJECT COST	$ 104,000,000	$ 135,000,000 *

Programmed Amount

	Month	/	Year
Date of Estimate (Month/Year)	8	/	2025
Estimated Construction Start (Month/Year)	5	/	2031
Number of Working Days =	560		
Estimated Mid-Point of Construction (Month/Year)	6	/	2032
Estimated Construction End (Month/Year)	8	/	2033

Number of Plant Establishment Days

Estimated Project Schedule

PID Approval	9/30/2025
PA/ED Approval	11/19/2027
PS&E	5/24/2030
RTL	8/30/2030
Begin Construction	5/8/2031

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier **Phone**

Approved by Project Manager

Colin Dentel-Post 510-208-7474

Project Manager **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	500,000
2	**Pavement Structural Section**	$	6,700,000
3	**Drainage**	$	8,810,000
4	**Specialty Items**	$	3,200,000
5	**Environmental**	$	4,600,000
6	**Traffic Items**	$	19,100,000
7	**Detours**	$	400,000
8	**Minor Items**	$	4,400,000
9	**Roadway Mobilization**	$	4,800,000
10	**Supplemental Work**	$	2,800,000
11	**State Furnished**	$	2,400,000
12	**Time-Related Overhead**	$	2,900,000
13	**Total Roadway Contingency**	$	15,200,000
	TOTAL ROADWAY ITEMS	**$**	**75,810,000**

Estimate Prepared By :	Jiayun Huang, Project Engineer	8/15/2025	(925) 414 - 0143
	Name and Title	Date	Phone
Estimate Reviewed By :	Chris Brecheisen, Project Manager	8/15/2025	(925) 965 - 7706
	Name and Title	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	3,220	x	100.00	=	$	322,000
198010	Imported Borrow	CY	330	x	110.00	=	$	36,300
16010X	Clearing & Grubbing	LS	1	x	55,000.00	=	$	55,000
170101	Develop Water Supply	LS	1	x	30,000.00	=	$	30,000

TOTAL EARTHWORK SECTION ITEMS $ 500,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
390132	Hot Mix Asphalt (Type A)	TON	3,600	x	180.00	=	$	648,000
260203	Class 2 Aggregate Base	CY	2,800	x	100.00	=	$	280,000
377501	Slurry Seal	TON	400	x	330.00	=	$	132,000
374207	Crack Treatment	LNMI	9	x	8,500.00	=	$	76,500
390095	Replace Asphalt Concrete Surfacing	CY	1,420	x	450.00	=	$	639,000
3983XX	Base Repair (Remove Base and Surfacing and rep	CY	6,445	x	180.00	=	$	1,160,100
730010	Minor Concrete (Curb) (CY)	CY	365	x	1,400.00	=	$	511,000
731521	Minor Concrete (Sidewalk)	CY	900	x	1,000.00	=	$	900,000
731511	Minor Concrete (Island Paving)	CY	120	x	800.00	=	$	96,000
731516	Minor Concrete (Driveway)	CY	10	x	1,200.00	=	$	12,000
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY	150	x	1,500.00	=	$	225,000
7316XX	Minor Concrete (Bike Ramps)	CY	45	x	1,500.00	=	$	67,500
731535	Minor Concrete (Bus Pads)	CY	400	x	2,000.00		$	800,000
398300	Remove Base and Surfacing	CY	2,630	x	85.00	=	$	223,550
731710	Remove Concrete Curb (LF)	LF	10,480	x	25.00	=	$	262,000
731780	Remove Concrete Sidewalk (SQYD)	SQYD	6,650	x	65.00	=	$	432,250
731790	Remove Concrete Island (Portions) (SQYD)	SQYD	2,100	x	90.00	=	$	189,000
XXXXXX	Decorative Raised Crosswalk	SF	50	x	200.00	=	$	10,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS $ 6,700,000

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
XXXXXX	Project Drainage	LS	1	x	8,810,000.00	=	$	8,810,000

TOTAL DRAINAGE ITEMS	**$**	**8,810,000**

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
070030	Lead Compliance Plan	LS	1	x	15,000.00	=	$	15,000
080050	Progress Schedule (Critical Path Method)	LS	1	x	45,000.00	=	$	45,000
XXXXXX	Bus Lane Bike Buffer	LF	8,015	x	100.00	=	$	801,500
XXXXXX	Low Rolled Curb	LF	3,875	x	70.00	=	$	271,250
XXXXXX	Bus Lane Separation	LF	2,755	x	70.00	=	$	192,850
XXXXXX	Bike Lane 6" Detectable Directional Tile	LF	5,100	x	30.00	=	$	153,000
780433	Paint Curb (2-Coat)	LF	2,585	x	5.00	=	$	12,925
995000	Bus Shelter	EA	16	x	60,000.00	=	$	960,000
994425	Bench	EA	32	x	2,000.00	=	$	64,000
XXXXXX	Transit Island Railings	EA	3	x	2,000.00	=	$	6,000
XXXXXX	Transit Island Lean Bars	EA	75	x	1,000.00	=	$	75,000
XXXXXX	Miscellaneous Amenities	EA	16		15,000.00	=	$	240,000
XXXXXX	Bollard	EA	23	x	1,300.00	=	$	29,900
XXXXXX	Parking Meter	EA	105	x	500.00	=	$	52,500
842000	Parking Bumper (Precast Concrete)	EA	9	x	200.00	=	$	1,800
730070	Detectable Warning Surface	SF	4,560	x	60.00	=	$	273,600

TOTAL SPECIALTY ITEMS	**$**	**3,200,000**

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
XXXXXX	Environmental Mitigation	LS	1	x	200,000.00	=	$	200,000		
								Subtotal Environmental Mitigation	*$*	*200,000*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
160120	Remove Tree	EA	71	x	2,000.00	=	$	142,000		
1601XX	Add Tree	EA	213		5,000.00	=	$	1,065,000		
20XXXX	Landscape and Irrigation	LS	1	x	890,000.00	=	$	890,000		
20XXXX	Three Year Plant Establishment Period (PEP)	LS	1	x	280,000.00	=	$	280,000		
20XXXX	PEP Contract	LS	1	x	60,000.00	=	$	60,000		
								Subtotal Landscape and Irrigation	*$*	*2,437,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost		
XXXXXX	Erosion Control	LS	1	x	280,000.00	=	$	280,000		
								Subtotal Erosion Control	*$*	*280,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost		
130300	Prepare SWPPP	LS	1	x	60,000.00	=	$	60,000		
130100	Job Site Management	LS	1	x	150,000.00	=	$	150,000		
130310	Construction BMP's	LS	1	x	1,460,000.00	=	$	1,460,000		
								Subtotal NPDES	*$*	*1,670,000*

								TOTAL ENVIRONMENTAL	**$**	**4,600,000**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	1	x	30,000.00	=	$	30,000		
066596	Additional Water Pollution Control**	LS	1	x	30,000.00	=	$	30,000		
066597	Storm Water Sampling and Analysis***	LS	1	x	30,000.00	=	$	30,000		
								Subtotal Supplemental Work for NDPS	*$*	*90,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
860460	Lighting	LS	1	x	2,980,000.00	=	$	2,980,000
	Corridor Lighting (Percentage)	LS	1	x	204,000.00			
	Side Street Lighting (Upgrade Existing)	EA	49	x	5,000.00			
	Side Street Lighting (New Lights on PGE Poles)	EA	10	x	15,000.00			
	Side Street Lighting (New Light Poles)	EA	41	x	40,000.00			
	Transit Island Lighting	EA	16	x	40,000.00			
	Uncontrolled Crosswalk Lighting	EA	2	x	50,000.00			
86XXXX	Major Mod/New Signal and Lighting	LS	1	x	3,750,000.00	=	$	3,750,000
	MAJOR TOTAL LOCATIONS		5		750,000.00			
86XXXX	Minor/Medium Mod Signal and Lighting	LS	1	x	3,600,000.00	=	$	3,600,000
	MINOR TOTAL LOCATIONS		9		400,000.00			
870800	Pedestrian Hybrid Beacon Systems	EA	2	x	400,000.00	=	$	800,000
8708XX	Rectangular Rapid Flashing Beacon Systems	EA	7	x	75,000.00	=	$	525,000

Subtotal Traffic Electrical *$* *11,655,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
5602XX	Signing	LS	1	x	280,000.00	=	$	280,000
15XXXX	Traffic Delineation (Pavement Marking & Striping)	LS	1	x	3,140,000.00	=	$	3,140,000
	Red Striping	SF	131,813	x	15.00			
	Green Bike Striping	SF	39,943	x	20.00			
	Line Striping	LF	23,133	x	2.00			
	Pavement Markings	SF	31,056	x	10.00			

Subtotal Traffic Signing and Striping *$* *3,420,000*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
12865X	Traffic Management Plan & Stage Construction	LS	1	x	4,420,000.00	=	$	4,020,000

Subtotal Traffic Management Plan *$* *4,020,000*

TOTAL TRAFFIC ITEMS **$** **19,100,000**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
XXXXXX	Detours	LS	1	x	400,000.00	= $	400,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS $ 400,000

SUBTOTAL SECTIONS 1 through 7 $ 43,310,000

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items						
	ADA Items		1.0%	$	433,100	
8B - Bike Path Items						
	Bike Path Items		1.0%	$	433,100	
8C - Other Minor Items						
	Other Minor Items		8.0%	$	3,465,000	
	Total of Section 1-7	$ 43,310,000	x 10.0%	= $	4,331,000	

TOTAL MINOR ITEMS $ 4,400,000

SECTIONS 9: ROADWAY MOBILIZATION

Item code						
999990	Total Section 1-8	$ 47,710,000	x 10%	= $	4,771,000	

TOTAL ROADWAY MOBILIZATION $ 4,800,000

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	280,000.00	= $	280,000
066094	Value Analysis	LS	1	x	30,000.00	= $	30,000
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					= $	90,000
	Total Section 1-8	$ 47,710,000			5%	= $	2,386,000

TOTAL SUPPLEMENTAL WORK $ 2,800,000

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
				x		=	$0
	Total Section 1-8	$	47,710,000		5%	= $	2,386,000

TOTAL STATE FURNISHED	**$2,400,000**

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	$47,710,000	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	$57,710,000	(used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **6%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	560	X	$5,113	=	$2,863,000

TOTAL TIME-RELATED OVERHEAD	**$2,900,000**

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	$	60,610,000	x	**25%**	=	$15,153,000	

TOTAL CONTINGENCY*	**$15,200,000**

II. STRUCTURE ITEMS

DATE OF ESTIMATE					
Name					
Bridge Number					
Structure Type					
Width (Feet) [out to out]					
Total Length (Feet)					
Total Area (Square Feet)					
Structure Depth (Feet)					
Footing Type (pile or spread)					
Cost Per Square Foot					
COST OF EACH	**$0**		**$0**		**$0**

DATE OF ESTIMATE					
Name					
Bridge Number					
Structure Type					
Width (Feet) [out to out]					
Total Length (Feet)					
Total Area (Square Feet)					
Structure Depth (Feet)					
Footing Type (pile or spread)					
Cost Per Square Foot					
COST OF EACH	**$0**				

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
STRUCTURES MOBILIZATION	10%	**$0**
STRUCTURES CONTINGENCY*	25%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXX ------ Division of Structures — Date

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	$	30,000
	A2)	SB-1210	$	15,000
B)		Acquisition of Offsite Mitigation	$	0
C)	C1)	Utility Relocation* ***Coordination needed to determine share of costs.**	$	2,640,000
	C2)	Potholing (Design Phase)	$	0
D)		Railroad Acquisition	$	0
E)		Clearance / Demolition	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0
G)		Title and Escrow	$	0
H)		Environmental Review	$	0
I)		Condemnation Settlements 0%	$	0
J)		Design Appreciation Factor 0%	$	0
K)		Utility Relocation (Construction Cost)	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$2,685,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$3,436,000**
N)	**RIGHT OF WAY SUPPORT**	**$90,000**

Support Cost Estimate Prepared By	Project Coordinator[1]	925.965.7706 Phone
Utility Estimate Prepared By	Utility Coordinator[2]	925.414.0143 Phone
R/W Acquisition Estimate Prepared By	Mark Shindler Right of Way Estimator[3]	925.691.8500 Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

Attachment E

Typical Sections

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

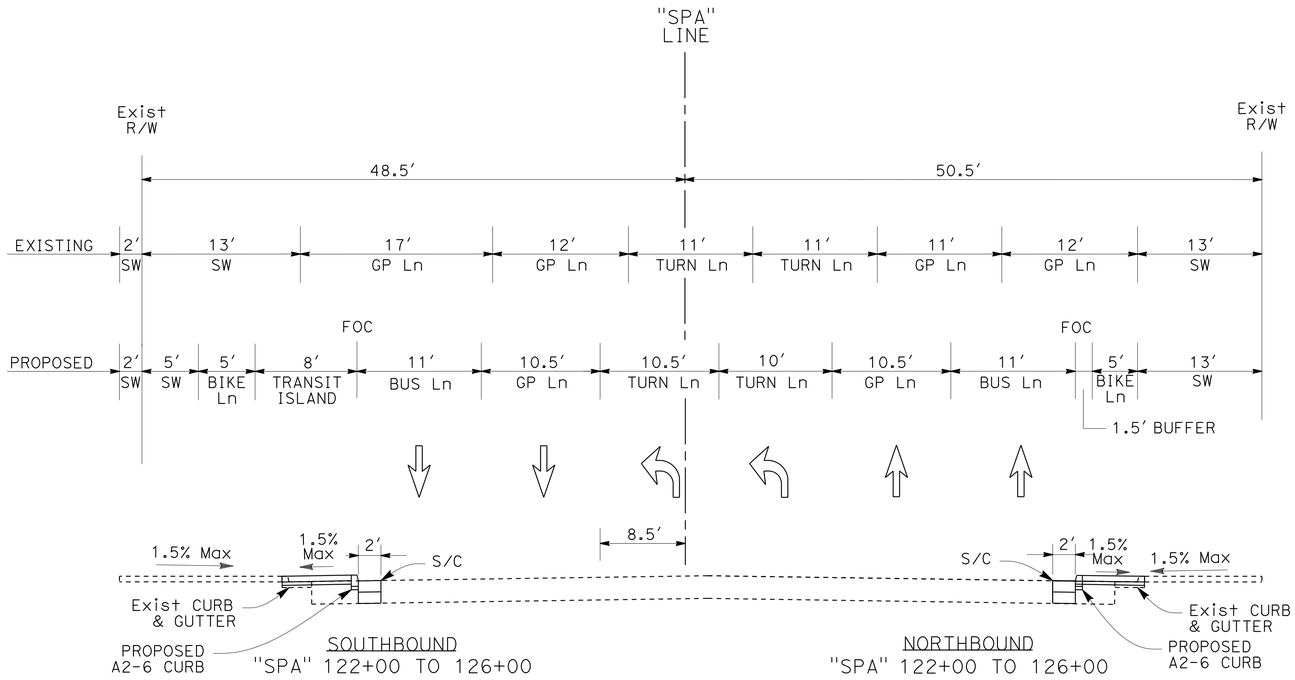
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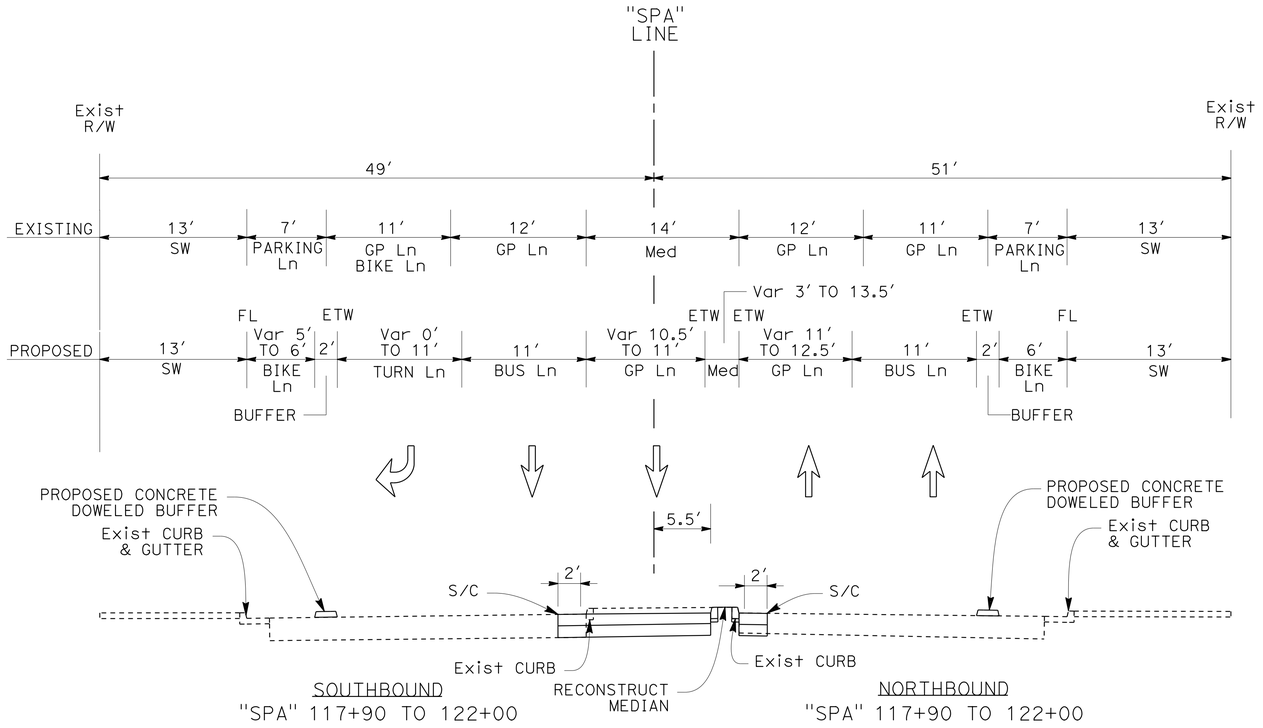
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4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 01

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®

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REVISED BY: XXX | DATE REVISED: XXX

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BORDER LAST REVISED 7/2/2010

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UNIT 0000

PROJECT NUMBER & PHASE XXX

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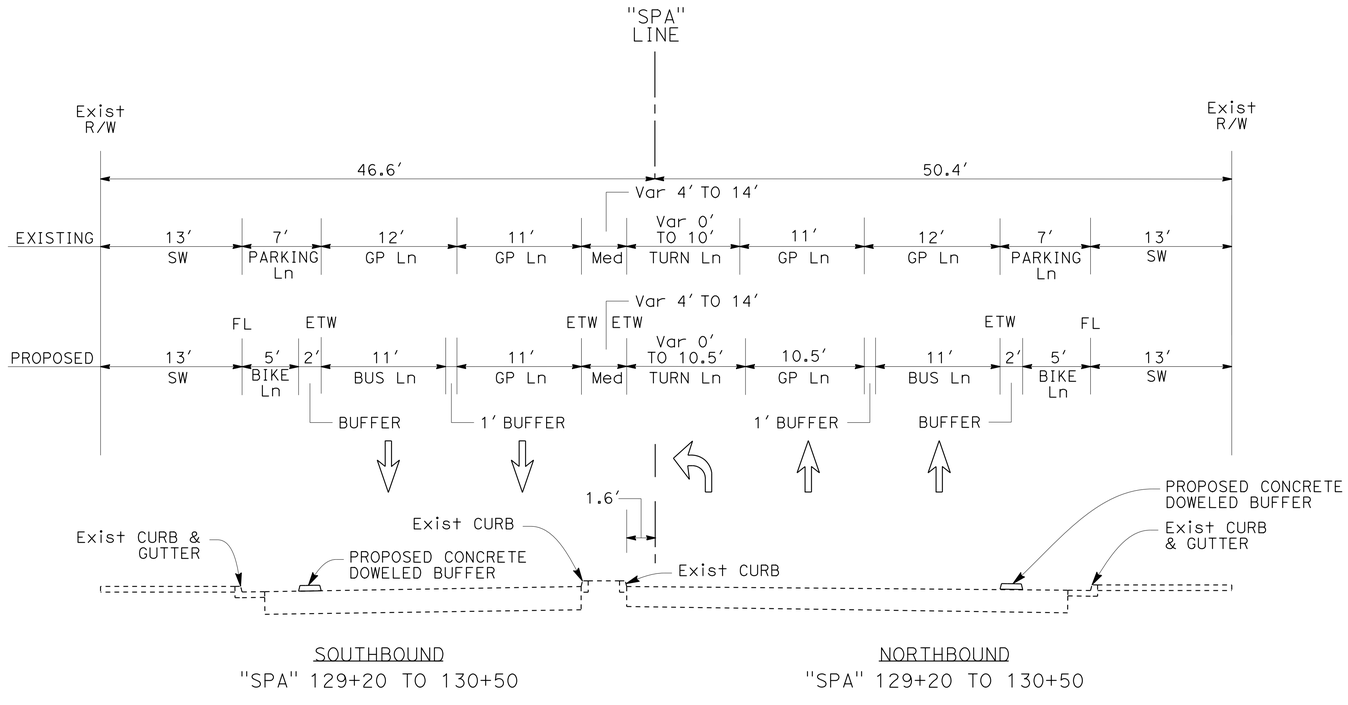
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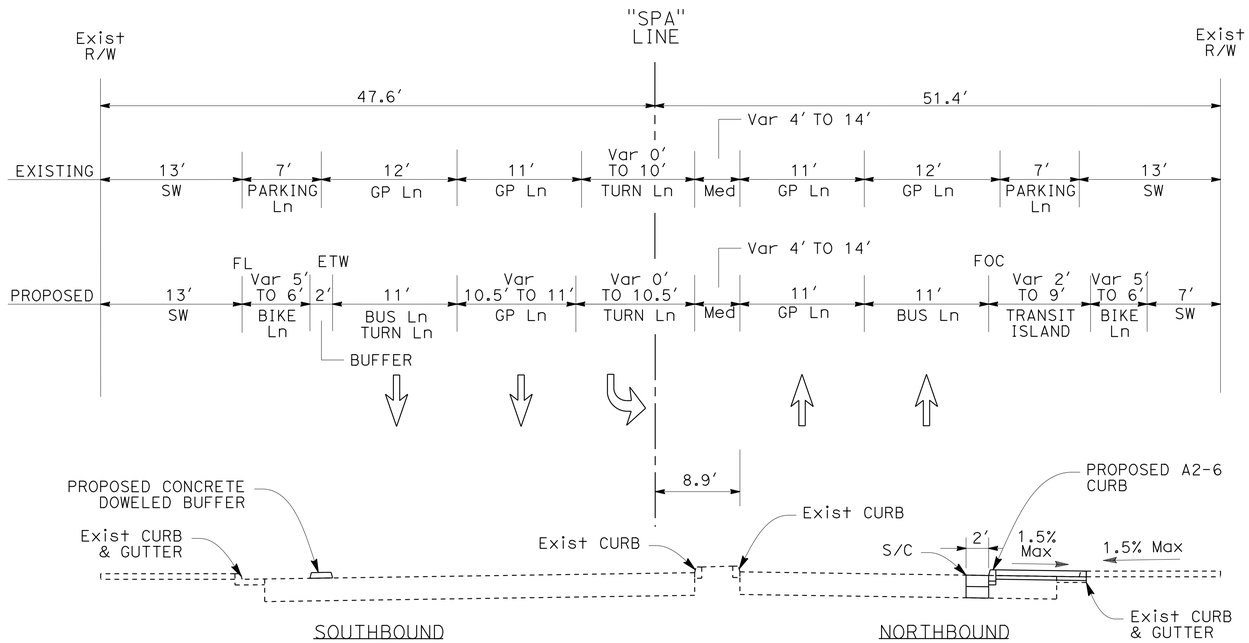
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SUITE 300
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OAKLAND, CA 94607



SOUTHBOUND
"SPA" 129+20 TO 130+50

NORTHBOUND
"SPA" 129+20 TO 130+50



SOUTHBOUND
"SPA" 126+00 TO 129+20

NORTHBOUND
"SPA" 126+00 TO 129+20

TYPICAL SECTIONS

NO SCALE

X - 02

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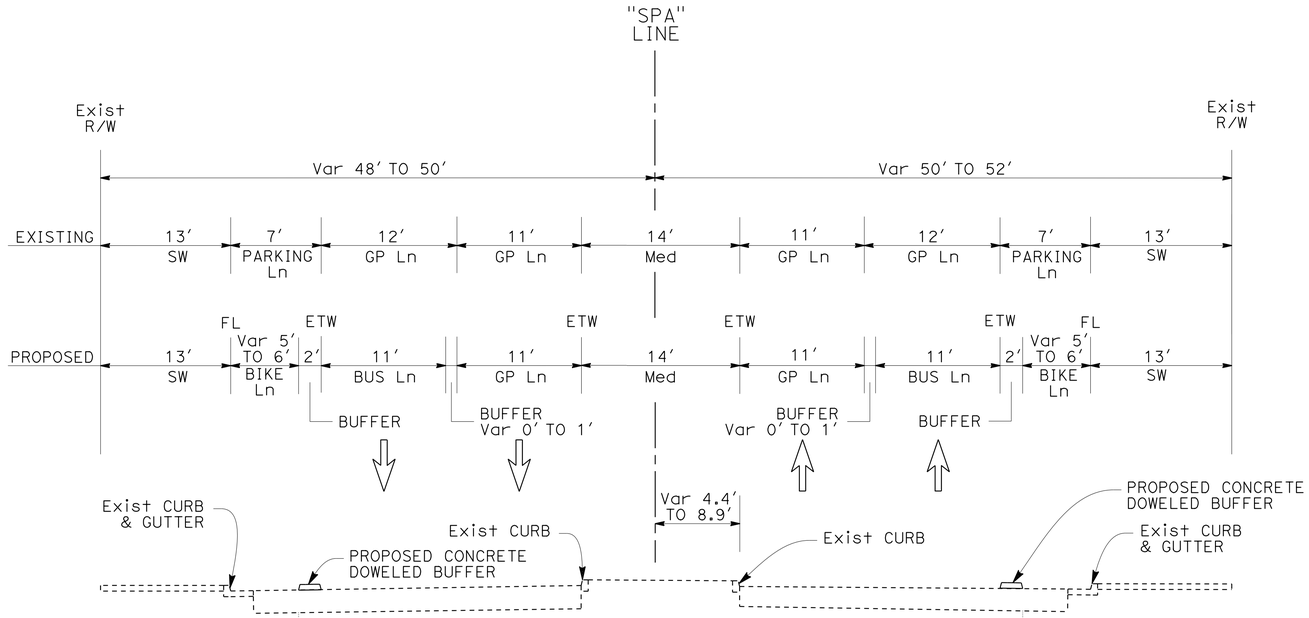
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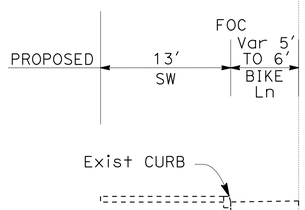
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SOUTHBOUND

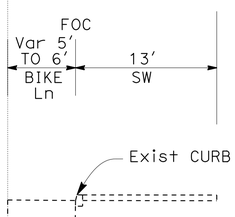
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"SPA" 157+50 TO 158+50
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"SPA" 172+90 TO 173+30
"SPA" 177+50 TO 179+20
"SPA" 181+00 TO 182+70
"SPA" 194+00 TO 196+00

SOUTHBOUND

"SPA" 130+50 TO 134+00
"SPA" 135+50 TO 136+40
"SPA" 138+10 TO 139+80
"SPA" 145+50 TO 146+90
"SPA" 151+00 TO 152+90
"SPA" 191+80 TO 192+30

NORTHBOUND

"SPA" 130+50 TO 134+00
"SPA" 135+50 TO 136+40
"SPA" 138+10 TO 139+80
"SPA" 145+50 TO 146+90
"SPA" 151+00 TO 152+90
"SPA" 191+80 TO 192+30
"SPA" 194+00 TO 196+00



NORTHBOUND

"SPA" 154+50 TO 156+00
"SPA" 157+50 TO 158+50
"SPA" 160+00 TO 160+80
"SPA" 166+10 TO 167+60
"SPA" 169+30 TO 171+50
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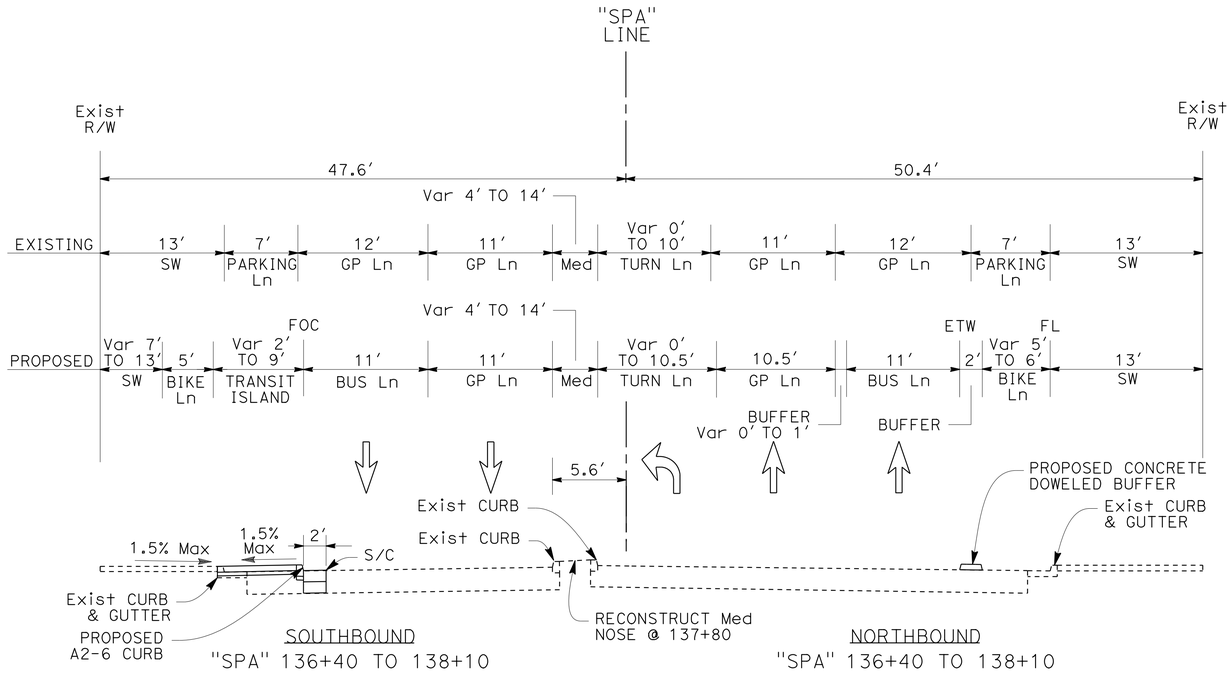
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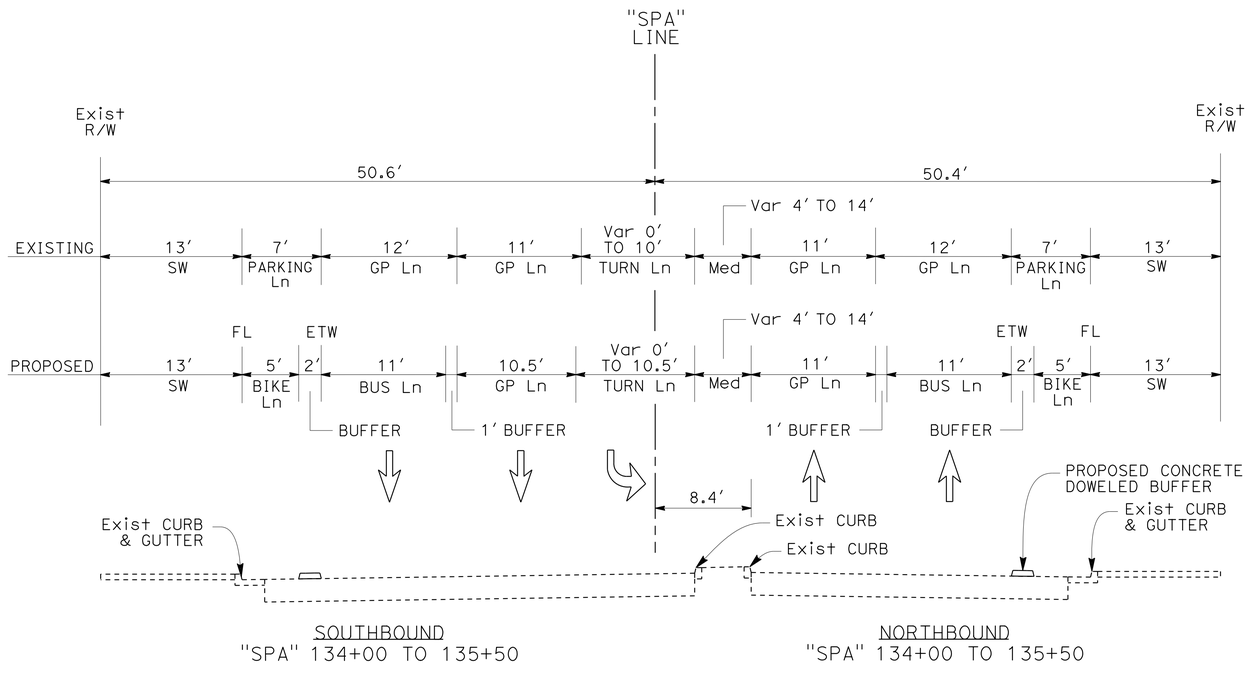
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TYPICAL SECTIONS

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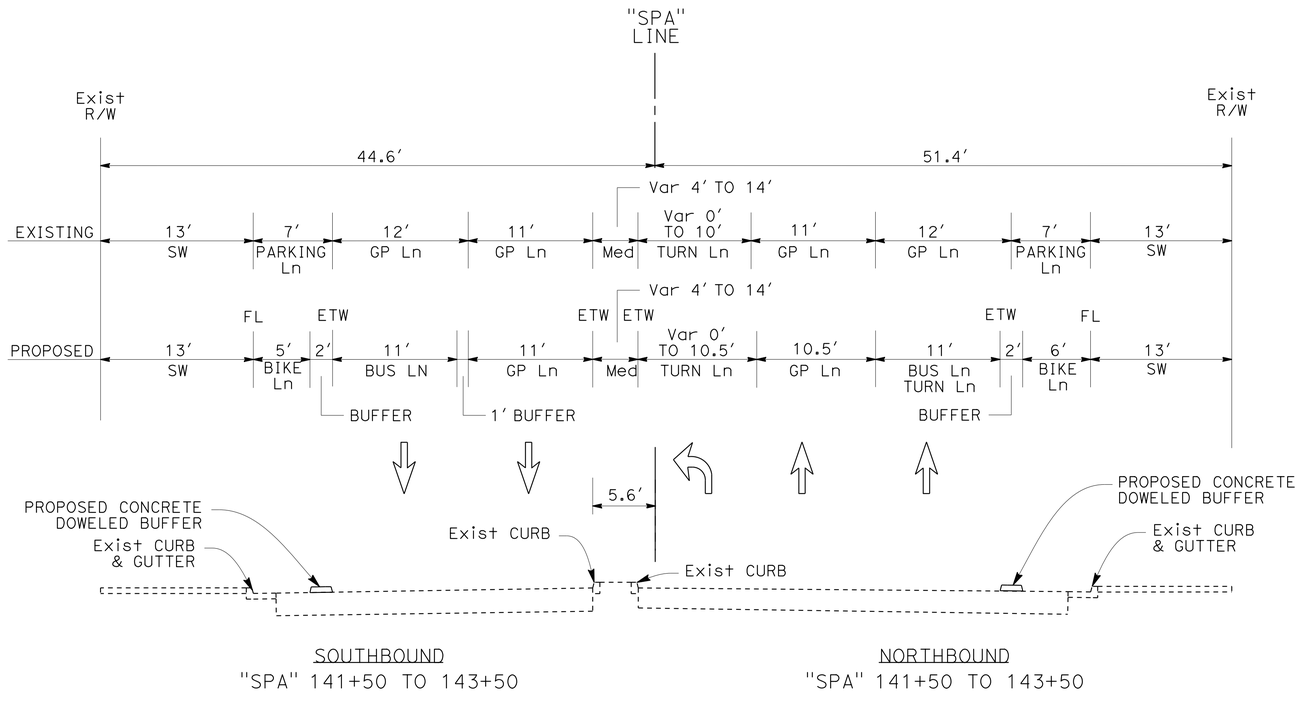
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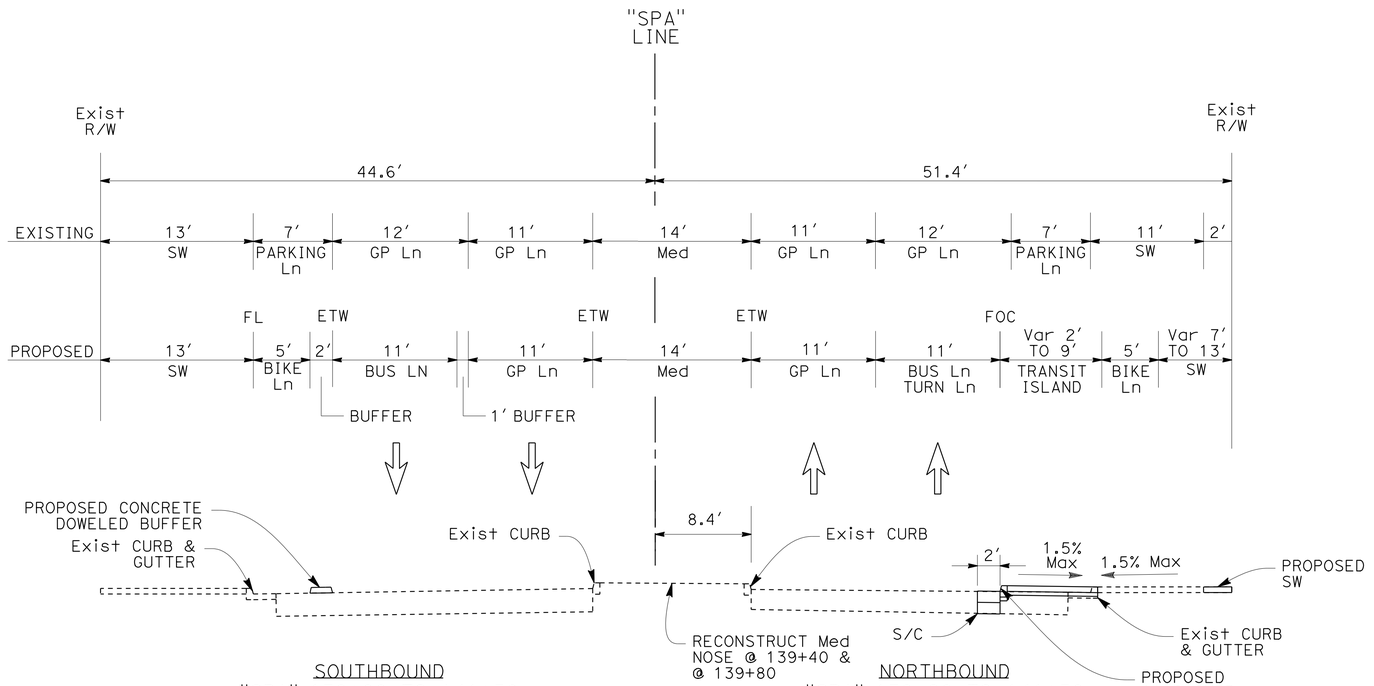
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OAKLAND, CA 94607



SOUTHBOUND
"SPA" 141+50 TO 143+50

NORTHBOUND
"SPA" 141+50 TO 143+50



SOUTHBOUND
"SPA" 139+80 TO 141+50

NORTHBOUND
"SPA" 139+80 TO 141+50

TYPICAL SECTIONS

NO SCALE

X - 05

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UNIT 0000

PROJECT NUMBER & PHASE XXX

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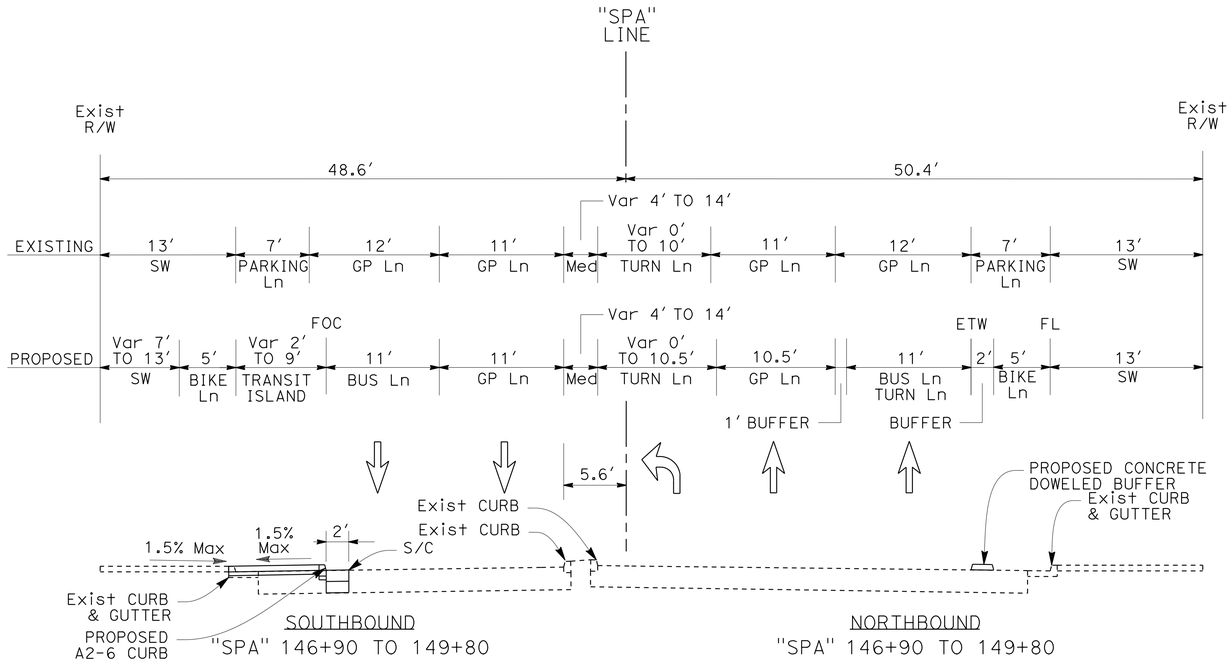
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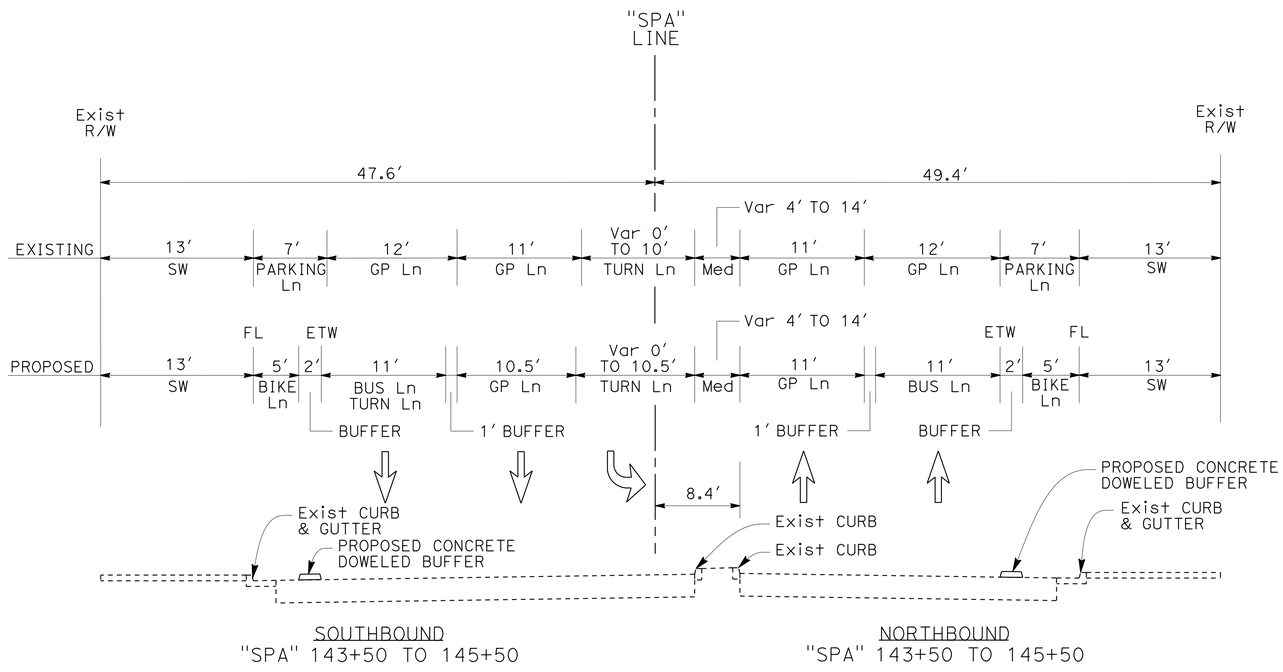
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 06

REVISED BY | DATE REVISED | XXX | XXX
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR | XXX
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | Caltrans

LAST REVISION | DATE PLOTTED => 18-JUN-2025 | TIME PLOTTED => 14:32 | 00-00-00

BORDER LAST REVISED 7/2/2010 | USERNAME => Devin.Wilder | DGN FILE => ca006.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

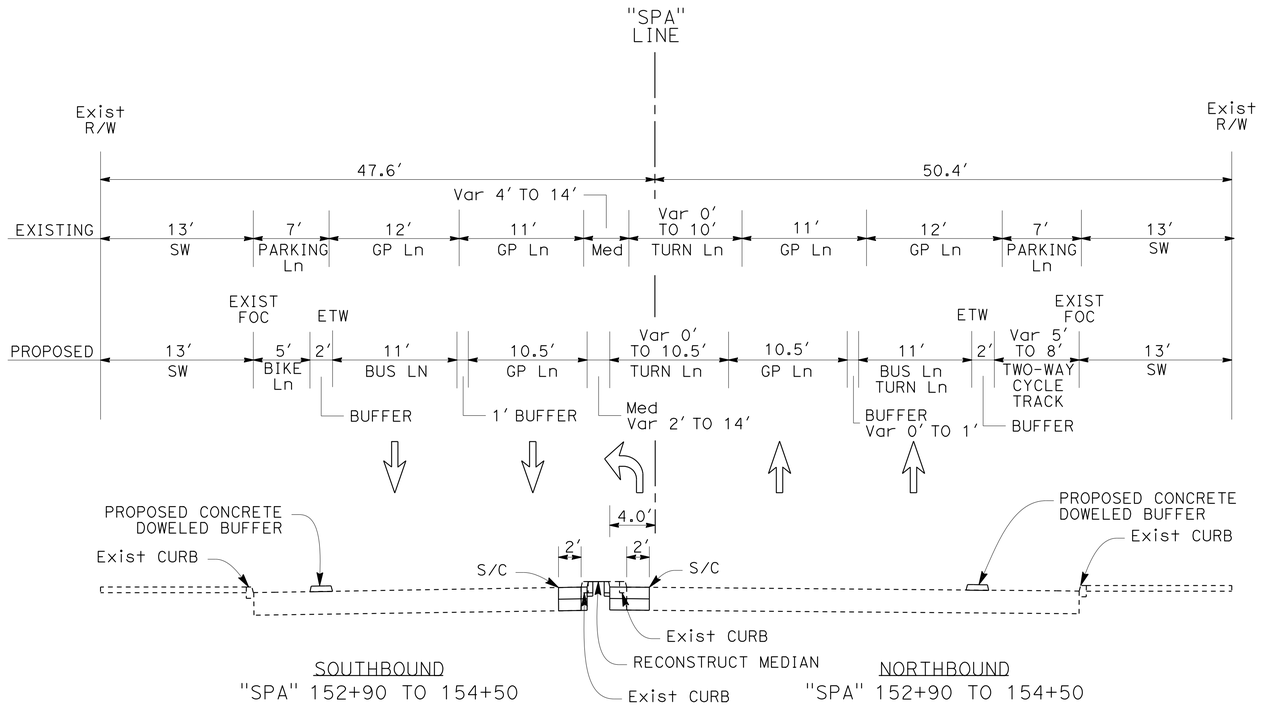
PLANS APPROVAL DATE

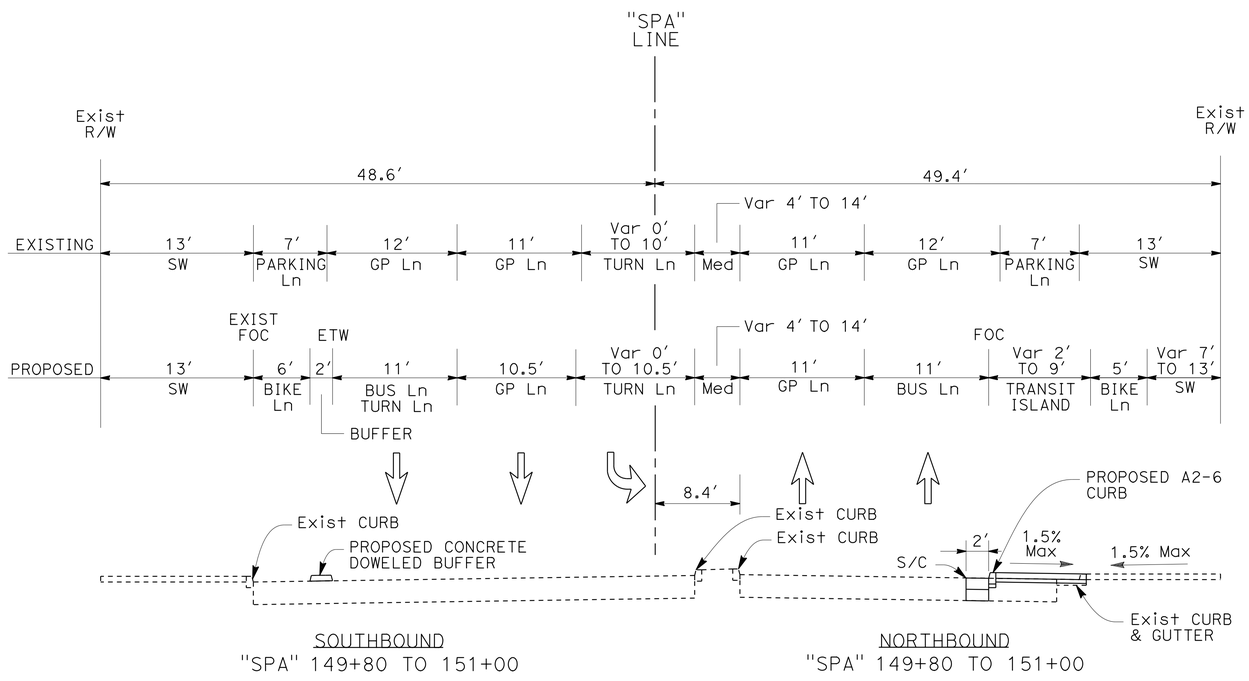
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 07

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CHECKED BY
REVISED BY: XXX
DATE REVISED: XXX

LAST REVISION DATE PLOTTED => 18-JUN-2025
TIME PLOTTED => 14:32
00-00-00

BORDER LAST REVISED 7/2/2010
USERNAME => Devin.Wilder
DGN FILE => ca007.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

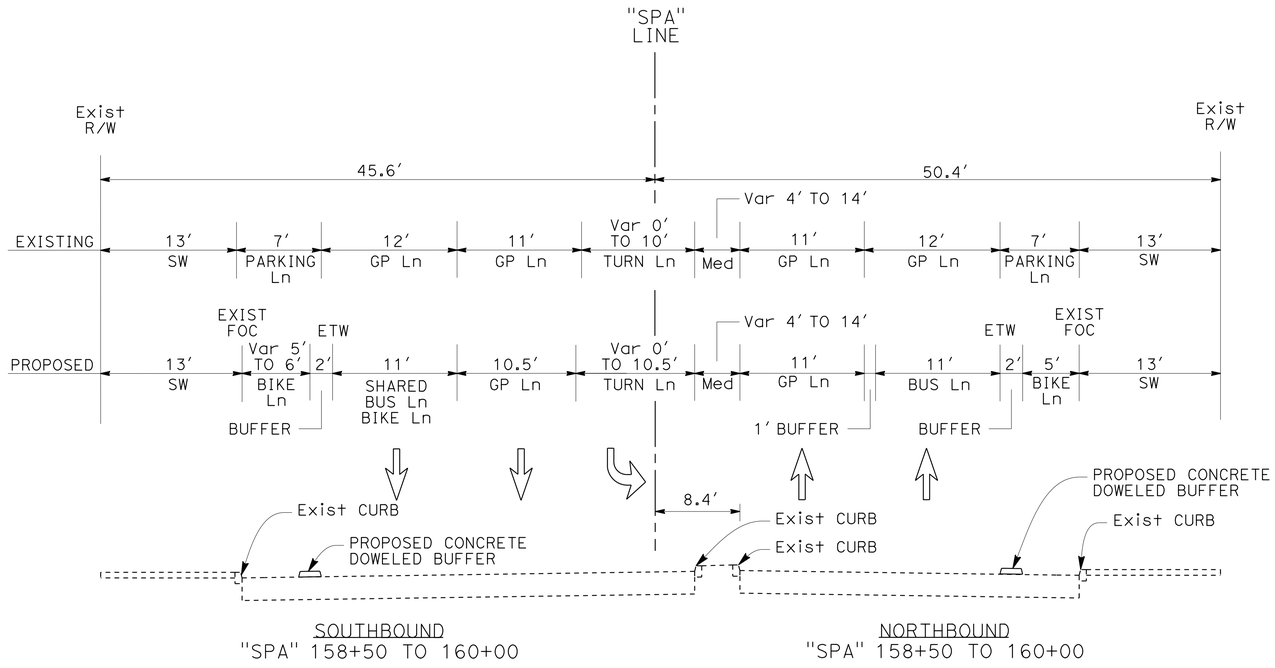
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

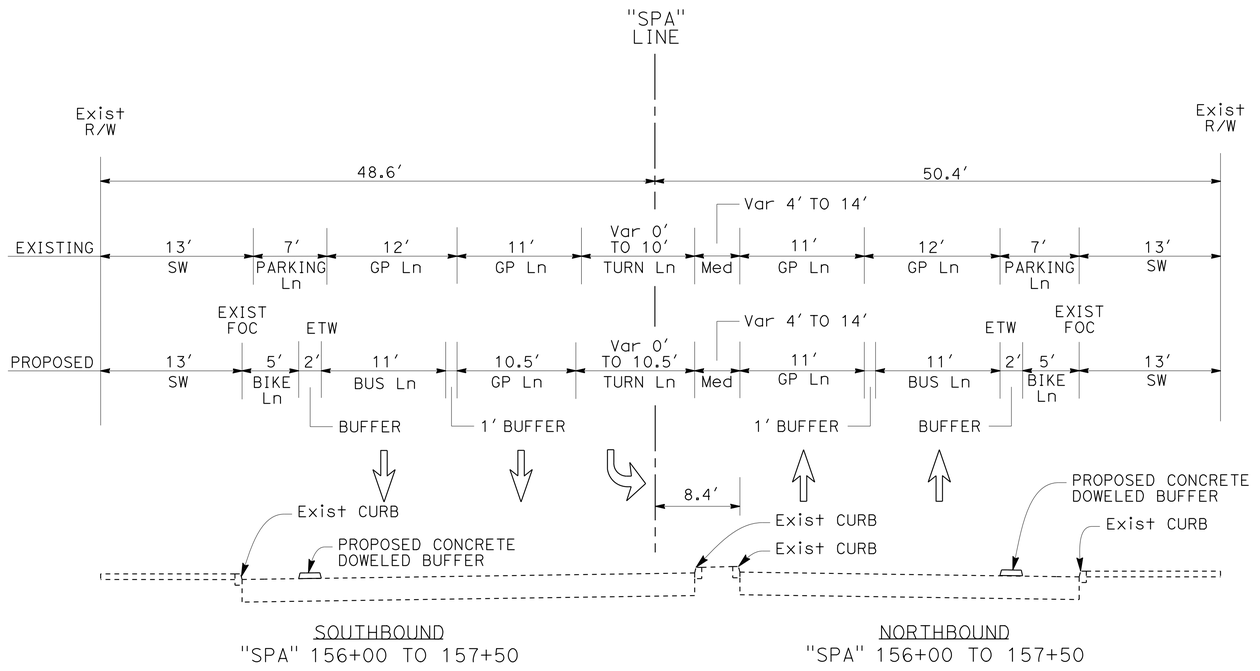
KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607



SOUTHBOUND
"SPA" 158+50 TO 160+00

NORTHBOUND
"SPA" 158+50 TO 160+00



SOUTHBOUND
"SPA" 156+00 TO 157+50

NORTHBOUND
"SPA" 156+00 TO 157+50

TYPICAL SECTIONS

NO SCALE

X - 08

REVISED BY	DATE REVISED
XXX	XXX

CALCULATED-DESIGNED BY
CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR: XXX

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BORDER LAST REVISED 7/2/2010 | USERNAME => Devin.Wilder | DGN FILE => ca008.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

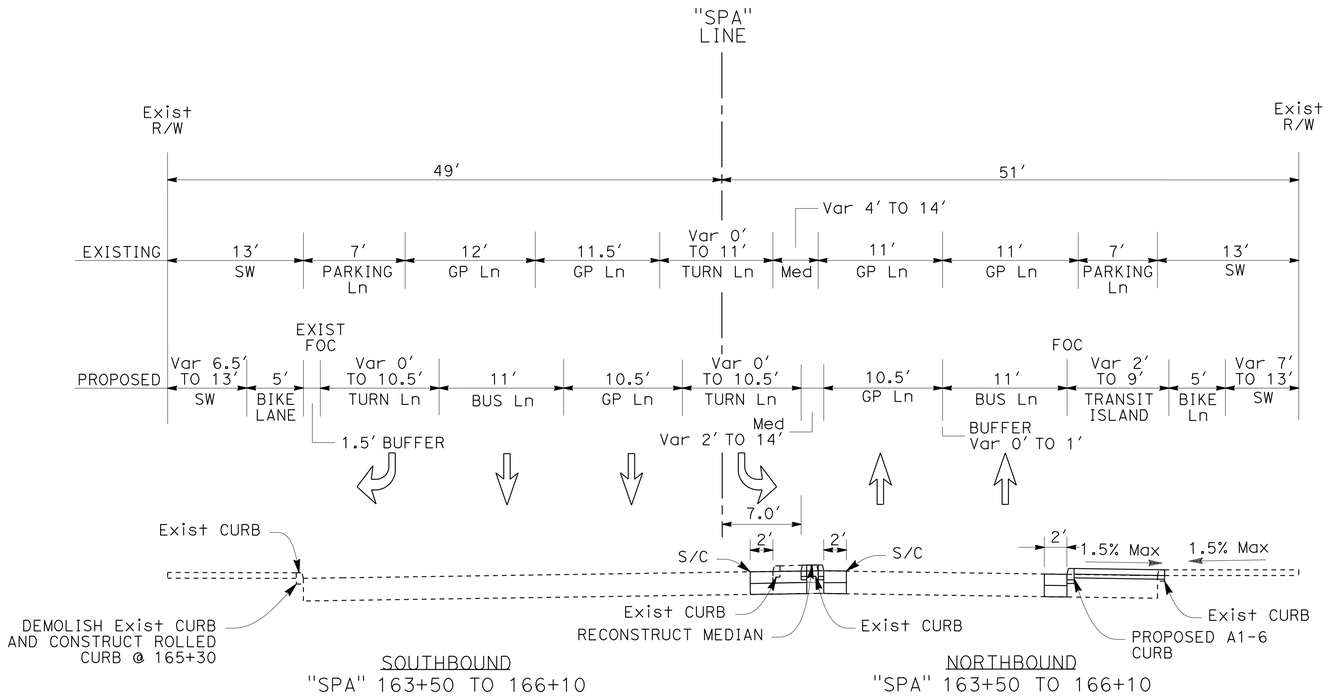
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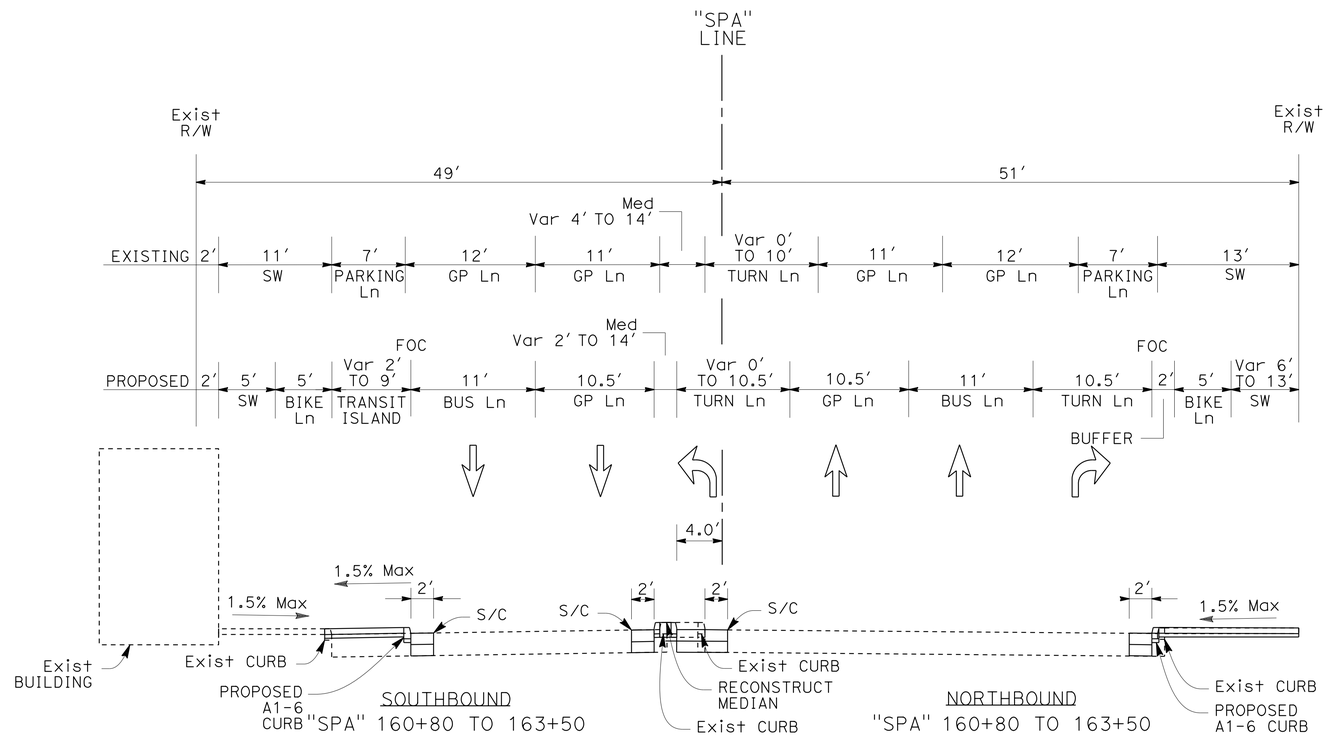
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 09

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LAST REVISION | DATE PLOTTED => 18-JUN-2025 | TIME PLOTTED => 14:32 | 00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => Devin.Wilder
DGN FILE => ca009.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

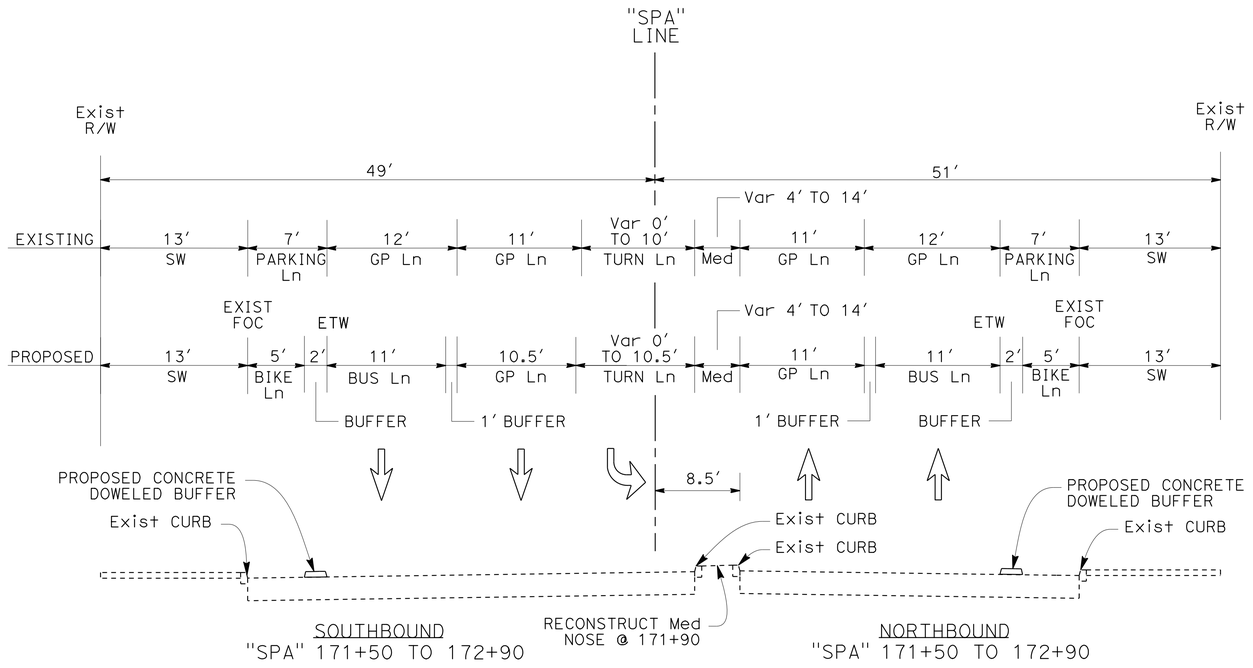
PLANS APPROVAL DATE

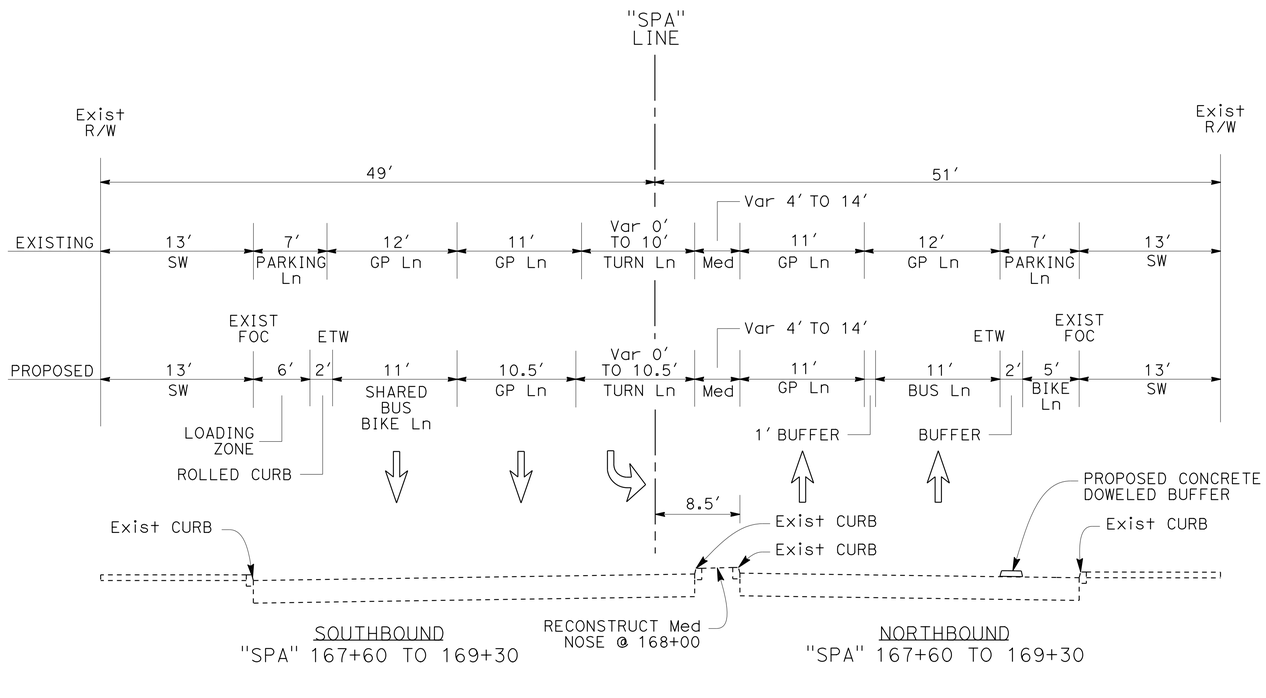
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | Caltrans®

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BORDER LAST REVISED 7/2/2010

USERNAME => Devin.Wilder
DGN FILE => ca010.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

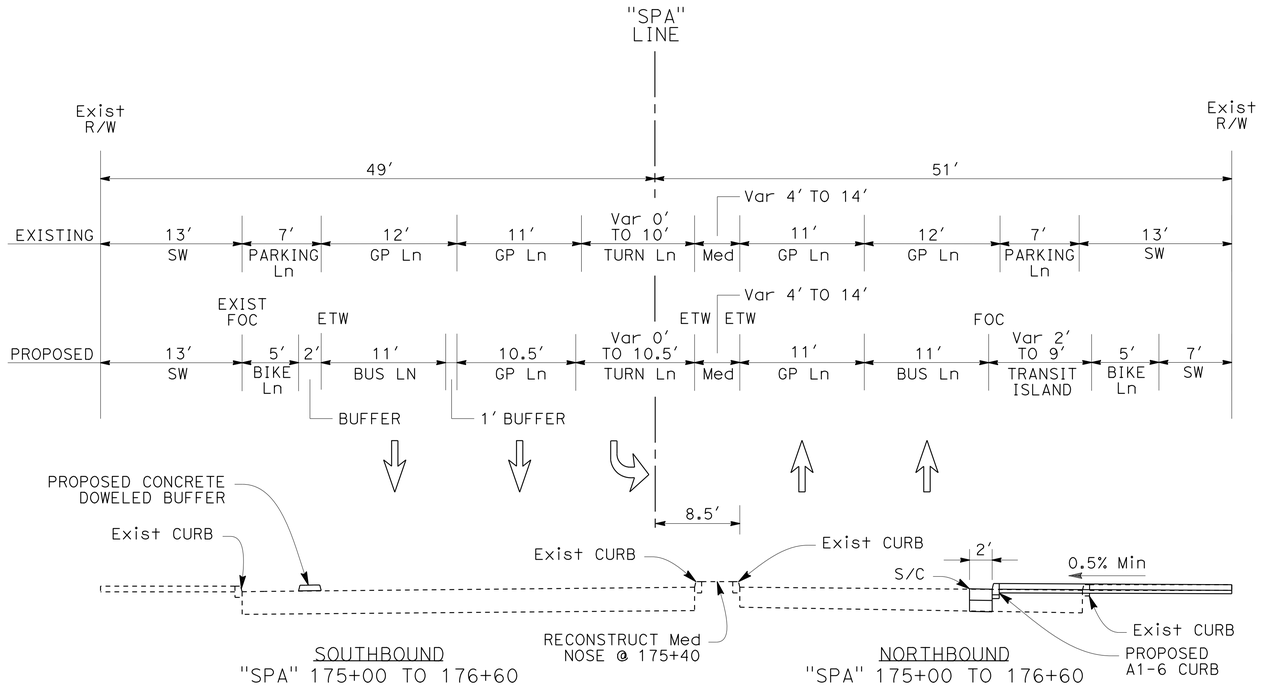
PLANS APPROVAL DATE

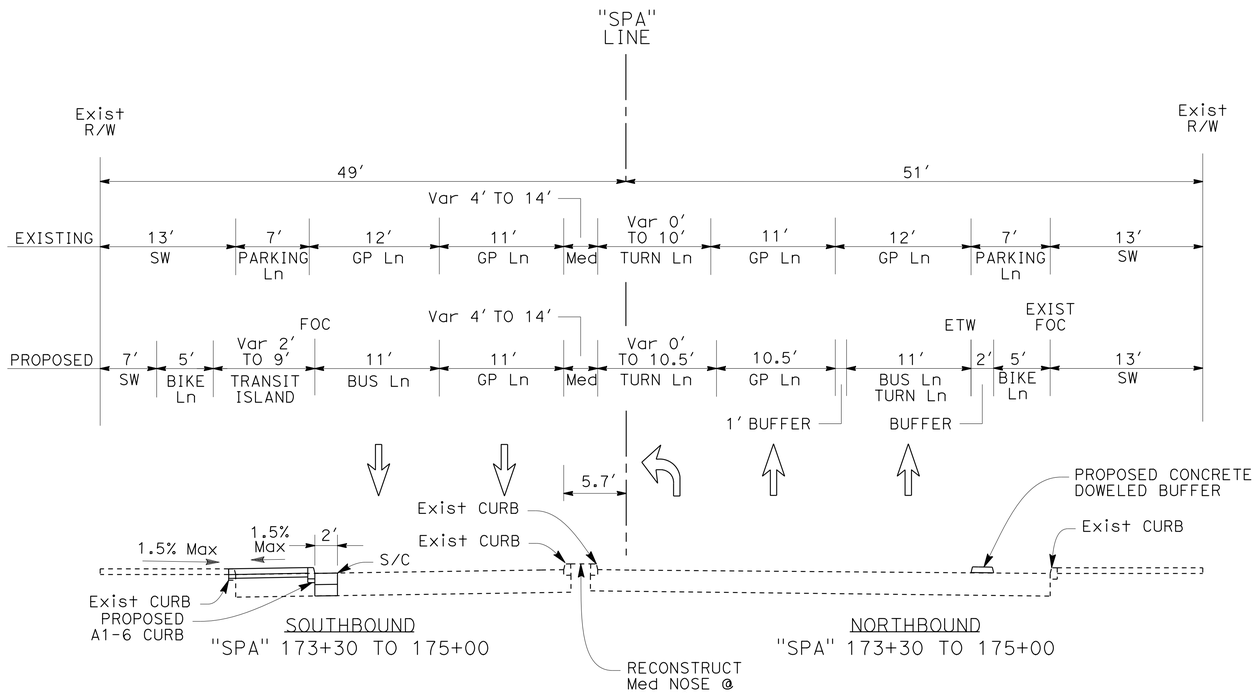
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KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
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XXX
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 18-JUN-2025
00-00-00 TIME PLOTTED => 14:32

BORDER LAST REVISED 7/2/2010
USERNAME => Devin.Wilder
DGN FILE => ca011.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

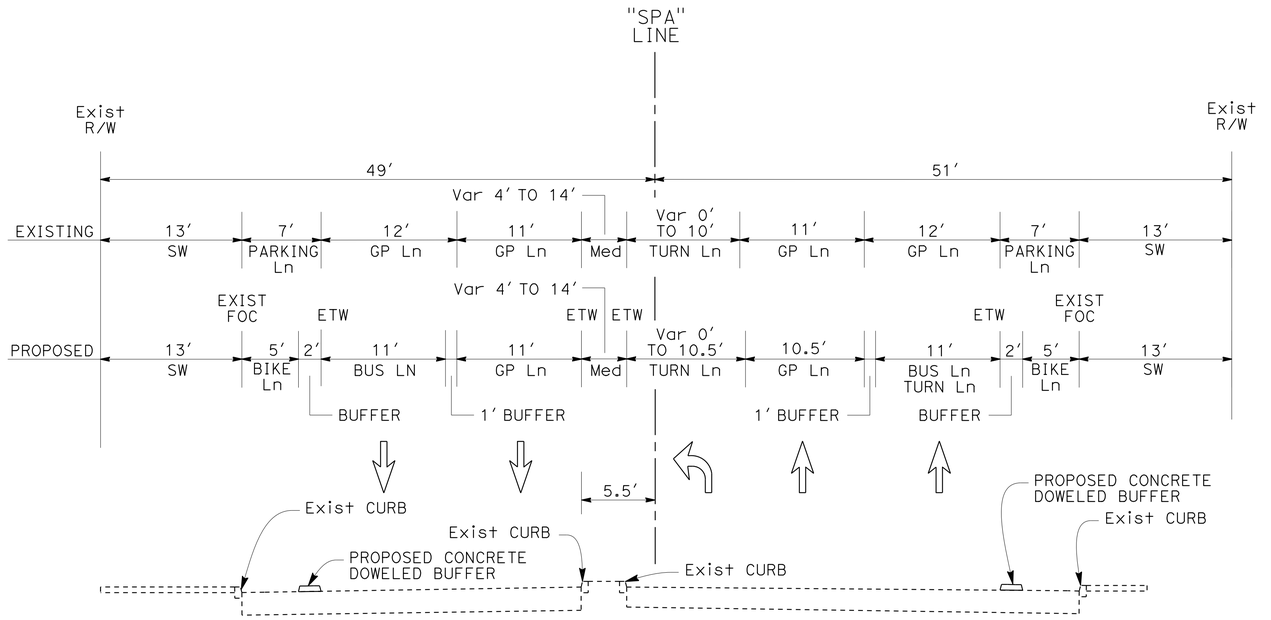
PLANS APPROVAL DATE

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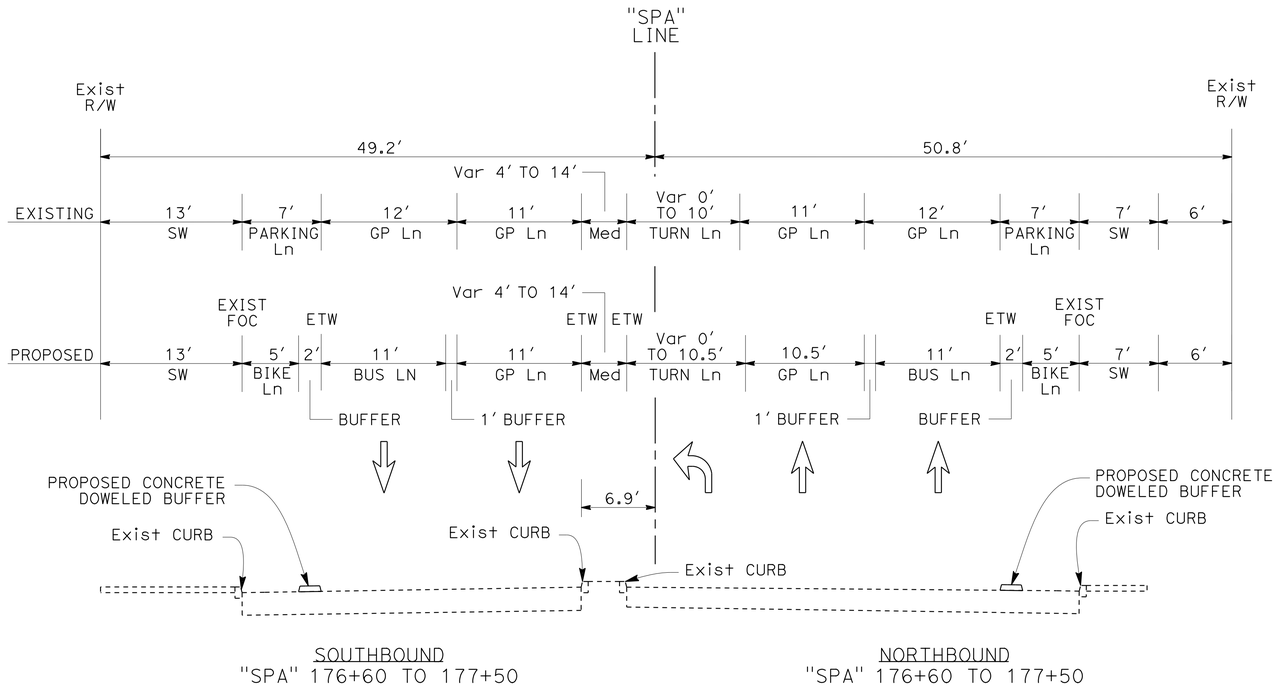
KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607



SOUTHBOUND
"SPA" 179+20 TO 181+00

NORTHBOUND
"SPA" 179+20 TO 181+00



SOUTHBOUND
"SPA" 176+60 TO 177+50

NORTHBOUND
"SPA" 176+60 TO 177+50

TYPICAL SECTIONS

NO SCALE

X - 12

REVISED BY | DATE REVISED: XXX | XXX
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR: XXX
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Caltrans

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BORDER LAST REVISED 7/2/2010 | USERNAME => Devin.Wilder | DGN FILE => ca012.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

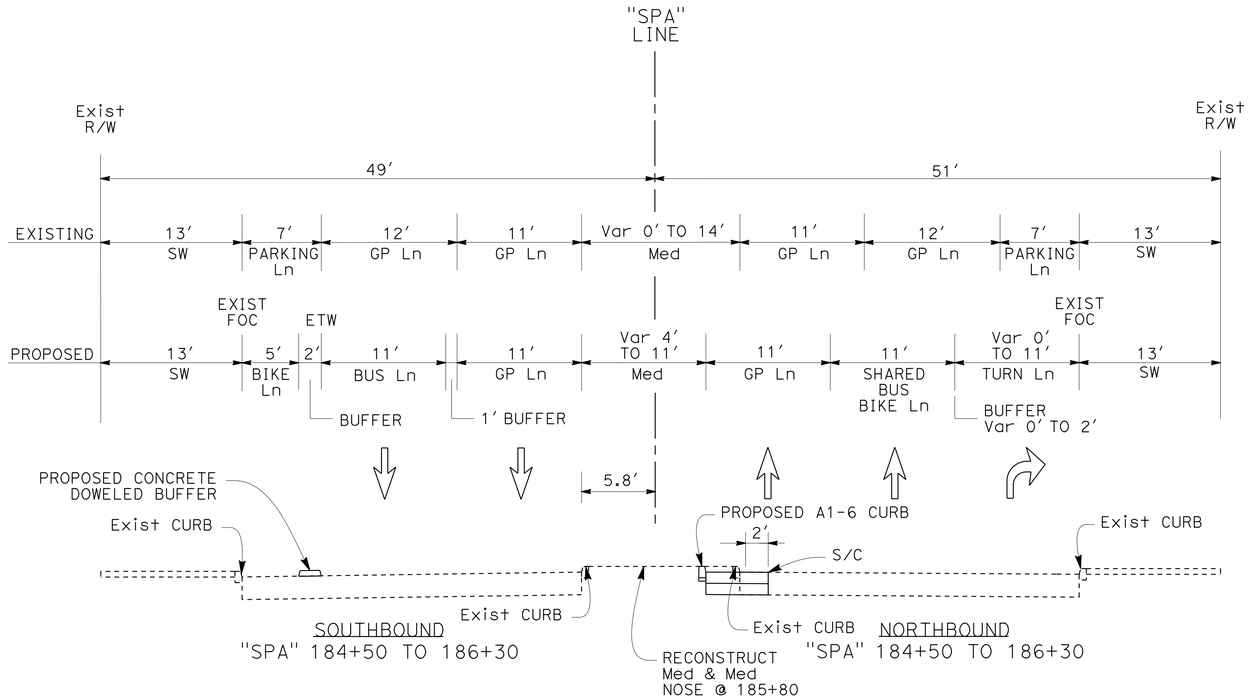
PLANS APPROVAL DATE

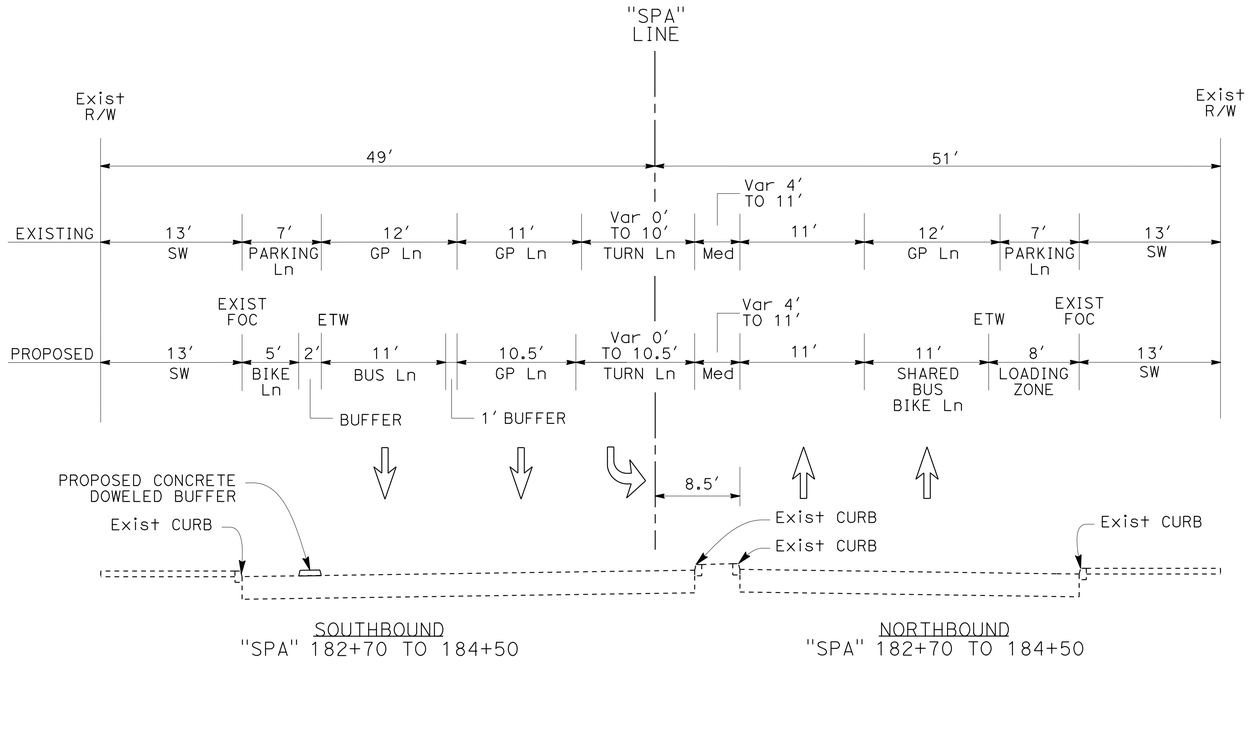
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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DATE REVISED: XXX

LAST REVISION DATE PLOTTED => 18-JUN-2025
TIME PLOTTED => 14:32
00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => Devin.Wilder
DGN FILE => ca013.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

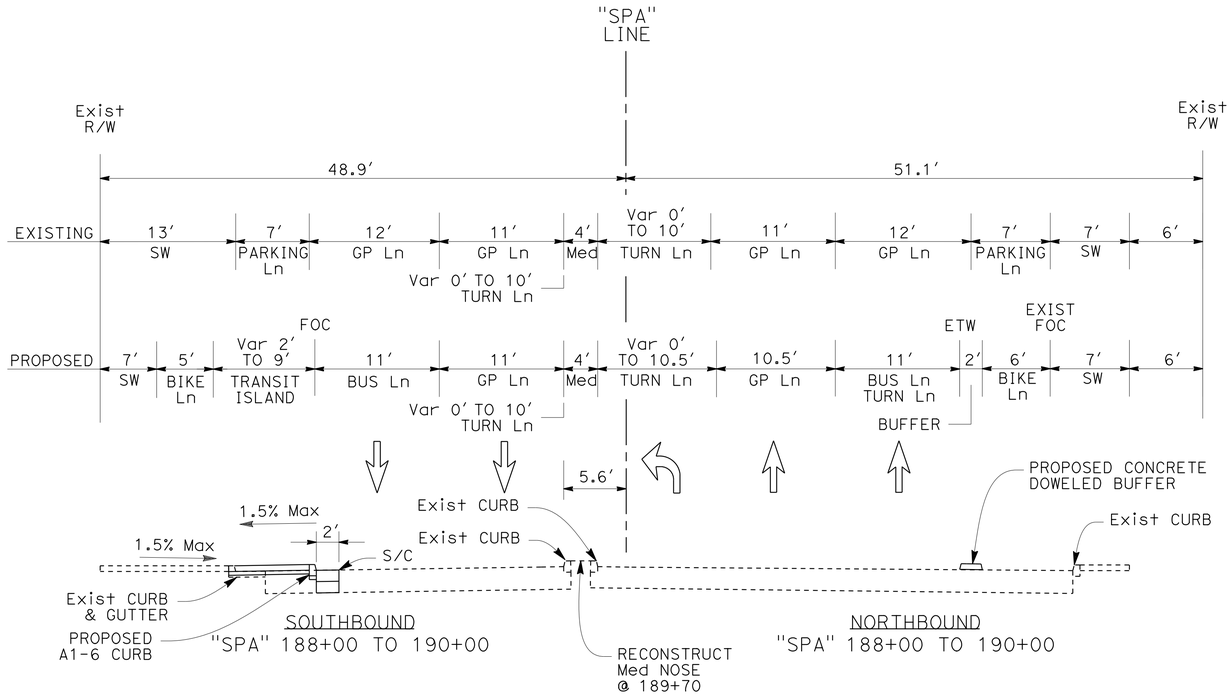
PLANS APPROVAL DATE

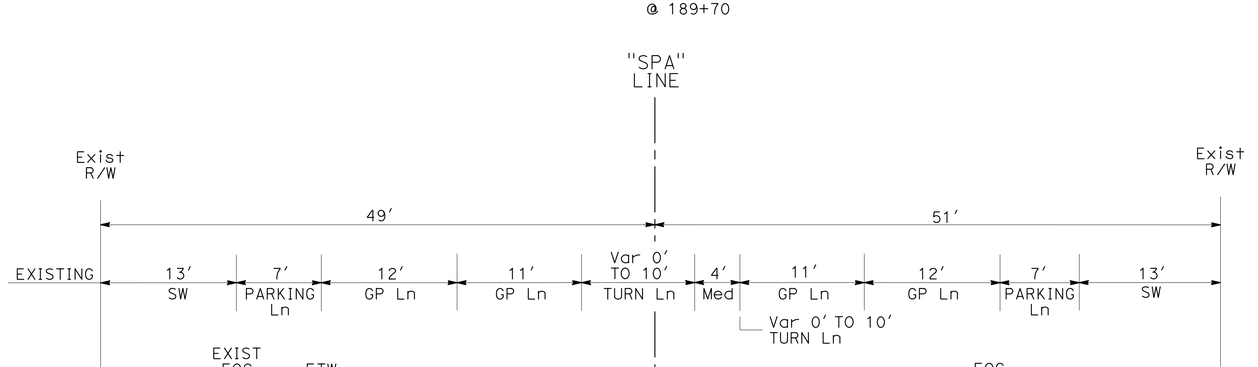
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 14

REVISED BY | XXX
DATE REVISED | XXX
CALCULATED-DESIGNED BY
CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR | XXX
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION | DATE PLOTTED => 18-JUN-2025
00-00-00 | TIME PLOTTED => 14:32

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

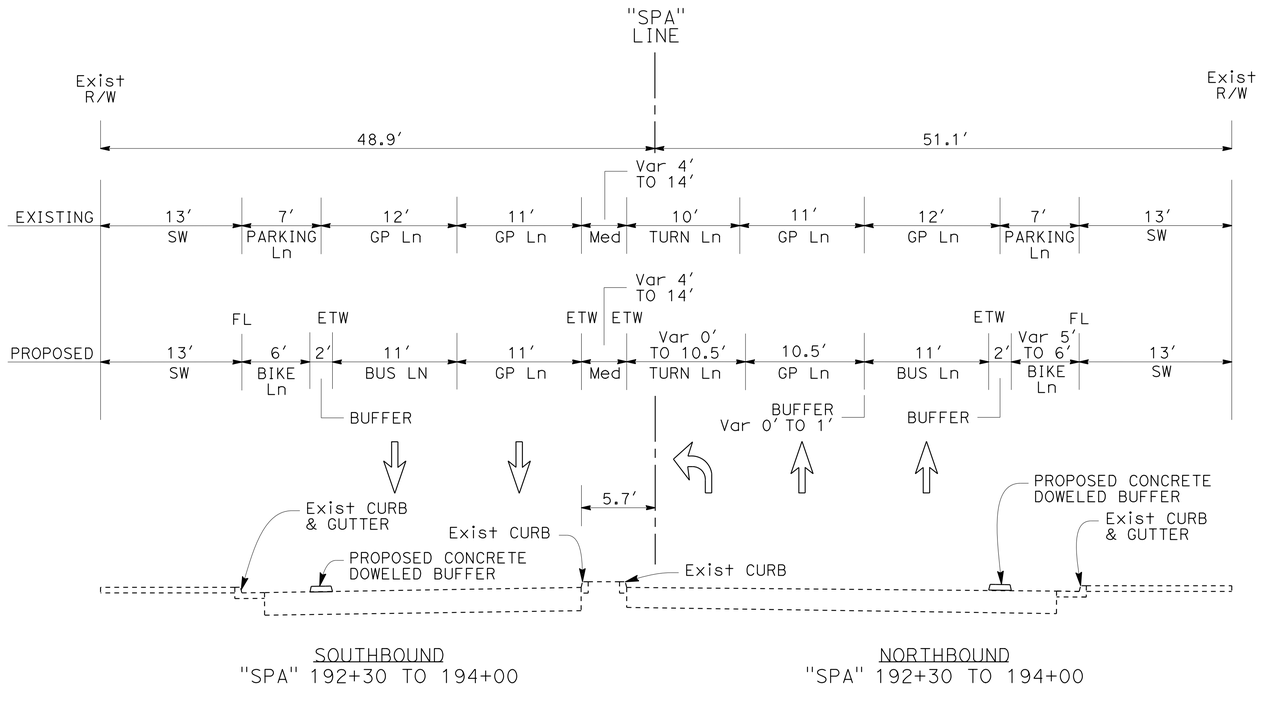
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

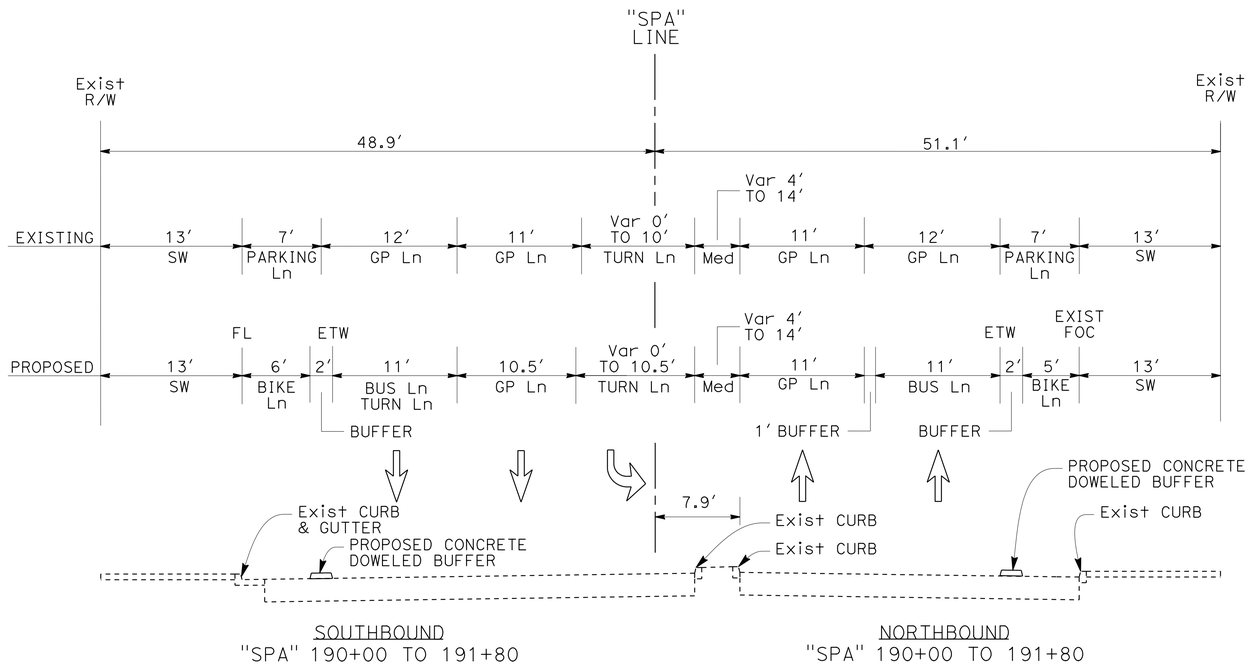
KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607



SOUTHBOUND
"SPA" 192+30 TO 194+00

NORTHBOUND
"SPA" 192+30 TO 194+00



SOUTHBOUND
"SPA" 190+00 TO 191+80

NORTHBOUND
"SPA" 190+00 TO 191+80

TYPICAL SECTIONS

NO SCALE

X - 15

REVISED BY | DATE REVISED: XXX

CALCULATED-DESIGNED BY | CHECKED BY: XXX

CONSULTANT FUNCTIONAL SUPERVISOR: XXX

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BORDER LAST REVISED 7/2/2010

USERNAME => Devin.Wilder
DGN FILE => ca015.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

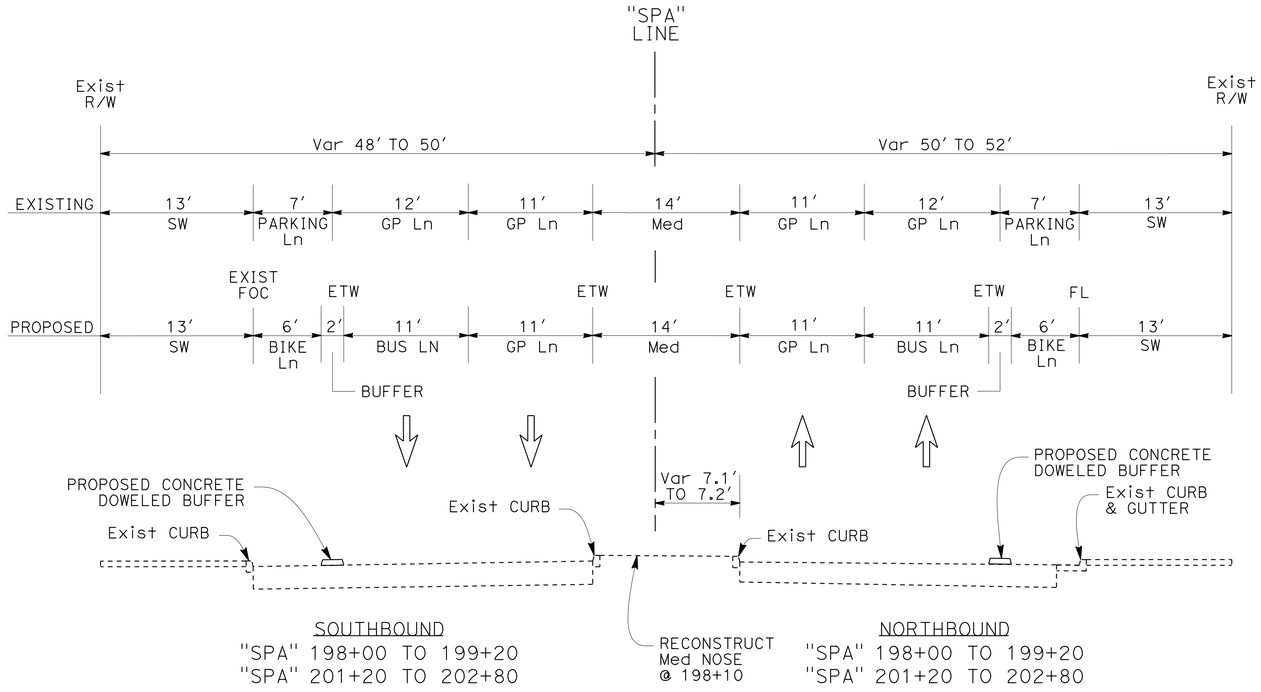
PLANS APPROVAL DATE

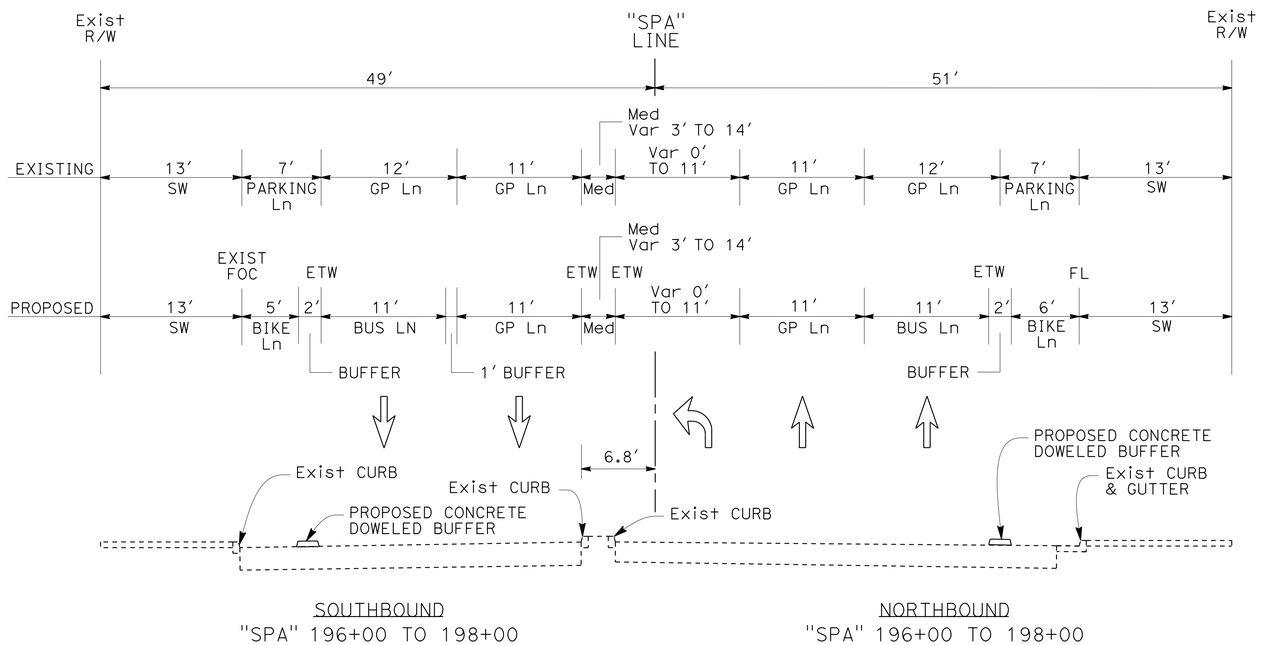
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607





TYPICAL SECTIONS

NO SCALE

X - 16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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REVISED BY: XXX
DATE REVISED: XXX

LAST REVISION
DATE PLOTTED => 18-JUN-2025
TIME PLOTTED => 14:32
00-00-00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

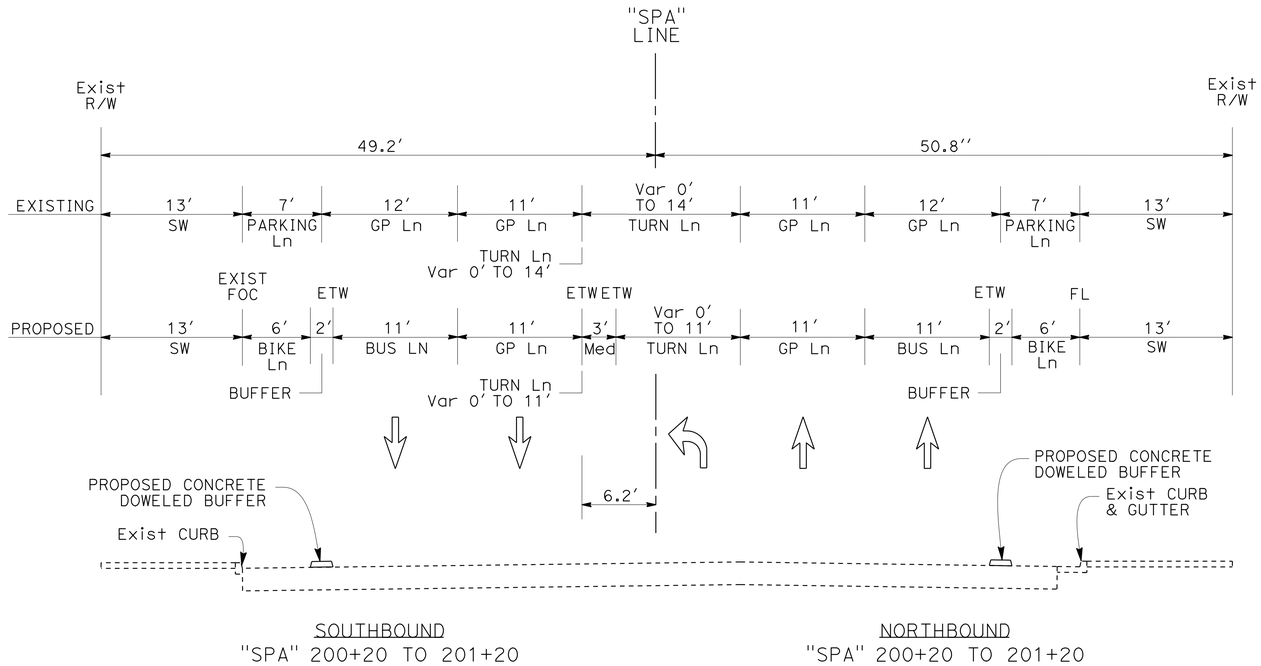
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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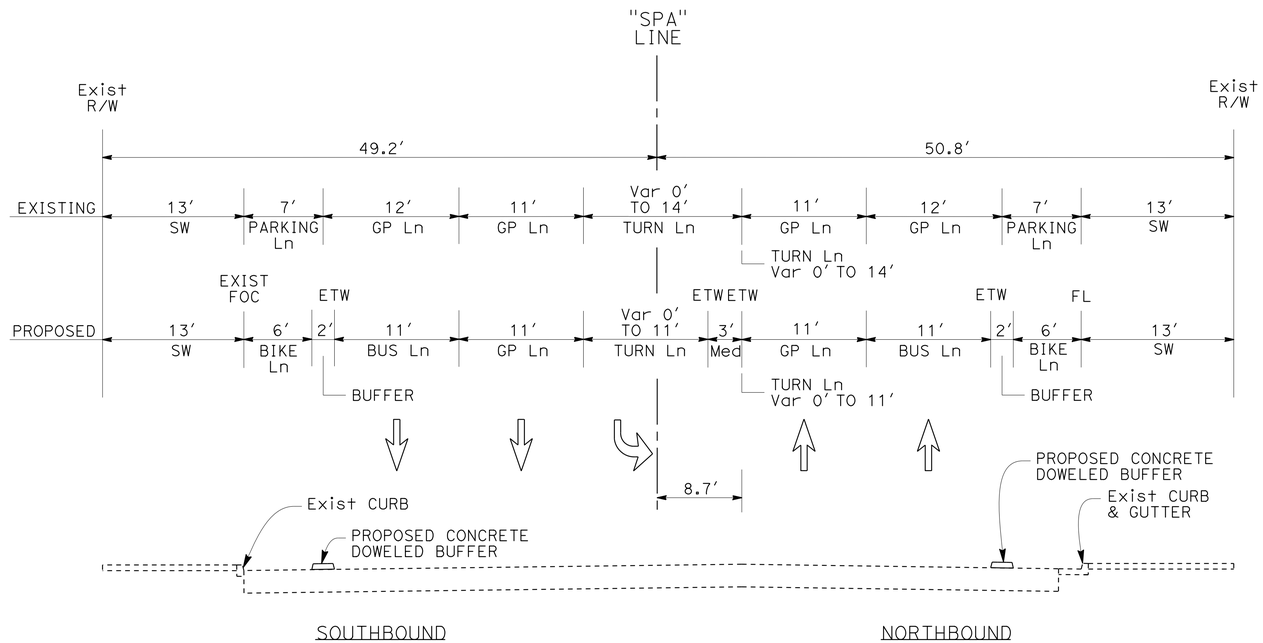
KIMLEY-HORN
4637 CHABOT DRIVE
SUITE 300
PLEASANTON, CA 94588

ALAMEDA CTC
1111 BROADWAY
SUITE 800
OAKLAND, CA 94607



SOUTHBOUND
"SPA" 200+20 TO 201+20

NORTHBOUND
"SPA" 200+20 TO 201+20



SOUTHBOUND
"SPA" 199+20 TO 200+20

NORTHBOUND
"SPA" 199+20 TO 200+20

TYPICAL SECTIONS

NO SCALE

X - 17

REVISED BY | DATE REVISED: XXX | XXX

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: XXX

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISION | DATE PLOTTED => 18-JUN-2025 | TIME PLOTTED => 14:32 | 00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => Devin.Wilder
DGN FILE => ca017.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

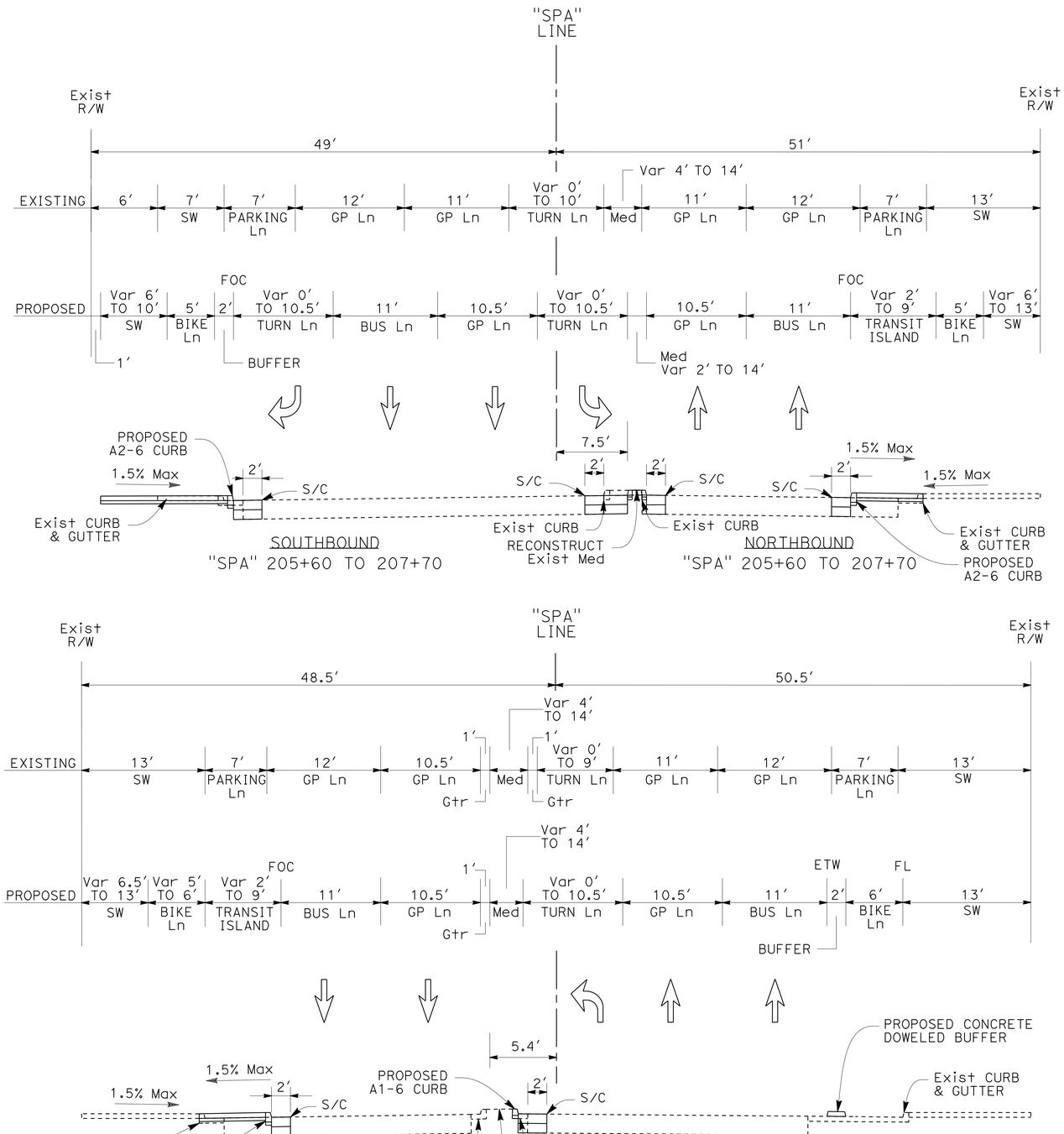
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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TYPICAL SECTIONS

NO SCALE

X - 18

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CONSULTANT FUNCTIONAL SUPERVISOR: XXX

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REVISED BY: XXX | DATE REVISED: XXX

LAST REVISION | DATE PLOTTED => 18-JUN-2025 | TIME PLOTTED => 14:32 | 00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => Devin.Wilder
DGN FILE => ca018.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	123	0.22/2.08		

REGISTERED CIVIL ENGINEER DATE

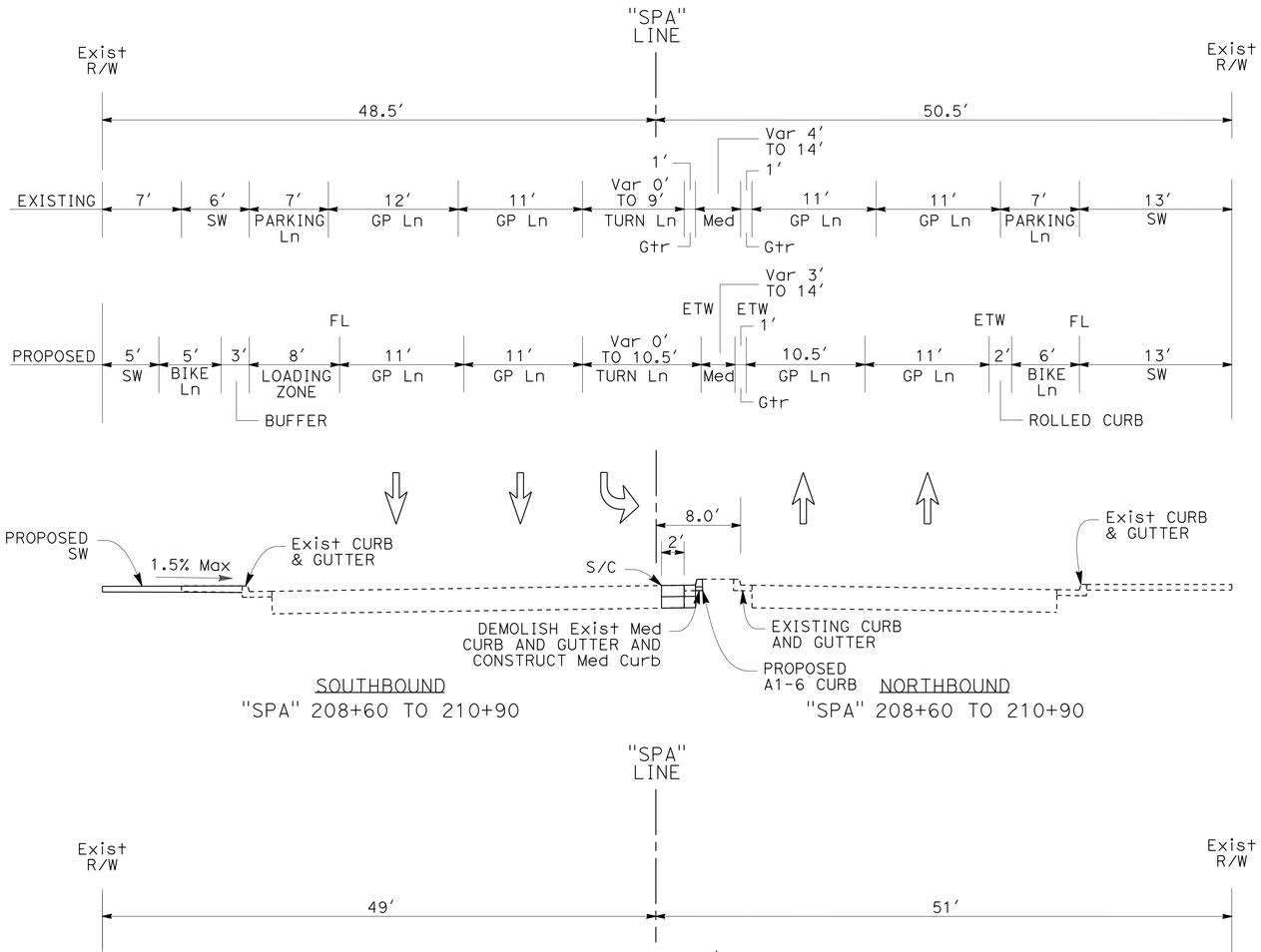
PLANS APPROVAL DATE

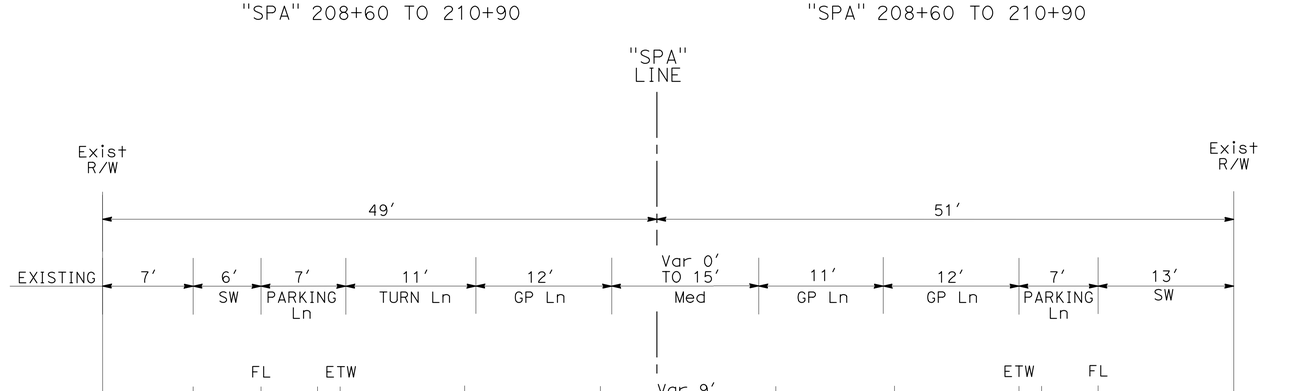
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TYPICAL SECTIONS

NO SCALE

X - 19

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REGISTERED CIVIL ENGINEER DATE

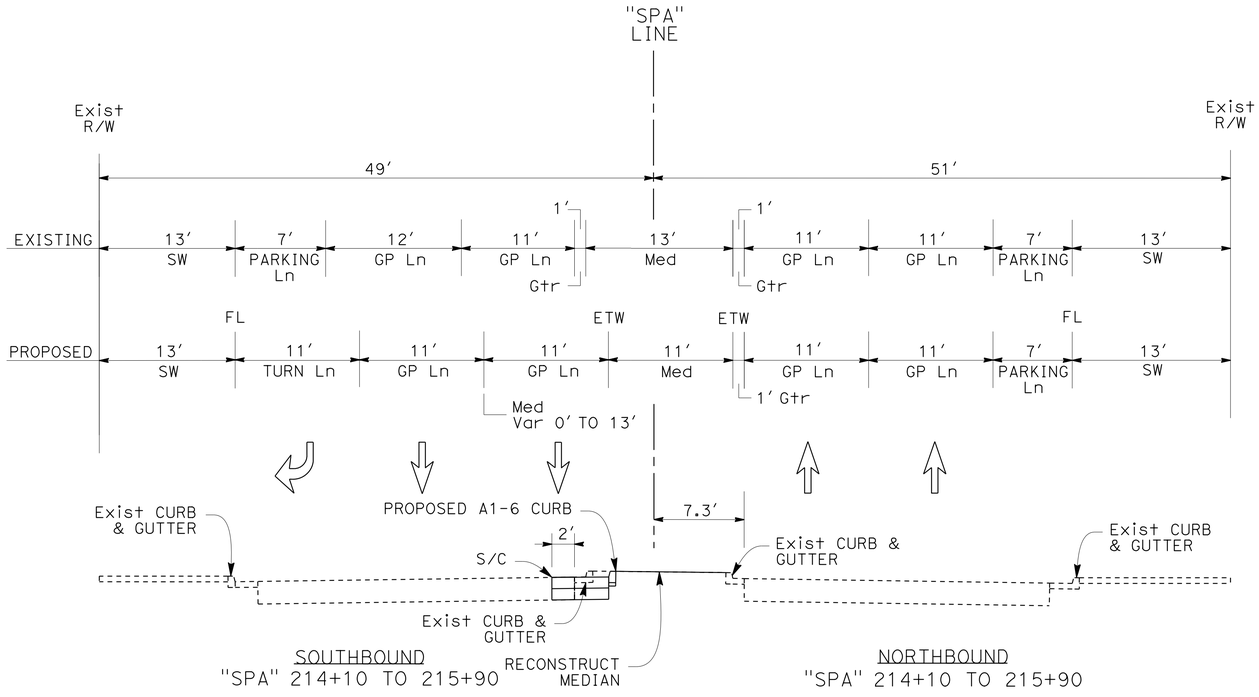
PLANS APPROVAL DATE

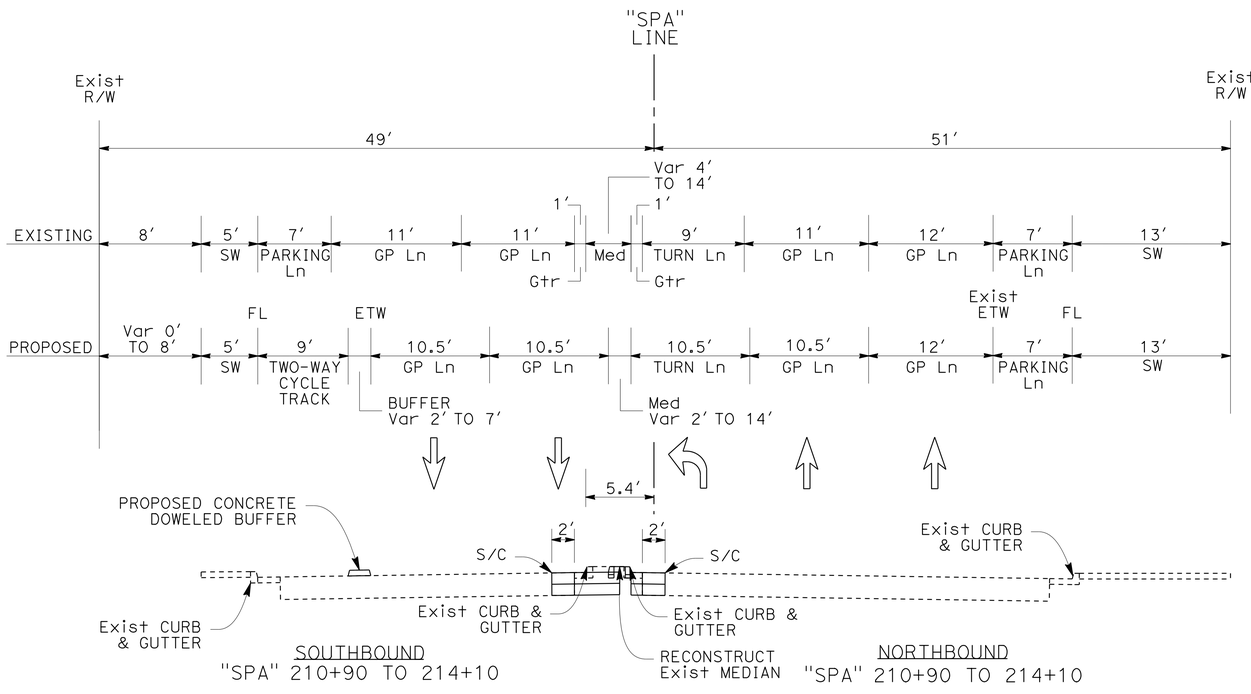
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TYPICAL SECTIONS

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X-20

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Attachment F

Preliminary Environmental Analysis Report

Attachment F

Preliminary Environmental Analysis Report

PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

DIST-CO-RTE: 04-ALA-123-0.22-2.08	**PM/PM:** PM 0.22/ PM 2.08
EA: 2W290	**EFIS Project ID:** 0421000169
Project Title: San Pablo Avenue Bus Lanes and Bike Lanes Project	
Project Manager: Haleh Hakimi	**Phone:** 510.421.9728
Project Engineer: Chris Brecheisen	**Phone:** 928.965.7706
Environmental Office Chief/Manager: Larry Bonner, Project Manager	**Phone:** (510) 390-2537
PEAR Preparer: Juliet Martin, Circlepoint	**Phone:** 408.715.1505

2. Project Description

The Project is located in the cities of Oakland, Emeryville, and Berkeley along San Pablo Avenue and extends from 16th Street in Downtown Oakland to Heinz Avenue in South Berkeley. **Figure 1** displays the location of the Project. The overall Project length is 3.43 miles, and the portion designated as State Route 123 (SR-123) within Caltrans right-of-way extends from West MacArthur Boulevard in Emeryville near the Oakland-Emeryville City Boundary (postmile [PM] 0.22 to Heinz Avenue in Berkeley (PM 2.08).

San Pablo Avenue currently does not have dedicated bus or bike lanes. The proposed project would implement pedestrian safety improvements, protected bike lanes to improve safety for bicyclists, and dedicated bus lanes to improved transit speed and reliability. These pedestrian, bicycle, and transit improvements would help accommodate more viable multimodal options for the community with the expected planned growth and increased density along San Pablo Avenue. In addition, Plan Bay Area (PBA) 2050 also designates all of San Pablo Avenue as a Priority Development Area.

2.1 Project History

In 2017, the Alameda County Transportation Commission (Alameda CTC) began a study with Contra Costa Transportation Authority (CCTA) and West Contra Costa Transportation Advisory Committee (WCCTAC) to explore improvements along San Pablo Avenue between Oakland and Richmond. Phase 1, completed in 2020, analyzed various configurations and prioritized safety and bus reliability based on community input. The findings led to the identification of a Bus Lanes and Bike Lanes Project between Oakland and Berkeley, now advancing into Phase 2 (Project concept was adopted by Alameda CTC in March 2022 and received support from the elected leadership of the cities of Emeryville, Oakland, and Berkeley in 2022), led by Alameda CTC with support from Caltrans and other local stakeholders. Community engagement and outreach for this Project was conducted between 2023 and 2024 to review conceptual designs with project stakeholders. This Project is part of the Alameda

County Community Based Transportation Plan and aligns with the 2014 Transportation Expenditure Plan.

2.2 Purpose and Need

Purpose

The purpose of the Bus Lanes and Bike Lanes Project is to:

- Improve safety and access for people walking and bicycling to/from home, employment, education, shopping, and other areas of community life.
- Reduce injury collisions between vehicles and people walking, biking, or taking transit, while not increasing vehicle to vehicle injury collisions.
- Prioritize multimodal mobility and network connectivity through separated bikeways, transit priority treatments, and pedestrian-friendly design.
- Enhance multimodal transportation solutions for transit-dependent and underserved communities along the Project corridor.
- Provide public transit bus travel time savings.
- Support the ongoing and planned growth in the Priority Development Areas along the corridor within the Project study area.

Need

The need for the Project is as follows:

- The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor from the city of Oakland to the city of Albany is the third worst high-injury network corridor in Alameda County for pedestrian and bicycle collisions and fatalities per the Alameda County Active Transportation Plan from 2019.
- No dedicated bicycle facilities are available along most of San Pablo Avenue between Downtown Oakland and Heinz Avenue in Berkeley. The few intermittent Class II bike lanes that exist south of West MacArthur Boulevard do not provide separation or protection commensurate with the vehicle speeds and volumes as recommended in the 2024 Caltrans District 4 Bicycle Best Practices. Due to the lack of continuous parallel streets to San Pablo Avenue, alternative routes along existing bicycle facilities are very indirect.
- The existing infrastructure along the San Pablo Avenue corridor is an uninviting pedestrian environment. Improvements are necessary to eliminate lengthy gaps between pedestrian crossings, upgrade sidewalks and curb ramps to correct ADA deficiencies, improve the safety of existing crossings and reduce pedestrian crossing distances, and reduce the roadway cross-section to reduce motor vehicle speeding.
- Public transit is unreliable along the corridor, leading to reduced on-time performance, particularly affecting transit-dependent populations.

- The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit-dependent and underserved populations. Based on American Community Survey (2015-2019) data, compared to Alameda County overall, residents along the Project corridor own fewer cars (23 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (5 percent vs 4 percent for Alameda County), bicycling (6 percent vs 2 percent), and transit (33 percent vs 16 percent) as the primary commute mode to work.
- Segments of San Pablo Avenue serve as community "Main Streets" and would benefit from a pedestrian-oriented roadway. San Pablo Avenue within the Project study area provides access to schools, community centers, senior centers, main libraries, several housing navigation centers, food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.

2.3 Description of Work

The Project would implement bus-only lanes by converting the existing outside general-purpose lane in each direction to a side-running bus-only lane between 20th Street in Oakland and just north of Ashby Avenue in Berkeley. Existing on-street parking would be removed to construct protected bike lanes between 20th Street in Oakland and Heinz Avenue in Berkeley. Parking and loading currently occurring along San Pablo Avenue within the Project limits would be moved to the side streets of San Pablo Avenue or would be retained in limited locations on San Pablo Avenue.

Additionally, Project improvements include safety upgrades, transit facility improvements, and accessibility improvements. Upgrades intended to improve safety of crossings include new and modified traffic signals and improved intersection striping and markings. This also includes an exclusive bike lane on San Pablo Avenue with proposed vertical separation between the bike lane and the adjacent transit-only lane where possible, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), and new raised islands and bulbouts to channelize vehicle movements and reduce turning speeds for safer crossings. Additionally, lighting improvements along San Pablo Avenue would be implemented at locations where existing lighting is identified as deficient. Transit facility improvements include bus loading island upgrades in addition to the bus-only lane. Accessibility improvements include constructing curb ramps, median refuges, transit islands, and reconstruction of sidewalks to close multiple driveways. Along side streets adjoining San Pablo Avenue, measures including curb painting to designate loading and delivery zones and to daylight intersections, new parking meters, new pedestrian scale lighting, new curb ramps, and signing and striping improvements would be installed. In addition, West MacArthur Boulevard between Market Street and San Pablo Avenue would be reconfigured to improve multimodal safety of the complex San Pablo Avenue/W MacArthur Boulevard/Adeline Street intersection.

Construction also includes grading; removal of existing asphalt pavement, concrete, landscaping, street signage, traffic signals, and lighting; trenching for the installation or relocation of utilities; the replacement and/or installation of new asphalt paving, new concrete and formwork, landscaping, irrigation systems, traffic signals, and signage; and roadway striping.

Stormwater treatment features would be included along the corridor as well as Best Management Practices (BMPs). There would also be some off-corridor signal and intersection work as a result of the diversion analysis in the Project Approval & Environmental Document (PA&ED) phase. The location of the off-corridor work will be further evaluated based on the findings of the diversion analysis during the PA&ED phase.

Trees would be preserved where feasible. Where not feasible, trees would be removed, as necessitated by the implementation of the Project and trees would be replaced to the extent possible, to minimize changes to the visual environment along the corridor. The Project would have a goal to replace trees at a ratio of 1:1 for non-native and 3:1 for native species. Any tree removals and replacements would be reviewed by a qualified arborist, coordinated with City urban forestry divisions, and would be completed in accordance with any City tree policies/plans.



Figure 1 Location Map

3. Anticipated Environmental Approval

CEQA (choose one):

☒ Exemption
- ☐ Statutory ☒ Categorical ☐ Common Sense

☐ Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND

☐ Environmental Impact Report

NEPA (choose one):

☒ Categorical Exclusion

☐ Environmental Assessment with Finding of No Significant Impact
- ☐ Routine ☐ Complex

☐ Environmental Impact Statement

CEQA Lead Agency (if determined): Alameda CTC
Estimated length of time (months) to obtain environmental approval: 21 months
Estimated person hours to complete identified tasks: Not Applicable. Support hours have been excluded because they are not reimbursable during the PA&ED phase.

4. Special Environmental Considerations

The Project would have the potential to impact sensitive environmental resources, as described below.

The character of the corridor is highly urbanized and is dominated by commercial and residential development. Potential effects of the Project are anticipated to include construction-period changes to traffic flow (traffic detours and roadway closures), construction-period noise and vibration, and pollutant emissions from construction equipment.

Hazardous waste and materials could be present within the vicinity of the Project that could expose workers to hazards during construction. (see discussion in **8.11 Hazardous Waste/Materials**)

Additionally, effects to potential undocumented cultural resources could occur during construction if such resources are present and encountered during ground disturbing activities. The potential to encounter these resources is high (see discussion in **8.6 Cultural Resources**), and there is a possibility for undocumented Native American and archaeological resources to be encountered during construction. It is also assumed that historic properties are present within the Project area and further analysis of the built environment will be required.

5. Anticipated Environmental Commitments

This Preliminary Environmental Analysis Report (PEAR) considers the proposed

improvements throughout the Project area. Potential impacts to environmentally sensitive resources could occur as a result of the Project; however, it is anticipated that, based on existing conditions and the design of the Project, impacts could be avoided with adherence to Caltrans Best Management Practices (BMPs) and standard avoidance and minimization measures (AMMs). It is anticipated that AMMs would be developed to further reduce impacts associated with Cultural Resources, Paleontological Resources, and Biological Resources. As currently designed, the Project would promote vehicle miles travelled (VMT) reductions through the implementation of dedicated bus lanes and bike lanes along the Project area, encouraging transit and bicycle travel. Accordingly, it is anticipated that the appropriate level of environmental documentation to be prepared during the PA&ED phase would be a Class 1 Categorical Exemption pursuant to Section 15301(c) (CEQA Guidelines), and a Categorical Exclusion under the National Environmental Policy Act (NEPA) pursuant to 23 Code of Federal Regulations (CFR) 771.117(c)(3).

The project originated from a multi-year planning study conducted from 2017-2021 that included participation from all major project agency stakeholders (cities, transit operators, Caltrans), and multiple rounds of public engagement and technical analysis to identify corridor needs, assess tradeoffs between corridor design options, and arrive at a preferred option of bus lanes and bike lanes for San Pablo Avenue between Downtown Oakland and South Berkeley. The project secured policy-level support from the Alameda County Transportation Commission in March 2022 as well as actions and letters of support from the elected leadership of the cities of Oakland, Emeryville, and Berkeley. More recently, between 2023 and 2024, the project team undertook an extensive community engagement effort to share and solicit feedback on conceptual designs with corridor stakeholders.

The purpose and need for the Project is well defined and demonstrates independent utility and logical termini. No individual Section 4(f) determination or Section 7 consultation is anticipated. The Project would not result in significant visual resource impacts as the proposed improvements would be consistent with the existing use and character of the corridor.

It is expected that the environmental technical reports and environmental document would take approximately 21 months to prepare and process for final adoption/approval, including time for review by the environmental division staff within Caltrans. This timeline does not include permitting by federal or state resource agencies, if required.

6. Permits and Approvals

It is anticipated that the following regulatory permits/approvals would be required for the Project:

- San Francisco Bay Regional Water Quality Control (RWQCB) Board Municipal National Pollutant Discharge Elimination System (NPDES) Permit
- Caltrans Encroachment Permit
- City of Oakland Encroachment Permit
- City of Emeryville Encroachment Permit

- City of Berkeley Encroachment Permit
- City of Oakland Development-related Tree Removal Permit
- City of Emeryville Tree Removal Permit
- City of Berkeley Tree Pruning or Removal Permit

Attachment A, PEAR Environmental Studies Checklist, of this PEAR is used to assess and evaluate environmental factors and potential impacts in a memo or study ensuring that all relevant environmental considerations are addressed and managed effectively. The environmental studies outlined in **Attachment A** are also described below:

Community Impacts: Community Impact (CIA) Memo is being prepared consistent with the Caltrans Standard Environmental Reference (SER) to assess if there would be community impacts of the Project on communities and neighborhoods and is anticipated to determine no adverse effect to community resources. Caltrans recommends preparation of a CIA Memo when a project involves actions such as construction easements, utilities relocation, removal of parking, and impediments to public access.

Visual/Aesthetic Impacts: The Project would implement transit-only lanes by converting one existing general-purpose lane in each direction to a side-running transit-only lane between 20th Street in Oakland and just north of Ashby Avenue in Berkeley. To reduce the visual impacts of these Project features, aesthetic treatments consisting of color, texture, and/or pattern would be applied. The latest Caltrans Visual Impact Assessment (VIA) Questionnaire tool was prepared to determine the appropriate type of VIA required, consistent with the Caltrans SER. Based on the results of VIA Questionnaire with a project score of 23, a VIA Memorandum would be most appropriate to describe project features, impacts, and any environmental commitments.

Cultural Resources: In fulfillment of the National Historic Preservation Act (NHPA) requirements under Section 106, an Area of Potential Effect (APE) would be developed for the Project encompassing both the temporary and permanent Project footprint. Additionally, a Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and a Historical Resources Evaluation Report (HRER) would be prepared. The APE, ASR, and HPSR are anticipated to determine no adverse effect to cultural resources. Tribal letters would also be prepared for outreach to tribes under Section 106 for Caltrans to distribute.

Hazardous Waste/Materials: There is a potential to encounter hazardous materials and wastes within the Project area. However, based on a desktop review of the Project area, it is anticipated that there will not be substantial risks due to the presence of such materials in the Project area. Therefore, a Hazardous Waste Memorandum would be appropriate to identify the level of potential risk of hazardous materials and wastes exposure to workers constructing the Project. The Memorandum would evaluate potential impacts from hazardous materials and wastes if present.

Biological Resources: A Natural Environmental Study (NES) would be prepared to determine if there are specific sensitive species in the Project area. An NES with

minimal impact (NES-MI) is anticipated, with no adverse effects to biological and aquatic resources expected to occur.

Noise: A Noise Memorandum, consistent with the Caltrans SER, would be prepared to assess noise produced during construction of the Project.

Greenhouse Gas (GHG) Emissions for CEQA: A GHG Memorandum would be prepared for CEQA evaluation to assess project construction phase emissions. Operationally, this Project will be converting two general-purpose lanes to transit-only lanes and diverting some auto traffic to parallel routes. The reduction from four to two general-purpose lanes and the improvements to transit, pedestrian, and biking conditions is expected to result in an overall reduction in VMT and GHG emissions on San Pablo Avenue.

7. Level of Effort: Risks and Assumptions

Risk management is the systematic process of identifying and planning for issues that, were they to occur, could affect Project objectives such as the Project timeline and/or budget. Initial phases of project development include developing and regularly reviewing a risk management matrix prepared for a project. This PEAR is designed to provide an evaluation of the level of technical study and environmental documentation that would be required for the Project.

The discussion of PEAR technical summaries below is based on desktop surveys of the environmental study area, existing public data, and technical reports prepared for other projects in the region. The summaries evaluate the potential environmental risks associated with the Project. Based on the information, the process of attaining full environmental approval would take approximately 21 months to complete.

Attachment B of this PEAR provides a sample schedule of the environmental review process for the Project.

The following assumptions were made when evaluating the Project:

- The community would be generally supportive of the need for the Project.
- Hazardous materials could be encountered in the soils along this highway corridor.
- Undocumented Native American and cultural resources could potentially be encountered during construction.

8. PEAR Technical Summaries

This section provides a discussion of resource topics that are anticipated to require environmental review. The list below summarizes the applicable reports that are anticipated to be prepared for this project.

- Community Impact Assessment (CIA) Memorandum
- Visual Impact Assessment (VIA) Memorandum

- Historic Property Survey Report (HPSR)
- Archaeological Survey Report (ASR)
- Historic Resources Evaluation Report (HRER)
- Natural Environment Study (NES(MI))
- Noise Memorandum
- Stormwater Pollution Prevention Plan (SWPPP)
- Project Water Quality Assessment Memo
- Hazardous Waste Memorandum
- Greenhouse Gas Emissions Memorandum (*for CEQA*)

8.1 Land Use:

The Project will require preparation of a CIA Memorandum to document the Project's consistency with local and regional planning documents, and to document temporary or permanent land acquisitions associated with the Project, It is anticipated that the Project would not involve the taking of partial or full Right-of-Way (ROW), and would only require temporary construction easements (TCEs) in three places along the Project footprint, including two near the San Pablo Ave/40th St intersection (PM 0.373) and one near the San Pablo/Ashby Ave Intersection (PM 1.901).

The Project spans a variety of land uses. According to the City of Oakland General Plan, the Project footprint is surrounded by land designated as 'Central Business District' between 16th Street and the I-980 underpass. The footprint is surrounded by land designated as 'Community Commercial' between the I-980 underpass and 32nd Street and between 53rd Street and 67th St Street. The footprint is surrounded by 'Urban Residential' land between 32nd Street and 36th Street. In addition, lands to the east of San Pablo Avenue between 61st Street and 63rd Street are designated as 'Institutional' and 'Urban Park and Open Space' uses.[1] In the City of Emeryville, the footprint is surrounded by 'Mixed Use with Residential' land use with Neighborhood Retail Overlay.[2] Areas to the west of San Pablo Avenue between 45th Street and 53rd Street are designated with 'Public' use. In the City of Berkeley, the footprint is surrounded by land designated as 'Avenue Commercial' between 67th Street and Heinz Avenue.[3] The City of Berkeley is currently preparing the San Pablo Specific Plan which would change land use types and create new land use designations along the Avenue to support diverse housing, commercial activities, and public amenities.[4]

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[1] City of Oakland, Planning and Zoning Map. https://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=3676148ea4924fc7b75e7350903c7224. Accessed Aug 26, 2024.
[2] City of Emeryville, Land Use Diagram. https://www.ci.emeryville.ca.us/DocumentCenter/View/987/GP-Land-Use-Diagram?bidId=. Accessed Aug 26, 2024.
[3] City of Berkeley, Community GIS Portal. https://berkeley.maps.arcgis.com/apps/webappviewer. Accessed Aug 26, 2024.
[4] City of Berkeley. "San Pablo Avenue Specific Plan". https://berkeleyca.gov/construction-development/land-use-development/general-plan-and-area-plans/san-pablo-avenue-specific. Accessed December 2024.

Various zoning types exist along the Project corridor. In the City of Oakland, the Project corridor cuts across the 'CC-2' Zone which supports commercial businesses with direct frontage and access along the City's corridors and commercial areas, and the 'CN-3' Zone which supports neighborhood commercial centers with a compact and vibrant pedestrian environment. Urban parks and open spaces along the Project corridor are parts of 'OS' Zone which preserves land for permanent open spaces. Urban residential' lands are a part of the 'RU-5' Zone which allows multi-unit, mid-rise, and high-rise residential structures and ground floor neighborhood businesses on the City's major corridors. The Central Business District near the southern end of the Project corridor includes CBD-R (Residential), CBD-X (Mixed Commercial), and CBD-C (General Commercial) zones.[5] In the City of Emeryville, lands along the corridor belong to 'MUR (Mixed Use with Residential)', 'MURS (Mixed Use with residential South', 'MUN (Mixed Use with Non-residential)', 'PUD (Planned Unit Development)', and 'P (Public)' Zones.[6] In the City of Berkeley, lands along the corridor are a part of 'C-W (West Berkeley Commercial) Zone which supports mixed-use residential and commercial uses that primarily serve area residents and/or businesses.[7]

Section 4(f) of the Department of Transportation Act of 1966 (Section 4(f)) is a policy that requires an analysis of the potential effects of the Project on parks, recreational facilities, wildlife and waterfowl refuges, and cultural resources within approximately 0.5 mile of the Project footprint. The CIA will include a discussion of recreational resources evaluated to the requirements of Section 4(f). The HPSR and HRER will include a discussion of historic resources to the requirements of Section 4(f).

The Project would be consistent with state, regional, and local plans and would not result in residential displacement. It is anticipated that the Project would not involve the taking of partial or full Right-of-Way (ROW) and would only require TCEs in three places along the Project footprint. The TCEs would not result in displacement.

8.2 Growth:

The Project would improve connectivity and safety for pedestrians and bicyclists accessing San Pablo Avenue and would not increase local roadway capacity. The Project does not involve any changes in land use. It would not create a new transportation route, expand a roadway, or create opportunities for new housing or businesses. The Project will improve the multimodal transportation network by converting existing general-purpose lanes into bus-only lanes, constructing protected bike lanes, and making infrastructure improvements, including new curb ramps, median refuges, transit islands, and sidewalk reconstruction. It is not likely to influence

[5] City of Oakland, Oakland Planning Code. https://library.municode.com/ca/oakland/codes/planning_code?nodeId=OAPLCO1997. Accessed Aug 26, 2024

[6] City of Emeryville, Emeryville Municipal Code TITLE 9 Planning Regulations. https://www.codepublishing.com/CA/Emeryville/html/Emeryville09/Emeryville093.html. Accessed Aug 26, 2024.

[7] City of Berkeley, Berkeley Municipal Code. https://berkeley.municipal.codes/BMC/23.204.140. Accessed Aug 26, 2024.

population growth in the Project area because the Project would improve an existing transportation corridor but not add new housing or businesses. Accordingly, no Project related growth is reasonably foreseeable.

Detailed demographic information and population growth projections will be documented in a CIA Memorandum.

8.3 Farmlands/Timberlands:

According to the California Important Farmland Finder, there are no farmlands, Williamson Act lands, or timberlands within the half-mile radius of San Pablo Avenue.[8] No farmland conversion or acquisition of farmland under the Williamson Act would be required. Therefore, no further analysis is required.

8.4 Community Impacts:

The Project footprint is located in Census Tracts 4014, 4015, 4016, 4027, 4220, 4009, 4008, 4013, 4240.02, 4233, 4251.04, 4028.01 and 4028.02. The Project, which would implement dedicated bus lanes and bike lanes and safety and infrastructure improvements to expedite transit travel time and enhance cyclist and pedestrian safety, is anticipated to benefit members of the surrounding communities.

Permanent ROW acquisition is not anticipated, and the Project would not result in residential or commercial displacement, as noted in **Section 8.1 Land Use**. Effects to community cohesion are anticipated to be beneficial, because the surrounding area and properties would retain their land use form and functionality, but with improvements to multimodal infrastructure and safety. Project construction would temporarily involve some disruptions to community cohesion due to emissions from construction equipment, handling of hazardous materials and/or waste, construction traffic and noise, utility relocation, and visual clutter associated with construction. However, these temporary effects would only occur during the construction period and would cease upon construction completion. The Project would implement Caltrans standard control measures during the construction period, which would avoid and/or minimize construction period impacts to the local community. Community serving centers and institutions such as the Emeryville Center of Community Life, the Golden Gate Library, and the Golden Gate Recreation Center are in proximity of the Project. There are several schools within the Project vicinity, including the Berkeley School, Pacific Rim International School, Anna Yates Elementary, North Oakland Community Charter School, Hoover Elementary School, and the Oakland School for the Arts. Street-fronting land uses near the Project are primarily commercial, and restaurants and small shops line most of San Pablo Avenue. However, construction activities are not expected to significantly impact areas where community members usually congregate for festivals, the farmer's market, or other community events. Construction activities will be primarily restricted to the project site, and access to existing buildings and services will be maintained to the community centers, schools, and businesses listed above. Where

[8]California Department of Conservation. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 26, 2024.

roads are impacted, detours will be established around construction areas. However, full closures are not anticipated with construction activities. Therefore, the Project is anticipated to have beneficial impacts on local communities and community facilities.

As noted in **Section 6** above, a CIA Memorandum will be prepared to evaluate construction-period and operational effects. The CIA Memorandum will disclose and discuss changes to parking and circulation caused by the project implementation. In addition, the CIA Memorandum will document public engagement efforts for the Project.

8.5 Visual/Aesthetics:

San Pablo Avenue (SR-123) through the Project limits is not classified as a Designated State Scenic Highway,[9] and does not have any other scenic resource designation.[10,11,12] The Project is not within the Coastal Zone,[13] and it is not considered a sensitive corridor regarding visual resource issues. Views along the Project corridor are comprised of urban development that lines both sides of San Pablo Avenue.

Trees will be preserved where feasible. Where not feasible, trees will be removed, as necessitated by the implementation of the Project and trees would be replaced to the extent possible, to minimize changes to the visual environment along the corridor. The Project will have a goal to replace trees at a ratio of 1:1 for non-native and 3:1 for native species. Any tree removals and replacements will be reviewed by a qualified arborist, coordinated with City urban forestry divisions, and will be completed in accordance with any City tree policies/plans to the extent feasible. While the Project would introduce new visual elements to the area, they are not anticipated to result in adverse impacts to the visual environment. The type of improvements proposed, such as painted bus lanes and bike lanes, may be noticeable in the corridor, but are not anticipated to substantially change the visual environment; implementation of the Project would primarily change bus, bike and passenger vehicle operation and movements along the corridor as well as optimize pedestrian safety. These changes would be consistent with the existing use and character of the corridor. Roadway striping, changes to curbs and bulbouts, signage, and other changes would be consistent with the existing overall visual character of the corridor.

The latest Caltrans VIA Questionnaire tool was used to determine the appropriate type of VIA required, consistent with the Caltrans SER. The Project has a score of 23 in the

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[9] California State Scenic Highway System Map. Accessed August 26, 2024. Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.
[10] City of Oakland General Plan, Scenic Highways Element. Accessed August 26, 2024. Available at: https://cao-94612.s3.amazonaws.com/documents/dowd009021.pdf
[11] City of Emeryville General Plan. Accessed August 26, 2024. Available at: https://www.ci.emeryville.ca.us/385/General-Plan-and-Supporting-Documents, https://www.ci.emeryville.ca.us/DocumentCenter/View/1012/50-Urban-Design?bidId=
[12] City of Berkeley General Plan. Accessed August 26, 2024. Available at: https://berkeleyca.gov/your-government/our-work/adopted-plans/general-plan
[13] California Coastal Commission, Coastal Zone Boundary Map. Accessed August 26, 2024. Available at https://www.coastal.ca.gov/maps/czb/

VIA Questionnaire, indicating that the project would propose minor visual changes to the environment and would expect minor public concern. It is anticipated that a VIA Memorandum would be prepared that would describe project features, impacts, and any AMMs that may be necessary.

8.6 Cultural Resources:

According to the General Plan EIRs for the cities of Oakland, Berkeley and Emeryville, a high potential for Native American cultural resources and historic archaeological resources exists within these city limits. The potential to encounter unidentified resources in these cities is considered relatively high as previous analysis for similar projects in the area has resulted in the identification of cultural resources.[14,15,16]

The Project would be constructed within existing ROW, which is generally highly disturbed as a result of past excavation and grading for highway and local roadway construction. However, there is a possibility for buried archaeological deposits to be encountered during Project construction where construction activities require excavation. Most excavation would not exceed 1-foot; however, installation of pole foundations would require excavation up to 15 feet deep and GI areas or utility trenching would require excavation up to 8 feet deep. This will be further explored during the PA&ED phase. Because NEPA applies, compliance with Section 106 of the NHPA is required.

Pertaining to tribal resources, consultation with Native American tribes is required to determine if the Project would affect historic properties of religious or cultural significance, as a part of compliance with Section 106 of the NHPA and the Caltrans Programmatic Agreement.

In fulfillment of NHPA requirements under Section 106, an APE would be developed for the Project encompassing both the temporary and permanent Project footprint. An HRER is anticipated to be required for the Project. An HRER would be prepared as a summary document that evaluates properties within a project's APE for historical significance. Built environment evaluations would be completed and the results summarized in a HRER would be appended to HPSR. An HPSR would be prepared as the summary document for cultural resources studies that would minimally include an ASR. A HPSR would be prepared to summarize the identification efforts conducted to address the requirements of the Caltrans Programmatic Agreement. Pertinent technical

[14] City of Berkeley, 2023-2031 Housing Element Update Draft Environmental Impact Report. https://berkeleyca.gov/sites/default/files/documents/Berkeley%202023-2031%20Housing%20Element%20Update%20Draft%20EIR.pdf Accessed August 26, 2024.
[15] City of Oakland, PHASE I Oakland 2045 General Plan Update Environmental Impact Report. https://www.oaklandca.gov/documents/oakland-2045-general-plan-draft-environmental-impact-report-eir. Accessed August 27, 2024
[16] City of Emeryville, Emeryville General Plan Draft Environmental Impact Report. https://www.ci.emeryville.ca.us/DocumentCenter/View/647/308-Cultural-Resources. Accessed August 26, 2024.

studies (e.g., the ASR) would be appended to the HPSR. If no cultural resources are determined eligible under the NRHP, Section 106 responsibilities would be fulfilled.

If NRHP-eligible built resources or archaeological resources are impacted by the Project, a Section 4(f) evaluation would be required, as well as a Finding of Effect analysis. If adverse effects would occur, a Memorandum of Agreement and Historic Property Treatment Plan would be prepared to document mitigation measures agreed upon by the Alameda County Transportation Commission (ACTC), Caltrans, and the State Historic Preservation Officer.

8.7 Hydrology and Floodplain:

According to the FEMA Flood Insurance Rate Maps (FIRM), the entirety of the Project footprint would be located in areas designated as Zone X, which represent areas of minimal flood hazard. Zone X is defined as areas determined to be outside of the 500-year floodplain.

Portions of the Project are within 0.5 mile of base floodplain areas designated by FEMA as Zones AE. Flood Zone AE areas have at least a one percent-annual-chance of being flooded, but with wave heights of less than three feet.[17] Adjacent to the east of the Project footprint between 43rd Street to 47th Street is a Flood Zone AE along Temescal Creek. Another Zone AE across Berkeley Aquatic Park is around 0.3 miles west of the Project footprint in its northern end.[18]

As described in a memorandum from the Chief of the Department of Transportation, Kelly J. Hobbs, on September 20, 2021, certain projects that are low risk or have no impact to the regulatory floodway or base floodplain are not required to analyze floodplain encroachment. The Project does not support base floodplain development, either directly or indirectly and does not involve any actions that would encourage, allow, or facilitate development within the base floodplain. Additionally, it does not include any modifications or infrastructure improvements that would impact the floodplain itself. A Floodplain Encroachment Location Hydraulic Study (LHS) Memo-No Significant Encroachment would be prepared and provided as an attachment to the environmental documentation.

8.8 Water Quality and Storm Water Runoff:

It is anticipated that construction activities associated with the Project would disturb more than one acre of soil. Therefore, the Project must comply with the Statewide NPDES Construction General Permit. The Project would also be required to comply with applicable requirements of the Statewide Caltrans NPDES Permit. The Caltrans NPDES Permit references the Construction General Permit for regulation of stormwater

[17] Federal Emergency Management Agency. Features of Flood Insurance Rate Maps in Coastal Areas. https://www.fema.gov/flood-maps/coastal/insurance-rate-maps. Accessed August 26, 2024.
[18] FEMA. National Flood Hazard Layer Viewer. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd Accessed Aug 26, 2024.

discharges from all Caltrans construction projects. Temporary and permanent (post-construction) BMPs that are required to comply with the permit, such as the reduction or avoidance of runoff and the preparation of a Stormwater Pollution Prevention Plan (SWPPP) would be presented in the Project Water Quality Assessment Memo during the PA&ED phase. Additionally, the Project would be required to file a Notice of Intent (NOI) to be covered under the State NPDES General Construction Permit for discharges of storm water association with construction activity.

In addition to the above requirements, since the construction of the Project is anticipated to disturb one acre or more of land, measures to provide permanent stormwater treatment and mitigate for hydromodification impacts to receiving waterbodies would need to be incorporated into the project design. The stormwater treatment measures would be required to be designed in accordance with the Caltrans Project Planning and Design Guide, and the hydromodification analysis and mitigation measures would need to be in compliance with the San Francisco Bay RWQCB Municipal NPDES Permit.

Since the Project would not involve temporary dewatering, Section 401 and Section 404 permits, issued by the San Francisco Bay RWQCB and the United States Army Corps of Engineers, respectively, would not be required.

As a matter of law, the Project would require the incorporation of design BMPs, as well as temporary BMPs to prevent effects to water quality during construction (such as excessive erosion or sedimentation). These BMPs are outlined in Caltrans' Storm Water Management and would be incorporated into the Project's SWPPP. Adherence with Caltrans BMPs would ensure that construction and operation of the Project would not adversely affect water quality in local waterways or groundwater quality. Refer to **Section 8.15, Biological Environment**, for a discussion of potential effects to local waterways.

8.9 Geology, Soils, Seismic and Topography:

The Project is located approximately two miles west of the Hayward Fault Zone.[19] The Project is not within an earthquake fault zone. The Project is not within a landslide zone but is within a liquefaction zone on relatively flat land.[20] Soils underlying the Project footprint consist of a majority of urban land, as well as Baywood (consisting of deep, excessively drained soils that formed in old sand dunes near the coast), Clear Lake (consisting of very deep, poorly drained soils that formed in fine textured alluvium derived from mixed rock sources), and Danville (consisting of very deep, well drained soils that formed in alluvium).[21]

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[19] California Department of Conservation. Fault Activity Map of California. https://maps.conservation.ca.gov/cgs/fam/. Accessed August 26, 2024.
[20] California Geological Survey. Earthquake Zones of Required Investigation. https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 26, 2024.
[21] California Soil Resource Lab. SoilWeb. https://casoilresource.lawr.ucdavis.edu/gmap/. Accessed August 26, 2024.

8.10 Paleontology:

While there are no recorded paleontological resources with the Project site, unrecorded paleontological resources have the potential to be discovered during construction. Paleontological resources or prehistoric fossils have been discovered in the City of Berkeley (with 18 distinct geologic units), Emeryville (with identified potential), and Oakland (with several significant localities documented).[22,23,24] However, the Berkeley geologic units that may be affected by the Project are considered to be of low paleontological sensitivity.[25] Similarly, the Oakland geologic units that may be affected by Project development are primarily artificial fill and Holocene-age alluvial deposits, which are presumed to have low to no paleontological sensitivity.[26] If unrecorded paleontological resources are discovered within the Project area during construction, avoidance, minimization, and mitigation measures would be identified and construction monitoring by a qualified paleontologist would be required. Additionally, a curation program would be prepared for the Project to create protocols for how to protect any resources discovered during construction.

As described above, the project site is anticipated to have low paleontological sensitivity based on available data. If any unrecorded paleontological resources are discovered during construction, they will be appropriately managed through recording, avoidance, minimization, and mitigation measures to ensure their protection. As a result, a Paleontological Identification Report (PIR) is not anticipated to be required

8.11 Hazardous Waste/Materials:

Disturbance of contaminated materials during construction could adversely affect human health and the environment. A Hazardous Materials Memorandum would be prepared for the Project to better identify the areas with the highest risks for soil and groundwater contamination, and whether those areas are located in close proximity to where construction activities would occur.

Review of EnviroStor indicates that there are five hazardous sites located adjacent to the Project footprint.[27] Four of the five hazardous sites are voluntary cleanup sites (with

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[22] City of Berkeley, 2023-2031 Housing Element Update Draft Environmental Impact Report. https://berkeleyca.gov/sites/default/files/documents/Berkeley%202023-2031%20Housing%20Element%20Update%20Draft%20EIR.pdf. Accessed August 26, 2024.
[23] City of Emeryville, Emeryville General Plan Draft Environmental Impact Report. https://www.ci.emeryville.ca.us/DocumentCenter/View/647/308-Cultural-Resources. Accessed August 26, 2024.
[24] City of Oakland, PHASE I Oakland 2045 General Plan Update Environmental Impact Report (EIR). https://www.oaklandca.gov/documents/oakland-2045-general-plan-draft-environmental-impact-report-eir. Accessed August 27, 2024.
[25] Rincon. City of Berkeley 2023-2031 Housing Element Update. https://berkeleyca.gov/sites/default/files/documents/Berkeley%202023-2031%20Housing%20Element%20Update%20Draft%20EIR.pdf. Accessed January 9, 2024.
[26] City of Oakland, PHASE I Oakland 2045 General Plan Update EIR.
[27] Department of Toxic Substances Control. “EnviroStor”. https://www.envirostor.dtsc.ca.gov/public/map/?__cf_chl_tk=XDjwG4z1RQT_03b25k9iYEiHxzGGSzZ5gm2FcPMuHn0-1724868796-0.0.1.1-9812. Accessed August 26, 2024.

three active sites and one inactive site), and one other site is a certified school cleanup site. Review of GeoTracker indicates that 20 hazardous sites are adjacent to the Project footprint. Fifteen of the 20 cleanup sites adjacent to the Project footprint are completed with cases closed. One site is under assessment, one under long time management, and three are inactive.[28] Monitoring and mitigation measures during construction should be incorporated to minimize exposure. Measures should include worker protection as a standard measure that includes careful handling of contaminated soil, implementing dust and pollution control measures. Compliance with local, state, and federal regulations would ensure that there would be no significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, standard specifications and avoidance measures would be identified to document proper equipment siting and management protocols to prevent the inadvertent release/spill of hazardous materials during Project construction.

8.12 Air Quality:

The Project is located within Alameda County, a subregion of the San Francisco Bay Area Air Basin (SFBAAB) which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD).

According to the National Air Quality Standards (NAAQS), Alameda County is currently classified as a nonattainment area for two NAAQS pollutants including ozone (O_3) and $PM_{2.5}$,and an attainment area for PM_{10}, Carbon Monoxide (CO), Nitrogen Dioxide (NO_2), Sulfur Dioxide (SO_2), and Lead.[29]

The Project must conform to the BAAQMD's 2017 Clean Air Plan (CAP). The CAP is based on regional population, housing, and employment projections compiled by the Association of Bay Area Governments (ABAG). These projections include the years 2017 through 2050. A project is considered to conflict with or obstruct the implementation of a regional air quality plan if it would be inconsistent with the CAP's regional growth assumptions in terms of population, employment, or regional growth in VMT. Given the Project would improve transit, bicycle, and pedestrian infrastructure and is expected to reduce VMT, the Project is anticipated to conform with the 2017 CAP.

U.S. Environmental Protection Agency (EPA) Conformity Rules require regional interagency consultation to discuss and gain consensus on conformity issues. The Project is listed in the Bay Area Metropolitan Transportation Commission's (MTC) Transportation Improvement Program (TIP) as the "Alameda CTC: San Pablo Avenue Bus/Bike Lanes" (TIP ID ALA230008). The TIP indicates that the Project is exempt from regional and project-level conformity analysis, as it is a safety-related project that

[28] California State Water Resources Control Board. "Geotracker". https://geotracker.waterboards.ca.gov/map/. Accessed August 26, 2024

[29] United States Environmental Protection Agency. "California Nonattainment/ Maintenance Status for Each County by Year for All Criteria Pollutants". https://www3.epa.gov/airquality/greenbook/anayo_ca.html. Accessed March 4, 2025

involves “traffic control devices and operating assistance other than signalization projects”. [30]

Construction of the Project would require earth movement, grading, and other associated activities. Avoidance measures, including but not limited to standard BMPs established by BAAQMD, would be incorporated into the recommendations of the report in order to reduce construction emissions. As stated above, the project is anticipated to be exempt from regional and project-level conformity analysis since it is designated as a safety-related project that involves “traffic control devices and operating assistance other than signalization projects”. This will be recorded in an attachment to the environmental documentation.

8.13 Noise and Vibration:

The closest sensitive receptors potentially impacted by the Project would include residential communities located to the west and east of the Project footprint. Once operational, vehicle trips along the Project footprint are expected to decrease due to the increase in use of multi-modal alternatives such as transit, cycling, or walking. Since the Project is a bus-bike infrastructure project and is expected to decrease vehicle trips, noise levels along the Project footprint are not anticipated to increase. Should motorists decide to use a different route because of the Project, noise levels from such drivers is not expected to result in an audible increase in noise as that would require a doubling of traffic compared to existing conditions which is not anticipated from the Project. During construction, noise levels at and adjacent to construction areas would temporarily increase. Additionally, construction activities may lead to temporary vehicle detours, resulting in slight increases in traffic. However, these minor increases are not expected to cause a significant rise in noise levels within the project area. The Project is not classified as a Type I project as it would not include construction of a highway in a new location, substantially alter a highway, or add through-traffic, auxiliary, and/or interchange lanes. Therefore, consistent with 23 CFR 772 a Noise Study Report (NSR) would not be required. Instead, a Noise Memorandum would be prepared to assess potential noise and vibration effects produced during construction and, if warranted, propose appropriate measures to minimize temporary noise impacts.

8.14 Energy and Climate Change for CEQA:

The Project is designed to improve mobility along San Pablo Avenue Corridor and is anticipated to enhance multimodal efficiency and network connectivity. It is anticipated that the Project would reduce VMT as a result of multimodal transportation improvements, and thus would result in a decrease in air quality/greenhouse gas emissions. Additionally, the Project is assumed exempt, as it would improve existing facilities. A brief analysis of construction period greenhouse gas emissions would be recorded in a Greenhouse Gas Memorandum for CEQA.

[30] Metropolitan Transportation Commission. 2022. “Alameda County State Highway Projects”. Available at https://mtc.ca.gov/sites/default/files/documents/2022-09/2023_TIP_Project_Listings_Roadway.pdf. Accessed Dec 12 2024.

The Project is located within a Local Responsibility Area that is at low risk for wildfires. Therefore, the Project is not anticipated to contribute to the risk of wildfires along the corridor. The Project is not anticipated to be at or contribute to the risk of extreme heat in the Project study area.

SLR is an integral part of climate change discussions, the effects of which would have impacts on all modes of transportation located near the coast and San Francisco Bay. Screening criteria are used to assess whether an individual project would potentially be impacted by SLR. The Project is approximately 0.5 miles away from the San Francisco Bay to the west. Although the Project is located near the Bay, it is not located in an area vulnerable to SLR according to available mapping (assuming 10 feet SLR). Therefore, the Project would not be impacted by SLR. Thus, the Project would be unlikely to experience SLR throughout the foreseeable future.[31] One of the responsibilities of transportation development located near the Bay is to ensure that reliable transportation routes are available. In consideration of these factors, the Project does not warrant further consideration of SLR. No further analysis relative to sea level rise is needed for the Project.

8.15 Biological Environment:

The Project Area is largely characterized by developed and disturbed lands. The California Natural Diversity Database (CNDDB) was utilized to determine what special-status species could occur in the Project Area. Existing reports indicate that the Project corridor has the potential to contain seven special status plant species and 18 special status wildlife species. The special status plant and animal species that have the potential to occur within the Project corridor can be found in **Table *1*** below. Due to the limited amount of suitable habitat, and the Project occurring in an urban, high-traffic corridor, it is unlikely that any special status wildlife species occur in the Project area. Special status plant species are also not anticipated to be affected by the Project given the site's highly urbanized setting and no ROW acquisition needed by the Project.

Table 1 Federal and State Special Status Species

Species	Federal Status	State Status
Mammals		
Salt Marsh Harvest Mouse	Endangered	Endangered
Birds		
California Ridgway's Rail	Endangered	Endangered
California Least Tern	Endangered	Endangered
Western Snowy Plover	Threatened	N/A
Yellow-billed Cuckoo	Threatened	Threatened
California Black Rail	N/A	Threatened
Reptiles		
Alameda Whipsnake	Threatened	Threatened
Green Sea Turtle	Threatened	N/A

[31] National Oceanic and Atmospheric Administration. Sea Level Rise Viewer. https://coast.noaa.gov/slr/#. Accessed August 26, 2024.

Species	Federal Status	State Status
Northwestern Pond Turtle	Proposed Threatened	N/A
Amphibians		
California reg-legged frog	Threatened	N/A
California Tiger Salamander	Threatened	Threatened
Foothill Yellow-legged Frog	Threatened	Endangered
Fishes		
Tidewater Goby	Endangered	N/A
Green Sturgeon – Southern DPS	Threatened	N/A
Longfin Smelt	Proposed Threatened	Threatened
Monarch Butterfly	Candidate for Listing	N/A
Western Bumblebee	N/A	Candidate Endangered
Crotch's Bumblebee	N/A	Candidate Endangered
Bay Checkerspot Butterfly	Threatened	/
Flowering Plants		
Pallid Manzanita	Threatened	Endangered
Santa Cruz Tarplant	Threatened	Endangered
Lassics Lupine	Endangered	Endangered
Beach Layia	Threatened	Endangered
Adobe Sanicle	N/A	Special Concern
California Seablite	Endangered	N/A
Robust Spineflower	Endangered	N/A

Source: Montrose, 2024

The Project would be located 0.5 mile from Temescal Creek, and the Project area has the potential to provide suitable habitat for some special-status species. No work or construction activities would be conducted in the creek. However, if Temescal Creek is determined to be a suitable habitat for special-status species, specific AMMs and BMPs would be required to assess the potential for these species to be in the broader project area and to reduce potential impacts.

A Natural Environment Study (Minimal Impacts) (NES(MI)) would be prepared to confirm the potential for presence of protected species or their habitat in the Project Area. A NES would be required to comply with Caltrans' requirements to satisfy NEPA. The NES(MI) would detail all construction-related impacts to the biological resources that may be associated with the Project. The NES(MI) would evaluate impacts to biological resources habitats and recommend AMMs and BMPs to assess these sensitive resources to reduce potential impacts.

As previously mentioned, trees would be preserved where feasible. Where not feasible, trees would be removed as necessitated by the implementation of the Project. Trees would be replaced to the extent possible to minimize changes to the biological and visual environment along the corridor. Project would have a goal to replace trees at a ratio of 1:1 for non-native and 3:1 for native species. Any tree removals and replacements would be reviewed by a qualified arborist, coordinated with City urban forestry divisions, and completed in accordance with any City tree policies/plans. Tree

removal would require compliance with the City of Berkeley, City of Emeryville, and City of Oakland Tree Removal permits.

8.16 Cumulative Impacts for CEQA:

Cumulative impacts occur as a result of the combined actions of multiple projects. Even when an individual project would not result in significant impacts, the Project in combination with other related projects may result in a cumulative impact. If so, as a component of CEQA evaluation, it must be determined whether the project's contribution to the cumulative impact would be cumulatively considerable. If a project would not cause direct or indirect impacts on a resource, it would not contribute to a cumulative impact on that resource and need not be further evaluated. Similarly, the Project's contribution to the cumulative impact analysis is the net impact. If the Project's avoidance, minimization, and/or mitigation fully offset the impact(s) on a resource, there is no contribution to cumulative impact on that resource.

As evaluated under CEQA, the Project would not contribute to any cumulative impacts with its limited scale of work and mitigation measures. The Project would benefit noise/vibration reduction, energy saving, air quality improvement, and regional growth through improving pedestrian and bike infrastructures and enhancing transit connectivity.

8.17 Context Sensitive Solutions:

Caltrans uses Context Sensitive Solutions (CSS) to integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. CSS are reached through a collaborative, interdisciplinary approach involving all stakeholders, engaged through early coordination with agencies as well as early outreach to the community.

This Project is consistent with the Alameda County Community Based Transportation Plan and aligns with the 2014 Transportation Expenditure Plan. The Project is consistent with Alameda CTC development and council actions of Emeryville, Oakland, and Berkeley. Project outreach effort was conducted from 2023 to 2024.

9. Summary Statement for PID

Alameda CTC is the lead agency under CEQA, and Caltrans is the lead agency under NEPA under its assumption of responsibility pursuant to 23 U.S. Code 327. It is expected that the PID phase would take approximately 9 months to prepare and process for final adoption/approval of the PSR-PDS, including time for coordination with Alameda CTC and the environmental division staff within Caltrans; but does not include time for obtaining permits from federal or state resource agencies. It is anticipated that multiple environmental studies and reports would be required for this Project.

10. Disclaimer

This PEAR provides information to support programming of the Project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the Project description provided in the PID. The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR would be needed for changes in Project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

Cultural Resources specialist: Eric Xia	Date: 01/13/25
Biology specialist: Eric Xia	Date: 01/13/25
Community Impacts specialist: Eric Xia	Date: 01/13/25
Noise and Vibration specialist: Eric Xia	Date: 01/13/25
Air Quality specialist: Eric Xia	Date: 01/13/25
Paleontology specialist/liaison: Eric Xia	Date: 01/13/25
Water Quality specialist: Eric Xia	Date: 01/13/25
Hydrology and Floodplain specialist: Eric Xia	Date: 01/13/25
Hazardous Waste/Materials specialist: Eric Xia	Date: 01/13/25
Visual/Aesthetics specialist: Eric Xia	Date: 01/13/25
Energy and Climate Change specialist: Eric Xia	Date: 01/13/25
Other: Karla Nayakarathne, Juliet Martin	Date: 01/13/25
PEAR Preparer (Name and Title): Juliet Martin, Project Manager	Date: 01/13/25

12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the Project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Tom Rosevear — Tom Rosevear — September 10, 2025

Environmental Branch Chief — Date

Haleh Hakimi — Haleh Hakimi — 9/10/2025

Project Manager — Date

ATTACHMENTS:

Attachment A: PEAR Environmental Studies Checklist
Attachment B: Schedule (Gantt Chart)

Attachment A: PEAR Environmental Studies Checklist

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
Land Use	☐	☒	☐	L	CIA Memo
Wild and Scenic River Consistency	☒	☐	☐	L	N/A
Coastal Management Plan	☒	☐	☐	L	N/A
Growth	☐	☒	☐	L	CIA Memo
Farmlands/Timberlands	☒	☐	☐	L	N/A
Community Impacts	☐	☒	☐	L	CIA Memo
Community Character and Cohesion	☐	☒	☐	L	CIA Memo
Relocations	☒	☐	☐	L	N/A
Environmental Justice	☐	☒	☐	L	CIA Memo
Utilities/Emergency Services	☐	☒	☐	L	CIA Memo
Traffic/Transportation	☒	☐	☐	L	N/A
SB743/Induced Travel	☐	☒	☐	M	VMT Memo
Visual/Aesthetics	☐	☒	☐	M	VIA Memo
Cultural Resources:	☐	☐	☒	M	APE, ASR, HPSR, HRER
Archaeological Survey Report	☐	☐	☒	M	ASR
Historic Resources Evaluation Report	☐	☐	☒	M	HRER
Historic Property Survey Report	☐	☐	☒	M	HPSR
Historic Resource Compliance Report	☒	☐	☐	L	N/A
Section 106 / PRC 5024 & 5024.5	☐	☐	☒	M	APE, ASR, HPSR, HRER
Native American Coordination	☐	☐	☒	M	Tribal Letters
Finding of Effect	☒	☐	☐	M	N/A
Data Recovery Plan	☒	☐	☐	L	N/A
Memorandum of Agreement	☐	☒	☐	M	N/A
Other: Enter other study	☒	☐	☐	L	N/A
Hydrology and Floodplain	☒	☐	☐	L	N/A
Water Quality and Stormwater Runoff	☐	☒	☐	L	Water Quality Memo
Geology, Soils, Seismic and Topography	☒	☐	☐	L	N/A
Paleontology	☒	☐	☐	L	N/A
PER	☒	☐	☐	L	N/A
PMP	☒	☐	☐	L	N/A
Hazardous Waste/Materials:	☐	☒	☐	M	Hazardous Waste Memorandum
ISA (Additional)	☒	☐	☐	L	N/A
PSI	☒	☐	☐	L	N/A

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
Other: Enter other study	☒	☐	☐	L	N/A
Air Quality	☐	☒	☐	L	Air Quality Memo
Noise and Vibration	☐	☒	☐	M	Noise memo
Energy	☒	☐	☐	L	N/A
Climate Change and Sea Level Rise	☐	☒	☐	L	Greenhouse Gas Emissions Memorandum
Biological Environment	☒	☐	☐	L	N/A
Fish Passage	☒	☐	☐	L	N/A
Wildlife Connectivity	☒	☐	☐	L	Not a wildlife corridor
Natural Environment Study	☐	☒	☐	M	NES-MI
Biological Assessment Section 7:	☒	☐	☐	L	N/A
Formal	☒	☐	☐	L	N/A
Informal	☒	☐	☐	L	N/A
No effect	☒	☐	☐	L	N/A
Section 10	☒	☐	☐	L	N/A
USFWS Consultation	☒	☐	☐	L	N/A
NMFS Consultation	☒	☐	☐	L	N/A
Species of Concern (CNPS, USFS, BLM, S, F)	☒	☐	☐	L	N/A
Wetlands & Other Waters/Delineation	☒	☐	☐	L	N/A
404(b)(1) Alternatives Analysis	☒	☐	☐	L	N/A
Invasive Species	☒	☐	☐	L	N/A
HMMP	☒	☐	☐	L	N/A
CDFW Consistency Determination	☒	☐	☐	L	N/A
2081	☒	☐	☐	L	N/A
Other: Enter other study	☒	☐	☐	L	N/A
Cumulative Impacts	☒	☐	☐	L	N/A
Context Sensitive Solutions	☒	☐	☐	L	N/A
Section 4(f) Evaluation	☒	☐	☐	L	N/A
Permits:	☐	☒	☐	M	N/A
401 Certification Coordination	☒	☐	☐	L	N/A
404 Permit Coordination, IP, NWP, or LOP	☒	☐	☐	L	N/A
1602 Agreement Coordination	☒	☐	☐	L	N/A
Local Coastal Development Permit Coordination	☒	☐	☐	L	N/A
State Coastal Development Permit Coordination	☒	☐	☐	L	Not in coastal zone
NPDES Coordination	☐	☒	☐	M	Permit to be acquired
TRPA	☒	☐	☐	L	TRPA is Lake Tahoe

Environmental Study	Not anticipated	Memo to file	Report required	Risk	Comments
BCDC	☒	☐	☐	L	N/A

Attachment B: SCHEDULE (GANTT CHART)

ID	Task Name	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
		Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
1	Project Study Report - Project Development Support (PSR-PDS)													
2	PA&ED Project Report													
3	Project Construction Documents													
4	Construction Phase													

Attachment G

Traffic Engineering Performance Assessment

San Pablo Avenue Bus Lanes and Bike Lanes Project

EA 04-2W290

Traffic Engineering Performance Assessment (TEPA)

Prepared By:

Elite Transportation Group

Kimley-Horn and Associates

April 2025

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1 INTRODUCTION

This document presents the Traffic Engineering Performance Assessment (TEPA) for the proposed bus and bike lanes along State Route (SR-) 123/San Pablo Avenue from 16th Street in downtown Oakland to Heinz Avenue in Berkeley with the bus-only lane beginning at 20th Street. The project study area is located only partially within Caltrans right-of-way beginning at West MacArthur Boulevard and ending at Heinz Avenue. The intent of this TEPA report is to use readily available information to provide a technical foundation to support the purpose and need statements for the proposed project, and to outline the scope and magnitude of the more detailed analysis to be conducted as part of the subsequent Traffic Operations Analysis Report (TOAR) during the Project Approval and Environmental Documentation (PA&ED) phase.

1.1 Project History

In 2017, the Alameda County Transportation Commission (Alameda CTC), in partnership with Contra Costa Transportation Authority (CCTA) and West Contra Costa Transportation Advisory Committee (WCCTAC), began conducting a corridor study and community engagement to identify short- and long-term improvements along San Pablo Avenue between Oakland and Hilltop Mall in Richmond. This initial analysis, Phase 1 of the San Pablo Avenue Corridor Project, concluded in 2020. It explored a variety of alternative configurations for San Pablo Avenue and identified a range of feasible solutions.

Given the limited right-of-way along San Pablo Avenue, trade-offs are required between transportation modes. During Phase 1 public engagement, participants throughout the study area expressed strong support for prioritizing safety for bicyclists and pedestrians and bus travel time savings. Community members, elected officials, and partner agencies within the southern portion of San Pablo Avenue in Alameda County expressed a strong desire to move a project forward in the near-term to address safety, benefit bus riders, and create a continuous bike facility. Based on those findings, a Bus and Bike Lanes Project between 16th Street in Downtown Oakland and Heinz Avenue in southern Berkeley was identified to move into Phase 2 of the project.

Alameda CTC is the sponsoring and implementing agency of the Bus and Bike Lanes Project, working in cooperation with Caltrans and key stakeholders that include the cities of Oakland, Emeryville, and Berkeley and Alameda-Contra Costa Transit District (AC Transit). Project scoping and environmental clearance for the Project will be led by Alameda CTC to enable a consistent project implementation across multiple jurisdictions. Alameda CTC is the lead agency under the California Environmental Quality Act (CEQA), and Caltrans is the lead agency under the National Environmental Policy Act (NEPA). The project is included in the Alameda County Community

Based Transportation Plan 2020 and recognized in Alameda CTC's 2014 Transportation Expenditure Plan under the Local Street Maintenance and Safety program.

1.2 Project Description

Alameda CTC, in cooperation with California Department of Transportation (Caltrans), AC Transit, the City of Oakland, the City of Emeryville, and the City of Berkeley proposes to implement dedicated bus and bike lanes with additional safety and accessibility improvements (Project) along San Pablo Avenue from 16th Street in downtown Oakland to Heinz Avenue in Berkeley. Figure 1.1 shows the project location as well as all signalized intersections within the project area. The overall project corridor length is 3.43 miles beginning at 16th Street in downtown Oakland with approximately 2.1 miles located on SR-123 within Caltrans right-of-way (Ala PM 0.22 to Ala PM 2.08). The Project would implement multimodal safety and transit improvements to benefit the low-income and other diverse community members who live, work, and travel along the San Pablo Avenue Corridor. These improvements would also accommodate planned growth along and in proximity to the corridor.

San Pablo Avenue currently does not have dedicated bus or bike lanes. The proposed project would implement pedestrian safety improvements, protected bike lanes to improve safety for bicyclists, and dedicated bus lanes to improved transit speed and reliability. These pedestrian, bicycle, and transit improvements would help accommodate more viable multimodal options for the community with the expected planned growth and increased density along San Pablo Avenue. Communities along San Pablo Avenue are identified as Equity Priority Communities in Plan Bay Area (PBA) 2050. In addition, PBA 2050 also designates all of San Pablo Avenue as a Priority Development Area.

Figure 1.1 Project Study Area and Vicinity



1.3 Project Purpose and Need

The purpose of the project is to:

- Improve safety and access for people walking and bicycling to/from home, employment, education, shopping, and other areas of community life.
- Reduce injury collisions between vehicles and people walking, biking, or taking transit, while not increasing vehicle to vehicle injury collisions.
- Prioritize multimodal mobility and network connectivity through separated bikeways, transit priority treatments, and pedestrian-friendly design.
- Enhance multimodal transportation solutions for transit-dependent and underserved communities along the Project corridor.
- Provide public transit bus travel time savings.
- Support the ongoing and planned growth in the Priority Development Areas along the corridor within the Project study area.

The need for the Project is as follows:

- The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor from the city of Oakland to the city of Albany is the third worst high-injury network corridor in Alameda County for pedestrian and bicycle collisions and fatalities per the Alameda County Active Transportation Plan from 2019.
- No dedicated bicycle facilities are available along most of San Pablo Avenue between Downtown Oakland and Heinz Avenue in Berkeley. The few intermittent Class II bike lanes that exist south of West MacArthur Boulevard do not provide separation or protection commensurate with the vehicle speeds and volumes as recommended in the 2024 Caltrans District 4 Bicycle Best Practices. Due to the lack of continuous parallel streets to San Pablo Avenue, alternative routes along existing bicycle facilities are very indirect.
- The existing infrastructure along the San Pablo Avenue corridor is an uninviting pedestrian environment. Improvements are necessary to eliminate lengthy gaps between pedestrian crossings, upgrade sidewalks and curb ramps to correct Americans with Disabilities Act (ADA) deficiencies, improve the safety of existing crossings and reduce pedestrian crossing distances, and reduce the roadway cross-section to reduce motor vehicle speeding.
- Public transit is unreliable along the corridor, leading to reduced on-time performance, particularly affecting transit-dependent populations.

- The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit-dependent and underserved populations. Based on American Community Survey (2015-2019) data, compared to Alameda County overall, residents in these areas own fewer cars (23 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (5 percent vs 4 percent for Alameda County), bicycling (6 percent vs 2 percent), and transit (33 percent vs 16 percent) as the primary commute to work.
- Segments of San Pablo Avenue serve as community "Main Streets" and would benefit from a pedestrian-oriented roadway. San Pablo Avenue within the Project study area provides access to schools, community centers, senior centers, main libraries, several housing navigation centers, food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.

1.4 Project Alternatives

Both the No Build and Build Alternatives under consideration are included in this TEPA study.

1.4.1 No Build Alternative

Under the No Build Alternative, the existing transportation facilities would remain unchanged, as no other transportation projects are planned. There would continue to be a lack of multimodal infrastructure, unreliable public transit travel times, and unsafe walking and biking conditions to support the project corridor.

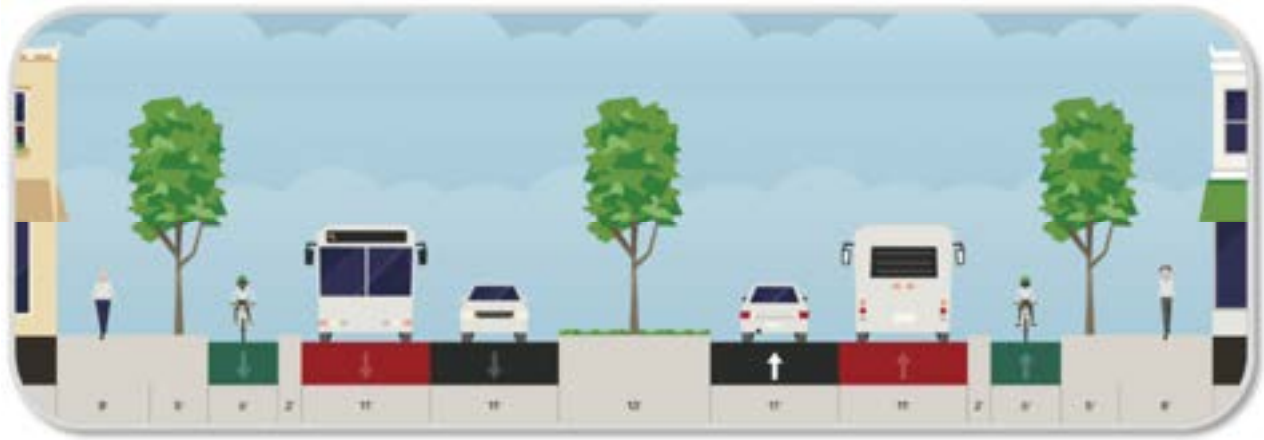
1.4.2 Build Alternatives

As illustrated in Figure 1.2 and Figure 1.3, the Project would implement transit-only lanes by converting one existing general-purpose (GP) lane in each direction to a side-running transit-only lane between 20th Street in Oakland and just north of Ashby Avenue in Berkeley. Between 16th and 20th streets in Oakland, continuous buffered Class II or protected bike lanes will be provided, necessitating removing one GP lane on some blocks. Nearly all existing on-street parking spaces on San Pablo Avenue would be removed to install protected bike lanes between 20th Street in Oakland and Heinz Avenue in Berkeley. Based on feedback received during previous business outreach efforts, parking and loading activity needs were identified and several locations on San Pablo Avenue are to receive commercial loading zones or short-term metered parking zones for adjacent businesses in lieu of the protected bike lane. Where a commercial loading zone is not proposed for the block, adjacent loading activity is to be relocated to the side streets of San Pablo Avenue.

Figure 1.2 Typical Mid-Block Cross Section – Existing



Figure 1.3 Typical Mid-Block Cross Section – Proposed



Project improvements include safety upgrades, transit operational improvements, and accessibility improvements. Safety upgrades include safer crossings across the busy arterial, a protected bike lane with proposed vertical separation between the bike lane and the adjacent transit-only lane where possible, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), various turn restrictions, side street lighting improvements and parking changes, and new raised islands and bulbouts to channelize vehicle movements and reduce turning speeds for safer crossings. Accessibility improvements include constructing ADA curb ramps, median refuges, transit islands, and reconstruction of sidewalks to close multiple driveways. These project improvements will provide benefits including multimodal network gap closures, improved transit travel times and desirability, and environmental sustainability and equity benefits.

2 DATA SOURCES

This section describes the sources of traffic data that are readily available for this TEPA report. Figure 1.1 in the previous section shows the project area as well as all signalized intersections along the corridor. The study intersections for this TEPA are listed below. These intersections were selected based on major arterial crossings and data available from 2017 I-80 Integrated Corridor Management (ICM) study.

- #2. San Pablo Ave/Ashby Ave
- #4. San Pablo Ave/Alcatraz Ave
- #6. San Pablo Ave/Stanford Ave
- #11. San Pablo Ave/40th St
- #12/13. San Pablo Ave/MacArthur Blvd/Adeline St
- #14. San Pablo Ave/36th St (City of Oakland Intersection)
- #15. San Pablo Ave/35th St (City of Oakland Intersection)
- #16. San Pablo Ave/Market St (City of Oakland Intersection)
- #19. San Pablo Ave/Grand Ave (City of Oakland Intersection)
- #20. San Pablo Ave/MLK Jr Way/Castro St (City of Oakland Intersection)

Below is a list of traffic data used for this TEPA report.

- Intersection Turning Movement Counts: Existing intersection turning movement data was collected for the I-80 ICM project in 2017, as shown in Table 2.1 and Table 2.2 for weekday AM and PM peak hours, respectively. These volumes are turning movement throughputs at the intersections. No adjustments were made to determine turning movement demand volumes, as queuing observations were not made at the time data was collected.
- Travel Times: INRIX data was extracted for both February 2017 and February 2023. In addition, GPS-based floating car runs were conducted on Thursday, February 16, 2023. Table 2.3 and Table 2.4 present the summary comparison of the 2017 INRIX, 2023 INRIX, and 2023 tach run travel time data on weekday AM (8 – 9 AM) and PM (5 – 6 PM) peak hours, respectively.

Table 2.1 Existing (2017) Intersection Turning Movement Counts* – AM Peak Hour

Study Intersections	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2. San Pablo Ave/Ashby Ave	183	622	71	72	791	114	79	434	163	41	609	164	3,343
4. San Pablo Ave/Alcatraz Ave	0	562	60	173	749	0	0	0	0	148	0	346	2,038
6. San Pablo Ave/Stanford Ave	156	544	77	69	712	101	38	168	73	144	593	30	2,705
11. San Pablo Ave/40th St	325	755	15	132	717	75	93	248	106	32	289	184	2,971
12/13. San Pablo Ave/MacArthur Blvd/Adeline St	0	967	60	0	756	99	51	120	10	84	183	47	2,377
14. San Pablo Ave/36th St	31	389	0	0	763	0	0	0	0	35	413	634	2,265
15. San Pablo Ave/35th St	0	401	42	322	476	0	19	231	43	0	0	0	1,534
16. San Pablo Ave/Market St	0	345	158	0	559	127	0	0	0	0	0	22	1,211
19. San Pablo Ave/Grand Ave	70	305	53	60	289	0	14	311	46	19	727	67	1,961
20. San Pablo Ave/MLK Jr Way/Castro St	14	168	28	66	154	228	102	185	15	80	45	122	1,207

* Data not adjusted to represent demand volumes

Table 2.2 Existing (2017) Intersection Turning Movement Counts* – PM Peak Hour

Study Intersections	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2. San Pablo Ave/Ashby Ave	167	839	70	149	732	87	76	620	250	19	479	142	3,630
4. San Pablo Ave/Alcatraz Ave	0	864	85	310	859	0	0	0	0	104	0	288	2,510
6. San Pablo Ave/Stanford Ave	107	905	164	136	804	83	104	657	131	96	312	28	3,527
11. San Pablo Ave/40th St	272	793	33	192	591	76	162	574	183	57	375	148	3,456
12/13. San Pablo Ave/MacArthur Blvd/Adeline St	0	963	131	0	710	121	80	380	22	17	166	52	2,642
14. San Pablo Ave/36th St	32	708	0	0	817	0	0	0	0	36	298	419	2,310
15. San Pablo Ave/35th St	0	661	50	379	474	0	79	531	0	0	0	0	2,174
16. San Pablo Ave/Market St	0	502	275	0	716	131	0	0	0	0	0	25	1,649
19. San Pablo Ave/Grand Ave	110	509	48	130	292	0	27	624	73	12	709	98	2,632
20. San Pablo Ave/MLK Jr Way/Castro St	15	377	59	98	148	178	106	212	8	125	85	95	1,506

Data not adjusted to represent demand volumes

Table 2.3 Corridor Travel Times – AM Peak Hour

Segment	Northbound			Southbound		
	2017 INRIX	2023 INRIX	2023 Tach Runs	2017 INRIX	2023 INRIX	2023 Tach Runs
Downtown/West Oakland (20th St to 35th St) (1.5 Miles)	03:57	03:44	04:15	03:32	03:36	05:17
Emeryville (35th St to 53rd St) (0.7 Miles)	03:07	03:07	03:36	03:11	02:59	03:39
North Oakland/South Berkeley (53rd St to Heinz Ave (1.2 Miles)	04:12	04:00	05:24	04:23	04:10	05:16
Total	11:16	10:51	13:15	11:06	10:45	14:12

Table 2.4 Corridor Travel Times – PM Peak Hour

Segment	Northbound			Southbound		
	2017 INRIX	2023 INRIX	2023 Tach Runs	2017 INRIX	2023 INRIX	2023 Tach Runs
Downtown/West Oakland (20th St to 35th St) (1.5 Miles)	04:16	03:31	05:33	03:51	04:01	05:19
Emeryville (35th St to 53rd St) (0.7 Miles)	03:30	03:17	04:15	03:58	03:31	04:16
North Oakland/South Berkeley (53rd St to Heinz Ave (1.2 Miles)	06:25	04:52	06:35	04:20	04:19	04:15
Total	14:11	11:40	16:23	12:09	11:51	13:50

3 EXISTING CONDITIONS

This section summarizes existing conditions in the study corridor. Data used in this chapter includes intersection turning movement counts and INRIX travel times, as discussed in Chapter 2.

3.1 Roadway System

As presented earlier, Figure 1.1 shows the project area and the signalized intersections along the corridor. This section describes the roadway system in the immediate project vicinity, including San Pablo Avenue and several major crossing streets.

San Pablo Avenue is mainly a four lane, north-south divided arterial roadway, with additional turn lanes at many intersections with crossing streets. San Pablo Avenue south of West MacArthur Boulevard to 36th Street is managed by the City of Emeryville and beginning with the 36th Street intersection continuing south is managed by the City of Oakland. The segment north of West MacArthur Avenue is within Caltrans right-of-way as designated as SR-123. The posted speed limit along San Pablo Avenue is 30 miles per hour (mph) within the project vicinity.

Ashby Avenue within the project vicinity, designated as SR-13, is an east-west undivided arterial roadway, with four lanes to the west of San Pablo Ave and two to four lanes to the east depending on the time of the day. At the intersection with San Pablo Avenue, Ashby Avenue there is one eastbound (EB) left-turn bay, while San Pablo Avenue has one left-turn bay for each of the northbound (NB) and southbound (SB) approaches. The posted speed limit along Ashby Avenue is 25 mph within the project vicinity.

Stanford Avenue within the project vicinity is a four lane, east-west divided arterial roadway. Stanford Avenue connects to Powell Street to the west of San Pablo Avenue. At the intersection with San Pablo Avenue, there is one left-turn bay for each of the four approaches. The posted speed limit along Stanford Avenue is 30 mph within the project vicinity.

40th Street within the project vicinity is a four lane, east-west arterial roadway with some segments divided. At the intersection with San Pablo Avenue, there is one left-turn bay for each of the EB, SB, and westbound (WB) approaches. On the NB approach on San Pablo Avenue, there are two left-turn lanes. The posted speed limit along 40th Street is 30 mph within the project vicinity.

MacArthur Boulevard within the project vicinity is a four lane, east-west arterial roadway. Adeline Street, a two-lane arterial roadway, also intersects San Pablo Avenue at this location. At the intersection with San Pablo Avenue and Adeline Street, there is only one surface-level lane in each direction on MacArthur Boulevard for right turns only onto and off of San Pablo Avenue and/or Adeline Street. The underpass below San Pablo Avenue provides one through lane for

MacArthur Boulevard for each direction (i.e., EB and WB). Adeline Street has one left-turn bay for each of the NB and SB approaches and a short right-turn bay for the SB approach. Left turns from San Pablo Avenue are prohibited in both directions. The posted speed limit along MacArthur Boulevard is 35 mph and the posted speed limit along Adeline Street is 30 mph within the project vicinity.

27th Street within the project vicinity is an east-west arterial roadway with four lanes (divided) to the east of San Pablo and two lanes (undivided) to the west. At the intersection with San Pablo Avenue, there is one left-turn bay and one right-turn bay for the WB approach on 27th Street. There are no turn bays on the EB approach. On San Pablo Avenue, there is a left-turn bay for the SB approach only. The posted speed limit along 27th Street is 25 mph within the project vicinity.

Grand Avenue within the project vicinity is a four lane, east-west divided arterial roadway. At the intersection with San Pablo Avenue, there is one left-turn bay for each approach. On San Pablo Avenue, there is a left-turn bay for each direction. The posted speed limit along Grand Avenue is 25 mph within the project vicinity.

3.2 Intersection Operations

Intersection traffic operation under existing conditions was analyzed based on traffic counts and signal timings collected in 2017 for the I-80 ICM project. As presented earlier, Table 2.1 summarizes the turning movement counts of the intersections for this TEPA.

A VISSIM model was developed to analyze intersections in the study corridor. Table 3.1 and Table 3.2 show the average delay and level of service (LOS) at the study intersections under the existing AM and PM peak hours, respectively. All study intersections within the TEPA study limits operate with LOS D or better during both the AM and PM peak hours, except for the following intersection approaches (also highlighted in the tables):

- AM Peak Hour:
  - #2. San Pablo Ave/Ashby Ave: LOS E in the EB direction
- PM Peak Hour:
  - #6. San Pablo Ave/Stanford Ave: LOS E in the NB direction
  - #12/13. San Pablo Ave/MacArthur Blvd/Adeline St: LOS F on Adeline St in the EB direction
  - #15. San Pablo Ave/35th St: LOS E in the NB direction

Table 3.1 Intersection Operations+ – Existing Conditions in AM Peak Hour

Study Intersections	Northbound		Southbound		Eastbound		Westbound		All	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
2. San Pablo Ave/Ashby Ave	29.3	C	24.7	C	55.5	E	40.0	D	36.6	D
4. San Pablo Ave/Alcatraz Ave	20.1	C	10.5	B	N/A	N/A	31.2	C	18.6	B
6. San Pablo Ave/Stanford Ave	34.1	C	36.2	D	37.9	D	50.5	D	39.8	D
11. San Pablo Ave/40th St	48.2	D	46.9	D	29.6	C	47.6	D	44.8	D
12/13. San Pablo Ave/MacArthur Blvd/Adeline St	42.6	D	23.4	C	42.0	D	40.5	D	36.8	D
14. San Pablo Ave/36th St	3.5	A	14.6	B	N/A	N/A	31.5	C	20.4	C
15. San Pablo Ave/35th St	29.1	C	13.1	B	42.0	D	N/A	N/A	23.2	C
16. San Pablo Ave/Market St	27.5	C	32.4	C	38.2	D	N/A	N/A	30.8	C
19. San Pablo Ave/Grand Ave	25.8	C	27.2	C	23.5	C	33.2	C	28.6	C
20. San Pablo Ave/MLK Jr Way/Castro St	13.8	B	14.0	B	29.4	C	43.3	D	24.5	C

Notes:
Delay is reported in seconds per vehicle. LOS E or F are highlighted in yellow.
San Pablo Ave was assumed to be the north/south street and the crossing street was assumed to be east/west.
LOS and Delay calculations are based on available throughput volumes and may not be representative of traffic demand. Consequently, actual delays may be higher and LOS worse than indicated
At San Pablo Ave/MacArthur Blvd/Adeline St, Eastbound and Westbound approaches refer to Adeline St; MacArthur approaches are stop-controlled so were not part of the signalized intersection analysis.

Table 3.2 Intersection Operations – Existing Conditions in PM Peak Hour

Study Intersections	Northbound		Southbound		Eastbound		Westbound		All	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
2. San Pablo Ave/Ashby Ave	33.1	C	39.6	D	47.6	D	32.6	C	38.5	D
4. San Pablo Ave/Alcatraz Ave	34.7	C	13.1	B	N/A	N/A	48.4	D	26.6	C
6. San Pablo Ave/Stanford Ave	57.2	E	49.5	D	54.5	D	41.5	D	52.1	D
11. San Pablo Ave/40th St	39.3	D	38.5	D	31.8	C	44.9	D	38.0	D
12/13. San Pablo Ave/MacArthur Blvd/Adeline St	20.2	C	7.2	A	88.2	F	43.2	D	29.3	C
14. San Pablo Ave/36th St	5.6	A	12.1	B	N/A	N/A	32.8	C	16.5	B
15. San Pablo Ave/35th St	56.2	E	8.2	A	45.9	D	N/A	N/A	34.6	C
16. San Pablo Ave/Market St	12.6	B	31.3	C	40.1	D	N/A	N/A	24.6	C
19. San Pablo Ave/Grand Ave	33.4	C	38.0	D	50.9	D	45.4	D	42.5	D
20. San Pablo Ave/MLK Jr Way/Castro St	18.3	B	17.1	B	44.4	D	32.6	C	32.3	C

Notes:
Delay is reported in seconds per vehicle. LOS E or F are highlighted in yellow.
San Pablo Ave was assumed to be the north/south street and the crossing street was assumed to be east/west.
LOS and Delay calculations are based on available throughput volumes and may not be representative of traffic demand. Consequently, actual delays may be higher and LOS worse than indicated
At San Pablo Ave/MacArthur Blvd/Adeline St, Eastbound and Westbound approaches refer to Adeline St; MacArthur approaches are stop-controlled so were not part of the signalized intersection analysis.

3.3 Corridor Travel Times

INRIX data was extracted for both February 2017 and February 2023. In addition, "floating car" GPS-based tach runs were conducted on Thursday, February 16, 2023. As mentioned in Section 2, Table 2.2 and Table 2.3 present the summary comparison of the 2017 INRIX, 2023 INRIX, and 2023 tach run travel time data on weekday AM (8 – 9 AM) and PM (5 – 6 PM) peak hours, respectively.

As a reference, the uncongested travel time was about nine (9) minutes for both directions. Based on the INRIX data, the tables above indicate that 2017 travel times were still longer than 2023 conditions; however, they were very close for most directions and time periods, except northbound PM conditions. When comparing the travel times of the 2017 and 2023 INRIX data to the tach runs, the tables show that INRIX travel times were shorter than the tach runs across all time periods and directions. A possible cause for this difference is that the vehicle speeds collected with INRIX data were faster than the tach run vehicle speeds. INRIX data collects the average travel time for all vehicles on the corridor. Field observations indicated that the average

vehicle speed was greater than the posted speed limit of 30 mph. However, when performing the travel time tach runs, the vehicle operator was instructed to stay under the speed limit. Therefore, the tach run travel times were considered more conservative than the INRIX data. Another possible cause is that INRIX tends to drop lower/stopped speeds, which could result in higher overall speeds and therefore lower overall travel times.

3.4 Transit

Figure 3.1 illustrates transit routes that either operate on or cross San Pablo Avenue in the vicinity of the project area. The majority of the transit services are provided by Alameda-Contra Costa Transit District (AC Transit), with two local routes provided by Emery Go-Round, a last-mile shuttle service provided by the Emeryville Transportation Management Association.

- AC Transit Route 72, running on San Pablo Avenue, provides service between Hilltop Mall/Contra Costa College to the north in Richmond and Jack London Square to the south in Oakland. It operates between 5:10 a.m. and 1:15 a.m. on weekdays, and between 5:00 a.m. and 1:30 a.m. on Saturdays, Sundays and holidays. The peak period headway is about 30 minutes.
- AC Transit Route 72R, running on San Pablo Avenue, provides service between Contra Costa College to the north in Richmond and Jack London Square to the south in Oakland. It operates between 6:00 a.m. and 8:10 p.m. on weekdays, and between 6:50 a.m. and 7:55 p.m. on Saturdays, Sundays and holidays. The peak period headway is about 12 minutes.
- AC Transit Route 72M, running on San Pablo Avenue, provides service between Point Richmond to the north in Richmond and Jack London Square to the south in Oakland. It operates between 4:45 a.m. and 12:15 a.m. on weekdays, and between 4:50 a.m. and 1:45 a.m. on Saturdays, Sundays and holidays. The peak period headway is about 30 minutes.
- AC Transit Route 802, running on San Pablo Avenue, provides service between Berkeley Amtrak and Downtown Oakland to the south. It is part of AC Transit's "All Nighter Lines". It operates between 12:20 a.m. and 5:35 a.m. every day, with a constant headway of one hour (i.e., every 60 minutes).
- AC Transit Route 7, crossing San Pablo Avenue at Ashby Avenue, provides service between El Cerrito Del Norte BART to the north and Emeryville Amtrak to the south. It operates between 6:00 a.m. and 11:00 p.m. every day. The peak period headway is about 30 minutes.

- AC Transit Route 18, crossing and running on a small segment of San Pablo Avenue from the intersection with Martin Luther King Jr. Way to Thomas L. Berkeley Way, provides service between University Village to the north in Albany and Lake Merritt BART to the south in Oakland. It operates between 4:50 a.m. and 12:50 a.m. on weekdays, and between 5:55 a.m. and 12:55 a.m. on Saturdays, Sundays and holidays. The peak period headway is about 16 minutes.
- AC Transit Route 36, crossing San Pablo Avenue at Adeline Street and 40th Street, provides service between University of California at Berkeley Campus to the north and West Oakland BART to the south in Oakland. It operates between 5:50 a.m. and 12:35 a.m. on weekdays, and between 5:50 a.m. and 12:30 a.m. on Saturdays, Sundays and holidays. The peak period headway is about 30 minutes.
- AC Transit Route 57, crossing San Pablo Avenue at 40th Street, provides service between Public Market in Emeryville to the north and Foothill Square to the south in Oakland. It operates between 4:30 a.m. and 1:20 a.m. on weekdays, and between 4:35 a.m. and 1:20 a.m. on Saturdays, Sundays and holidays. The peak period headway is about 15 minutes.
- AC Transit Route 88, crossing San Pablo Avenue at Market Street, provides service between Downtown Berkeley to the north and Lake Merritt BART to the south in Oakland. It operates between 5:00 a.m. and 11:30 p.m. every day. The peak period headway is about 20 minutes.
- AC Transit Route F, crossing San Pablo Avenue at 40th Street, provides service between University of California at Berkeley Campus and Salesforce Transit Center in San Francisco. It operates between 5:10 a.m. and 1:30 a.m. on weekdays, and between 5:10 a.m. and 1:00 a.m. on Saturdays, Sundays and holidays. The peak period headway is about 20 minutes.
- AC Transit Route J, crossing San Pablo Avenue at Ashby Avenue, provides service between Sacramento Street/University Avenue in Berkeley and Salesforce Transit Center in San Francisco. It operates between 4:45 a.m. and 10:10 p.m. on weekdays only (except holidays). The peak period headway is about 20 minutes.
- AC Transit Route NL, crossing and running on a small segment of San Pablo Avenue from the intersection with West Grand Avenue to Thomas L. Berkeley Way, provides service between Eastmont Transit Center in Oakland and Salesforce Transit Center in San Francisco. It operates between 4:45 a.m. and 12:50 a.m. on weekdays, and between 5:05 a.m. and 12:50 a.m. on Saturdays, Sundays and holidays. The peak period headway is about 15 minutes.

- Emery Go-Round Route H, crossing and running on a small segment of San Pablo Avenue from the intersection with Park Avenue to 40th Street, provides service between The Marina in Emeryville and MacArthur BART Station in Oakland. It operates between 5:45 a.m. and 9:40 p.m. on weekdays only. The peak period headway is about 15 minutes.
- Emery Go-Round Route SP, crossing San Pablo Avenue at 40th Street, provides service between Berkeley Bowl in Berkeley and MacArthur BART Station in Oakland. It operates between 6:00 a.m. and 10:25 p.m. on weekdays, between 8:20 a.m. and 10:20 p.m. on Saturdays, and between 9:00 a.m. and 7:25 p.m. on Sundays. The peak period headway is about 15 minutes.

Figure 3.1 Transit Map



4 FUTURE CONDITIONS

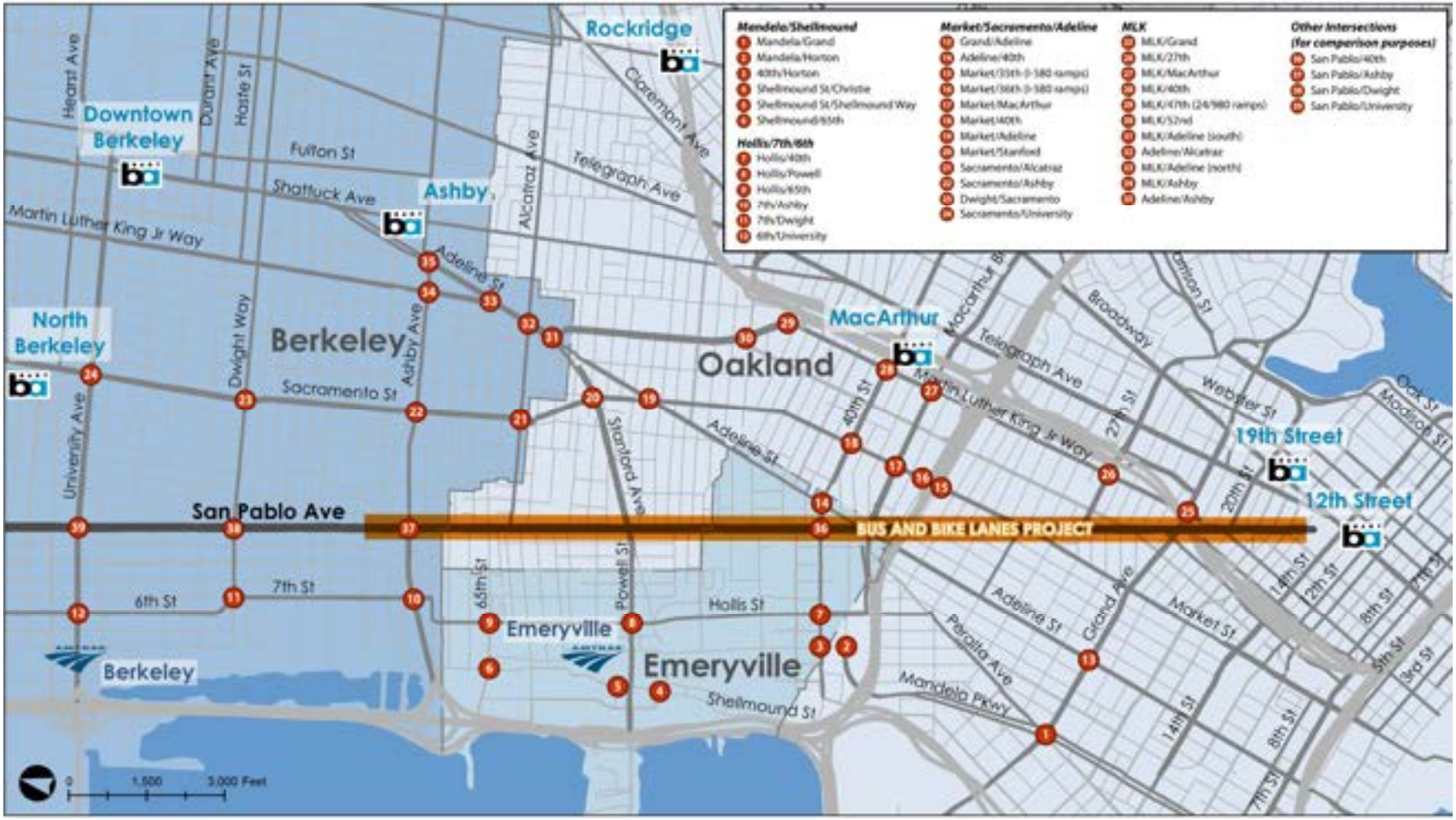
4.1 Opening (2030) and Design (2050) Year Operational Analysis

There is no readily available traffic or operational data for opening or design year at this time. Based on the historical data and recently completed Travel Demand Forecasting Memorandum for the San Pablo Ave Safety Enhancement Project, it was determined that the growth along this corridor is less than 0.5% per year between 2030 and 2050 conditions. Based on this assumption, future operations for the opening and design year at some of the intersections are expected to degrade from current operating conditions. If the congestion increases at both ends of the project limits, some traffic may be unable to reach the remaining intersections within a reasonable time in the project area due to demand volumes exceeding capacity and being constrained at upstream intersections. A more detailed analysis will be performed during the PA&ED phase of the project.

With the proposed project, one of the two through GP lanes will be converted into an exclusive Bus lane, leaving only one GP lane. Drivers are expected to respond to the Project, which includes improved transit operations, a new bike lane and a reduction of GP lane capacity on San Pablo Avenue, by shifting to transit and bicycles, diverting to other parallel routes, and shifting trips outside of the peak periods. Traffic may be diverted to parallel routes such as Mandela Parkway, Shellmound Street, Hollis Street, Seventh Street, Sacramento Street, Martin Luther King Jr. (MLK) Way, and Adeline Street, as illustrated in Figure 4.1.

Traffic diversion analysis as well as detailed traffic analysis under the future No Build and Build conditions will be conducted in the PA&ED phase of the project.

Figure 4.1 Potential Diversion Routes



5 INTERSECTION SAFETY AND OPERATIONAL ASSESSMENT PROCESS (ISOAP) / INTERSECTION CONTROL EVALUATION (ICE)

In September 2024, Caltrans implemented a new Intersection Safety and Operational Assessment Process (ISOAP), which is an update and renaming of Intersection Control Evaluation (ICE) and supersedes Traffic Operations Policy Directive 13-02. ISOAP places a greater emphasis on road safety performance, consistent with the strategic direction of the Department. Under ISOAP, intersection geometry and traffic control shall be determined through a performance-based analysis that considers all users and supports the principles of the Safe System Approach.

According to Caltrans ISOAP/ICE, an evaluation of the following four intersection control alternatives is required.

1. All-Way Stop Control (AWSC)
2. Two-Way Stop Control (TWSC) or Side Street Stop Control (SSSC)
3. Roundabout (RAB)
4. Traffic Signal (SIG)

Due to the lack of readily available future volume data for the proposed project design year 2050, only a qualitative assessment based on readily available data is included in this document. A more detailed analysis and evaluation will be conducted when the project design and forecast volumes are developed during the PA&ED phase.

Currently, all major intersections along the San Pablo Avenue corridor are controlled by traffic signals with signal synchronization and Transit Signal Priority (TSP) for buses traveling in the major movements. Minor intersections and local accesses are mostly controlled by stop signs on side streets. The area on both sides of San Pablo Avenue is fully built out with limited roadway right-of-way, and intersection spacing is generally short due to the dense city street grid and numerous accesses to local residential and business buildings. Traffic demand is generally heavy during the AM and PM peak hours, and major intersections operate at or near capacity in some approach movements, as shown in Table 3.1 and Table 3.2 in the previous section.

Option 1: AWSC - Due to high traffic demand, converting the existing signals along San Pablo Avenue into all-way stop controls (AWSCs) would likely worsen intersection delay and queuing conditions, as the high volumes on San Pablo Avenue would be constrained by AWSCs compared to signals. Transit operations would also be severely impacted by the loss of signal coordination and TSP. Therefore, this option is considered not viable.

Option 2: TWSC/SSSC - Converting the existing signals along San Pablo Avenue into two-way stop controls (TWSCs) or side street stop controls (SSSCs) would likely worsen overall operations.

Although free-flowing movements along San Pablo Avenue would benefit from not having to stop or slow down at intersections, side street traffic would experience significant delays and incur increased risk of collision in finding limited gaps to turn onto San Pablo Avenue. To prevent gridlocks, most left-turn movements would need to be restricted, which would severely impact traffic operations and circulation. This option would also negatively impact pedestrian and bicycle safety by adding additional uncontrolled crossing locations. Therefore, this option is considered not viable.

Option 3: Roundabouts (RABs) - Due to high traffic demand, converting the existing signals along San Pablo Avenue into RABs would likely worsen intersection delay and queuing conditions, as higher volumes would be constrained by roundabouts compared to signals. Transit operations would also be impacted by the loss of signal coordination and TSP. Furthermore, roundabouts typically require larger intersection footprints to provide suitable deflection angles for entry points and accommodate high turning radii for trucks and fire engines. Given the dense city blocks with limited right-of-way and short intersection spacing, constructing roundabouts is not feasible. Thus, this option is considered unviable.

Option 4: SIG - Existing signals (SIGs) are considered a viable option, as they can accommodate higher traffic demand compared to other intersection control types. SIGs would better maintain overall traffic operations and circulation, minimizing disruptions to local traffic. Additionally, buses would continue to benefit from Transit Signal Priority (TSP) and people walking and bicycling would continue to benefit from controlled crossings of San Pablo Avenue. Adaptive signal plans can be implemented if needed to better accommodate new demand and capture changes in travel patterns in the future.

6 RECOMMENDATIONS

The intent of this TEPA is to use readily available data to outline the scope and magnitude of the more detailed analysis to be conducted as part of subsequent Traffic Operations Analysis Report (TOAR) during the PA&ED phase. Based on the data, existing conditions, and project description outlined above, the following is the recommended approach for future traffic study in the PA&ED phase of the work for the Project:

- Traffic Safety and Collision Analysis: Collision analysis will be conducted under the PA&ED phase using Traffic Accident Surveillance and Analysis System (TASAS) and other available resources like Statewide Integrated Traffic Records System (SWITRS). Due to the limitations of the Highway Safety Manual (HSM) methods, a data-based, non-HSM predictive safety analysis will be used. This was already approved for this project by Caltrans on November 3rd, 2022. It is recommended the project continue with the qualitative safety analysis approach in the PA&ED phase.

- Traffic Study Area: The project area along San Pablo Avenue is between 16th Street in Downtown Oakland and Heinz Avenue in southern Berkeley, with the portion between W MacArthur Boulevard and Heinz Avenue being within Caltrans right-of-way. The Traffic Study Area will extend beyond the project limits to provide an understanding of how upstream and downstream segments of San Pablo Avenue will affect the project area as well as how those segments will be affected by the project. In addition, expected alternate/diversion routes in the area of the project will be studied to determine project effects on those streets. Exact study limits for the operational analysis will be determined during the PA&ED phase of the project, based on the existing conditions at the time analyses begin, and will be agreed to by the project stakeholders, including Alameda CTC, Caltrans and the cities of Oakland, Emeryville and Berkeley.
- Traffic Data Collection: Peak period turning movement counts (TMCs) will be collected for all study intersections within the Traffic Study Area. Weekday TMCs would be collected on a typical Tuesday, Wednesday and Thursday between the hours of 6 and 10 AM and between 3 and 7 PM, covering the AM and PM peak traffic periods. No weekend analysis will be performed. In addition to the peak period data collection, 7-day, 24-hour segment counts at key locations will be collected to calibrate the base year forecast model and identify the weekday travel patterns. As part of the traffic data collection, travel time runs/tach runs with GPS equipment and field observations will also be conducted for the same peak traffic periods indicated for the TMCs. Traffic speed data obtained through the travel time runs will provide information on corridor travel times and be used for the safety analysis and in determining the locations of any constraints within the study area. Queue lengths will be observed at all intersections while conducting field observations and be used to adjust the TMCs such that traffic demand volumes for each intersection turning movement can be determined for use in forecasting and analysis
- Traffic Analysis Years and Scenarios: Traffic operational analysis will be conducted for Existing (2025), Opening Year 2030 No Build/Build, and Design Year 2050 No Build/Build conditions.
- Traffic Forecasting: Future traffic forecasts will be developed using the most current Alameda CTC travel demand model, which is likely to be the Alameda/Contra Costa (AlaCC) Travel Demand Model – a bi-county model for both Alameda County and Contra Costa County that will be adopted for project use soon. The most current model base year is 2020 and future forecast years will be 2035 and 2050 conditions. Since the 2020 model base year and 2035 forecast year differ from the project analysis years for Existing and Opening Year, traffic forecasting will be estimated by interpolating or extrapolating from the model year scenarios. The AlaCC Travel Demand Model will be updated with all known significant developments that will occur in the area, if any. A Travel Demand Forecasting

Methodology Memorandum will be prepared for review and approval before conducting traffic forecasts.

- Diversion Analysis: The opening and design year forecast models will be applied to identify diversion routes and performed using select link analysis (SLA) for volume difference plot. This data will provide various diversion routes and percentage of the volumes diverting to those routes around the project study area. Final determination of the diversion routes will be determined and agreed to by the stakeholders during PA&ED.
- Traffic Operational Analysis Hours and Tools: For San Pablo Avenue within the study area, traffic operational analysis will be conducted using a micro-simulation tool, VISSIM, for peak periods (6-10 AM and 3-7 PM). For key parallel routes (diversion routes), major signalized or unsignalized intersections will be analyzed using Synchro for peak hours (AM and PM) or as agreed to by the cities with detour routes under their respective jurisdictions. For the selected analysis tools, the latest versions will be used.
- Intersection Safety and Operational Assessment Process (ISOAP)/Intersection Control Evaluation (ICE): In September 2024, Caltrans has implemented new Intersection Safety and Operational Assessment Process (ISOAP) which is an update and renaming of Intersection Control Evaluation (ICE) and supersedes Traffic Operations Policy Directive 13-02. ISOAP places a greater emphasis on road safety performance consistent with the strategic direction of the Department. Intersection geometry and traffic control shall be determined through a performance-based analysis that considers all users and supports the principles of the Safe System Approach. Discussions will be conducted with Caltrans during PA&ED to determine whether the ISOAP process applies to this project. In collaboration with Caltrans, a qualitative discussion of ICE/ISOAP process will be performed by the consultant.
- VMT Analysis: As per SB 743, vehicle miles traveled (VMT) analysis will be performed for proposed build conditions and reported in the Traffic Forecasting Memorandum during the PA&ED phase.

Attachment H

Right of Way Conceptual Cost Estimate

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY

A RIGHT OF WAY DATA SHEET WILL NEED TO BE COMPLETED FOR SUBSEQUENT PHASES*

To: Right of Way Division
(*REQUESTING DIVISION*)

Lam Nguyen
(NAME OF REQUESTOR)

Date: April 2025

Dist-Co-Rte-PM: 04-Ala-123-0.220/2.080
Project ID/EA: #0421000169/EA 04-2W290
Alternative #: Build Alternative

From: Matthew Schock
RIGHT OF WAY CONSULTANT
ASSOCIATED RIGHT OF WAY SERVICES, INC
(*Estimator*)

Chris Brecheisen, PE
Kimley-Horn and Associates
(Estimating Senior)

The Conceptual Cost Estimate Request was received for the above-referenced project on (*date submitted*) with a requested completion date of (*requested completion date*).

Scope of the Right of Way
Description of Required Right of Way: The right of way requirements includes **3** Temporary Construction easements, From a shopping center, a mixed used development (which includes condos) and an apartment complex. The project also will be soliciting **5** permit to enter and construction to conform the new sidewalk to existing sidewalk on private Properties, these will be voluntary and not required for the project. Approximately 200 utility pull boxes may be affected and would need to be protected in place or adjusted to grade.

Right of Way Required: ☒ Yes ☐ No
Number of Total Parcels: ☒ 1-10 ☐ 11-25 ☐ 26-50 ☐ 51-100 ☐ >100

Right of Way Requirements

Number of Fee Parcels _____ Total Fee Area _____
Number of Permanent Easements _____ Total Permanent Easement Area _____
Number of Temporary Easements 3 Total Temporary Easement Area 260
Length of Term Required for Temporary Easements 24
Number of Excess Parcels/Other 5 Permit to Enter

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY (Cont.)

USA Lands:	☐ Yes	☒ No	☐ Unknown	
BIA Lands:	☐ Yes	☒ No	☐ Unknown	
Displaced Persons/Businesses:	☐ Yes	☒ No	☐ Unknown	Number of Displacees_____
Demolition/Clearance Required:	☐ Yes	☒ No	☐ Unknown	Number of Demos_____
Railroad Involvement:	☐ Yes	☒ No	☐ Unknown	
C&M Agreement Needed:	☐ Yes	☒ No	☐ Unknown	
Utility Involvement:	☒ Yes	☐ No	☐ Unknown	Number of Utilities in Area 200
UT Relocations Anticipated:	☒ Yes	☐ No	☐ Unknown	
Potholing Needed:	☒ Yes	☐ No	☐ Unknown	
Project Public Meetings:	☒ Yes	☐ No	☐ Unknown	Number of Meetings_1_____
Permits To Enter ENV/ENG:	☒ Yes	☐ No	☐ Unknown	Number of Permits_12_____
Environmental Mitigation:	☐ Yes	☐ No	☒ Unknown	Type_____
Outdoor Advertising Signs:	☐ Yes	☒ No	☐ Unknown	Number of Signs_____

Cost Estimates

Estimate reflects Right of Way only and does not include any capital costs for Right of Way Engineering/Land Surveys.

Capital Costs - Phase 9

- ☐ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☒ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Capital Costs – Phase 4

- ☐ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Phase 9 - Recommended R/W Capital Cost for Programming

$___3,113,000_____

Phase 4 - Recommended R/W Capital Cost for Programming

$_____

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY (Cont.)

Estimate reflects Right of Way only and does not include any support costs for Right of Way Engineering/Land Surveys.

Phase 0 Support Costs (PA&ED)
Tasks: 100.10, 160.10, 160.30, 165.10, 170.10, 170.15, 170.25, 175.10, 180.05, 180.10

$_____

Phase 1 Support Costs (PS&E)
Tasks: 100.15, 185.05, 185.20, 185.25, 205.10, 205.15, 205.25, 235.05, 235.10, 255

- ☒ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Phase 2 Support Costs (RW)
Tasks: 100.25, 195.40, 195.45, 200.15, 200.20, 200.25, 200.30, 225.50, 225.60, 225.65, 225.70, 225.75, 225.80, 245.50, 245.60, 245.65, 245.70, 245.75, 245.80

- ☒ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Phase 3 Support Costs (CON)
Tasks: 270.25, 285

- ☐ $0-$100,000
- ☐ $100,001-$250,000
- ☐ $250,001-$500,000
- ☐ $500,001-$1,000,000
- ☐ $1,000,001-$2,500,000
- ☐ $2,500,001-$5,000,000
- ☐ $5,000,001-$10,000,000
- ☐ $10,000,001-$25,000,000
- ☐ $25,000,001-$100,000,000
- ☐ >$100,000,000

Schedule
Right of Way will require a minimum of _18_ months to deliver a Right of Way Certification once final right of way requirements and mapping have been received, necessary environmental clearances have been obtained and required freeway agreements have been approved. This schedule is based on a Right of Way Certification #1 with an anticipated certification date of _9/14/2029_.

Areas of Concern
Potential areas of concern are noted below:

The construction details are not finalized but sidewalk construction could temporarily impact access to improved properties.

K PHASE CONCEPTUAL COST ESTIMATE FORM - RIGHT OF WAY (Cont.)

Assumptions and Limiting Conditions
This estimate is based on the following assumptions and limiting conditions and documented project risks:

The Scope of the Right of Way analysis includes applicable:

- Acquisition Costs (including any Excess Lands, Damages, Mitigation, etc.)
- Utility Relocation
- Railroad Involvement
- Relocation Assistance
- Clearance/Demolition
- Permits
- Title and Escrow Fees
- Construction Contract Work

Capital Costs are based on eminent domain estimating and appraisal methodologies and current market information. Support Costs are based on district workload estimating tools and historical data from previous similar projects.

Escalation and Contingency Rates were applied based on the proposed project schedule and previous district experience to account for changes in market conditions and other unanticipated project-related costs.

Check as applicable:

☒ A field review was not performed as part of this estimate.

☒ Mapping received did not provide sufficient detail to determine the limits of the right of way requirements and/or to determine damages to the remainder parcels impacted by the project.

☒ Additional right of way requirements may be anticipated but are not defined due to the preliminary nature of the early design requirements.

☐ We have determined that there are no right of way functional involvements in the proposed project at this time as currently designed.

☐ Utility lead time begins after PA&ED is met and we have received conflict maps.

☐ Right of Way certification is at risk. The current schedule does not provide Right of Way with sufficient lead time.

(Provide a description of any other specific assumptions and limiting conditions. Also document all known risks to future cost, scope, schedule or changes in performance for inclusion in the project Risk Register.)

Contact
For further information regarding this estimate, please contact person below:

Name: *Matthew Schock, Associated Right of Way Services Inc.*
Steve Castellano, Associated Right of Way Services Inc
Phone Number: *925-691-2838*
925-691-2802

Attachment I

Transportation Planning Scoping Information Sheet

Proposed Project Summary

EA #	*04-2W290*	**AM Tool ID #**	*XXXXX*	**EFIS Project ID #**	*0421000169*
County-Route-PM	*04-ALA-123-PM 0.22/2.08*				
Anchor Asset(s)	*Bridges:* *33-0117: San Pablo Avenue Separation* *33-0440: San Pablo Avenue UC* *33-0280L, 33-0280R: Adeline Street UC*				
Proposed Project Scope	*The Project is located in the cities of Oakland, Emeryville, and Berkeley along San Pablo Avenue and extends from 16th Street in Downtown Oakland to Heinz Avenue in South Berkeley. The overall Project length is 3.43 miles, and the portion designated as State Route 123 (SR-123) within Caltrans right-of-way extends from West MacArthur Boulevard in Emeryville near the Oakland-Emeryville City Boundary (postmile [PM] 0.22 to Heinz Avenue in Berkeley (PM 2.08).*				
Proposed Fund Type	*Federal, State, Regional, and Local*				

Location Map (EA 2W290)



Section 1: TPSIS Summary Statements & Recommended Actions

1-1 Project Summary **Refer to TPSIS Section: ☒ 2 ☒ 3 ☒ 5 ☒ 6 ☐ 7 ☒ 8 ☐ 9 ☐10 ☒11 ☐ Other**	**Provide a justification if needs/opportunities are not recommended to be included in project scope.**
Project Needs/Opportunities:	
Refer to section 2-2-1, 2-2-2, and 2-2-3 for equity mobility needs and opportunities. *Refer to section 2-3-4 for project translation and interpretation needs.* *Refer to section 3-1-2 for transportation needs identified from active transportation plans.* *Refer to Section 6-3-1, 6-3-2, 6-3-6, 6-4-1, 6-4-2, and 6-4-5 for bicycle, pedestrian and transit needs and opportunities.*	*The Caltrans District 4 Pedestrian Plan identifies highway crossing location needs at Ashby Avenue, 66th Street, 61st Street, 56th Street, 54th Street, 62nd Street, and Haskell Street. This project includes crossings at all of the locations listed above except for 54th Street, 62nd Street, and Haskell Street. There are newly proposed or improved pedestrian crossings within 500 feet of these three locations, and therefore the highway crossings identified above will not be included in the project scope.*
Project Risks/Challenges:	
There are two major risks to the project: • *City, State, County and Transit agency coordination and agreeance: The Project spans three cities and include six public agency stakeholders. Reaching agreement on project details and elements may be challenging.* • *Public Buy-in: The Project is on a heavily utilized corridor by many people using different modes. Public engagement will be needed to provide information to the public, gather input, and generate public support.*	
1-2 List recommendations based on identified needs/opportunities to be included in project scope.	
All of the needs addressed in the sections outlined in the project Needs/Opportunities section above will be included in the project scope, except for the three crossings as noted in Section 1-1.	
1-3 Road Safety Considerations	**If not provide a justification, why.**
Has "District Safe System Lead" been contacted through the TPSIS preparation process? ☒ Yes ☐ No	

Required Sections Checklist *(Check boxes below once completed):*

☒ Section 1 ☒ Section 2 ☒ Section 3 ☒ Section 4 ☒ Section 5 ☒ Section 6-1

Prepared for use in Project Nomination by:

Erik Alm 3/9/2025

District Planning Representative (Date)

Received for use in Project Nomination by:

Celia McCuaig 3/10/2025

District Project Initiation Manager (Date)

Section 2: Tribal Government Consultation, Local Partners, and Public Engagement Coordination

2-1 TRIBAL GOVERNMENT CONSULTATION – *Caltrans Tribal Relations Team*;		
2-1-1 Tribal Lands – *Is the proposed project*: **within or near an Indian Reservation Rancheria, or Tribal Trust Land? *NALB Tribal lands Viewer*; DEA GIS Library** **☐ Yes ☒ No**	***If so, indicate if*:** **☐ The project involves trust land(s) (including tribal and individual allotted lands) outside of a reservation or Rancheria** **☐ Tribe(s) have been informed of the project and will be coordinated with during project development** **☐ All applicable tribal laws and regulations have been reviewed for required coordination**	***Provide names of TRIBES, TRIBAL GOVERNMENTS, reservations, Rancherias, tribal trust lands.*** *The proposed project is not within or near an Indian Reservation Rancheria or Tribal Trust Land and does not involve trust lands outside of a reservation or Rancheria.*
2-1-2 Does the Tribe have a Tribal Employment Rights Office/Ordinance (TERO) on file? **☐ Yes ☒ No**	***If so, indicate if:*** **☐ The TERO has been reviewed for required coordination** **☐ Is this project on a route identified in the National Tribal Transportation Facility Inventory (NTTFI)?** **☐ There is a related Memorandum of Understanding (MOU) between the District and the Tribe** **☐ Caltrans has other MOUs with the Tribe; *Provide title and description or content***	
2-1-3 Have any tribes expressed environmental concerns related to the project? **☐ Yes ☒ No**	***Provide Tribal name(s) and details:*** *N/A*	
2-1-4 Have any tribes expressed any other concerns related to the project? **☐ Yes ☒ No**	***Provide Tribal name(s) and details:*** *N/A*	
2-1-5 Who are the appropriate points of contact within the Tribe(s) for future coordination and consultation?	***Name, title, phone number, e-mail:*** *N/A*	

2-2 EQUITY CONSIDERATIONS		
2-2-1 Is the project located in or have the potential to affect equity priority communities (also known as disadvantaged or underserved communities)? *You can use these links to identify if project is located in DAC area (additional data sources available in guidance):* • California Healthy Places Index Map • CalEnviroScreen 4.0 | OEHHA	**☒ Yes** **☐ No** **☐ Unknown (Defer to PID)**	***Describe the communities and any potential impacts.*** *Along San Pablo Avenue, between the start of the project (16th Street) and Stanford Avenue on both sides of San Pablo Avenue the neighborhood is considered an SB 535 disadvantaged community (see attachments for disadvantaged communities). This area is broken into four communities. Downtown Oakland has large urban commercial and residential buildings. West Oakland has a combination of industrial, low-rise commercial, and mid-rise mixed-use residential buildings (many of which are affordable housing that face San Pablo Avenue). Behind those buildings, the neighborhood is characterized by a mix of single-family housing and low-rise multi-family housing. Emeryville has a combination of shopping and mid-rise commercial/residential buildings. The portion of Northern Oakland within the disadvantaged community limits is categorized by single family homes and low-rise commercial facing San Pablo Avenue. These areas generally have a CalEnviroScreen 4.0 percentile greater than 60.* *At the northern end of the project in Berkeley between Folger Avenue and Heinz Avenue, San Pablo Avenue is on the east edge of a disadvantaged community. This area is primarily a shopping center and has industrial land-uses. This area has a CalEnviroScreen 4.0 percentile of 66.*
2-2-2 If 2-2-1 is Yes, what are their known mobility needs *(consider access to opportunities/destinations)***?**	**☒ Yes** **☐ No** **☐ Unknown (Defer to PID)**	***Describe needs.*** *San Pablo Avenue is a highly used bike corridor, connecting many destinations in Emeryville, Berkeley, North Oakland, West Oakland and Downtown Oakland. Currently, only bicyclists who are most confident in their ability to ride and share a lane with vehicles feel comfortable to use San Pablo Avenue to reach these destinations. There are alternate routes to these destinations, but no route is as direct as San Pablo Avenue. Less confident bicyclists using alternate routes encounter poor wayfinding and gaps in neighboring bike networks, sending them down much longer routes or dead ends.* *Many of the curb ramps along San Pablo Avenue are ADA deficient, leading to mobility issues for disabled users. There is a need to upgrade these ramps to current ADA standards.* *Though the posted speed on San Pablo Avenue is low (30 mph),*

		vehicles travel at much higher speeds (37 mph plus). There is a need to improve the many crossings across San Pablo Avenue which are uncontrolled and lack sufficient safety for pedestrians and bicyclists. *The San Pablo Avenue transit routes (72, 72R, 72M) are some of the most utilized transit routes operated by AC Transit. There is a need to improve travel times, reliability, and stop accessibility for the high volume of existing and potential future transit users. Current buses share their route with general purpose traffic and are subject to delay during peak travel periods.*
2-2-3 Do opportunities exist to incorporate project components that reconnect divided communities, improve equitable access and mobility, or contribute to better public health?	**☒ Yes** **☐ No** **☐ Unknown (Defer to PID)**	***Describe opportunities.*** *San Pablo Avenue itself creates a divide between communities. There are many uncontrolled and unimproved bike and pedestrian crossings along San Pablo Avenue resulting in a less inviting environment for active transportation users to cross safely.* *The I-580 freeway overcrossing creates a physical divide between Emeryville and Oakland which can be improved by enhancing multimodal mobility under the freeway on San Pablo Avenue.*
2-3 PRELIMINARY PUBLIC ENGAGEMENT	**Source/Date Contacted**	**Additional Information**
2-3-1 Which local partner agencies have been identified?	*ON-GOING (Last round of comments, November 2023)*	*Alameda CTC - Part of the PDT* *Caltrans - Part of the PDT* *AC Transit – Specific focus meetings are on-going.* *City of Emeryville – Specific focus meetings are on-going.* *City of Berkeley – Specific focus meetings are on-going.* *City of Oakland – Specific focus meetings are on-going.*
2-3-2 Which other stakeholders, community-based organizations, advocates, or interest groups have been identified?		*Local Businesses* *Local Residents* *Corridor Travelers (All modes, including users with disabilities)* *Bike East Bay* *Walk Oakland Bike Oakland* *Walk Bike Berkeley* *East Bay Transit Rider's Union*
2-3-3 What is the recommended Public Engagement Strategy for this project?	**☐ Inform** **☐ Consult**	**☐ Collaborate** **☒ Involve**	**☐ No Recommendation**

2-3-4 Is the project likely to require translation and interpretation services? https://www.fhwa.dot.gov/civilrights/programs/title_vi/lep_fourfactor.cfm https://data.census.gov/cedsci/	**☒ Yes** **☐ No** **☐ Unknown (Defer to PID)**	***Describe.*** ***(Include the percentages of LEP individuals in the census tract and their respective languages.)*** *From the 14 census tracts that surround the project area, Census data obtained from Census.gov indicates that of the approximately 46,000 population, approximately (12,800) 27.8% speak a language other than English at home.* *This is well above the threshold of 1000 people of eligible population as laid out by the FHWA LEP four factor program.* *Languages that are widely spoken are: Spanish (4816) 10.5%, Other Indo-European Languages, (2648) 5.8%, and Asian and Pacific Island Languages (3563) 7.8%.* *For this project, translation of vital documents will be performed for Spanish and Chinese.*

Section 3: Plan and Document Review

3-1 PLANNING DOCUMENTS AND SCOPING TOOLS	SUMMARY OF RECOMMENDATIONS & CONSIDERATIONS
3-1-1 District Traffic Safety Plans	*The District 4 Safety Plan is still under development. Once completed, the traffic safety plan will be reviewed for this project at that time.*
3-1-2 Active Transportation Plans: **☒ California Active Transportation Plan (CAT Plan)** **☒ District Bike and Ped Plan** **☒ Regional/Local Plan**	*In the Caltrans District 4 Pedestrian Plan, The San Pablo Avenue corridor is identified as a High (Tier 3 out of 3) pedestrian crash density corridor. The San Pablo Ave corridor within the project limits is also identified as a Tier 1 (Highest intensity of need) priority project for improvements. Many crossings on San Pablo Avenue within the project limits are identified as crossing location-based needs including Ashby Avenue, Haskell Street, 66th Street, 62nd Street, 61st Street, 56th Street, and 54th Street.* *The Caltrans District 4 Bike Plan identifies the San Pablo Avenue/SR-123 corridor as a top tier priority for Class IV bikeways from 35th St to Heinz Ave The Bike Plan also identifies the following intersection improvements: Top tier crossing improvements on SR-123 at Adeline/W Macarthur; top tier crossing improvements at 40th St; top tier crossing improvements at 53rd St; mid tier crossing improvements at 63rd St; top tier crossing improvements at 65th St; top tier crossing improvements at Ashby Ave; and mid tier crossing improvements at Heinz Ave/Oregon St.*

	The Alameda Countywide Active Transportation Plan 2019 identifies plans San Pablo Avenue to be a class IV separated bike lane facility from downtown Oakland to just south of Ashby Avenue. North of Ashby Ave, it is planned to be a study corridor for bicycle facilities to determine the appropriate facility type. *San Pablo Avenue is on the Countywide High Injury Bicycle Network and the Countywide High Injury Pedestrian Network. It is also identified that, "this major street creates a barrier for access to destinations because the offset nature of intersections creates few low-stress crossings. Bicyclists riding from one low-stress local street to another across San Pablo are forced to ride along the high-volume, higher-speed street to make the connection."* *The 2019 City of Oakland Bike Plan identifies San Pablo Avenue within the project limits as a separated bike lane.* *The 2017 City of Oakland Pedestrian Plan Update, Oakland Walks!, identifies 34th Street and W Grand Avenue as High Injury Intersections. (Note, 34th Street was improved since 2017 with the installation of bulb-outs and RRFBs.)* *The 2024 City of Oakland High Injury Network map identifies San Pablo Avenue as a multimodal high injury corridor between 16th Street and 67th Street.* *The 2023 City of Emeryville Active Transportation Plan identifies the San Pablo Avenue corridor as a planned class IV bikeway and pedestrian intersection upgrades at 40th Street, 53rd Street and Adeline Street. The Plan also Identifies the San Pablo Avenue Bus and Bikes Project (this project) as one of the major projects in their plan.* *The 2016 Berkeley Strategic Transportation Plan identifies the San Pablo Avenue corridor as a Complete Streets Corridor project with pending joint agency effort, and a priority 8 of 19 of all their projects.* *The 2017 Berkeley Bike Plan identifies San Pablo Avenue as a primary transit route and includes that San Pablo Avenue should be studied for a bicycle cycle-track.*
3-1-3 Broadband: **☐ Is there Caltrans-owned broadband infrastructure within this project location?**	*Caltrans has an existing signal interconnect system within the project limits, but no existing broadband infrastructure. There is no proposed fiber in this location.https://experience.arcgis.com/experience/e2540ace2ac248ee8c3350aa39395342/page/Segments/?views=Layers* *There are several existing utilities, including privately owned fiber along the corridor.*

3-1-4 Climate Change Planning: **☒ Caltrans District Vulnerability Assessment** **☐ Caltrans Climate Change Adaptation Priority Plans** **☒ Local Climate Action Plan/GHG reduction Plan** **☐ Greenhouse gas section of EIR for RTP/SCS** **☒ Locally Adopted Transportation Adaptation Plan**	*The project area is not expected to be affected by a sea level rise of 1.75 m (5.75 ft) of sea level rise per the Caltrans Climate Change Vulnerability assessment map (see attached.) Also, the project area is not expected to be affected by storm surge of 1.75 m (5.75 ft) of sea level rise per the Caltrans Climate Change Vulnerability assessment map.* *Caltrans is currently developing their climate change adaptation priority plans. The project team will coordinate with Caltrans as plans are finalized.* *Other local climate action plans:* • *Oakland 2030 Equitable Climate Action Plan* • *City of Emeryville 2016 Climate Action Plan 2.0* • *Berkeley 2009 Climate Action Plan* • *2014 Alameda County Climate Action Plan* • *Alameda County is developing a new climate action plan as of 2024.*
3-1-5 Cultural/Historic Preservation Scoping Tools: **☒ Caltrans Cultural Resources Database** **☒ Caltrans Historic Bridge Inventory** **☐ Archaeological Site Sensitivity Model** **☐ AB52 Letter**	*The type of work proposed has the potential to disturb native soil and, therefore, has a potential to affect known and unknown archaeological resources. Cultural resources are known to occur near the San Francisco Bay shoreline. The Project is approximately 0.75 miles on average from the shoreline.* *Within the project area there are four records of National Register of Historic Places:* • *Kahn's Department Store (southeast corner of 16th Street and San Pablo Avenue)* • *The Pacific Gas and Electric Company Building (northwest corner of 17th Street and San Pablo Avenue)* • *California Hotel (Southwest corner of 35th Street and San Pablo Avenue)* • *The Oakland Free Library – Golden Gate Branch (Northeast corner of 56th Street and San Pablo Avenue)* *There are no recorded archaeological resources of historical significance in the project area. Disturbance to archaeological or historic resources during the Project construction would result in an environmental impact.* *The Caltrans Environmental GIS viewer has these bridges in project limits as "Ineligible for listing on the National Register of Historic Places":* • *33-0117: San Pablo Avenue Separation* • *33 0487: Peralta Street OC* • *33-0440: San Pablo Avenue UC* *The landform age is Latest Holocene. The potential for buried archaeological deposits is low to moderate. The potential for surface archaeological deposits is medium to high.*

3-1-6 Freight Planning: ☐ **California Freight Mobility Plan** **California Sustainable Freight Action Plan** ☐ **Caltrans Safety Roadside Rest Areas (SRRA)** ☐ **Truck Parking Study** ☐ **Regional/Local Plan**	*State Route 123, or San Pablo Avenue is not identified in any of the listed freight specific plans.*
3-1-7 Project Planning: ☒ **District 10 Year Project Book** ☐ **MONSTER List** ☐ **Preliminary Investigation/Feasibility Study**	*EA 2W290K is not identified in the District 10 Year Project Book. However, there are two projects that are identified in the project book that are within the vicinity of this project. These two projects are:* • *SHOPP ID – 23178, PM 2.09 – 2.72* • *SHOPP ID – 23289, PM 0.0 – 5.177* *San Pablo Ave is not listed in the MONSTER list.*
3-1-8 Rail and Mass Transportation Planning: ☒ **California State Rail Plan** ☒ **Statewide Transit Strategic Plan**	• *The project limits are not included in the California State Rail Plan.* • *The project limits are not identified in the Statewide Transit Strategic Plan, but the project is consistent with the Plan's goals to increase transit usage.*
3-1-9 Regional & Local Planning: ☒ **Regional Transportation Plan** ☒ **Sustainable Community Strategy** ☒ **General and Local Plans** ☐ **Regional Concept of Transportation Operations** ☐ **Local Coastal Program Plan**	*This Project is included as part of Plan Bay Area 2050 local transit strategy. Part of this project is included as TRP ID No. 21-T10-077 which is to implement BRT improvements along San Pablo Avenue from 20th street to Richmond Parkway Transit Center.* *The 2018 West Oakland Specific Plan identifies a class 3A bike route along San Pablo Avenue from 32nd street to I-980. It also identifies a complete street strategy for San Pablo Avenue such as providing bike lanes and high-quality pedestrian streetscapes. The specific plan identifies San Pablo Avenue as a major priority pedestrian route.* *The San Pablo Avenue Corridor project is a project sponsored by the Alameda County Transportation Commission and is identified in their 2020 Countywide Transportation Plan. The project will construct complete streets improvements along this corridor through seven cities and* *The 2009 Emeryville General Plan defines San Pablo Avenue as a transit street which has primary routes for AC Transit, Emery Go-Round, and other public transit providers. The Plan states that signal preemption for transit vehicles, bus stops, and, where appropriate, bus lanes, are provided. Other travel modes, including automobiles, bicycles, and trucks, are accommodated in the roadway, but transit has priority. No bikeway is designated on San Pablo Avenue. The General Plan also includes a phased strategy for the development of San Pablo Avenue into an active, attractive, neighborhood retail center. The General Plan outlines San Pablo Avenue as a major truck route.*

	The 1998 City of Oakland General Plan provides details for West Oakland to complete the San Pablo Avenue corridor study sponsored by the Alameda County Congestion Management Agency and implement its recommendations where possible. It also mentions to improve the appearance of San Pablo Avenue itself and to improve the connection of West Macarthur Boulevard to San Pablo Avenue. In North Oakland, the General Plan mentions that the city should establish funding and develop improvements including landscaped medians and improved bus stops on San Pablo Avenue. *The 2002 City of Berkeley General Plan identifies an infrastructure improvement, the San Pablo Avenue Corridor Plan, to be designed in cooperation with surrounding cities.* *RPNL Comments: MTC PBA 2050 (10/2021 approved). The Regional Transportation Plan calls out the funding to implement BRT improvements to existing bus service along San Pablo Ave from 20th St to Richmond Pkwy Transit Center. Improvements include frequency upgrades (5 minute peak headways), improved stop infrastructure, merging of local/rapid stops, dedicated lanes and transit signal priority. (21-T10-077)*
3-1-10 System Planning: **☐ Interregional Transportation Strategic Plan (ITSP)** **☒ Corridor Plans (TCR, CSMP, CMCP)**	*The SR 123 Transportation Concept Report's (TCR) (2017) Corridor Concept is to maintain the current four lane conventional highway. It is an interim concept and is consistent with the route functioning as a Principal Arterial. Once the Alameda CTC's San Pablo Avenue Corridor Project (listed below) is completed, the near and long-term facility concept should be updated to reflect the completed improvements. Many of the recommended improvements and strategies were shaped by this corridor project, which aim to address competing local and regional travel needs along the route, improving transit reliability and ridership, developing a comprehensive Complete Streets implementation plan, and improving bicycle and pedestrian safety.* *The Alameda CTC 2022 Northern Alameda County Core Connections Plan (NACCCP) includes recommended multimodal upgrades along San Pablo Avenue including dedicated transit infrastructure and safety improvements for bicycle and pedestrians.* *The San Pablo Avenue Corridor Project is a corridor study and project sponsored by the Alameda County Transportation Commission and is identified in their 2020 Countywide Transportation Plan. The project will construct complete streets improvements along this corridor through seven cities in Alameda and Contra Costa County. Improvements will include additions of high visibility cross walks, ADA curb ramps, improved bicycle crossings, and improved lighting. The subject project is consistent with the Corridor Project recommendations.*
3-1-11 Tribal Planning: **☐ Tribal Transportation Plan**	*N/A*

Section 4: Caltrans Stakeholder Information

4-1 TITLE	Name	Phone Number	Email Address
4-1-1 District Safe System Lead	Amir Mahboubi	(510)801-1612	amir.mahboubi@dot.ca.gov
4-1-2 Complete Street/Bicycle and Pedestrian Coordinator	Gregory Currey	(510) 821-0517	Gregory.Currey@dot.ca.gov
4-1-3 Climate Change Coordinator/Liaison			
4-1-4 District Native American Coordinator and/or District Cultural Resources PQS Staff (Environmental/Cultural Resources) *PQS = Professionally Qualified Staff: Caltrans cultural resources staff who meet the Secretary of Interior's Professional Qualifications Standards for Historic Preservation disciplines*	Althea Asaro (DNAC)	(510) 847-2178	althea.asaro@dot.ca.gov
4-1-5 District Native American Liaison (Transportation Planning)	Stephen Conteh	(510) 960-0887	Stephen.Conteh@dot.ca.gov
4-1-6 Environmental Planner	Thomas Rosevear	(510) 506-1508	thomas.rosevear@dot.ca.gov
4-1-7 Freight Planner	Kelsey Pettis	(510) 496-9395	Kelsey.pettis@dot.ca.gov
4-1-8 Local Development Review (LDR) Planner	Llisel Ayon	(510) 506-6184	Llisel.Ayon@dot.ca.gov
4-1-9 Park and Ride Coordinator	Claire Bye	(916) 694-8260	Claire.bye@dot.ca.gov
4-1-10 Regional Planner	Stephen Conteh	(510) 960-0887	Stephen.Conteh@dot.ca.gov
4-1-11 Sustainable Planning Grant Coordinator	Becky Frank	510-960-0883	Becky.Frank@dot.ca.gov
4-1-12 System Planner	Kelsey Pettis	(510) 496-9395	Kelsey.Pettis@dot.ca.gov
4-1-13 Rail & Transit Planner	Wingate Lew	510-960-0797	Wingate.lew@dot.ca.gov
4-1-14 Equity, Engagement and Health Planner	Laurel Sears	(510) 853-4329	Laurel.Sears@dot.ca.gov
4-1-15 Other Coordinators			

Section 5: Climate Change

5-1 CLIMATE CHANGE CONSIDERATIONS	Comment/Action	
5-1-1 Using the Caltrans climate change considerations tool kit, identify potential GHG emission and climate change-related mitigation options at the proposed project location. *Attach toolkit as an appendix and check GHG reduction measures and climate change-related adaptation measures that could apply to the proposed project for consideration*	*Completed Caltrans climate change considerations toolkit has been attached?* ☐ **Yes** ☒ **No** This project is a traffic capacity reducing project with a focus on improving transit, bike, and pedestrian connectivity and accessibility. The Project is anticipated to be GHG reducing.	
5-1-2 **Using the District Vulnerability Assessment appropriate for the proposed project area, identify the potential climate stressors that could affect transportation assets within the project limits.** *Potential project site vulnerabilities are attached.*	☒ **Temperature** ☐ **Precipitation** ☐ **Wildfire** ☐ **Other:**	☐ **Sea-Level Rise** ☐ **Storm Surge** ☐ **Cliff Retreat**
5-1-3 **Are there potential climate risks to major assets within the project area?** *(e.g. Bridge potentially at risk of SLR inundation, stretch of highway at risk for high temp, and wildfire- consider appropriate materials)*	☒ **Yes** ☐ **No**	***Describe***: *By 2055 the temperature increase is anticipated to be raised by 5.0 degrees and in 2085 raised by 8.6 degrees. Higher heats without proper shading or protection for pedestrian/transit users could potentially impact usage of the proposed infrastructure.*
5-1-4 Is the project located in the Coastal Zone Boundary, Local Coastal Program Area (https://www.coastal.ca.gov/maps/), or within the San Francisco Bay Conservation and Development Commission (BCDC)? https://bcdc.ca.gov/bcdc-cities-jurisdiction.html.	☐ **Yes** ☒ **No**	***Describe***: *The Project is not located within the Coastal Zone Boundary. The Project is not located within 100' of the San Francisco Bay and is not adjacent to areas that are subject to tidal action on or tributary to waterways included within BCDC's certain waterways. Therefore, the Project is not located within the San Francisco Bay Conservation and Development Commission's jurisdiction.*

Section 6: Smart Mobility, Active Transportation and Transit

6-1 APPLICABILITY OF CHECKLIST *(REQUIRED)*	
6-1-1 Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? *(i.e. project including freeway mainline and ramp work where the project freeway segment legally prohibits bicyclists and pedestrians per the MUTCD.)* **If no, continue, if yes, you may stop here.**	**☐ Yes ☒ No**
6-1-2 Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and construction will not affect future pedestrian and bicycle facilities? *(i.e. culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.)* **If no, continue, if yes, you may stop here.**	**☐ Yes ☒ No**

6-2 PLACE TYPES *(OPTIONAL from here on)*	**Comment/Action**
6-2-1 Identify the Smart Mobility Framework Place Type(s) surrounding the project limits.	**☒ Central Cities ☒ Urban Communities ☐ Suburban Communities ☐ Rural Areas ☐Protected Lands and Special Use Areas**
6-2-2 Are there any -existing or proposed- Pedestrian/ Bicyclist/ Passenger Rail/Transit Trip Generators in or adjacent to the project area?	**☒ Schools ☒ Town Centers ☒ Shopping Facilities Centers ☒ Bus Stops ☒ Large Employment Businesses ☐ Shared-use trail access/parking. ☒ Public Transit /Passenger Rail ☒ Health/Medical Facilities ☐ Other:**

6-2-3 *Check all that apply:*
☒ the highway segment functions as a "Main Street" or a "Safe Route to School"
☒ the project provides unique or primary access into or out of any of the trip generators or between communities
☒ the project provides unique or primary access across a river, highway corridor or other natural and/or man-made barrier

6-2-4 Summary of place type related considerations (see Smart Mobility Framework Guide)

- *MTC has defined the entire length of the San Pablo Avenue corridor within project limits as a Priority Development Area (PDA).*
- *The general area between 17th Street and I-980/W Grand Ave (Downtown Oakland) is characterized by Central Cities, with a mix of institutional, commercial/office, and higher-density residential uses.*
- *The general area between I-980/W Grand Ave and Heinz Avenue (West Oakland, Emeryville, North Oakland, and Berkeley) is characterized by Urban Communities, with a mix of commercial, industrial, low-rise and mid-rise residential and mixed-use structures. Some low-density retail and shopping as well as single-family housing exists along the corridor, though significant development is occurring along the corridor.*

6-3 BICYCLE, PEDESTRIAN, RAIL AND TRANSIT CONDITIONS	**Comment/Action**
6-3-1 Identify existing bicycle and pedestrian facilities within project limits. *Bicyclists are permitted on SR-123, but there are no existing bicycle facilities on San Pablo Avenue within the project limits except for:* • *Downtown Oakland has two blocks of Class II buffered bike lanes.* • *Sharrow pavement markings throughout Emeryville.* • *Occasional Sharrows placed on the corridor in Oakland (inconsistent placement and no signage indicating that San Pablo Avenue is a Class III route.)* *There are sidewalks on each side of San Pablo Avenue: Typical width is a 5' furniture zone and a 7' sidewalk through zone behind the furniture zone.* *The 5' furniture zone typically is paved with concrete unless there is a conflicting tree well or other items such as: traffic signal poles, utilities, street light poles, traffic signal cabinets, trash cans, and benches. The sidewalk through zone is 7' wide typically but varies slightly throughout the corridor.*	**☐ Bicycle/Pedestrian Accessibility** **☐ Bicycle Lane** **☐ Backpacking/Hiking/Equestrian Trail** **☐ Shoulder** **☒ Sidewalks** **☐ Two-Stage Turn Boxes** **☒Curb Ramps** **☐ California Coastal Trail** **☐ Signage** **☐ Green Striping** **☐ Bike Boxes** **☒ Other: 8' Parking Lane, Existing highly utilized bus/transit corridor.**
6-3-2 Identify physical and/or perceived impediments for bicyclists and pedestrians. *With no bike lane, bicyclists either must ride with vehicular traffic, which travel at speeds of 30 mph or higher or ride on the sidewalk leading to pedestrian conflicts. Riding on sidewalks is also prohibited in some jurisdictions along the corridor. Additionally, with parked vehicles, there is a risk of door opening conflicts, leading to bicyclists further shying away from the parking lane and taking up a lane.* *With no dedicated bike lanes and some cross streets being offset, crossing San Pablo Avenue can be a challenge for bicyclists.* *Crossing San Pablo Avenue as a pedestrian can be uninviting due to high traffic volumes and several uncontrolled crosswalks lacking median refuges.*	**☐ Narrow Shoulders** **☐ Narrow Sidewalks** **☒ Connectivity Gaps** **☐ Curbs and Gutters** **☐ Utility Boxes** **☒ High Vehicle Speeds** **☐ AADT** **☐ Other:**

6-3-3 Are there any complete streets assets including Bikeways (Class I – IV), Sidewalk, and Crosswalk, in Fair or Poor condition, in the project area?	**☒ Yes** **☐ No**	**Describe.** *Several substandard curb ramps and faded crosswalks along the San Pablo Ave corridor.*
6-3-4 Design Year ADT	**☐<2,500 ☐2,500-5,000 ☐5,000-10,000 ☒>10,000**	
6-3-5 Posted Speed	**☒15-20 ☒25-30 ☐35-40 ☐>45** *San Pablo Avenue's posted speed is 30 mph within Caltrans right-of-way. Outside of Caltrans right-of-way in downtown Oakland (South of William Street) the posted speed is 20 mph.*	
6-3-6 Level of Traffic Stress (LTS)	**Bicycle LTS:** *4 (no facilities)* **Pedestrian LTS:** *2* *Posted speed is 30 mph and buffering width is between 10 to 15 feet with 4 travel lanes total in both directions.* *Several crossings would be classified as PLTS 4 due to lack of signalization, lack of median refuges, and/or lack of lighting.*	
6-3-7 Identify existing Rail and transit facilities within the project vicinity/ corridor.	**☒ Rail and Transit Stops ☒ Active Rail/Transit Line ☐ Park and Ride Lot** **☒ Connections to other services ☒ Signal Priority (Transit Signal Priority)** **☐ Seamless Transfer Opportunities ☐ Other:**	
6-4 BICYCLE, PEDESTRIAN &TRANSIT NEEDS/OPPORTUNITIES	**Comment/Action**	
6-4-1 Are there opportunities to improve safety for bicyclists and pedestrians with Complete Street features?	**☒ Yes** **☐ No**	• *Opportunity to improve bicyclist safety by installing protected Class IV bike lanes along the corridor along with protected intersections and providing connectivity and greater protection for bike routes of various levels crossing the corridor.* • *Opportunity to improve pedestrian safety by implementing traffic control devices (RRFB, PHB) to existing uncontrolled crossings, straightening/shortening crosswalks, adding new pedestrian median refuge zones, and by providing illumination.* • *Opportunity to improve pedestrian safety and comfort by upgrading curb ramps and push buttons to current ADA Standards.*
6-4-2 Identify any pedestrian, bicycle or transit needs in/linking to the project area as identified in an existing Bicycle/Pedestrian Plan or comprehensive planning study for the corridor.	*Bicycle Needs: Class IV bicycle track along San Pablo Avenue as identified in local city active transportation plans, Caltrans D4 Bike Plan, and the Alameda CTC Active Transportation Plan. Several bike route crossing improvements also identified in Caltrans D4 Bike Plan.*	

	Pedestrian Needs: Identified curb ramp improvements and crossing improvements by City, Alameda CTC, and Caltrans Active Transportation Plans. *Transit Needs: There is a need identified for bus lanes along the corridor to improve reliability and travel times. There is an additional need to improve accessibility to the stops by constructing bus boarding islands.*	
6-4-3 Is there a public/partner identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	**☒ Yes** **☐ No**	*All three agencies have comprehensive bicycle signage guidelines that will need to be considered. AC Transit has specific transit signage that will need to be incorporated.*
6-4-4 Provide recommendations to address physical and/or perceived impediments for bicyclists and pedestrians (identified in 6-3-2) within project limits".	**☒ Yes** **☐ No**	*A reduction to one GP lane is anticipated to reduce vehicle travel speeds. The removal of the parking lane will provide bicyclists with a separated Class IV bike lane facility, including a generous buffer, that is anticipated to improve safety.* *Crossings at offset intersections will be improved by allowing bicyclists to cross San Pablo Avenue with dedicated bike facilities limiting interaction with sharing a lane with GP traffic.* *Traffic warning and control devices (RRFB, PHB) will improve driver yielding rates. Additionally, one less lane of GP traffic will reduce multiple-threat situations where a vehicle stops in one lane, but vehicles in the other do not. Most crossings will have a pedestrian refuge as well, giving pedestrians a chance to look the other way before continuing to cross bidirectional traffic.*
6-4-5 Is there any opportunity to improve transit on state owned roads or improve access to transit?	**☒ Yes** **☐ No**	*By implementing a bus-only lane, transit travel times and reliability are expected to improve. Additionally, by implementing bus boarding islands, buses will not need to pull to the side and can provide better service to transit users. In general, the proposed pedestrian and bicyclist improvements on the corridor will also increase access to transit.*
6-4-6 Preferred Bikeway Facilities	**☐Class I ☐ Class II ☐ Class III ☒ Class IV ☐ Standard Shoulder or Shared Lane**	

Section 7: Environmental Linkage Considerations (OPTIONAL) – To be included in PSR-PDS

<table>
<tr><th colspan="3">7-1 AIR QUALITY, WILDLIFE, AND NATURAL HABITAT CONSIDERATIONS</th></tr>
<tr><td colspan="3">7-1-1 Check all that apply:
☐ Air Quality – proposed project is located in a Federal non-attainment or attainment maintenance area
☐ Project is within identified Wildlife Corridors in a Habitat Conservation Plan, South Coast Wildlife Linkage or California Essential Habitat Connectivity Plan.
☐ Proposed project is located within or near any lands protected under a National Scenic Rivers Act, US Fish and Wildlife Services such as Critical Habitat, National Wildlife Refuge System, etc., or within the boundaries of other resource agencies such as HCPs, USFS or BLM designated critical habitat areas or Habitat Conservation Plans</td></tr>
<tr><td colspan="2">7-1-2 Are any of the following Officially Designated Habitat Types located within or near the proposed Project Location?
☐ Wetlands
☐ Riparian or Stream Habitats
☐ Jurisdictional Waters
☐ Important Bird Areas
☐ Important Rare Plants Areas
☐ Natural Communities of Conservation Concern
☐ Environmentally Sensitive Habitat Areas</td><td>If so, describe here:</td></tr>
<tr><td colspan="2">7-1-3 Is there an identified fish passage barrier(s)? www.cafishpac.org</td><td>☐ Yes
☐ No
Describe.</td></tr>
<tr><th colspan="2">7-2 ADVANCE BIOLOGICAL MITIGATION OPPORTUNITIES</th><th>Comment/Action</th></tr>
<tr><td colspan="2">7-2-1 Identify Potential Environmental Mitigation Opportunities for the project:
☐ Mitigation bank within the project limits with available credits to purchase
☐ Mitigation Fees from existing Habitat Conservation Plan
☐ Projects timeline allows participation in the Advance Mitigation Program
☐ Any opportunities available within the project limits to offset project impacts</td><td>Describe. Based on the location and scope, no mitigation for impacts to biological resources is anticipated to be needed.</td></tr>
</table>

Section 8: System Planning (OPTIONAL)

8-1 ROUTE DESIGNATIONS			
8-1-1 Freeway and Expressway	*No*	**8-1-8 Scenic Highway**	*No*
8-1-2- National Highway System	*MAP21 Principal Arterial*	**8-1-9 National Highway Freight Network**	*No*
8-1-3 Federal Functional Classification	*Other Principal Arterial*	**8-1-10 Critical Urban Freight Corridor**	*No*
8-1-4 Strategic Highway Network	*No*	**8-1-11 Critical Rural Freight Corridor**	*No*
8-1-5 Strategic Interregional Corridor	*No*	**8-1-12 NHS and STAA Route Classification**	*65' California Legal Route*
8-1-6 Interregional Road System	*No*	**8-1-13 Truck Network Designation**	*65' California Legal Route*
8-1-7 Priority Interregional Facility	*No*	**8-1-14 Other**	

8-2 FACILITY TYPE	
8-2-1 Current	4C
8-2-2 Concept	4C
8-2-3 Ultimate	4C

Section 9: Local Development Review (OPTIONAL) – To Be Included in PA&ED Phase

9-1 LOCAL DEVELOPMENTS IMPACTING PROJECT		
Project Title: 2820 San Pablo Avenue and 2817-2821 Tenth Street Mixed-Use Project **Project Location:** 2820 San Pablo Ave, Berkeley **GTS link:** https://ld-igr-gts.dot.ca.gov/district/4/report/33715#		**Encroachment Permit Required** ☐
9-1-1 Project Description: Tearing down of existing structures and construction of two connected mixed-use buildings.		
9-1-2 Distance to Caltrans Project: Adjacent to San Pablo Ave.		
9-1-3 Summary of Mitigation Measures:		
9-1-4 Mitigation Funding Source(s)	**9-1-5 Amount of Available Funding**	**9-1-6 Summary of Caltrans Concerns:** Project is adjacent to San Pablo Ave and near Heinz Ave in Berkeley. Environmental analysis completed.

Section 10: Broadband Considerations (OPTIONAL)

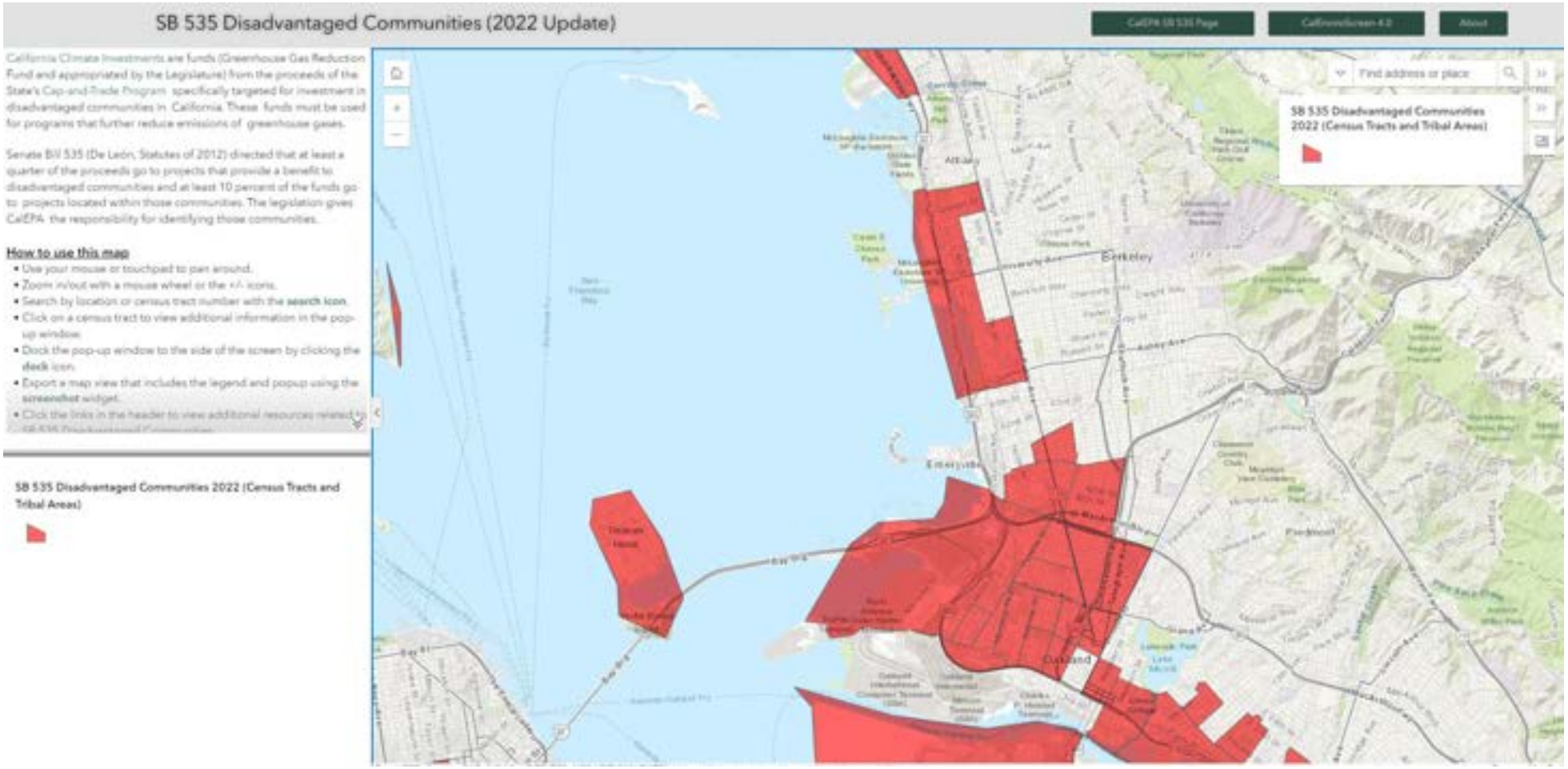
10-1 BROADBAND OPPORTUNITIES (CPUC Map, BMMN Map, Caltrans-owned Broadband Map)	
10-1-1 Is there existing broadband infrastructure (fiberoptic cable) available for Caltrans use within the project location?	**☐Yes ☒ No ☐ Unknown (Defer to PID)**
10-1-2 If 'Yes', who owns the broadband infrastructure?	**☐ Caltrans ☐ BMMN ☐ ISP☐ Other**
10-1-3 If 'No', is there an opportunity for Caltrans to install broadband infrastructure as part of this project?	**☐ Yes ☐ No ☒ Unknown (Defer to PID)**

Section 11: Freight Considerations (OPTIONAL)

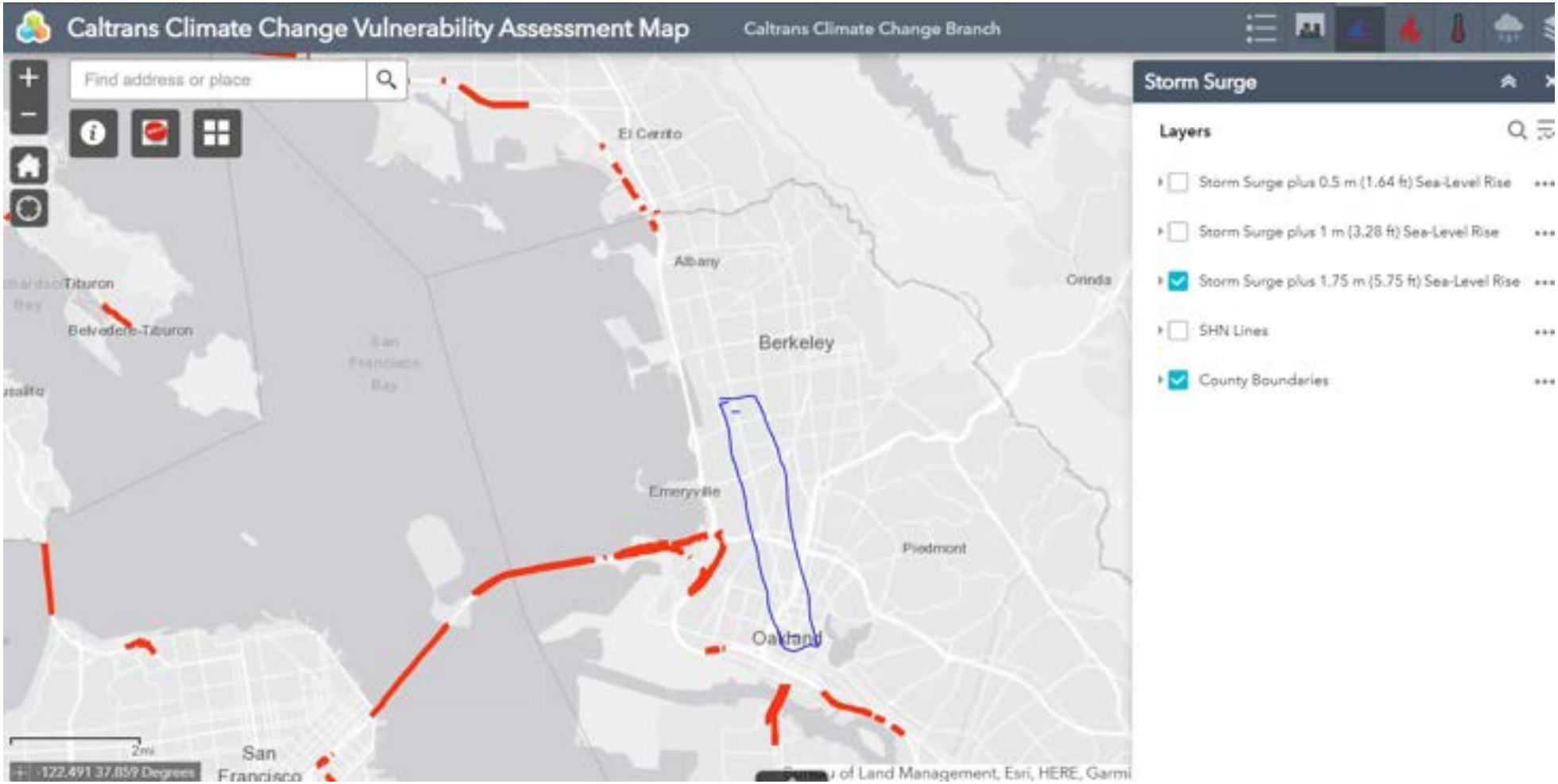
11-1 FREIGHT OPPORTUNITIES AND CONSIDERATIONS		
11-1-1 Are there any known unauthorized truck parking issues or deficiencies along the route?	**☐ Yes ☒ No**	*Project area was not identified in the CA Statewide Truck Parking study.*
11-1-2 Are there any existing or planned restrictions/limitations pertaining to truck weight or height?	**☒ Yes ☐ No**	*The existing corridor currently accommodates CA-Legal trucks traveling along San Pablo Avenue, but these size trucks cannot make turns onto most minor side streets. The Project will maintain CA-Legal truck turns at all designated truck route intersections where this size trucks can currently complete these turns while improving pedestrian, bike, and transit facilities. At all other turns where a CA-legal cannot be accommodated in the existing condition, the facility will be designed to accommodate an SU-30 truck.* *There are no currently existing restrictions on the corridor as is.*
11-1-3 Identify truck usage impacts within the project area: **☐ Truck Bottleneck/Congestion** **☐ Shoulder Width** **☐ Distressed Pavement** **☐ Shoulder Dust Issues** **☒ Truck Geometric Constraints** *(Truck/Weight/Height restrictions)* **☐ Bridge Conditions**		*Geometric constraints are mostly existing but turn radii at corners will become more restrictive to trucks due to bulb-outs and transit bus islands.*

11-1-4 Check if apply: **☐ The project area contains Intermodal connections to other freight facilities (sea ports, rail, airport)** **☐ Freight key services along route**	*Not applicable*	
11-1-5 Are there any opportunities for Truck Parking, based on SRRA Master Plan or any relevant truck parking studies?	**☐ Yes** **☒ No**	*Project area is not included in the Final SRRA Master Plan Report.*
11-1-6 Identify opportunities for zero emission fueling (electric charging, hydrogen) for vehicles including trucks.	**☐ Yes** **☒ No**	*Not Applicable*

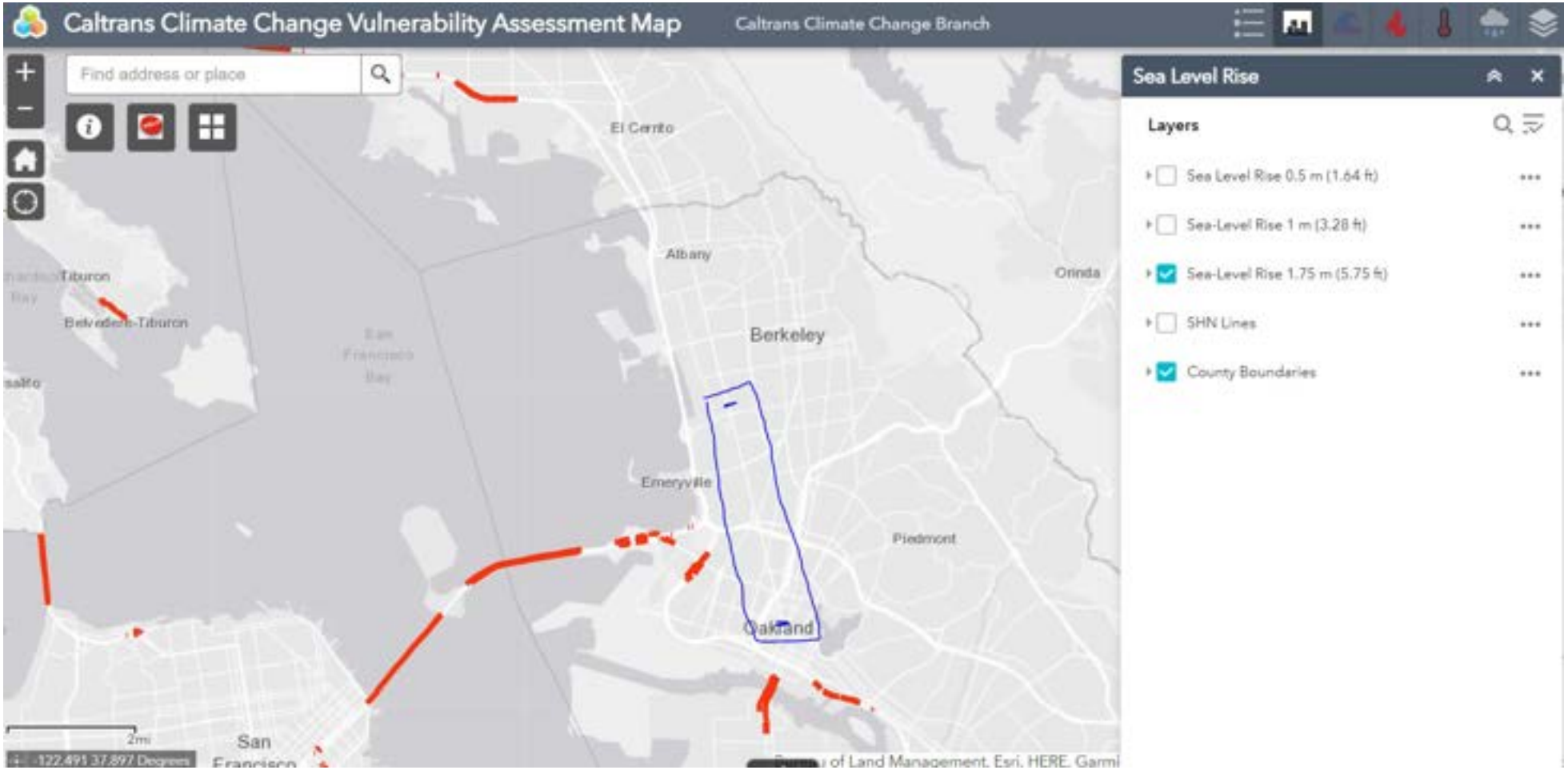
SEGMENT MAP/PICTURES (OPTIONAL)



Disadvantaged Communities


Caltrans Climate Change Vulnerability Assessment Map
Caltrans Climate Change Branch
Find address or place
Storm Surge
Layers
Storm Surge plus 0.5 m (1.64 ft) Sea-Level Rise
Storm Surge plus 1 m (3.28 ft) Sea-Level Rise
Storm Surge plus 1.75 m (5.75 ft) Sea-Level Rise
SHN Lines
County Boundaries
El Cerrito
Albany
Orinda
Tiburon
Belvedere-Tiburon
Berkeley
Emeryville
Piedmont
Oakland
San Francisco
2mi
-122.491 37.859 Degrees
of Land Management, Esri, HERE, Garmi

Storm Surge



Sea-Level Rise

Attachment J

Risk Register

RISK REGISTER LEVEL	3	PROJECT NAME	San Pablo Avenue Bus Lanes and Bike Lanes Project	DIST-EA	4	DIST-EA	2W290	Project Manager	Matthew Bomberg	RISK MANAGER	Ryan Dole	TOTAL COST (Capital +Support)	
PROJECT PHASE	PA&ED	PSR-PR		RISK ASSESSMENT INFORMATION								TOTAL DAYS (Construction + Initial review (30 days)+ Closeout (60 days))	

Risk Identification						Probability			Cost Impact		Cost Impact ($)				Time Impact		Time Impact (days)				Phase	Capital / Support	Individual Risk	Risk Response			
Status	ID #	Category	Title	Risk Statement	Current Status/ Assumptions	Prob Low	Prob High	Rating	Rating	Score	Cost Low	Cost Most likely	Cost High	Cost Probable	Rating	Score	Low	Most likely	High	Time Probable	ENG / CON	C/S	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Design	Design Exceptions Approval	Because project Design Standard Decision Document may not be approved as anticipated in the schedule, the project scope may need to be changed, resulting in increased costs and schedule delays.	Working closely with PDT to identify design exception that may need refinement.	10	50	3-Moderate	16-Very High	48	$3,000,000		$10,000,000	$1,950,000	08-High	24	60		120	27	ENG	S	Project design exceptions are linked to project design. If design exceptions are not approved, project elements would need to redesigned.	Mitigate	PDT to work closely with Caltrans Design Team and the Design Liaison to resolve all design exception issues during the PA&ED phase.	Design Project Manager	6/11/2025
Active	2	Design	Traffic Analysis	Due to the complex nature of the traffic analysis model, challenging calibration process, and San Pablo's designation as a I-80 ICM incident management route, final results could lead to dissidence among stakeholders on calibration and stakeholders may request additional traffic analysis during design, which would lead to increased costs and schedule delayed.	Proposed traffic analysis scope of work is consistent with Caltrans requirements.	10	50	3-Moderate	04-Moderate	12	$250,000		$1,000,000	$187,500	08-High	24	60		150	32	ENG	S	Caltrans may hold San Pablo Ave traffic analysis to a more detailed review, as I-80 corridor is expected to contribute to corridor volumes at select emergency times. Additional traffic analysis iterations will require additional documentation and model development.	Accept	Coordinate with all agency stakeholders to develop and agree on analysis methodology at outset of PAED	Design Project Manager	6/11/2025
Active	3	Design	Parking and Loading	Because of storefront owners' demands for on-San Pablo parking and loading, cities may request additional design iterations and analysis to support currently proposed parking and loading solutions, leading to increased costs and schedule delays.	Side-Street Parking and Loading strategies and analysis have been prepared. Analysis indicates that the side streets can accommodate relocated parking/loading activities. Select locations on SPA are proposed to address specific needs.	50	75	4-High	08-High	32	$1,000,000		$3,000,000	$1,250,000	04-Moderate	16	60		120	56	ENG	S	Parking and loading strategies may be iterated throughout design. Strategies iteration can ripple across corridor or may be specific to singular locations.	Mitigate	Project will incorporate currently identified solutions, based on Side Street Parking and Loading analysis in PAED and can refine design at spot locations if a new/changing needs is identified. Project has coordinated with partner agencies to identify what quantifies for a loading zone on SPA.	Design Project Manager	6/11/2025
Active	4	Design	Traffic Diversion	As a result of project traffic diversion onto side streets, additional traffic calming improvements may need to be proposed on side streets to minimize unsafe driving, resulting in both increased cost and also additional environmental analysis and schedule delays.	Additional traffic calming on side streets will be needed. KH will develop traffic calming playbook and neighborhood circulation guide.	30	60	3-Moderate	04-Moderate	12	$100,000		$3,000,000	$697,500	04-Moderate	12	40		80	27	ENG	S	Diversion analysis and traffic calming playbook will inform where side street improvements will be proposed. Costs will be associated with design and cost of additional traffic calming playbook. Input from stakeholders will impact level of diversion and cost of improvements.	Mitigate	Work closely with Caltrans and Cities for acceptance and approval of approach to traffic analysis.	Design Project Manager	6/11/2025
Active	5	Design	Utilities	Due to late relocation of known utilities or due to unknown utilities encountered during design and/or during construction, the project schedule may be delayed, resulting in project cost impacts for redesign of plans.	KH will identify known utilities during PAED, where feasible.	50	75	3-Moderate	04-Moderate	12	$250,000		$1,000,000	$390,625	08-High	24	60		120	56	CON	C	Unknown utilities may induce unexpected design challenges. Solutions may require additional engineering design and construction costs.	Mitigate	Involve third party stakeholders as early as practicable and avoid utility-related claims through enhanced contract mechanisms designed specifically for addressing utility issues.	Design Project Manager	6/11/2025
Active	6	Design	Transit Travel Time Benefits	As a result of limited benefits in transit travel time savings based on model results, stakeholders may request additional design considerations that may not be aligned with the interest of the multimodal corridor strategies and further traffic analysis, resulting in potential redesign, additional costs, and schedule delays.	Transit travel time will be reduced. Caltrans will support multi-modal benefits of SPA.	20	50	3-Moderate	04-Moderate	12	$200,000		$1,000,000	$210,000	08-High	24	60		160	39	ENG	S	Traffic analysis is expected to be iterated and revised per Caltrans feedback. Estimated cost includes costs for additional coordination and analysis to support transit travel time analysis.	Mitigate	Work closely with AC Transit and stakeholders for acceptance and approval of potential transit travel time savings.	Design Project Manager	6/11/2025

RISK REGISTER LEVEL	3	PROJECT NAME	San Pablo Avenue Bus Lanes and Bike Lanes Project	DIST-EA	4	DIST-EA	2W290	Project Manager	Matthew Bomberg	RISK MANAGER	Ryan Dole	TOTAL COST (Capital +Support)	
PROJECT PHASE	PA&ED	PSR-PR		RISK ASSESSMENT INFORMATION								TOTAL DAYS (Construction + Initial review (30 days)+ Closeout (60 days))	

Risk Identification						Probability			Cost Impact		Cost Impact ($)				Time Impact		Time Impact (days)				Phase	Capital / Support	Individual Risk	Risk Response			
Status	ID #	Category	Title	Risk Statement	Current Status/ Assumptions	Prob Low	Prob High	Rating	Rating	Score	Cost Low	Cost Most likely	Cost High	Cost Probable	Rating	Score	Low	Most likely	High	Time Probable	ENG / CON	C/S	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	7	Environmental	Cultural Resources	Due to excavation needs along the project, unknown paleontological and archaeological resources could potentially be encountered during testing (which could delay design) or be encountered construction (requiring construction monitoring by a qualified paleontologist/archaeologist and a curation program), both resulting in increased project costs and schedule impacts.	Project currently assumes that there is a moderate potential that unrecorded cultural resources will be encountered. After approval, cultural resources and utility coordination can begin.	10	50	3-Moderate	04-Moderate	12	$50,000		$500,000	$82,500	04-Moderate	12	40		80	18	ENG	S	Unknown resources may induce unexpected design challenges. Solutions may require additional engineering design and construction costs.	Mitigate	Construction RE to contact cultural resources monitor to determine how to address newly discovered resources. The cultural resources reports required, from the PEAR, include the Area of Potential Effect (APE), the Archaeological Survey Report (ASR), the Historic Resources Evaluation Report (HRER), the Historic Property Survey Report (HPSR), and tribal letters.	Design Project Manager	6/11/2025
Active	8	Design	Transit Stop Locations	Because public feedback on bus stop improvements and relocations will be reviewed, stakeholders may disagree with proposed improvements and request additional considerations and design iterations, leading to potential additional rework of design and increased project scope and cost.	Team has hosted public outreach meeting in April 2024. Design considerations based on public feedback have been documented and coordinated with cities, AC Transit, and Alameda CTC.	10	50	3-Moderate	02-Low	6	$100,000		$300,000	$60,000	08-High	24	60		120	27	ENG	S	Bus stop development to be iterated with stakeholders. Additional iterations may be necessary across the corridor or at select locations to address stakeholder concerns.	Mitigate	On-going public engagement to take place throughout planning and design of project to gather and address public concerns early.	Alameda CTC Project Manager	6/11/2025
Active	9	Design	Bus Bulbout and Bike Lane Design	Due to a constrained urban environment, the current design of the bus bulbout and bike lane are impeding stormwater flow. As a result, the proposed drainage design approach will need to be revised in the PA&ED phase with a drainage analysis which may lead to significant design changes, increased costs, and potential delays to the project schedule.	Team has coordinated with Caltrans hydraulics and further analysis is necessary to complete the design in the PA&ED phase for the bus bulbouts and bike lane.	50	75	4-High	08-High	32	$100,000		$500,000	$187,500	04-Moderate	16	40		80	38	ENG	S	Bus bulbout design to be iterated with Caltrans and stakeholders. Additional iterations may be necessary across the corridor or at select locations to address Caltrans and stakeholder design concerns.	Mitigate	Work closely with Caltrans Design, Hydraulics, and bike/ped groups in the PA&ED phase to address design conerns and revise design approach as needed.	Alameda CTC Project Manager	8/5/2025
Active	10	Design	Fire Access Requirements	Because of emergency vehicle needs for clear width, the public's request for vertical bike separation from the roadway may be limited, resulting in potential reduction in public support of project, limited flexibility to progress project purpose as separated bike facilities, and induce additional project design iterations.	KH coordinated with Oakland Fire. Oakland Fire will allow raised rolled curb within 26' clear width on SPA. KH to coordinate with other emergency vehicle departments.	40	70	3-Moderate	04-Moderate	12	$50,000		$100,000	$41,250	04-Moderate	12	40		80	33	ENG	S	City of Oakland to allow rolled curb.	Mitigate	PDT team to continue conversations with Fire Department and coordinate with other emergency vehicle departments to understand next steps	Design Project Manager	6/11/2025
Active	11	Design	Bus Shelter Amenities	Because AC Transit has not clearly defined bus stop shelter amenities requested at each stop on San Pablo, the proposed bus stop amenities may not align with AC Transit's priorities, resulting in schedule delays to project to redesign and update plans.	KH will design general space for AC Transit amenities, AC Transit will work within KH provided space.	20	60	3-Moderate	04-Moderate	12	$50,000		$350,000	$80,000	02-Low	6	20		60	16	ENG	S	Depending on input, design may be iterated across the entire corridor or may be updated at select locations.	Mitigate	Work closely with AC Transit to understand bus stop amenities and any updates to their standard amenities.	Design Project Manager	6/11/2025
Active	12	Design	Safety Analysis	Because the project includes nonstandard design features, the qualitative safety analysis may require multiple iteration for approval, so the project may be delayed, see an increase cost and potential redesign.	KH anticipates Caltrans to approve Safety Analysis	30	60	3-Moderate	04-Moderate	12	$100,000		$250,000	$78,750	04-Moderate	12	40		80	27	ENG	S	Iterations of safety analysis to be discussed with Caltrans, based on Caltrans feedback. Caltrans expected to approve safety analysis. Estimated cost is associated with additional analysis time and iterations.	Accept	Work closely with Caltrans for acceptance and approval of approach to the safety analysis.	Design Project Manager	6/11/2025
Active	13	Environmental	Hazardous Materials	As a result of possible limited testing to date, it is possible that hazardous materials could be encountered at locations near the project in in nearby industrial use parcels, which could lead to the study of avoidance alternatives and increases in project cost and schedule.	Hazardous Materials memo and ISA will be prepared based on the information available.	10	50	3-Moderate	04-Moderate	12	$40,000		$125,000	$24,750	02-Low	6	20		60	12	CON	C	Additional hazardous materials mitigation may be necessary and would be addressed via additional coordination.	Accept	A Hazardous Materials Report and inclusion of testing and handling requirements into the final PS&E to mitigate and minimize potential construction conflicts during design. A Phase 1 ISA will be conducted during the PA&ED, and if necessary based on the Phase 1 ISA, a Phase 2 ISA, which includes field data collection, will be conducted during the PS&E. During construction if hazardous materials are found, the contractor must stop work, secure the area and evacuate the vicinity. A Class A contractor with Hazardous Waste Substances Removal Certification will be independtly hired to respond. Construction RE to monitor and update schedule and dependent tasks as the project progresses through construction.	Design Project Manager	6/11/2025

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Active	14	Environmental	CEQA Clearance	While obtaining environmental clearance through CEQA, Caltrans may request the project team to develop additional environmental documentation and analysis, which may result in schedule delays and additional cost.	Consulting team will confirm expected CEQA technical analysis requirements with Caltrans.	10	50	3-Moderate	04-Moderate	12	$250,000		$1,000,000	$187,500	08-High	24	120		240	54	ENG	S	Agency may request additional technical studies. Additional technical studies would be critical to timeline and design.	Mitigate	Work closely with Caltrans Environmental to evaluate and address environmental impacts.	Environmental	6/11/2025
Active	15	Environmental	NEPA Clearance	While obtaining environmental clearance through NEPA, Caltrans may request the project team to develop additional environmental documentation and analysis, which may result in schedule delays and additional cost.	Consulting team will confirm expected NEQA technical analysis requirements with Caltrans.	10	50	3-Moderate	04-Moderate	12	$250,000		$1,000,000	$187,500	08-High	24	120		240	54	ENG	S	Agency may request additional technical studies. Additional technical studies would be critical to timeline and design.	Accept	Work closely with Caltrans Environmental to evaluate and address environmental impacts.	Environmental	6/11/2025
Active	16	PM	High Bid Results	Budget impacts associated with escalation in construction costs (currently experiencing rapid increase) may increase the cost of construction above secured allocated funds, resulting in schedule delays and increased project cost.	Volatile market conditions considering that the advertisement of this project is anticipated for the year 2029.	50	75	4-High	08-High	32	$1,000,000		$15,000,000	$5,000,000	01-Very Low	4	10		20	9	CON	C	Results are subject to change and industry values. Would result in minor delay but high potential cost impact.	Accept	Monitor recent bid results to identify if cost estimations require adjustments. Additionally, incorporate adequate contingency and escalation into cost estimate development.	Design Project Manager	6/11/2025
Active	17	PM	Coordination with Other Projects	As the project progresses through the PS&E, new local projects or development projects become active in the project corridor and might cause design conflicts and/or construction schedule delays.	Project anticipates stakeholders will share future projects with project team within project limits.	75	90	5-Very High	04-Moderate	20	$50,000		$250,000	$123,750	04-Moderate	20	20		60	33	CON	S	Intersecting projects can significantly impact traffic patterns and operations along SPA. Volumes not accounted for in the current traffic analysis may open up the traffic analysis to additional analysis needs. Intersecting infrastructure projects would require additional coordination to iterate through complementing designs and phases.	Accept	Continuously engage City, Caltrans and other stakeholders to be aware and adjust projects for coordination with other projects.	Design Project Manager	6/11/2025
Active	18	PM	Changes in Political Leadership	Because of changes in political leadership at partner agencies, additional coordination and design direction may be introduced, resulting in additional redesign, schedule, and cost impacts.	Project currently has strong political support at all three cities and AC Transit. This may change.	30	60	3-Moderate	04-Moderate	12	$50,000		$150,000	$45,000	04-Moderate	12	15		30	10	ENG	S	Cost of redesign support and changes in schedules	Accept	Proactively set up coordination calls with partner agencies to share project updates	Alameda CTC Project Manager	6/11/2025
Active	19	PM	Construction Item delays	Because of longer than expected lead time for obtaining major construction items such as, signal poles, construction may be delayed based on material availability, resulting in schedule delays during construction.	Items will be identified and purchased in advance	10	40	2-Low	02-Low	4	$50,000		$200,000	$31,250	04-Moderate	8	40		80	15	CON	C	Cost of construction delay and additional coordinate needs is estimated.	Accept	Purchase major construction items in advance as much as possible.	Design Project Manager	6/11/2025

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Active	20	PM	Weather Impacts to Construction Schedule	As a result of extended periods of high humidity, rain and/or cold temperatures, several construction operations that are temperature and weather dependent might be stalled, resulting in delay to project's construction schedule.	Project construction schedule is currently based on average weather impacts.	10	30	2-Low	02-Low	4	$50,000		$100,000	$15,000	02-Low	4	10		30	4	CON	C	Cost of construction delay and additional coordinate needs is estimated.	Accept	Plan in advance as much as possible and include potential weather updates	Construction RE	6/11/2025
Active	21	PM	Partner Agency Review Time and Consistency of Direction	Due to limited staff resources at partner agencies, partner agencies may request additional review times and request change in design direction, resulting in rework of the design concepts, increased costs, and schedule delays.	Review timelines is estimated at 3 weeks	30	60	3-Moderate	04-Moderate	12	$100,000		$200,000	$67,500	04-Moderate	12	20		40	14	ENG	S	Cost of redesign support and changes in schedules	Mitigate	Actively coordinate with partner agencies and share expected timelines. Set up review meetings ahead of time to workshop comments.	PM	6/11/2025
Active	22	PM	Stakeholder Acceptance/Concurrence	Different stakeholders' priorities may impact alternative development, stakeholders may not agree to a consistent geometry preference and may results in additional coordination needs, which would lead to rework of the design concepts, increased costs, and schedule delays.	Utilize PDT meetings/Focus Calls with Stakeholders and allow sufficient lead review times for all agencies.	50	75	4-High	08-High	32	$1,000,000		$3,000,000	$1,250,000	08-High	32	60		120	56	ENG	S	Project elements may need to be redesigned based on coordination with stakeholders. Changes could result in significant redesign	Avoid	Stakeholder involvement is planned as project progresses and requirements will be monitored and incorporated as early as possible.	Alameda CTC Project Manager	6/11/2025
Active	23	PM	Scope Creep	Because of the limited curb-to-curb width within the existing right-of-way on San Pablo, stakeholders may request for road widening (e.g., removal/narrowing of medians and sidewalks) to provide additional roadway geometry for modal uses, resulting in additional coordination needs, ROW cost and considerations, additional design and scope, and schedule delays.	Current design is based on minimizing removing/narrow medians and/or sidewalks.	10	30	2-Low	16-Very High	32	$10,000,000		$15,000,000	$2,500,000	08-High	16	60		120	18	ENG	C	Additional cost and time may be necessary to modify more sidewalks/curbs/medians.	Avoid	Frequent stakeholder involvement is planned as the project progresses and design requirements will be monitored and addressed as early as possible.	Alameda CTC Project Manager	6/11/2025
Active	24	PM	Operations and Maintenance	If operations and maintenance responsibilities are not defined during the design process or if a lack of maintenance capacity is identified during design, lack of agreement on maintenance responsibilities may delay project development to coordinate maintenance agreements and/or result in removal of scope elements, if an agency may not have adequate resources to maintain proposed improvements.	A Concept of Operations will be drafted and coordinated with all stakeholders. Additionally, Caltrans requires amending the Maintenance Agreements with Cities of Oakland, Emeryville and Berkeley to maintain the proposed features. This process starts shortly after 65% PS&E submittal.	10	50	3-Moderate	04-Moderate	12	$250,000		$1,000,000	$187,500	04-Moderate	12	40		80	18	ENG	S	Cities have not confirmed capacity to take on additional operations and maintenance responsibilities. Improvements may need to be scaled based on capacity.	Avoid	Alameda CTC and project team to develop a Concept of Operations to identify and define the roles and responsibilities for the various stakeholders. Alameda CTC to consider reasonable time for execution of the Maintenance Agreements prior to begin Construction date.	Alameda CTC Project Manager	6/11/2025
Active	25	PM	Funding and Schedule	Because the project is currently not fully funded, project team will need to secure additional funding opportunities, which if not identified by start of construction, may delay the start of construction.	Estimated start of construction will be 2030.	10	50	3-Moderate	08-High	24	$50,000		$250,000	$45,000	08-High	24	120		240	54	ENG	S	Based on project funding timelines and availability, project alternatives may be developed. Project may be scaled based on timing and funding.	Mitigate	Alameda CTC to seek funding sources during the PA&ED phase.	Alameda CTC Project Manager	6/11/2025
Active	26	PM	Outreach	As a result of community concerns to project elements such as removal of a travel lane, parking removal, changes to traffic circulation, and bus stop consolidation, additional outreach may be necessary to provide additional supporting coordination with the community, which would lead to additional public engagement efforts, schedule delays, and additional cost.	Team has hosted public outreach meeting in April 2024. Design considerations based on public feedback have been documented and coordinated with cities, AC Transit, and Alameda CTC.	50	75	4-High	04-Moderate	16	$100,000		$300,000	$125,000	16-Very High	64	120		480	188	ENG	S	Additional outreach and potential project redesign and associated potential delays would increase project timeline significantly.	Accept	Public engagement to take place at key project design milestones. Design to gather and address public concerns early.	Alameda CTC Project Manager	6/11/2025

Attachment K

Stormwater Data Report

PID (PIR) Long Form – Stormwater Data Report

Dist-County-Route: 04-ALA-SR 123

Post Mile Limits: PM 0.22/2.08

Type of Work: Transit Improvements

Project ID (EA): 0421000169 (2W290)

Phase: ■ PID (PIR)

Regional Water Quality Control Board(s): San Francisco Bay Region 2

Total Disturbed Soil Area: 2.24 acres PCTA: 0.43 acres

Estimated Const. Start Date: 04/18/30 Estimated Const. Completion Date: 01/12/34

Is the Project within a TMDL watershed? Yes ■ No ■

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

Andrew Sekioka, Registered Project Engineer Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Haleh Hakimi ■/03/2025

Haleh Hakimi, District Project Manager *Date*

Amrinder Jhajj ■/04/2025

Amrinder Jhajj, District Maintenance Representative *Date*

Carrie Kao ■/4/2025

Carrie Kao, *District Landscape Architect Representative* *Date*

Mostafa Badroddin ■/04/2025

[Stamp Required at PS&E only] Mostafa Badroddin, *District/Regional Design SW Coordinator* *Date*

1. Project Description

Background

The Project is located in the cities of Oakland, Emeryville, and Berkeley along San Pablo Avenue and extends from 16th Street in Downtown Oakland to Heinz Avenue in South Berkeley. Figure 1 displays the location of the Project. The overall Project length is 3.43 miles, and the portion designated as State Route 123 (SR-123) within Caltrans right-of-way extends from West MacArthur Boulevard in Emeryville near the Oakland-Emeryville City Boundary (postmile [PM] 0.22 to Heinz Avenue in Berkeley (PM 2.08).

San Pablo Avenue currently does not have dedicated bus or bike lanes. The proposed project would implement pedestrian safety improvements, protected bike lanes to improve safety for bicyclists, and dedicated bus lanes to improved transit speed and reliability. These pedestrian, bicycle, and transit improvements would help accommodate more viable multimodal options for the community with the expected planned growth and increased density along San Pablo Avenue. Communities along San Pablo Avenue are identified as Equity Priority Communities in Plan Bay Area (PBA) 2050. In addition, PBA 2050 also designates all of San Pablo Avenue as a Priority Development Area.

Project History

In 2017, the Alameda County Transportation Commission (Alameda CTC) began a study with Contra Costa Transportation Authority (CCTA) and West Contra Costa Transportation Advisory Committee (WCCTAC) to explore improvements along San Pablo Avenue between Oakland and Richmond. Phase 1, completed in 2020, analyzed various configurations and prioritized safety and bus reliability based on community input. The findings led to the identification of a Bus and Bike Lanes Project between Oakland and Berkeley, now advancing into Phase 2 (Project concept was adopted by Alameda CTC in March 2022 and received support from the elected leadership of the cities of Emeryville, Oakland, and Berkeley in 2022), led by Alameda CTC with support from Caltrans and other local stakeholders. Community engagement and outreach for this Project was conducted between 2023 and 2024 to review conceptual designs with project stakeholders. This Project is part of the Alameda County Community Based Transportation Plan and aligns with the 2014 Transportation Expenditure Plan.

Purpose and Need

The purpose of the Bus and Bike Lanes Project is to:

- Improve safety and access for people walking and bicycling to/from home, employment, education, shopping, and other areas of community life.
- Reduce injury collisions between vehicles and people walking, biking, or taking transit, while not increasing vehicle to vehicle injury collisions.
- Prioritize multimodal mobility and network connectivity through separated bikeways, transit priority treatments, and pedestrian-friendly design.
- Enhance multimodal transportation solutions for transit-dependent and underserved communities along the Project corridor.
- Provide public transit bus travel time savings.
- Support the ongoing and planned growth in the Priority Development Areas along the corridor within the Project study area.

The need for the Project is as follows:

- The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor from the city of Oakland to the city of Albany is the third worst high-injury network corridor in Alameda County for pedestrian and bicycle collisions and fatalities per the Alameda County Active Transportation Plan from 2019.
- No dedicated bicycle facilities are available along most of San Pablo Avenue between Downtown Oakland and Heinz Avenue in Berkeley. The few intermittent Class II bike lanes that exist south of West MacArthur Boulevard do not provide separation or protection commensurate with the vehicle speeds and volumes as recommended in the 2024 Caltrans District 4 Bicycle Best Practices. Due to the lack of continuous parallel streets to San Pablo Avenue, alternative routes along existing bicycle facilities are very indirect.
- The existing infrastructure along the San Pablo Avenue corridor is an uninviting pedestrian environment. Improvements are necessary to eliminate lengthy gaps between pedestrian crossings, upgrade sidewalks and curb ramps to correct ADA deficiencies, improve the safety of existing crossings and reduce pedestrian crossing distances, and reduce the roadway cross-section to reduce motor vehicle speeding.
- Public transit is unreliable along the corridor, leading to reduced on-time performance, particularly affecting transit-dependent populations.
- The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit-dependent and underserved populations. Based on American Community Survey (2015-2019) data, compared to Alameda County overall, residents along the Project corridor own fewer cars (23 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (5 percent vs 4 percent for Alameda County), bicycling (6 percent vs 2 percent), and transit (33 percent vs 16 percent) as the primary commute mode to work.
- Segments of San Pablo Avenue serve as community “Main Streets” and would benefit from a pedestrian-oriented roadway. San Pablo Avenue within the Project study area provides access to schools, community centers, senior centers, main libraries, several housing navigation centers, food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.

Description of Work

The Project would implement bus-only lanes by converting the existing outside general-purpose lane in each direction to a side-running bus-only lane between 20th Street in Oakland and just north of Ashby Avenue in Berkeley. Existing on-street parking would be removed to construct protected bike lanes between 20th Street in Oakland and Heinz Avenue in Berkeley. Parking and loading currently occurring along San Pablo Avenue within the Project limits would be moved to the side streets of San Pablo Avenue or would be retained in limited locations on San Pablo Avenue.

Additionally, Project improvements include safety upgrades, transit facility improvements, and accessibility improvements. Upgrades intended to improve safety of crossings include new and modified traffic signals and improved intersection striping and markings. This also includes an exclusive bike lane on San Pablo Avenue with proposed vertical separation between the bike lane and the adjacent transit-only lane where possible, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), and new raised islands and bulbouts to channelize vehicle movements and reduce turning speeds for safer crossings. Additionally, lighting improvements along San Pablo Avenue would be implemented at locations where existing lighting is identified as

deficient. Transit facility improvements include bus loading island upgrades in addition to the bus-only lane. Accessibility improvements include constructing curb ramps, median refuges, transit islands, and reconstruction of sidewalks to close multiple driveways. Along side streets adjoining San Pablo Avenue, measures including curb painting to designate loading and delivery zones and to daylight intersections, new parking meters, new pedestrian scale lighting, new curb ramps, and signing and striping improvements would be installed. In addition, West MacArthur Boulevard between Market Street and San Pablo Avenue would be reconfigured to encourage it to function as a local access only street in order to improve the operations of the complex San Pablo Avenue/W MacArthur Boulevard/Adeline Street intersection.

Construction also includes grading; removal of existing asphalt pavement, concrete, landscaping, street signage, traffic signals, and lighting; trenching for the installation or relocation of utilities; the replacement and/or installation of new asphalt paving, new concrete and formwork, landscaping, irrigation systems, traffic signals, and signage; and roadway striping.

Stormwater treatment features would be included along the corridor as well as Best Management Practices (BMPs) also. There would also be some off-corridor signal and intersection work as a result of the diversion analysis in the Project Approval & Environmental Document (PA&ED) phase. The location of the off-corridor work will be further evaluated based on the findings of the diversion analysis during the PA&ED phase.

Trees would be preserved where feasible. Where not feasible, trees would be removed, as necessitated by the implementation of the Project and trees would be replaced to the extent possible, to minimize changes to the visual environment along the corridor. The Project would have a goal to replace trees at a ratio of 1:1 for non-native and 3:1 for native species. Any tree removals and replacements would be reviewed by a qualified arborist, coordinated with City urban forestry divisions, and would be completed in accordance with any City tree policies/plans to the extent feasible.

Disturbed Soil Area and New Impervious Area

The Project's total disturbed soil area (DSA), within Caltrans right-of-way, is 2.24 acres. The DSA is estimated from proposed areas of grading, excavation, and impervious surface improvements.

The Project's DSA spans City of Oakland, City of Berkeley, City of Emeryville, and Caltrans right-of-ways. Project work done within Caltrans' right-of-way is subject to the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit, Order No. 2022-0033-DWQ (NPDES No. CAS0000003). Project work done within the City of Oakland, City of Berkeley, and City of Emeryville right-of-way is subject to the 2022 San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) (Order No. R3-2022-0018).

The approximate pre-Project existing impervious area (EIA), within Caltrans right-of-way, is 16.85 acres, the estimated added impervious area, within Caltrans right-of-way, is 0.28 acres. The estimated permanently removed impervious area, within Caltrans right-of-way, is 0.0 acre. The permanently removed impervious area may change in future phases as the assumed hardscaped areas will be further evaluated in the PA/ED phase. The estimated replaced impervious surface (RIS), within Caltrans right-of-way, is 1.83 acres, and the estimated EIA, within Caltrans right-of-way, is 1.68 acres.

The net new impervious area (NNI), which is the added impervious area minus permanently removed impervious area, within Caltrans right-of-way, is 0.28 acres. The new impervious surface (NIS), which is the sum of the NNI and RIS areas minus the EIA, within Caltrans right-of-way, is 0.43 acres.

The total post-Project impervious area, which is the pre-Project impervious area plus the NNI, within Caltrans right-of-way, is 17.13 acres. The NNI is less than 50% of the post-Project impervious area. Therefore, the post-construction treatment area, within Caltrans right-of-way, for the proposed Project will be equal to that of the NIS, which is 0.43 acres. See **Table 1** for the summary of the Project's DSA and impervious areas within Caltrans right-of-way.



Figure 1. Location Map

Table 1. Disturbed Soil, Pre-Project, Added, Reworked Areas, Excluded Areas, and Post-Project

Disturbed Soil Area (DSA) (acres)	Pre-Project Impervious Area (acres)	Added Impervious Area (acres)	Removed Impervious Area (acres)	Replaced Impervious (RIS) Area (acres)	Net New Impervious (NNI) Area (acres)	Excluded Impervious Area (EIA) (acres)	New Impervious Surface (NIS) Area (acres)	Post Project Impervious Area (acres)
2.24	16.85	0.28	0.00	1.83	0.28	1.68	0.43	17.13

Source: Kimley-Horn, 2024

2. Site Data and Stormwater Quality Design Issues

The Project is located within Caltrans District 4 and San Francisco Bay Regional Water Quality Control Board (RWQCB), Region 2.

Hydrology

According to the Caltrans Water Quality Planning Tool (2023), the Project is located within the Bay Bridges and South Bay Hydrologic Units within the Berkeley (Hydrologic Area #203.30) and East Bay Cities (Hydrologic Area #204.20) Hydrologic Areas within Undefined Hydrological Sub-Area. Information about the hydrology units' areas summarized are Table 2.

Table 2. Hydrology Units Summary

Hydrologic Unit	Hydrologic Area	Hydrologic Sub Area (HSA) Name	HSA Number
Bay Bridges	Berkeley	Undefined	203.30
South Bay	East Bay Cities	Undefined	204.20

Source: Caltrans, 2023

Receiving Water Bodies

The San Francisco Bay RWQCB and Caltrans recognize Temescal Creek, Lake Merritt, and Glen Echo Creek as receiving water bodies for this Project (RWQCB, 2010). The water bodies will flow from north to south and drain to the San Francisco Bay.

Beneficial Uses

The San Francisco Bay RWQCB's *Water Quality Control Plan (Basin Plan)* (2010) lists beneficial uses for Lake Merritt, Temescal Creek, and Glen Echo Creek, which are summarized in Table 3.

Table 3. Receiving Water Bodies Beneficial Uses

Water Bodies	Beneficial Uses								
	COMM	SHELL	COLD	EST	WARM	SPWN	WILD	REC-1	REC-2
Lake Merritt	E	E	-	E	E	E	E	E	E
Temescal Creek	-	-	E	-	E	-	E	E	E
Glen Echo Creek	-	-	-	-	E	-	E	E	E

Source: San Francisco Bay RWQCB, 2010

Notes:
- *COMM – commercial and sport fishing*
- *SHELL– shellfish harvesting*
- *COLD – cold freshwater habitat*
- *WARM – warm freshwater habitat*
- *SPWN – fish spawning*
- *WILD – wildlife habitat*
- *REC-1 – water contact recreation*
- *REC-2 – non-contact water recreation*
- *E – existing*

Clean Water Act 303(d) List

The State Water Resources Control Board (SWRCB) enact and enforces the federal NPDES program and all water quality programs and regulations that cross regional boundaries. The *2020-2022 California Integration Report (Clean Water Act Section 303[d] List/ 305[b] Report)* (SWRCB, 2022a) list Lake Merritt as pollutant-impaired with Total Maximum Daily Loads (TMDL), as listed in Table 4. Caltrans is a named stakeholder for the Trash TMDLs.

Table 4. 303(d)-Listed Pollutants

Water Body	Pollutant	Potential Source	Estimated Total Maximum Daily Loads Compilation Date
Lake Merritt	Organic Enrichment/Low Dissolved Oxygen	Unknown	Expected Completion Date: 2019
	Trash	Unknown	Expected Completion Date: 2019

Source: SWRCB, 2022a

RWQCB Special Requirement/Concerns

The Project is also subject to Provision E.6 "Region Specific Requirements" of the current Caltrans NPDES Permit SWRCB Order No. 2022-0033-DWQ (effective on January 1, 2023). Under this provision, projects within the San Francisco Bay RWQCB jurisdiction must meet trash-load-reduction requirements of the San Francisco Bay. According to Caltrans' Trash Generation Map (2022a), the Project has a mix of areas within low, moderate, and high trash generation. Therefore, the Project will

be required to implement gross solids removal devices and/or other approved trash capture devices in the areas with moderate and high trash generation. The Caltrans Trash Generation Map is included within the Required Attachments.

Topography

The Project is located within the Oakland West 7.5-Minutes Quadrangles (United States Geological Survey [USGS], 2021) near Emeryville and Berkeley. Locally, the topography is relatively flat and ranges between 20 to 60 feet above sea level (USGS, 2021). The land gradually slopes southwest towards San Francisco Bay, Central.

Climate

According to the Köppen climate classification system, the Project location has a Mediterranean climate (Type C), characterized by hot, dry summers and mild, moist winters (University of California, Davis, 2018). The Project location generally experiences precipitation between mid-October and mid-April. A climate summary for the nearest National Oceanic and Atmospheric Administration weather station with similar elevation and topography to the Project is at the Oakland Museum, which reports the following precipitation and temperature information (Western Regional Climate Center, 2016).

- Average annual rainfall for Oakland is 23.27 inches
- Average minimum and maximum temperatures are 51.8º F and 67.0º F, respectively

Land Use

According to the Oakland *General Plan* (2023), the land use within the Project is classified as Central Business District, Community Commercial, Urban Residential, Institutional and Urban Park, and Open Space uses. Land use within the City of Emeryville is designated as Mixed Use with Residential and Neighborhood Retail overlay as well as Public (2019). In the City of Berkeley, the footprint is surrounded by land designated as “Avenue Commercial” (2022).

Soil

The Web Soil Survey from the United States Department of Agriculture’s (USDA) Natural Resources Conservation Service provides information on soil types in the general vicinity of the Project area that consist of Urban Land. This soil unit has not been issued a Hydrologic Soil Group (USDA, 2019).

Site-specific soils will be determined during the Project Approval & Environmental Document (PA/ED) and Plan, Specification, & Estimate (PS&E) phases.

Slope Stability

The Caltrans District 4 Work Plan (2021) does not identify any areas prone to erosion within the Project limits.

Groundwater

The Project area is located within the Santa Clara Valley – East Bay Plain (2-009.04). The San Francisco Bay RWQCB *Basin Plan* (2010) identified this groundwater basin as having the existing beneficial uses of municipal and domestic water supply, industrial process supply, industrial service supply, and agricultural water supply.

The SWRCB’s GeoTracker website (2021) identifies groundwater monitoring data near the Project area. The monitoring site is for a cleanup program located at the intersection of 40th Street and

Adeline Street. The environmental data shows depths to shallow groundwater approximately ranging from 3 to 13 feet.

Hazardous Waste

There is the potential for contaminated soils and groundwater within the Project area. There is also potential for soils containing aerially deposited lead due to historical vehicle emissions. An Initial Site Assessment and, if needed, a Preliminary Site Investigation Report would be prepared for this Project during the PA/ED and PS&E phases, respectively.

Measures for Avoiding or Reducing Potential Stormwater Impacts

The proposed Project alternatives would be designed to avoid impacts to local water bodies and other jurisdictional features.

Temporary construction site best management practices (BMP) would be employed to prevent any construction material from entering the receiving water bodies and are discussed in Section 3 of this Stormwater Data Report. The permanent erosion control strategy for this Project is discussed further in Section 6 of this Stormwater Data Report.

Any existing treatment BMPs within the Project limits will be avoided and maintained during construction if at all feasible.

3. Construction Site BMPs to be used on Project

Risk level Determination

This Project would disturb more than 1 acre of soil and must comply with the Construction General Permit (CGP), which includes performing risk level determination to determine the required monitoring and sampling of stormwater during construction.

The Project's receiving water bodies are not impaired for sediment and do not have the combined existing beneficials uses of cold freshwater habitat, fish spawning, and fish migration. Therefore, the Project is classified as having a low-receiving water risk.

The sediment risk is determined from the product of the rainfall runoff erosivity factor (R), the soil erodibility factor (K), and the length-slope factor (LS). According to the United States Environmental Protection Agency Rainfall Erosivity Factor Calculator, from November 2029 to March 2031 (17 months), the Project is identified as having an R factor of 97.54. The San Francisco SWRCB 2022 CGP identifies the Project as having a conservative K factor of 0.32 and conservative LS factor of 0.32. The product of R factor, K factor, and LS factor is 9.99 tons of sediment per acre (97.54 x 0.32 x 0.32). Therefore, the Project has a low sediment risk.

The low receiving water and low sediment risks result in the Project being classified as Risk Level 1. Therefore, in addition to implementation of standard construction site BMPs, the contractor would be required to perform quarterly non-stormwater discharge visual inspections and rain event visual inspections for pre-storm, daily during a storm event, and post-storm events.

The Risk Level Determination Documentation is included in the Required Attachments. This assessment will be updated during the PA/ED phase as more detailed Project information becomes available.

Stormwater Pollution Prevention Plan

This Project would disturb more than 1 acre of soil and will require a Stormwater Pollution Prevention Plan (SWPPP) per the CGP requirements. A SWPPP will be prepared by the contractor and approved by the Caltrans Resident Engineer prior to the start of construction. The SWPPP describes the measures to be implemented by the contractor to comply with the CGP. The SWPPP includes the development of a Construction Site Monitoring Program, which presents procedures and methods related to the visual monitoring and sampling and analysis plans. The lump sum cost for the SWPPP and other stormwater fees is included in the Estimate Support Information of the Supplemental Attachments and will be updated during the PA/ED and PS&E phases.

Construction Site BMP Strategy

To avoid and minimize any potential sediment-laden or contaminated run-off or run-on within the Project area, construction site BMPs should be installed prior to the start of construction or as early as feasibly possible during construction. The lump sum cost of construction site BMPs is included in the BMP Cost Summary and would be separated into individual items during the PS&E phase.

Measures that are to be considered for this Project would be detailed during the PS&E phase. The general construction site BMP strategy for this Project consists of the following, in accordance with Caltrans' *Standard Specifications* (2022b):

- Sediment Control Measures
- Tracking Control
- Wind Erosion Control
- Non-stormwater Management Measures
- Waste Management & Materials Pollution Control
- Job Site Management

Temporary drainage inlet protection would be deployed throughout the Project. There is potential for wind erosion, which would be addressed by the proposed soil stabilization and sediment control measures. Off-site tracking of sediment would be limited by placing stabilized temporary construction entrances in combination with regular street sweeping and vacuuming. Stabilized construction roadways may be used to provide access for construction activities. Locations of these tracking control BMPs would be considered during the PS&E phase.

Job site management includes spill prevention and control, material management, waste management, non-stormwater management, and dewatering activities. Job site management will be used throughout the duration of the Project to protect water quality. There is potential for wind erosion, which could be adequately addressed through job site management or other construction site BMPs previously discussed in this section; as necessary, application or spraying of water can be used to control dust and wind erosion, in compliance with Caltrans, local, and statewide drought ordinances.

Various waste-management, materials-handling, and other housekeeping BMPs would be used throughout the duration of the Project. Stockpiles of various kinds are anticipated and would be maintained with the appropriate BMPs. These efforts would be covered under the job site management lump sum for the Project. The lump sum cost will be included in the cost estimate prepared during the PS&E design phase.

Project-specific BMP measures will be specified and quantified during later phases of the Project. Temporary construction BMPs have been estimated at 2.0% ($1.46 million) of the current year subtotal Construction Cost ($76.4 million) within Caltrans ROW.

4. Maintenance BMPs

Drain inlet stenciling would be placed at all existing and proposed inlets within the Project limits that are accessible to pedestrians and bicyclists.

5. Other Water Quality Requirements and Agreements

The Project may obtain a Clean Water Act Section 401 Water Quality Certificate from the RWQCB and a Clean Water Act Section 404 and Rivers and Harbors Act of 1899 Section 9 and Section 10 from the United States Army Corps of Engineers. The studies prepared during the environmental review will identify sources and evaluate potential impacts to determine the need for these permits and agreements. If these permits are required, the applications for each of the applicable agencies will be prepared during the PS&E phase and approved prior to construction.

6. Permanent BMPs

Permanent BMPs are strategies and measures to minimize and avoid water quality impacts in the post-construction condition. Permanent BMPs include Design Pollution Prevention (DPP) BMPs, treatment BMPs, and other permanent BMP measures that are considered or implemented to remain in place after construction is completed and must be maintained.

Rapid Stability Assessment

According to the Caltrans *Hydromodification Requirements Guidance* (2015), the Project improvements does not require that a rapid stability assessment be performed. The Project does not include any stream crossings or crossings over a Waters of the United States. The NNI is anticipated to be less than 1 acre. The NIS is not within a threshold drainage area.

This assessment will be verified during the PA/ED and PS&E phases.

Design Pollution Prevention (DPP) BMP Strategy

Downstream Effects Related to Potentially Increased Flow, Checklist DPP-1, Parts 1 and 2

The increase of impervious surface from the Pre-Project conditions could result in an increase of sediment load in downstream flow. Any increase will be minimized through the implementation of site design measures, source controls, and treatment BMPs.

Slope/Surface Protection Systems, Checklist DPP-1, Parts 1 and 3

The Project would be constructed to minimize erosion by providing concentrated flow conveyance systems consisting of storm drains, ditches, and gutters.

Replacement landscaping and vegetation would be placed wherever existing landscaping is disturbed. Further information on vegetated surfaces, including the need for a Model Water Efficient Landscape Ordinance (MWELO) worksheet, would receive concurrence from the Caltrans District 4 Landscape Architect and would be provided in the PS&E phase.

Concentrated Flow Conveyance Systems, Checklist DPP-1, Parts 1 and 4

The Project is located in an urbanized area where the vast majority of surface area is already paved, therefore, a substantial increase in flow concentration is not anticipated as a result of the Project.

Sheet flow would be promoted to the extent practicable to minimize concentrated flows and promote flow over vegetated surfaces. Concentrated flows would be collected into stabilized drains and channels/directed to existing drainage systems. No outfalls would be modified. Preliminary drainage design would be investigated during the PA/ED phase and the drainage plans would be developed during the PS&E phase.

Preservation of Existing Vegetation, Checklist DPP-1, Parts 1 and 5

Existing mature vegetation and landscaping within the entire Project limits would be protected in place where possible. Areas of clearing and grubbing would be limited to those areas impacted by new construction. Environmentally sensitive areas (ESA) would be preserved during construction with the use of temporary high-visibility fencing.

ESA fencing locations would be identified during the PS&E phase.

Treatment BMP Strategy

As mentioned in Section 1, the Project is required to implement treatment BMPs under the 2022 Caltrans Statewide Permit because the NIS is more than 10,000 square feet. The Project is required to treat the 0.85 acre of PCTA within Caltrans' right-of-way.

Under the 2022 MRP (Order No. R3-2022-0018), regulated roads projects that create and/or replace 1 acre or more of contiguous impervious surface, including sidewalk and bicycle lanes, which are built or rebuilt as part of the existing streets or roads, must implement stormwater treatment BMPs.

In addition to the Caltrans-approved treatment BMPs, the San Francisco Bay RWQCB has stated to Caltrans District 4 that permanent stormwater treatment within areas covered under the MRP should be provided using retention type and trash capture devices.

Caltrans has an approved list of treatment BMPs that have been studied and verified to remove targeted design constituents and provide general pollutant removal. All treatment BMPs will be installed with impermeable liners to reduce the impacts of potentially contaminated groundwater. The use of treatment BMPs allows for pollutant removal or reduction while promoting the effort to mimic pre-development hydrology by reducing flow rates and velocities.

Project-specific treatment BMP measures will be specified and quantified during later phases of the Project. Treatment BMPs have been estimated at $1,460,000 for portions of the Project within Caltrans right-of-way.

Required Attachments

- Project Location
- Evaluation Documentation Form (EDF) (see E-10)
- Risk Level Determination Documentation
- Trash Generation Map

Supplemental Attachments

- Checklist SW-1, Site Data Sources
- Checklist T-1, Part 1 (Treatment BMPs)
- Estimate Support Information for Construction Site, DPP, and/or Treatment BMPs, electronic copies accepted (Costs are for Caltrans internal use only)
- SWDR Summary Spreadsheets
- Checklist SW-2, Stormwater Quality Issues Summary
- Checklist SW-3, Measures for Avoiding or Reducing Potential Stormwater Impacts
- Checklist DPP-1, Parts 1–5 (Design Pollution Prevention BMPs)
- Checklist T-1, Part 3 (Treatment BMPs)
- Construction Site BMP Consideration Form
- Checklist CS-1, Parts 1–6 (Construction Site BMPs)

Project Location



Source: Kimley-Horn, 2024

DATE: ___10/15/2024___

Project ID (EA): ___0421000169 (EA 2W290)__

No.	Criteria	Yes ■	No ■	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	■		Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		■	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?		■	If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to Areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?		■ ■ ■	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. _____ [redacted] If **No** to all, continue to 5.
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		■	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		■	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of 10,000 ft² or more of new impervious surface (NIS)?	■		If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. _____ [redacted] _____ *(Project Engineer Initials)* _____ *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

Sediment Risk

R Factor = 97.54

Facility Information

Start Date: 11/01/2029	**Latitude:** 37.8398
End Date: 12/31/2029	**Longitude:** -122.2827

Calculation Results

Rainfall erosivity factor (R Factor) = 17.11

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

Facility Information

Start Date: 01/01/2030	**Latitude:** 37.8398
End Date: 12/31/2030	**Longitude:** -122.2827

Calculation Results

Rainfall erosivity factor (R Factor) = 52.61

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

Facility Information

Start Date: 01/01/2031	**Latitude:** 37.8398
End Date: 03/31/2031	**Longitude:** -122.2827

Calculation Results

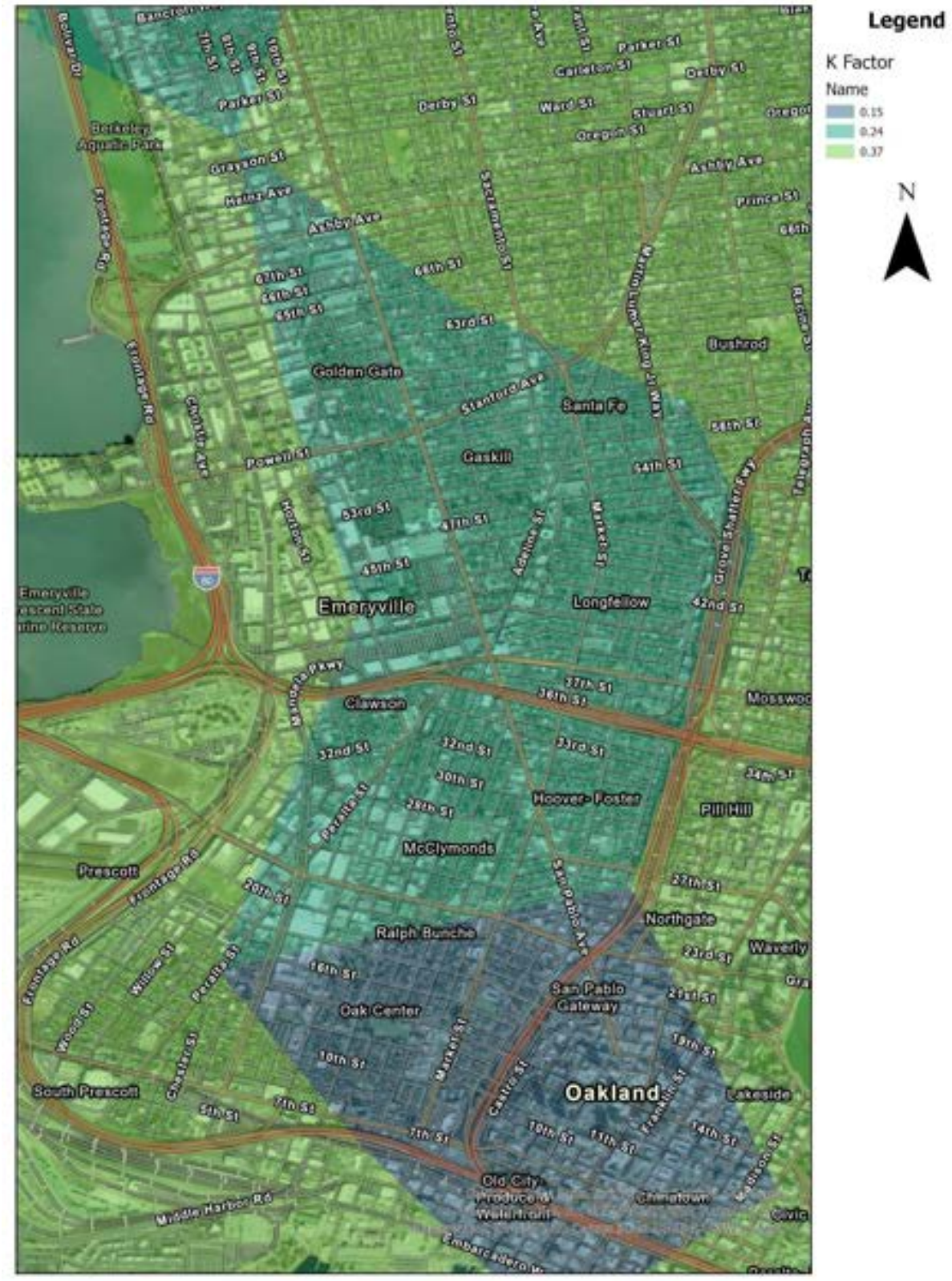
Rainfall erosivity factor (R Factor) = 27.82

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

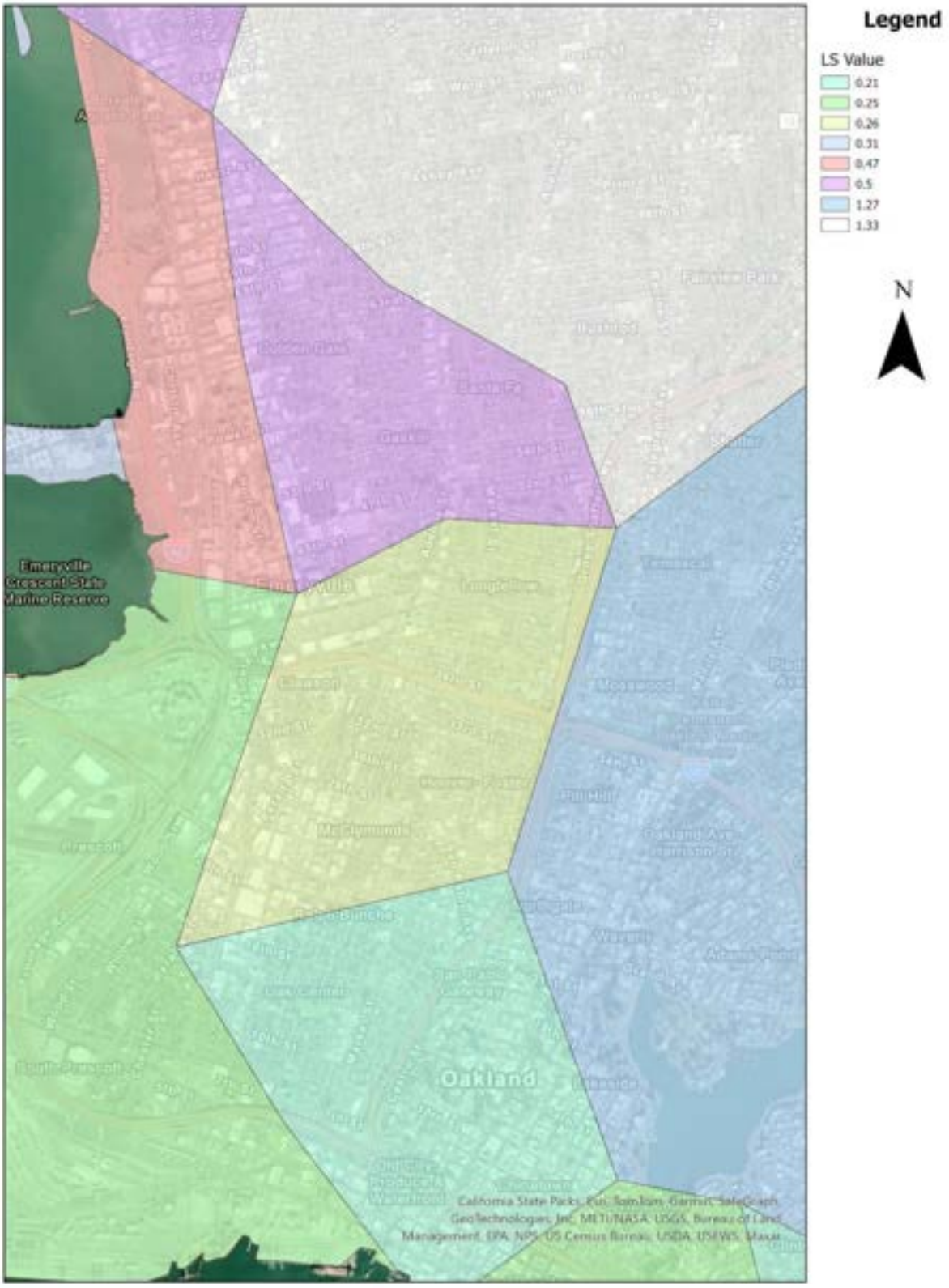
Source: EPA, 2021

K Factor = 0.32



Source: SWRCB, 2022b

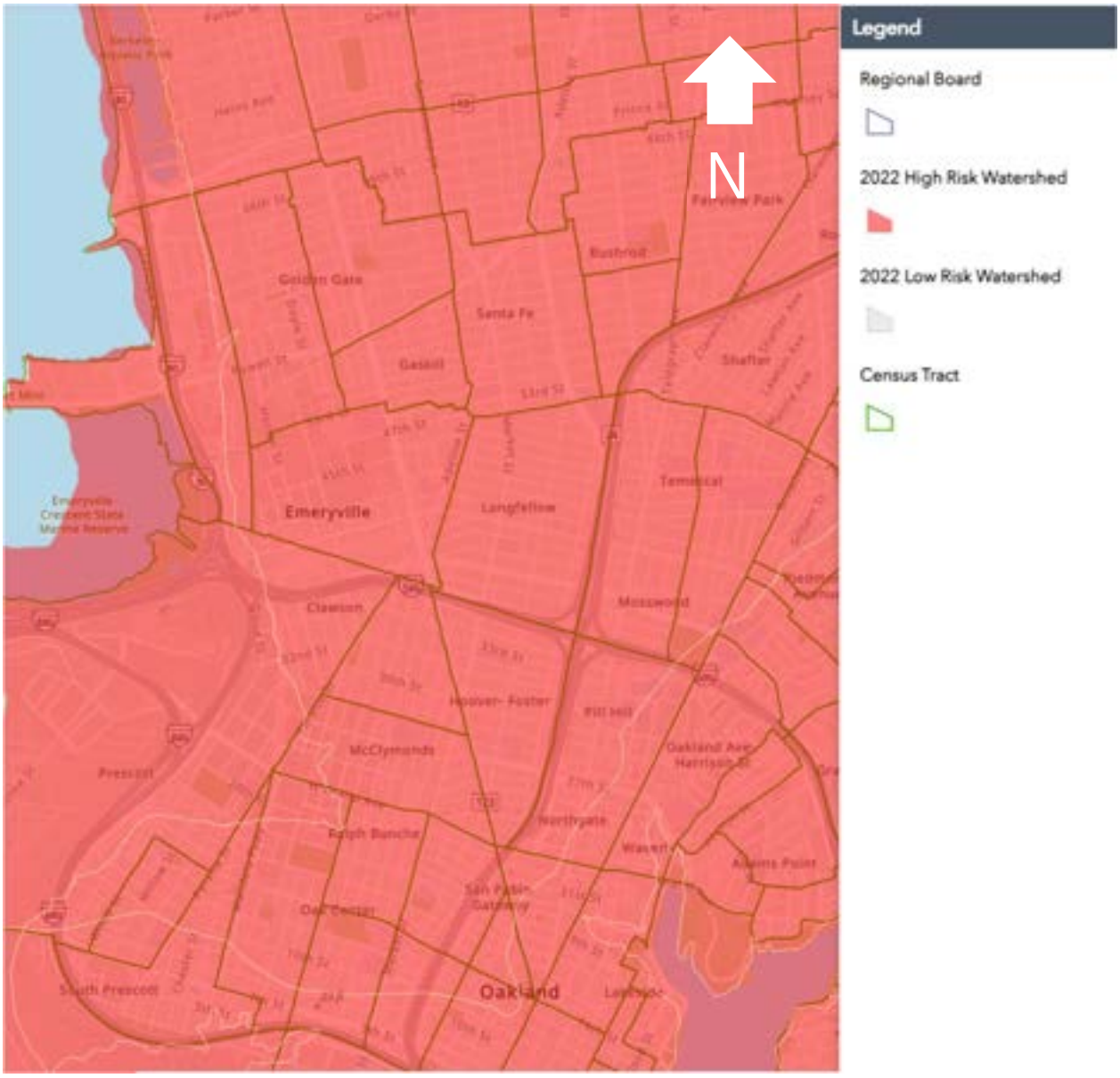
LS Factor = 0.32



Source: SWRCB, 2022b

Receiving Water Risk

Receiving Water Risk = High



Source: SWRCB, 2022b

CENTRAL BASIN

COUNTY / Waterbody	AGR	MUN	FRSH	GWR	IND	PROC	COMM	SHELL	COLD	EST	MAR	MIGR	RARE	SPWN	WARM	WILD	REC-1	REC-2	NAV
ALAMEDA COUNTY, continued																			
Temescal Creek									E						E	E	E	E	
Claremont Creek															E	E	E	E	
Strawberry Creek															E	E	E	E	
Codornices Creek									E			E	E	E	E	E	E	E	
Village Creek															E	E	E	E	
Capistrano Creek															E	E	E	E	
CONTRA COSTA COUNTY																			
Cerrito Creek															E	E	E	E	
Baxter Creek															E	E	E	E	
Richmond Inner Harbor							E			E						E	E	E	E

Source: San Francisco RWQCB, 2010

SOUTH BAY BASIN

COUNTY / Waterbody	AGR	MUN	FRSH	GWR	IND	PROC	COMM	SHELL	COLD	EST	MAR	MIGR	RARE	SPWN	WARM	WILD	REC-1	REC-2	NAV
SAN MATEO COUNTY, continued																			
O'Neill Slough										E						E	E	E	
Foster City Lagoon										E						E	E	E	
Belmont Slough										E			E	E		E	E	E	
Belmont Creek															E	E	E	E	
Laurel Creek (San Mateo)															E	E	E	E	
Bay Slough (San Mateo)										E			E			E	E	E	
Steinberger Slough										E			E			E	E	E	
Corkscrew Slough										E			E			E	E	E	
Smith Slough (San Mateo)										E			E			E	E	E	
Pulgas Creek															E	E	E	E	
Cordilleras Creek															E	E	E	E	
Redwood Slough										E			E			E	E	E	E
Redwood Creek (San Mateo)															E	E	E	E	
Arroyo Ojo de Agua															E	E	E	E	
Westpoint Slough										E			E			E	E	E	
Atherton Creek															E	E	E	E	
Ravenswood Slough										E			E			E	E	E	
ALAMEDA COUNTY																			
Oakland Inner Harbor										E						E	E	E	E
Merritt Channel							E			E						E	E	E	
Lake Merritt							E	E		E				E	E	E	E	E	
Glen Echo Creek															E	E	E	E	
Sausal Creek (Alameda)									E				E	E	E	E	E	E	
Peralta Creek															E	E	E	E	
Lion Creek									E						E	E	E	E	
Arroyo Viejo									E						E	E	E	E	
Rifle Range Creek															E	E	E	E	
San Leandro Bay							E			E		E	E			E	E	E	E
Lower San Leandro Creek			E						E			E	E	E	E	E	E	E	
Lake Chabot (Alameda)		E					E		E					E	E	E	E*	E	
Grass Valley Creek			E						E						E	E	E	E	
Upper San Leandro Creek			E						E			P		P	E	E	E	E	

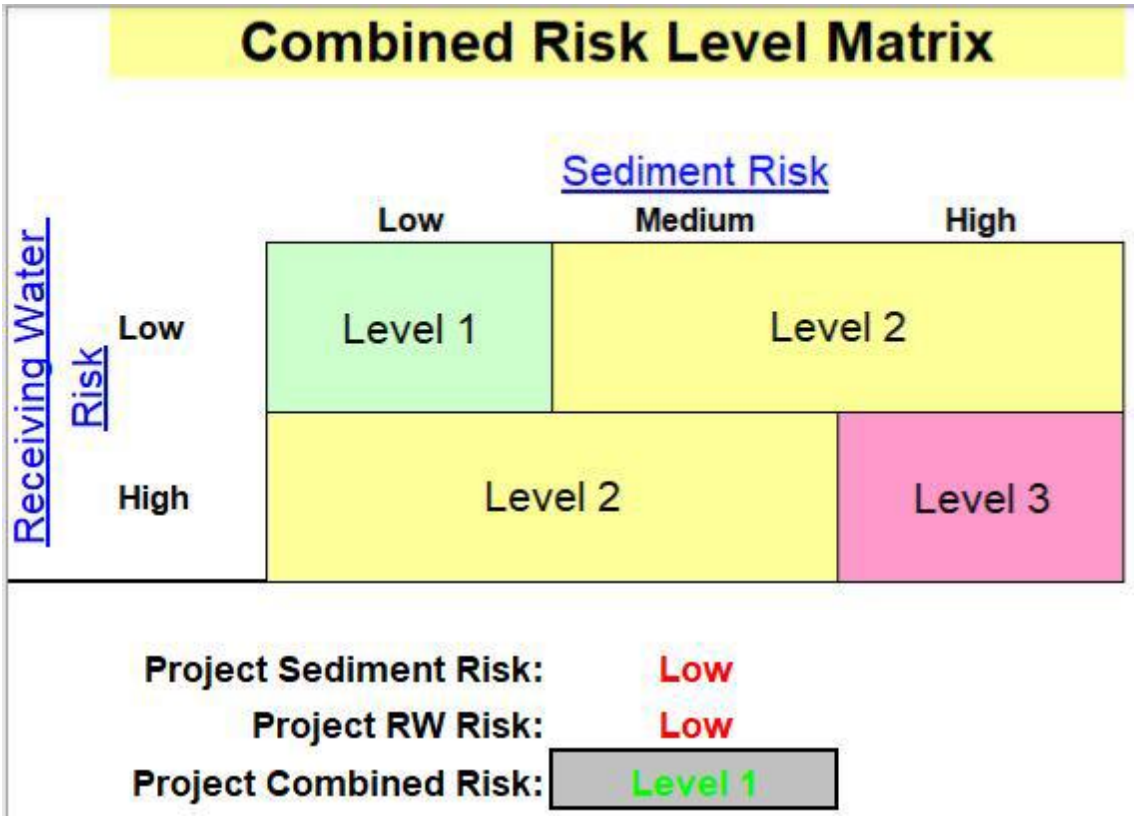
E: Existing beneficial use E*: Water quality objectives apply; water contact recreation is prohibited or limited to protect public health P: Potential beneficial use

Source: San Francisco RWQCB, 2010

Risk Level Calculator

Sediment Risk Factor Worksheet	Entry
A) R Factor	
Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site. http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm	
R Factor Value	97.54
B) K Factor (weighted average, by area, for all site soils)	
The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted. Site-specific K factor guidance	
K Factor Value	0.32
C) LS Factor (weighted average, by area, for all slopes)	
The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction. LS Table	
LS Factor Value	0.32
Watershed Erosion Estimate (=RxKxLS) in tons/acre	9.988096
Site Sediment Risk Factor Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre	**Low**

Receiving Water (RW) Risk Factor Worksheet	Entry	Score
A. Watershed Characteristics	yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a **303(d)-listed waterbody impaired by sediment** (For help with impaired waterbodies please visit the link below) or has a **USEPA approved TMDL implementation plan for sediment**?: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml	No	Low
OR		
A.2. Does the disturbed area discharge to a waterbody with designated beneficial uses of SPAWN & COLD & MIGRATORY? (For help please review the appropriate Regional Board Basin Plan) http://www.waterboards.ca.gov/waterboards_map.shtml		
Region 1 Basin Plan		
Region 2 Basin Plan		
Region 3 Basin Plan		
Region 4 Basin Plan		
Region 5 Basin Plan		
Region 6 Basin Plan		
Region 7 Basin Plan		
Region 8 Basin Plan		
Region 9 Basin Plan		


Combined Risk Level Matrix
Sediment Risk
Low
Medium
High
Receiving Water Risk
Low
High
Level 1
Level 2
Level 2
Level 3
Project Sediment Risk: Low
Project RW Risk: Low
Project Combined Risk: Level 1



Source: Caltrans, 2022a

Checklist SW-1, Site Data Sources

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.22/2.08 Project ID (or EA): 0421000169 (2W290)

RWQCB: San Francisco Bay Region 2

Information for the following data categories should be obtained, reviewed and referenced as necessary throughout the project planning phase. Collect available project reports and any available documents pertaining to the category and list them and reference your data source. For specific examples of documents within these categories, refer to Section 6.4.3.2. Example categories have been listed below; add additional categories, as needed. Summarize pertinent information in Section 2 of the SWDR.

DATA CATEGORY/SOURCES	Date
Water Quality	
■ California Department of Transportation - District 4. December 2022. *Caltrans District 4 December 2022 Trash Generation Rate*.	December 2022 (a)
■ California Department of Transportation - District 4. July 2023. *Caltrans Water Quality Planning Tool*.	July 2023
■ State Water Resources Control Board. 2021. *2018 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report)*.	May 2022 (a)
■ State Water Resources Control Board. 2022. *NPDES 2022 Construction Stormwater General Permit*	July 2022 (b)
■ California Municipal Regional Stormwater NPDES Permit (MRP) for Phase I municipalities and agencies in the San Francisco Bay Area (Order R3-2023-0018)	July 2022
■ San Francisco Bay Regional Water Quality Control Board. 2010. *San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan).*	July 2010
■ Statewide Storm Water Permit, Waste Discharge Requirements (WDRs) for the State of California Department of Transportation (Order No. 2012-0011 DWQ, National Pollutant Discharge Elimination System [NPDES} No. CAS0000003)	July 2013
Geotechnical	
■ United States Department of Agriculture. Natural Resources Conservation Service. 2019. *Web Soil Survey*.	July 2019
■ State Water Resources Control Board. 2021. GeoTracker.	May 2021
Topographic	
■ United States Geological Survey. Oakland West, California 7.5-Minute Topographic Quadrangle map.	December 2021
Hydraulic	

■ California Department of Transportation. *Caltrans Hydromodification Requirements Guidance*. CTSW-OT-14-314.05	February 2015
Climatic	
■ Western Regional Climate Center. 2016. Oakland Museum, CA (046336) Period of Record Monthly Climate Summary	June 2016
■ University of California, Davis, Köppen climate classification system. 2018.	August 2018
Other Data Categories	
■ California Department of Transportation. *Stormwater Management Program District 4 Work Plan*. CTSW-RT-21--379.06.8	October 2021
■ California Department of Transportation. 2022. *Standard Specifications.*	2022 (b)
■ California Department of Transportation. *Stormwater Quality Handbook: Project Planning and Design Guide*. CTSW-RT-17-314.24.1.	April 2019
■ City of Oakland. *2024 General Plan*. *Land Use and Transportation Element*	September 2023
■ United States Environmental Protection Agency. 2024. *Rainfall Erosivity Factor Calculator for Small Construction Sites.*	January 2024
■ San Francisco Bay RWQCB *Memorandum of California Department of Transportation Post-Construction Stormwater and Hydromodification Standards*. CIWQS Place No. 212806 (BT).	2008
■ 2014 Alameda County Transportation Expenditure Plan	January 2014
■ Alameda Countywide Transportation Plan`	December 2020

Treatment BMPs
Checklist T-1, Part 1

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.22/2.08 Project ID (or EA): 0421000169 (2W290)

RWQCB: San Francisco Bay Region 2

Consideration of Treatment BMPs

This checklist is used for projects that require the consideration of Approved Treatment BMPs, as determined from the process described in Section 4 (Treatment Consideration) and the Evaluation Documentation Form (EDF). This checklist will be used to determine which Treatment BMPs should be considered for each BMP contributing drainage area within the project. Supplemental data will be needed to verify siting and design applicability for final incorporation into a project.

Complete this checklist for each phase of the project. This will help to determine if any changes to the BMP strategy are necessary, based on site specific information gathered during later phases. Use the responses to the questions as the basis of developing the narrative in Section 6 of the Stormwater Data Report to document that Treatment BMPs have been appropriately considered and/or incorporated.

Before evaluating an area for treatment capabilities or to incorporate a Treatment BMP, calculate the numeric sizing requirement for each contributing drainage area (WQV from the 85th percentile 24-hour storm event or WQF rate). Soil and geometric information for the project area will be necessary to use this Checklist.

Identify the overall project PCTA

Refer to Section 4.4 Treatment Areas for more information on defining these areas.

PCTA = NNI + RIS + ATA (1 Impervious) + ATA (2)

NNI = Net New Impervious Area

RIS = Replaced Impervious Surface

ATA (1 Impervious) = Additional Treatment Area required for existing Treatment BMPs that were removed or modified as part of the project

ATA (2) = Additional Treatment Area required when NNI is 50 percent or greater than total project impervious

What is the PCTA for the project? 0.85 Acres (A in Table E-1)

The PCTA is the impervious area required to be treated by the project. The PE is to incorporate BMPs until the summation of the treated impervious area of all the BMPs is equivalent to the PCTA for the Project.

Once this area and any ATA 1 (Pervious) has been treated, the project is in compliance with the post construction treatment requirement.

Total Maximum Daily Load (TMDL) Retrofit Projects

If the project is installing Treatment BMPs to only address TMDL requirements, then there is no required PCTA. The Treatment BMPs for a TMDL retrofit project should be designed to treat the impervious and pervious contributing drainage areas, as they are both eligible for compliance unit (CU) credits.

Overall Project Evaluation

Answer all questions, unless otherwise directed.

A. Overall Project Consideration

1. Is the project in a watershed with prescriptive Treatment BMP requirements in an adopted TMDL implementation plan or are there any other requirements for project area (i.e., District, Regional Board, Lawsuit, etc.)? ■ Yes ■ No

   If Yes, consult the District/Regional Storm Water Coordinator to determine if there are written agreements related to specific Treatment BMPs. In this case, determine if the rest of the T-1 Checklist needs to be followed to address other post construction requirements. If not, document BMP(s) in the Individual Treatment BMP Summary Table, provide information on the basis of the BMP requirement and any regulatory coordination in the SWDR narrative, and complete the SWDR Summary Spreadsheets. Otherwise, continue.

   If No, continue.

2. Does the receiving water have a TMDL for litter/trash, or is there a region specific requirement related to trash? ■ Yes ■ No

   If Yes, first evaluate BMPs that can treat other pollutants and are considered to be full capture devices (GSRDs or other) for litter/trash. If other BMPs cannot be sited, consult with the District/Regional Storm Water Coordinator to determine if standalone full capture devices (GSRDs or other) are required to be incorporated. If standalone devices are required and no other Treatment BMPs are being considered, go to question 6 of “Individual BMP Evaluation”.

   If No, continue.

3. Is the project located in an area that uses traction sand more than twice a year? ■ Yes ■ No

   If Yes, first consider BMPs that can treat other pollutants and can capture traction sand. If other BMPs cannot be sited, consult the District/Regional Storm Water Coordinator to determine if standalone traction sand trap devices should be incorporated.

   If standalone devices are required and no other Treatment BMPs are being considered, go to question 6 of "Individual BMP Evaluation". Otherwise, continue with this checklist to identify Treatment BMPs that provide traction sand and other pollutant removal, or to design Treatment BMPs in series.

   If No, continue.

B. Dual Purpose Facilities

   Does the project have (or propose to include) any dual purpose facilities that could meet treatment requirements (e.g., Dry Weather Flow Diversion, flood control basins, etc.)? ■ Yes ■ No

   If Yes and 100 percent of the post construction treatment area will be treated by the dual-purpose facility, go to question 6 of "Individual BMP Evaluation". Document the basis of treatment in the SWDR narrative and complete the SWDR Summary Spreadsheets.

   If Yes, but 100 percent of the post construction treatment area has not been addressed, continue.

   If No, continue.

C. Evaluate overall project area for infiltration opportunities using existing and proposed roadside surfaces (DPP Infiltration Areas). Assure the DPP Infiltration Area is stabilized to handle Highway drainage design flows, for both sheet and concentrated flows (See HDM section 800).

   Document DPP Infiltration Areas on the "Individual Treatment BMP Summary Table" located at the end of this checklist.

   1. Based on site conditions, do the DPP Infiltration Areas infiltrate 100 percent of the WQV generated by the post construction treatment area for the project? ■ Yes ■ No

      Yes, go to question 6 of "Individual BMP Evaluation".

      If No, account for area infiltrated and continue.

2. Can infiltration for these areas be increased by using soil amendments or other means? ■ Yes ■ No

   If Yes, and 100 percent of the WQV generated by the post construction treatment area is infiltrated, go to question 6 of "Individual BMP Evaluation".

   If Yes, but 100 percent of the WQV generated by the post construction treatment area is not infiltrated, continue with checklist to identify Treatment BMPs that will treat the remaining required treatment area.

   If No, continue.

Individual BMP Evaluation

Answer the following questions for each Treatment BMP location being considered. The following process must be followed until the post construction treatment area or desired treatment credit (alternative compliance or TMDL compliance unit) has been achieved; for TMDL compliance units, consider both impervious and pervious contributing drainage areas. Use the Individual Treatment BMP Summary Table at the end of the checklist to summarize the selected BMP(s) based on the findings of the following questions for each BMP contributing drainage area.

1. Infiltration Devices (Infiltration Basin, Trench, or other device)

   a. Can 100 percent of the BMP contributing drainage area WQV (or remaining WQV, if in series with a DPP infiltration area or other BMP) be infiltrated? ■ Yes ■ No

      If Yes, go to question 6.

      If No, continue.

2. Biofiltration Devices (Biofiltration Strips and Swales)

   a. Is this a TMDL retrofit project or is the project within a TMDL or 303(d) impaired receiving water body area? ■ Yes ■ No

      If Yes, when designing the biofiltration device, determine the percent WQV infiltrated from both the impervious and pervious BMP contributing drainage areas. Consider using existing or amended soils:

      i. If infiltration is >50 percent, continue to b.

      ii. If infiltration is ■50 percent, go to question 3.

      If No, continue to b.

   b. Can biofiltration devices be designed to: ■ Yes ■ No

      i. Treat 100 percent of the WQF/WQV (or remainder, if in series with a DPP infiltration area or other BMP) from the BMP contributing drainage area, and

      ii. Meet the siting and design criteria of the Caltrans biofiltration device design guidance.

      If Yes, continue to c.

      If No, go to question 3.

   c. Biofiltration devices are considered to be an effective method of treatment, go to question 6.

3. Earthen type BMPs (Detention Devices, Media Filters, or other devices)

   a. Is this a TMDL retrofit project or is the project within a TMDL or 303(d) impaired receiving water body area? ■ Yes ■ No

   If Yes, when designing the earthen type BMP, determine the percent WQV infiltrated from both the impervious and pervious BMP contributing drainage area. Consider using existing or amended soils:

   i. If infiltration is >50 percent, continue to b.

   ii. If infiltration is ■50 percent, go to question 4.

   If No, continue to b.

   b. Can earthen type BMPs (standalone or in series with other approved Treatment BMPs) be designed to: ■ Yes ■ No

   iii. Treat 100 percent of the WQV (or remainder, if in series with a DPP infiltration area or other BMP) from the BMP contributing drainage area, and

   iv. Meet the criteria of the Caltrans design guidance for the treatment device being considered.

   If Yes, continue to c.

   If No, go to question 4.

   c. Earthen type BMPs are considered to be an effective method of treatment, go to question 6.

4. Targeted Design Constituent (TDC)

   This approach will compare the effectiveness of individual BMPs and allow the PE to use judgment when evaluating BMP feasibility (site constraints, safety, maintenance requirements, life-cycle costs, etc.).

   a. Does the project discharge to a 303(d) impaired receiving water or a receiving water in a TMDL watershed where Caltrans is a named stakeholder? ■ Yes ■ No

      If Yes, is the identified pollutant(s) considered to be a TDC (check all that apply below)? Continue to b.

      ■ sediments
      ■ phosphorus
      ■ nitrogen
      ■ copper (dissolved or total)
      ■ lead (dissolved or total)
      ■ zinc (dissolved or total)
      ■ general metals (dissolved or total)[1]

      If No or if no TDC is identified, use Matrix A to select BMPs and go to question 5.

   b. Treating Only Sediment. Is sediment a TDC? ■ Yes ■ No

      If Yes, use Matrix A to select BMPs and go to question 5.

      If No, continue to c.

   c. Treating Only Metals. Are copper, lead, zinc, or general metals listed TDCs? ■ Yes ■ No

      If Yes, use Matrix B to select BMPs, and go to question 5.

      If No, continue to d.

   d. Treating Only Nutrients. Are nitrogen and/or phosphorus listed TDCs? ■ Yes ■ No

      If Yes, use Matrix C to select BMPs, and go to question 5.

      If No, continue e.

   e. Treating both Metals and Nutrients. Is copper, lead, zinc, or general metals AND nitrogen or phosphorous a TDC? ■ Yes ■ No

      If yes, use Matrix D to select BMPs, and go to question 5.

      If No, continue.

[1] General metals are a designation used by Regional Water Boards when specific metals have not yet been identified as causing the impairment.

BMP Selection Matrix A: General Purpose Pollutant Removal			
Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Strip: HRT > 5 Austin filter (concrete) Austin filter (earthen) Delaware filter	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Strip: HRT < 5 Biofiltration Swale Detention (unlined)	Austin filter (concrete) Delaware filter Biofiltration Swale	Austin filter (concrete) Delaware filter
HRT = hydraulic residence time (min) All BMPs shown are considered to be effective, but some more than others. The PE should use professional judgment when selecting BMPs based on overall feasibility. All BMPs are shown to demonstrate equivalent effectiveness.			

BMP Selection Matrix B: Any metal is the TDC, but not nitrogen or phosphorous			
Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Austin filter (earthen) Austin filter (concrete) Delaware filter	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Strip: HRT > 5 Strip: HRT < 5 Biofiltration Swale	Austin filter (concrete) Delaware filter Biofiltration Strip	Austin filter (concrete) Delaware filter

	Detention (unlined)	Biofiltration Swale	

HRT = hydraulic residence time (min)

All BMPs shown are considered to be effective, but some more than others. The PE should use professional judgment when selecting BMPs based on overall feasibility.

All BMPs are shown to demonstrate equivalent effectiveness.

BMP Selection Matrix C: Phosphorous and / or nitrogen is the TDC, but no metals are the TDC			
Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Austin filter (earthen) Austin filter (concrete) Delaware filter*	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Biofiltration Strip Biofiltration Swale Detention (unlined)	Austin filter (concrete) Delaware filter Biofiltration Strip Biofiltration Swale	Austin filter (concrete) Delaware filter
All BMPs shown are considered to be effective, but some more than others. The PE should use professional judgment when selecting BMPs based on overall feasibility. All BMPs are shown to demonstrate equivalent effectiveness.			
*Delaware filters would be ranked in Tier 2 if the TDC is nitrogen only, as opposed to phosphorous only or both nitrogen and phosphorous.			

BMP Selection Matrix D: Any metal, plus phosphorous and / or nitrogen are the TDCs			
Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Austin filter (earthen) Austin filter (concrete) Delaware filter*	Austin filter (earthen) Detention (unlined) Infiltration basins	Austin filter (earthen) Detention (unlined)

		Infiltration trenches	Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Biofiltration Strip Biofiltration Swale Detention (unlined)	Austin filter (concrete) Delaware filter Biofiltration Strip Biofiltration Swale	Austin filter (concrete) Delaware filter
All BMPs shown are considered to be effective, but some more than others. The PE should use professional judgment when selecting BMPs based on overall feasibility. All BMPs are shown to demonstrate equivalent effectiveness.			
*In cases where earthen BMPs also infiltrate, Delaware filters are ranked in Tier 2 if the TDC is nitrogen only, but they are Tier 1 for phosphorous only or both nitrogen and phosphorous.			

5. Does the project discharge to a 303(d) receiving water that is listed for mercury or low dissolved oxygen? ■ Yes ■ No

   If Yes, contact the District/Regional NPDES Coordinator to determine if standing water in a Delaware Media Filter or Wet Basin would be a risk to downstream water quality. Continue to question 6.

   If No, continue to question 6.

6. Identify the Treatment BMPs being considered and complete the Individual Treatment BMP Summary Table and Overall Project Treatment Summary Table on the following pages. Refer to Appendix B of the PPDG and review the checklists identified below for every Treatment BMP under consideration. ■ Complete

   Document the basis of design in the SWDR narrative and complete Table E-2.

   ___ DPP Infiltration Areas: Checklist T-1, Part 11

   ___ Infiltration Devices: Checklist T-1, Part 2

   _X_ Biofiltration Strips and Biofiltration Swales: Checklist T-1, Part 3

   ___ Detention Devices: Checklist T-1, Part 4

   ___ Traction Sand Traps: Checklist T-1, Part 5

   ___ Dry Weather Diversion: Checklist T-1, Part 6

   ___ GSRDs: Checklist T-1, Part 7

   ___ Media Filter [Austin Sand Filter and Delaware Filter]: Checklist T-1, Part 8

   Note:

   Multi-Chamber Treatment Train (MCTT) is not listed here because Caltrans has found that other approved BMPs are equally effective and more sustainable due to lower life cycle costs.

   Wet Basins are not listed here due to feasibility issues due to site feasibility and issues with long term operation and maintenance.

   MCTT and Wet Basins may be considered or implemented upon the recommendation of the District/Regional Design Stormwater Coordinator.

7. Prepare cost estimate, including right-of-way, and identify any pertinent site-specific determination of feasibility for selected Treatment BMPs and include in the SWDR for approval. TBD in PS&E ■ Complete

Individual Treatment BMP Summary Table

■ Complete

List the selected BMPs based on the findings of this checklist and the treated areas associated with each BMP in Table E-2. For projects with multiple BMPs, add rows (if needed), or attach a separate sheet displaying the following information.

Each BMP must be tracked in Table E-2. Districts may use a modified table based upon their needs. See Section 6.6 for additional information.

Table E-2. Individual Treatment BMP Summary Table[1]

BMP Identifier-Number	BMP Type	Treated Impervious Area (CT RW) (ac)	Treated Impervious Area (Outside CT RW) (ac)	Treated Pervious Area (CT RW) (ac)	Treated Pervious Area (Outside CT RW) (ac)	Treated WQV/WQF (%)
Total Area to be Treated (acre)		(B in Table E-1)	(C in Table E-1)			

- [1] The treated areas identified in this table are a product of the BMP CDA and Treated WQV/WQF (%).

TBD in PA/ED and PS&E

ESTIMATE SUPPORT INFORMATION GOES HERE

To be completed in PS&E

-

SWDR Signed Date	District	EA/Project ID	County	Route	Beg_PM	End_PM	Project Description	Project Phase	Long SWDR	Risk Level
	4	2W290/0421000169	ALA	123	0.20	2.10	Transit Improvements	PID	Yes	RL1

DSA (ac)	TMDL Waterbody	Biofiltration Strips and Swales	Detention	Infiltration Devices	GSRD	TST	MedFilter	DPPIA	SA	Other BMP
5.8	Yes	0	0	0	0	0	0	0	0	0

Est Const_Start	Est. Const _Comp	Net New Impervious area (NNI)	Replaced Impervious Surface (RIS)	Excluded Impervious Area (EIA)	Additional Treatment Area (ATA)	Post Const Treatment Area (ac)	Treated Impervious Area (ac)	Treated Impervious Area Balance (ac)	Treated Pervious Area (ac)
11/1/2029	3/31/2031	0.59	4.85	4.59	0.00	0.85	0.00	-0.85	0.00

Stabilized Area (ac)	MWELO	RSA	SW Comment
0.00	Yes	No	

To be completed in PS&E

Checklist SW-2, Stormwater Quality Issues Summary

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

The following questions provide a guide to collecting critical information relevant to project stormwater quality issues. Consult other Caltrans functional units (Environmental, Landscape Architecture, Maintenance, etc.) and the District/Regional Design Stormwater Coordinator as necessary. Summarize pertinent responses in Section 2 of the SWDR; do not discuss items identified as not applicable.

1. Determine the receiving waters for the project	■ Complete	■ NA
2. For the project limits, list the 303(d) impaired receiving water bodies and their constituents of concern.	■ Complete	■ NA
3. Determine if there are any municipal or domestic water supply reservoirs or groundwater percolation facilities within the project limits, as shown by DWP.	■ Complete	■ NA
4. Determine the RWQCB special requirements, including TMDLs, effluent limits, etc.	■ Complete	■ NA
5. Determine regulatory agencies seasonal construction and construction exclusion dates or restrictions required by federal, state, or local agencies.	■ Complete	■ NA
6. Determine if a 401 certification will be required.	■ Complete	■ NA
7. Identify rainy season.	■ Complete	■ NA
8. If applicable, determine the general climate of the project area. Identify annual rainfall and rainfall intensity curves.	■ Complete	■ NA
9. If considering Treatment BMPs, determine the soil classification, permeability, erodibility and depth to groundwater.	■ Complete	■ NA
10. Determine contaminated soils within the project area.	■ Complete	■ NA
11. Determine the total disturbed soil area of the project.	■ Complete	■ NA
12. Describe the topography of the project site.	■ Complete	■ NA
13. List any areas outside of the Caltrans right-of-way that will be included in the project (e.g., contractor's staging yard, work from barges, easements for staging).	■ Complete	■ NA
14. Determine if additional right-of-way acquisition or easements and right-of-entry will be required for design, construction and maintenance of BMPs. If so, how much?	■ Complete	■ NA
15. Determine the estimated unit costs for right-of-way should it be needed for Treatment BMPs, stabilized conveyance systems, lay-back slopes, or interception ditches.	■ Complete	■ NA
16. Determine if project area has any slope stabilization concerns.	■ Complete	■ NA
17. Describe the local land use within the project area and adjacent areas.	■ Complete	■ NA
18. Evaluate the presence of dry weather flow.	■ Complete	■ NA

Checklist SW-3, Measures for Avoiding or Reducing Potential Stormwater Impacts

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

The PE should confer with other functional units, such as Landscape Architecture, Hydraulics, Environmental, Materials, Construction and Maintenance, as needed to assess these issues. Summarize pertinent responses in Section 2 of the SWDR; do not discuss items identified as not applicable.

Options for avoiding or reducing potential impacts during project planning include the following:

1.	Can the project be relocated or realigned to avoid/reduce impacts to receiving waters or to increase the preservation of critical (or problematic) areas such as floodplains, steep slopes, wetlands, and areas with erosive or unstable soil conditions?	■ Yes	■ No	■ N/A
2.	Can structures and bridges be designed or located to reduce work in live streams and minimize construction impacts?	■ Yes	■ No	■ N/A
3.	Can any of the following methods be utilized to minimize erosion from slopes:			
	a. Disturbing existing slopes only when necessary?	■ Yes	■ No	■ N/A
	b. Minimizing cut and fill areas to reduce slope lengths?	■ Yes	■ No	■ N/A
	c. Incorporating retaining walls to reduce steepness of slopes or to shorten slopes?	■ Yes	■ No	■ N/A
	d. Acquiring right-of-way easements (such as grading easements) to reduce steepness of slopes?	■ Yes	■ No	■ N/A
	e. Avoiding soils or formations that will be particularly difficult to re-stabilize?	■ Yes	■ No	■ N/A
	f. Providing cut and fill slopes flat enough to allow re-vegetation and limit erosion to pre-construction rates?	■ Yes	■ No	■ N/A
	g. Providing benches or terraces on high cut and fill slopes to reduce concentration of flows?	■ Yes	■ No	■ N/A
	h. Rounding and shaping slopes to reduce concentrated flow?	■ Yes	■ No	■ N/A
	i. Collecting concentrated flows in stabilized drains and channels?	■ Yes	■ No	■ N/A
4.	Does the project design allow for the ease of maintaining all BMPs?	■ Yes	■ No	
5.	Can the project be scheduled or phased to minimize soil-disturbing work during the rainy season?	■ Yes	■ No	
6.	Can permanent stormwater pollution controls such as paved slopes, vegetated slopes, basins, and conveyance systems be installed early in the construction process to provide additional protection and to possibly utilize them in addressing construction stormwater impacts?	■ Yes	■ No	■ N/A

Design Pollution Prevention BMPs

Checklist DPP-1, Part 1

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

Consideration of Design Pollution Prevention BMPs

Consideration of Downstream Effects Related to Potentially Increased Flow [to streams or channels]

Will the project increase velocity or volume of downstream flow?`	■ Yes	■ No	■ N/A
Will the project discharge to unlined channels?	■ Yes	■ No	■ N/A
Will the project encroach, cross, realign, or cause other hydraulic changes to a stream that may affect downstream channel stability?	■ Yes	■ No	■ N/A

If Yes was answered to any of the above questions, consider ***Downstream Effects Related to Potentially Increased Flow***, complete the Checklist DPP-1, Part 2.

Slope/Surface Protection Systems

Will the project create new slopes or modify existing slopes?	■ Yes	■ No	■ N/A

If Yes was answered to the above question, consider ***Slope/Surface Protection Systems***, complete the Checklist DPP-1, Part 3.

Concentrated Flow Conveyance Systems

Will the project create or modify ditches, dikes, berms, or swales?	■ Yes	■ No	■ N/A
Will project create new slopes or modify existing slopes?	■ Yes	■ No	■ N/A
Will it be necessary to direct or intercept surface runoff?	■ Yes	■ No	■ N/A
Will cross drains be modified?	■ Yes	■ No	■ N/A

If Yes was answered to any of the above questions, consider ***Concentrated Flow Conveyance Systems***; complete the Checklist DPP-1, Part 4.

Preservation of Existing Vegetation, Soils, and Stream Buffer Areas

It is the goal of the Stormwater Program to maximize the protection of desirable existing vegetation, soils, and stream buffer areas to provide erosion and sediment control benefits on all projects. ■ Complete

Consider ***Preservation of Existing Vegetation, soils, and stream buffer areas***, complete the Checklist DPP-1, Part 5.

Design Pollution Prevention BMPs

Checklist DPP-1, Part 2

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

To be completed in PS&E

Downstream Effects Related to Potentially Increased Flow

1. Review total paved area and reduce to the maximum extent practicable.	■ Complete
2. Review channel lining materials and design for stream bank erosion control.	■ Complete
(a) See Chapters 860 and 870 of the HDM.	■ Complete
(b) Consider channel erosion control measures within the construction limits as well as downstream. Consider scour velocity. If erosion control measures are required downstream of construction limits obtain the appropriate permits and right of way documents to include work within the construction limits.	■ Complete
3. Include, where appropriate, energy dissipation devices at culvert outlets.	■ Complete
4. Ensure all transitions between culvert outlets/headwalls/wingwalls and channels are smooth to reduce turbulence and scour.	■ Complete
5. Include, if appropriate, peak flow attenuation basins or devices to reduce peak discharges.	■ Complete
6. Calculate the water quality volume infiltrated within the project limits. These calculations will be used in the Checklist T-1, Part 1.	■ Complete

Design Pollution Prevention BMPs

Checklist DPP-1, Part 3

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

To be completed in PS&E

Slope / Surface Protection Systems

1.	What are the proposed areas of cut and fill? (attach plan or map)	■ Complete
2.	Were benches or terraces provided on high cut and fill slopes to shorten slope length?	■ Yes ■ No
3.	Were concentrated flows collected in stabilized drains or channels?	■ Yes ■ No
4.	Are new or disturbed slopes > 4:1 horizontal:vertical (h:v)? If Yes, District Landscape Architect is responsible for an erosion control strategy and may prepare an erosion control plan.	■ Yes ■ No
5.	Are new or disturbed slopes > 2:1 (h:v)? If Yes, DES Geotechnical Design unit must prepare a Geotechnical Design Report, and the District Landscape Architect should prepare or approve an erosion control plan. Concurrence must be obtained from the District Maintenance Stormwater Coordinator for slopes steeper than 2:1 (h:v).	■ Yes ■ No

VEGETATED SURFACES

1.	Identify existing vegetation.	■ Complete
2.	Evaluate site to determine soil types, appropriate vegetation and planting strategies.	■ Complete
3.	How long will it take for permanent vegetation to establish?	■ Complete
4.	Plan transition BMPs from construction to permanent establishment.	■ Complete
5.	Have vegetated areas and supporting permanent irrigation systems been designed to comply with the Model Water Efficient Landscape Ordinance (MWELO)?	■ Yes ■ No
6.	Minimize overland and concentrated flow depths and velocities.	■ Complete

HARD SURFACES

1.	Are hard surfaces minimized?	■ Yes ■ No
	Review appropriate SSPs for Vegetated Surface and Hard Surface Protection Systems.	■ Complete

Design Pollution Prevention BMPs

Checklist DPP-1, Part 4

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

To be completed in PS&E

Concentrated Flow Conveyance Systems

Ditches, Berms, Dikes and Swales

1. Consider Ditches, Berms, Dikes, and Swales as per Topics 813, 834.3, 835, and Chapter 860 of the HDM. ■ Complete
2. Review existing and proposed conditions to remove any dike not required for slope stability, erosion control, and water conveyance. ■ Complete
3. Evaluate risks due to erosion, overtopping, flow backups or washout. ■ Complete
4. Consider outlet protection where localized scour is anticipated. ■ Complete
5. Examine the site for run-on from off-site sources. ■ Complete
6. Consider permissible shear and velocity when selecting lining material (See Table 865.2 in the HDM). ■ Complete

Overside Drains

1. Consider downdrains, as per Index 834.4 of the HDM. ■ Complete
2. Consider paved spillways for side slopes flatter than 4:1 h:v. ■ Complete

Flared Culvert End Sections

1. Consider flared end sections on culvert inlets and outlets as per Chapter 827 of the HDM. ☐ Complete
2.

Outlet Protection/Velocity Dissipation Devices

1. Consider outlet protection/velocity dissipation devices at outlets, including cross drains, as per Chapters 827 and 870 of the HDM. ☐ Complete

Review appropriate SSPs for Concentrated Flow Conveyance Systems. ☐ Complete

Design Pollution Prevention BMPs

Checklist DPP-1, Part 5

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

To be completed in PS&E

Preservation of Existing Vegetation, Soils, and Stream Buffer Areas

1. Review Preservation of Property, (Clearing and Grubbing) to reduce clearing and grubbing and maximize preservation of existing vegetation, soils, and stream buffer areas. ■ Complete
2. Has all vegetation, soils, and stream buffer areas to be retained been coordinated with Environmental, and identified and defined in the contract plans? ■ Yes ■ No
3. Have steps been taken to minimize disturbed areas, such as locating temporary roadways to avoid stands of trees and shrubs and to follow existing contours to reduce cutting and filling? ■ Complete
4. Have impacts to preserved vegetation, soils, and stream buffer areas been considered while work is occurring in disturbed areas? ■ Yes ■ No
5. Are all areas to be preserved delineated on the plans? ■ Yes ■ No

Treatment BMPs

Checklist T-1, Part 3

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.2/2.1 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

To be completed in PS&E

Biofiltration Swales / Biofiltration Strips

Feasibility

1.	Do the climate and site conditions allow vegetation to be established? If "No", evaluate other BMPs.	■ Yes ■ No
2.	Can biofiltration swale be designed with a slope between 0.25 and 6 percent (with 1 to 2 percent preferred)? If "No", Biofiltration Swales are not feasible.	■ Yes ■ No
3.	Can biofiltration strips be designed with a maximum slope of 2H:1V (with 4H:1V or flatter preferred)? If "No", Biofiltration Strips are not feasible.	■ Yes ■ No
4.	Are Biofiltration device(s) proposed at sites where known contaminated soils exist? If "Yes", consult with District/Regional NPDES Coordinator about how to proceed.	■ Yes ■ No
5.	Does adequate area exist within the RW to place Biofiltration device(s)? If "Yes", continue to Design Elements section. If "No", continue to Question 6.	■ Yes ■ No
6.	If adequate area does not exist within RW, can suitable, additional RW be acquired to site Biofiltration devices and how much RW would be needed to treat WQF? _____ acres If "Yes", continue to Design Elements section. If "No", continue to Question 7.	■ Yes ■ No
7.	If adequate area cannot be obtained, document in Section 6 of the SWDR that the inability to obtain adequate area prevents the incorporation of these Treatment BMPs into the project.	■ Complete

Design Elements

* **Required** Design Element – A "Yes" response to these questions is required to further the consideration of this BMP into the project design. Document a "No" response in Section 6 of the SWDR to describe why this Treatment BMP cannot be included into the project design.

** **Recommended** Design Element – A "Yes" response is preferred for these questions, but not required for incorporation into a project design.

1.	Has the District Landscape Architect provided vegetation mixes appropriate for climate and location? *	■ Yes	■ No
2.	Can the biofiltration swale be designed as a conveyance system under any expected flows > the WQF event, as per HDM Chapter 800? * (e.g., freeboard, minimum slope)	■ Yes	■ No
3.	Can the biofiltration swale be designed as a water quality treatment device under the WQF while meeting the required HRT, depth, and velocity criteria? (Reference Appendix B, Section B.4.3)*	■ Yes	■ No
4.	Is the maximum length of a biofiltration strip ■ 100 ft? Strips > 100 ft. may still be considered as long as potential erosion issues have been addressed. **	■ Yes	■ No
5.	Has the minimum width (perpendicular to flow) of the invert of the biofiltration swale received the concurrence of District Maintenance? *	■ Yes	■ No
6.	Can biofiltration swales be located in natural or low-cut sections to reduce maintenance problems caused by animals burrowing through the berm of the swale? *	■ Yes	■ No
7.	Has the infiltration rate of the bio-filtration device been calculated and maximized through amendments where appropriate?**	■ Yes	■ No
8.	Have Biofiltration Systems been considered for locations upstream of other Treatment BMPs, as part of a treatment train or pretreatment? ** If "Yes", document the amount of runoff treated (WQV/WQF).	■ Yes	■ No
9.	Has the lining material been selected based on the permissible shear and velocity (refer to HDM Chapter 860 and Table 865.2)?*	■ Yes	■ No

DATE: 10/15/2024

Project ID / EA: 0421000169 (2W290)

Project Evaluation Process for the Consideration of Construction Site BMPs

No.	Criteria	Yes ■	No ■	Supplemental Information
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?	■		If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Review CS-1, Part 1. Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the RW, etc.?	■		If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Review CS-1, Part 2. Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	■		If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Review CS-1, Part 3. Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?	■		If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Review CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?	■		If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	■		If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Parts 5 & 6. Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?	■		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review CS-1, Part 6. Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with stormwater; be dispersed by wind; be dumped and/or spilled into storm drain systems?	■		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review CS-1, Part 6.

Construction Site BMPs

Checklist CS-1, Part 1

Prepared by: HDR Date: 10/15/2024 District-Co-Route: 04-ALA-SR 123

PM: PM 0.22/2.08 Project ID (or EA): 0421000219 (2W490K)

RWQCB: San Francisco Bay Region 2

Soil Stabilization

To be completed in PS&E

General Parameters

1. How many rainy seasons are anticipated between begin and end of construction? 17

2. What is the total disturbed soil area for the project? (ac) 5.77

   (a) How much of the project DSA consists of slopes 4:1 (h:v) or flatter? Sheet flow not to exceed 20 ft (ac). _____

   (b) How much of the project DSA consists of 4:1 (h:v) < slopes < 2:1 (h:v)? Sheet flow not exceed 15 ft (ac). _____

   (c) How much of the project DSA consists of slopes 2:1 (h:v) and steeper? Sheet flow not exceed 10 ft (ac). _____

3. What rainfall area does the project lie within? (Refer to 2003 Caltrans SWMP) Entire Region

4. Review the required combination of temporary soil stabilization and temporary sediment controls and barriers for area, slope inclinations, rainy and non-rainy season, and active and non-active disturbed soil areas. (Refer to Tables 2-2, and 2-3 of the Construction Site Best Management Practices Manual for Rainfall Area requirements.) ■Complete

Scheduling (SS-1)

5. Does the project have a duration of more than one rainy season and have disturbed soil area in excess of 25 acres? ■ Yes ■ No

   (a) Include multiple mobilizations (Move-in/Move-out) as a separate contract bid line item to implement permanent erosion control or revegetation work on slopes that are substantially complete. (Estimate at least 6 mobilizations for each additional rainy season. Designated Construction Representative may suggest an alternate number of mobilizations.) ■Complete

(b) Edit Order of Work specifications for permanent erosion control or revegetation work to be implemented on slopes that are substantially complete. ■Complete

(c) Edit permanent erosion control or revegetation specifications to require seeding and planting work to be performed when optimal. ■Complete

Preservation of Existing Vegetation (SS-2)

6. Do Environmentally Sensitive Areas (ESAs) exist within or adjacent to the project limits? (Verify the completion of DPP-1, Part 5) ■ Yes ■ No

(a) Verify the protection of ESAs through delineation on all project plans. ■Complete

(b) Protect from clearing and grubbing and other construction disturbance by enclosing the ESA perimeter with high visibility plastic fence or other BMP. ■Complete

7. Are there areas of existing vegetation (mature trees, native vegetation, landscape planting, etc.) that need not be disturbed by project construction? Will areas designated for proposed treatment BMPs need protection (infiltration characteristics, vegetative cover, etc.)? (Coordinate with District Environmental and Construction to determine limits of work necessary to preserve existing vegetation to the maximum extent practicable.) ■ Yes ■ No

(a) Designate as outside of limits of work (or designate as ESAs) and show on all project plans. ■Complete

(b) Protect with high visibility plastic fence or other BMP. ■Complete

8. If yes for 6, 7, or both, then designate ESA fencing as a separate contract bid line item, *if not already incorporated as part of design pollution prevention work (See DPP-1, Part 5).* ☐Complete

Slope Protection

9. Provide a soil stabilization BMP(s) appropriate for the DSA, slope steepness, slope length, and soil erodibility. (Consult with District/Regional Landscape Architect.)

(a) Select SS-3 (Hydraulic Mulch), SS-4 (Hydroseeding), SS-5 (Soil Binders), SS-6 (Straw Mulch), SS-7 (Geotextiles, Mats, Plastic Covers, and Erosion Control Blankets), SS-8 (Wood Mulching), other BMPs or a combination to cover the DSA throughout the project's rainy season. ■Complete

(b) Increase the quantities by 25% for each additional rainy season. (Designated Construction Representative may suggest an alternate increase.) ■Complete

(c) Designate as a separate contract bid line item. ■Complete

2W290K - Attachment K - SWDR

Final Audit Report 2025-09-04

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Attachment L

Complete Streets Decision Document

Complete Streets Decision Document (CSDD)

1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work, not including the ramp connection with the minor road, where the project freeway segment legally prohibits bicyclists and pedestrians.)

   __X___ NO - Proceed to Question 2
   _____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to the Project Initiation Document (PID).

2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected, and proposed project will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

   __X___ NO - Continue to Question 3
   _____ YES - Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

   _____ NO – Proceed to Question 4
   __X__ YES – Skip to Question 5 (Note: TPSIS is attached to the PID)

4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs? Select all that apply and proceed to Question 5.
   - _____a. District Active Transportation Plan
   - _____b. Other Caltrans or local/regional agency bike/ped/transit/safe routes to school plans
   - _____c. ADA Transition Plan/Grievances (consult with the District ADA Coordinator)
   - _____d. Corridor planning documents
   - _____e. Other (list here): _____

5) Based on the reviews completed in Question 4 or identified in the TPSIS, after a review of the roadway geometrics, or identified by the PDT, are there any bicycle, pedestrian, or transit needs, deficiencies or opportunities for improvement identified for the project location?

   _____ NO – Provide brief description of findings: _____
   Stop here. The project meets the requirements for consideration of Complete Streets elements. Sign and attach to the PID.
   __X___ YES – Describe them here and proceed to Question 6:

The Alameda County Active Transportation Plan designates San Pablo Avenue as a high-injury network for pedestrians and cyclists. Enhancements are needed to improve safety, connectivity, and accessibility for the diverse, transit-reliant community, which includes numerous schools, community centers, and other vital services.

The Oakland, Emeryville, and Berkeley ATP designate San Pablo Avenue as a planned Class IV Separated Bikeway.

The 2024 City of Oakland High Injury Network map identifies San Pablo Avenue as a multimodal high injury corridor between 16th Street and 67th Street.

The 2016 Berkeley Strategic Transportation Plan identifies the San Pablo Avenue corridor as a complete streets corridor.

The 2017 Berkeley Bike Plan identifies San Pablo Avenue as a primary transit route and states that San Pablo Avenue should be studied for a bicycle cycle-track.

The 2020 Berkeley Pedestrian Master Plan identifies the intersection of San Pablo Avenue and Ashby Avenue as an intersection to improve pedestrian safety, citing a high number of pedestrian-related collisions given the intersection does not have high pedestrian volumes compared to other Berkeley intersections.

The 2016 AC Transit Major Corridors Study identified the San Pablo Ave corridor for Long-Term (2040) BRT investment.

The 2021 Caltrans District 4 Pedestrian Plan identified SR-123 as having the highest possible pedestrian crash density rating of 3 out of 3. As a Tier 1 priority, SR-123 is considered the highest priority for funding and implementation. The following crossings as identified as high-stress, having low visibility striping or signage, and/or high pedestrian-related collisions at the intersection. Thus, the following as identified for pedestrian safety improvements:

- 54th Street
- 56th Street
- 61st Street
- 62nd Street
- 66th Street
- Haskell Street
- Ashby Avenue (SR-13)
- Heinz Avenue

There are four top-tier corridor projects identified in the 2018 District 4 Bicycle Plan on SR-123. Two of those four projects (Project Number ALA-123-C01 and ALA-123-C02) are within the limits of this project to implement a Class IV bicycle facility along SR-123.

Caltrans is currently developing the first version of a Caltrans District 4 Transit Plan. The final Transit Plan is anticipated to be completed in fall/winter 2025. The Project will coordinate with Caltrans during the PA&ED phase to further evaluate the inclusion of any recommendations from the final Transit Plan into this Project.

Bicycle needs, deficiencies or opportunities for improvement

Bicyclists are permitted on SR-123, but the only bicycle facilities along San Pablo Avenue are:

- Downtown Oakland has two blocks of Class II buffered bike lanes.
- Sharrow pavement markings throughout Emeryville.
- Occasional Sharrows placed on the corridor in Oakland.

With no continuous bike lanes along San Pablo Avenue, bicyclists must ride with vehicular traffic or ride on the sidewalks, and some jurisdictions prohibit cycling on sidewalks. Both options are problematic, and these conditions discourage cyclists from using the corridor and cross street connections. It is also problematic that there are no existing parallel bike lanes where cyclists have an alternative to traversing the San Pablo corridor. The San Pablo Avenue corridor also lacks adequate traffic control devices and bicycle network connectivity. These existing deficiencies combined with the existing offset tee-

intersections force cyclists to traverse along the congested San Pablo Avenue just to simply cross the corridor.

Pedestrian needs, deficiencies or opportunities for improvement

The corridor features an uninviting pedestrian environment with long crossing distances, inadequate median refuges, significant gaps between crossings, ADA curb ramp deficiencies, sidewalk tripping hazards, lacking placement of crosswalks where pedestrians desire crossings, uninviting freeway underpasses, substandard corridor lighting, substandard intersection safety lighting, and issues with motor vehicle speeding. Many of the curb ramps along San Pablo Avenue are ADA deficient, leading to mobility issues for disabled users. There is a need to upgrade these ramps to current ADA standards. There is a need to improve mobility and safety for pedestrians and bicyclists at the many crossings across San Pablo Avenue. Many of the crossings are uncontrolled and/or lack traffic control devices (PHBs/RRFBs) – especially at key locations where vehicle speeds and volumes warrant such improvements.

There are sidewalks on each side of San Pablo Avenue generally consisting of a concrete 5’ furniture zone and a concrete 7’ sidewalk zone.

The Caltrans District 4 Pedestrian Plan identifies the San Pablo Avenue corridor as a high (Tier 3 out of 3) pedestrian crash density corridor. San Pablo Avenue is also on the Countywide High Injury Pedestrian Network.

Transit needs, deficiencies or opportunities for improvement

The existing San Pablo Avenue transit routes (72, 72R, 72M) are some of the most utilized transit routes within the AC Transit system. These three routes account for approximately 11% of all AC Transit daily ridership, per 2022 ridership data from AC Transit (https://www.actransit.org/ridership). However, the on-time performance for these transit routes and other public transit along the corridor are inconsistent and unreliable. Delays are attributed to buses navigating a congested and narrow corridor where curbside bus stops are inefficiently located (bus drivers find it difficult to reenter the travel lane). These existing corridor conditions negatively impact transit-dependent populations within this Equity Priority corridor neighborhood. There is a need to improve travel times, reliability, and stop accessibility for the high volume of existing and potential future transit users.

The cities along the San Pablo Avenue corridor recognize the need to invest in transit improvements. Specifically, there is agreement to uniformly transform the corridor into a safer and more efficient transportation corridor that prioritizes pedestrians, cyclists, and transit vehicles. The cities are also supportive of implementing traffic signal preemption for transit vehicles, upgrading bus stops with additional lighting and security, and, where appropriate, installation of dedicated bus lanes.

6) Based on the needs identified in Question 5, what would be the preferred complete streets elements to address those needs (e.g. road diet, separated bikeway, reconstructed sidewalk, etc.)? Resources include the Complete Streets Elements Toolbox, the Contextual Guidance for Bikeway Facility Selection, the Bikeway Facility Selection Guidance Memorandum, etc. List them in the table below and provide a rough estimated cost to construct preferred project complete streets elements (including right-of-way and support costs) and proceed to Question 7.

FACILITY TYPE	UNIT	QUANTITY	ESTIMATED COST
San Pablo Avenue between 36th Street and Heinz Avenue			
Convert on-street parking to Class IV separated bikeway	LF	21,000	$5,500,000
Convert vehicle lane from general purpose to bus only lane	Miles	4	$10,000,000
Reconstruct curb ramps	EA	140	$1,500,000
Relocate/reconstruct transit stops with bus boarding islands	EA	16	$4,000,000
Reconstruct concrete bus pads	EA	16	$800,000
Sidewalk (new and repairs)	LF	8,400	$1,500,000
Install high visibility crosswalks	LF	4,000	$500,000
Install PHB (per system)	EA	2	$800,000
Install RRFB (per actuated crossing)	EA	6	$600,000
Install sidewalk/pedestrian lighting	EA	200	$2,500,000
Total			**$27,700,000**

7) Was there any known public and stakeholder opposition to any preferred complete streets elements identified for the project? Provide response and proceed to Question 8.

_____ NO
__X___ YES – Describe the opposition position here: Alameda CTC conducted an extensive planning process for the San Pablo Avenue corridor beginning in 2017 which included extensive public outreach. The primary community concerns are the proposed removal of a general-purpose lane in each direction and removal of the existing on-street parking. Note that concerns associated with the removal of existing on-street parking was predominately from community members north of Heinz Avenue, while community members south of Heinz Avenue were generally supportive of the proposed improvements. The project limits have since been refined to reflect community voices expressed during public outreach. The community engagement activities clearly conveyed that the removal of the vehicle lane and on-street parking are necessary to incorporate the proposed complete street elements (bus lane & bike lane). To address these community concerns, a diversion analysis and a parking and loading zone analysis (including any modifications, impacts, and/or mitigations to side streets) will be conducted in the PAED phase.

8) Does the programmable project alternative/project scope include all the complete streets elements identified in Question 6?

_____ NO - Proceed to Question 9
__X__ YES - Stop here. The project has met the requirements for consideration of complete streets elements. Sign and attach to PID.

9) Does the project include any of the complete streets elements that are identified in Question 6? Or are there any proposed incremental improvements related to the complete streets elements in Question 6? Provide response and proceed to Question 10.

_____ NO – The programmable project alternative does not include any complete streets elements, and therefore does not address identified needs for complete streets elements.
_____ YES – List them here:

10) Does the project funding have constraints that would preclude the ability to incorporate additional complete streets elements into the project (For example, cannot combine funding with other sources.)? Provide response and proceed to Question 11.

_____ NO
_____ YES – Describe the constraints here: _____

11) Provide a rationale and justification for not including all the recommended complete streets elements into the project: (Consider the engineering justification, right-of-way constraints, environmental impacts, etc.).

Prepared by:

Chris Brecheisen, PE
Kimley-Horn

Concurred by:

Sergio Ruiz
District Complete Streets Coordinator
9/11/2025
Date

Cameron Oakes
Deputy District Director, Planning
10/22/2025
Date

Wajahat Nyaz
Deputy District Director, Design or
Division Chief, Design/Project Development
11/06/2025
Date

David Ambuehl (Nov 10, 2025 10:24:55 PST)
David Ambuehl
Acting District Director
11/10/2025
Date

Distribution: Attach completed original CSDD to PID and email to HQ Division of Design at CSDD@dot.ca.gov

Revalidation of CSDD at PA&ED

Does the project scope defined in the project approval document include the complete streets elements identified in Question 6 or 9 of this CSDD and the PID?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the original CSDD, obtain all certified and concurrence signatures below, and attach the superseding CSDD to the project approval document. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
_____ YES – Certify there are no changes to the scope of complete streets elements with only the project engineer certification signature below on the original approved CSDD and attach the CSDD to the project approval document. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ _____
Name, Project Engineer Date
Branch/Company

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Name Date
District Complete Streets Coordinator

_____ _____
Name Date
Deputy District Director, Planning

_____ _____
Name Date
Deputy District Director, Design or
Division Chief, Design/Project Development

_____ _____
Name Date
District Director

Revalidation of CSDD at PS&E

Does the project scope designed in the plans, specifications and estimate include the complete streets elements identified in Question 6 or 9 of the CSDD (or Superseding CSDD, if applicable) certified at the PA&ED revalidation and the project approval document?

_____ NO – Prepare a Superseding CSDD (answer Questions 1 through 11) replacing the CSDD that was approved at PA&ED revalidation, obtain all certified and concurrence signatures below, and attach to the Supplemental PR. If a Supplemental PR is not required, place in the project history file. Email superseding CSDD to HQ Division of Design at CSDD@dot.ca.gov.
_____ YES – Certify there are no changes to scope of complete streets elements in the project, and that temporary bike and pedestrian facilities during construction have been considered. Include only the project engineer certification signature below on the CSDD that was approved at PA&ED revalidation and place the CSDD in the project history file. Email revalidated CSDD to HQ Division of Design at CSDD@dot.ca.gov.

Certified by:

_____ _____
Name, Project Engineer Date
Branch/Company

Concurred by: *(Include concurrence signatures only if a Superseding CSDD is prepared.)*

_____ _____
Name Date
District Complete Streets Coordinator

_____ _____
Name Date
Deputy District Director, Planning

_____ _____
Name Date
Deputy District Director, Design or
Division Chief, Design/Project Development

_____ _____
Name Date
District Director

Attachment M

Vehicles-Miles Traveled Decision Document

Vehicle-Miles Traveled Decision Document (VMTDD)

Applicability: This form is required for PIDs prepared by Caltrans or partners for transportation projects with one or more alternatives that increase capacity and generate induced demand on the State Highway System (SHS) or within the SHS right-of-way, regardless of lead agency. It is not required for purely active transportation and transit projects. Most SHOPP projects do not require a VMTDD, however Districts are advised to carefully examine projects that have the potential to increase capacity, including those that combine SHOPP & non-SHOPP funding. Attachment A provides some examples of the types of SHOPP projects that could require a VMTDD.

If the project is not screened, upload the form as a Word file to Smartsheet for HQ review, as applicable. Upon review and agreement, obtain the required signatures under Approval Recommended and attach to the PID.

District/County/Route/PM: 04 – ALA - 123 – PM 0.22/2.0**8**
Project Name: San Pablo Avenue Bus Lanes and Bike Lanes Project
EA/EFIS Number: EA 04-2W290/0421000169

1) Are all project alternatives screened as not likely to induce travel per Section 5.1.1 of the Transportation Analysis Under CEQA (TAC)? While most SHOPP projects do not need to complete a VMTDD, please refer to Attachment A for examples of SHOPP activities that *may* require a VMTDD and/or further justification for screening. HQ consultation may also be requested if necessary. If available, please provide detail of whether the project may facilitate a future capacity-increasing project within the next 20 years.

   ☐ NO - Proceed to Question 2.
   ☑ YES – Cite screening criterion(ia):
   - Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets and that do not add additional motor vehicle capacity
   - Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
   - Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.

   Stop here. The project is exempt from further VMT evaluation. Obtain district-level signatures and attach to the Project Initiation Document (PID). No headquarters concurrence is needed.

2) Do any of the project alternatives add lane-miles (mainline or aux lanes greater than 1 mile) to the State Highway System?

☐ NO - Continue to Question 3.
☐ YES – Provide estimate of new lane-miles for all alternatives and proceed to Question 4.

Alternative Number	Alternative Name	Lane-miles Added
1		
2		
3		
4		
5		
6		

3) Do any of the proposed alternatives add other capacity to the State Highway System (e.g., a new or widened interchange)?

☐ NO – Proceed to Question 4.
☐ YES – Describe and proceed to Question 4.

Alternative Number	Alternative Name	Capacity Added
1		
2		
3		
4		
5		
6		

4) Has induced VMT been estimated, as prescribed in Transportation Analysis Framework (TAF), Transportation Analysis Under CEQA (TAC), or other methods, for the project alternatives?

☐ NO – Proceed to Question 5.
☐ YES – Provide estimates and the methods from which they were obtained, and proceed to Question 5.

Alternative Number	Alternative Name	VMT Estimate	Estimation Method
1			
2			
3			

4			
5			
6			

5) Have VMT-reducing project elements or mitigation measures been identified?

☐ NO – Proceed to Question 6
☐ YES – Describe and proceed to Question 6:

6) What is the budget for VMT mitigation? Provide the dollar figure and rationale.

7) Provide estimated completion dates and points of contacts for the following technical studies to be produced in PA&ED and submitted to HQ.*

Document	**Contact name**	**Contact e-mail**	**Scheduled date**
Induced travel (VMT) methodology and results			
Mitigation plan			
Draft environmental document			
Final environmental document			

*Submissions to HQ are not required for projects in rural, non-MSA counties as defined in Table 3 of the TAF.

To Be Completed by HQ

Recommendation(s) to Project Development Teams (PDTs), Districts, and/or Partners

Project screened as unlikely to induce VMT ☑ YES ☐ NO

Approved by:



3/5/2025

Christopher Caputo — Date

Deputy District Director, Environmental



10/22/2025

Cameron Oakes — Date

Deputy District Director, Planning

David Ambuehl
David Ambuehl (Nov 10, 2025 10:24:55 PST)

11/10/2025

David D. Ambuehl — Date

Acting District Director

Not Applicable

Tony Dang — Date

Deputy Director, Sustainability

Attachment A

Most SHOPP projects do not require a VMTDD, however, the table below lists examples of SHOPP activities that ***could*** trigger the need for one and/or further justification for screening.

SHOPP ID	Activity Category	Activity
A05	Bridge	Bridge Widening (201.110, .322)
B21	Pavement	Concrete Pavement Major Rehab
B22		Asphalt Pavement Major Rehab
B25		Asphalt Pavement Minor Rehab (CAPM)
B26		Concrete Pavement Minor Rehab (CAPM)
E20	Safety, Signs, & Lighting	Widen Shoulders*
F08	Mobility	Widen Roadway
F09	Mobility	Truck Climbing Lane (201.310)**
F10	Mobility	Acceleration/Deceleration Lane (201.310)***
F12	Mobility	Intersection Improvements (201.310)
F19	Mobility	Shoulders – New and Widening*
F36	Mobility	Auxiliary Lanes (201.310)***

*Shoulders of 10' or more may require a VMTDD. Shoulders not used as current or future traveled way are generally screened under Section 5.1.1 of the TAC.
**Truck climbing lanes are screened under Section 5.1.1 of the TAC only in rural areas that do not increase overall vehicle capacity along the corridor.
***Auxiliary lane and acceleration/deceleration lane additions of less than one mile (5,280 feet) in length designed to improve roadway safety are generally screened under Section 5.1.1 of the TAC.

Attachment N

Transportation Management Plan Data Sheet

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

Preliminary TMP Elements and Costs
(Consultant-prepared)

Project Manager:	Colin Dentel-Post (Name)	(510) 208-7474 (Phone #)
Project Engineer:	Chris Brecheisen (Name)	(925) 965-7706 (Phone #)
Dist-EA/Project ID: 04-2W290/0421000169		
Co-Rte-PM: 04 – ALA - 123 – PM 0.22/2.08		
Project Limits: In Alameda County along SR 123, from 16th Street in Downtown Oakland to Heinz Avenue in Southern Berkely crossing through Emeryville and Northern Oakland.		
Project Description: The Project is located in the cities of Oakland, Emeryville, and Berkeley along San Pablo Avenue and extends from 16th Street in Downtown Oakland to Heinz Avenue in South Berkeley. The overall Project length is 3.43 miles, and the portion designated as State Route 123 (SR-123) within Caltrans right-of-way extends from West MacArthur Boulevard in Emeryville near the Oakland-Emeryville City Boundary (postmile [PM] 0.22 to Heinz Avenue in Berkeley (PM 2.08). San Pablo Avenue currently does not have dedicated bus or bike lanes. The proposed project would implement pedestrian safety improvements, protected bike lanes to improve safety for bicyclists, and dedicated bus lanes to improved transit speed and reliability. These pedestrian, bicycle, and transit improvements would help accommodate more viable multimodal options for the community with the expected planned growth and increased density along San Pablo Avenue. In addition, Plan Bay Area (PBA) 2050 also designates all of San Pablo Avenue as a Priority Development Area.		
Escalated Total Project Cost within Caltrans Right-of-Way: $134.8 Million		
Project Phase:	PID ☒	PR ☐ PS&E ☐ _____%

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

Preliminary TMP Elements and Costs
(Consultant-prepared)

Traffic Impact Descriptions

A) Will the proposed project include any closures for which the traffic volume using the facility exceeds the capacity of the lane closure or detour?
Yes_X_ No____ ***(Will be determined next phase when traffic data is collected.)***

B) Will the proposed project include any closures for which the closure window extends into at least one peak period?
Yes_X__ No___ ***(Expected weekend work or night work)***
[If "Yes" to either Items A or B, continue to Item C. Otherwise, skip to Item G, Preliminary TMP Elements and Costs).

C) What types of closures will be involved in Items A or B?
- ☒ Freeway or highway lane closures
- ☒ Freeway or highway shoulder closures
- ☐ Freeway connector closures
- ☐ Freeway off-ramp closures
- ☐ Freeway on-ramp closures
- ☐ Complete freeway or highway closures
- ☒ Local street lane closures

D) Would any of these closures result in significant traffic impacts[1]?
Yes_X__ No____ ***(Will be determined next phase when traffic data is collected.)***

E) Are there any construction strategies that can mitigate the delay expected from the closures or restore the existing number of lanes?
(Check applicable strategies)
- ☐ Temporary roadway widening
  Structure involvement? Yes____ No__X__
- ☒ Lane restriping (temporary non-standard lane widths)
- ☒ Roadway realignment (detour around work area)
- ☒ Median and/or right shoulder utilization
- ☐ Use of an HOV lane as a temporary mixed-flow lane
- ☐ Staging alternatives (explain below)

Notes:

The proposed improvements will convert one of the existing two general purpose lanes in each direction to bus only and on-street parking will be removed to accommodate bike lanes. To perform this major construction along this urbanized and congested corridor, thoughtful stage construction, detour, and traffic handling plans will need to be developed. The contractor will be required to always maintain one vehicle lane in each direction, always maintain ADA compliant bus stops at a maximum spacing of 2,000 feet, and maintain existing on-street parking until the planned bus service is substantially operational. Concrete bus pad construction is anticipated to be performed

[1] A significant traffic impact is defined as an individual traffic delay of 15 minutes or more above normal recurrent travel time on the existing facility. Any closure expected to have a significant traffic impact must be approved by the District Lane Closure Review Committee.

utilizing nighttime lane closures, temporary detours, and rapid set concrete. It is assumed that these strategies will minimize corridor delays while simultaneously accommodating reasonably efficient construction.

F) Calculated Delays
(To be performed based on available information if the answer to Items A or B is "yes.")

These estimates will be completed in the next phase when traffic data is collected.*

1. Estimated maximum individual vehicle delay[2] * _____ minutes
2. Estimated daily vehicle-minutes delay * _____ veh-min
3. Estimated # days of construction-related delays * _____

G) Preliminary TMP Elements and Cost

1. Public Information

☒	a. Brochures and mailers	$60,000
☒	b. Press release	$60,000
☒	c. Paid advertising	$50,000
☒	d. Public Information Center/Kiosk	$50,000
☒	e. Public meeting/speakers bureau	$60,000
☒	f. Telephone hotline	$10,000
☒	g. Internet	$30,000
☒	h. Notification to impacted groups (Bicycles, Pedestrians with disability, others.)	$60,000
☐	i. Others: To be determined by PIO	$_____
	SUB TOTAL	**$385,000**

2. Traveler Information strategies

☐	a. Changeable Message Signs (Fixed)	$_____
☒	b. Changeable Message Signs (Portable)	$200,000
☒	c. Ground-mounted signs	$100,000
☐	d. Highway Advisory Radio	$_____
☒	e. Caltrans Highway Information Network (CHIN)	$25,000
☐	f. Detour maps (i.e. bicycle, vehicle, pedestrian)	$_____
☒	g. Revised transit schedules/maps	$25,000
☐	h. Bicycle community information	$_____
☐	i. Other: _____	$_____
	SUB TOTAL	**$350,000**

[2] Delay above normal recurrent travel time resulting from temporary construction closures.

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

Preliminary TMP Elements and Costs
(Consultant-prepared)

3. Incident Management

☐	a. COZEEP	$_____
☐	b. Freeway Service Patrol	$_____
☒	c. Traffic Management Team	$250,000
☐	d. Helicopter surveillance	$_____
☐	e. New monitoring stations (CCTVs and Detectors)	$_____
☐	f. Other: _____	$_____

s

SUB TOTAL **$250,000**

4. Construction Strategies (In addition to elements identified in Item D)

☒	a. Off peak/night/weekend work (Lane requirements charts)	$120,000
☐	b. Reversible lanes/Contra-flow	$_____
☐	c. Complete facility closure	$_____
☐	d. Extended weekend closure	$_____
☐	e. Truck traffic restrictions	$_____
☐	f. Reduced speed zone	$_____
☐	g. Connector and ramp closures	$_____
☐	h. Maintain traffic	$_____
☐	i. Incentive and disincentive	$_____
☐	j. Moveable barrier	$_____
☐	k. Other: _____	$_____

SUB TOTAL **$120,000**

5. Demand Management

☐	a. HOV lanes/ramps (new or convert)	$_____
☐	b. Park and Ride Lots	$_____
☐	c. Rideshare Incentives	$_____
☐	d. Variable work hours	$_____
☐	e. Telecommute	$_____
☐	f. Ramp metering (new Installation)	$_____
☐	g. Ramp metering (maintain existing)	$_____
☒	h. Others _Telephone Hotline_____	$25,000

SUB TOTAL **$25,000**

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

Preliminary TMP Elements and Costs
(Consultant-prepared)

6. Alternate Route Strategies
   - ☐ a. Add capacity to freeway connector $_____
   - ☒ b. Street improvement $250,000
     (Widening, traffic signal, etc)
   - ☒ c. Traffic control officers $250,000
   - ☒ d. Parking restrictions $125,000
   - ☒ e. Others: Detours $125,000

   SUB TOTAL **$750,000**

7. Other Strategies
   - ☐ a. Application of new technology $_____
   - ☒ b. Others $_____

   SUB TOTAL **$2,200,000**

8. The Project includes the following closures: (Check applicable type of facility)
   - ☒ a. Freeway or highway lane closures
   - ☒ b. Freeway or highway shoulder closures
   - ☐ c. Freeway or highway complete closures
   - ☐ d. Freeway on/off-ramp lane/shoulder closures
   - ☐ d. Freeway on/off-ramp complete closures
   - ☐ e. Freeway connector Lane closures
   - ☐ e. Freeway connector complete closures
   - ☒ f. Local street lane closures
   - ☒ f. Local street complete closures
   - ☐ g. Prolonged Ramp closures

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

Preliminary TMP Elements and Costs
(Consultant-prepared)

9. Major operations requiring traffic control and working days for each

Operation	# of Working Days	# of Traffic Control Days
☐ a. Clearing and grubbing		
☒ b. Existing feature removal	40	26
☐ c. Embankment excavation		
☒ d. Structural section construction	90	45
☒ e. Drainage feature construction	70	35
☐ f. Structures construction		
☐ g. MGS/barrier construction		
☒ h. Striping/pavement marking	40	20
☒ i. Electrical component construction	40	20
☒ j. Other	80	40
Total days	340	180

TOTAL ESTIMATED COST OF TMP ELEMENTS **$4,080,000**

Note: Major TMP may be required for significant traffic impacts.

Prepared By:

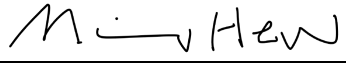
Chris Brecheisen
(Print Name)



Date 7/25/2025
(Signature)

Approval Recommended By:

Mimy Hew
(Caltrans Oversight Engineer Name)



Date 7/29/2025
(Signature)

Approved By:

Stan Kung
(Highway Operations Branch Chief Name)



Date 7/30/2025
(Signature)

Attachment O

Design Scoping Index

Design Scoping Index

Attach the project location map to index to show the location of all design improvements.

Today's Date:	6/18/2025
Status (Initial, Update):	Update CDB 6/18/2025

General Information:

District:	County:	Route:	Post Mile	Project Number
04	ALA	123	0.22/2.08	04-2W290

Project Manager	Haleh Hakimi	Phone #	(510) 421-9728
Task Manager	Mimy Hew	Phone #	(510) 960-0917
Project Engineer	Morteza Azimi	Phone #	(510) 286-5157
Design Functional Manager	Chris Brecheisen(Consultant)	Phone #	(925)965-7706

General Project Description:	The Project is located in the cities of Oakland, Emeryville, and Berkeley along San Pablo Avenue and extends from 16th Street in Downtown Oakland to Heinz Avenue in South Berkeley. The overall Project length is 3.43 miles, and the portion designated as State Route 123 (SR-123) within Caltrans right-of-way extends from West MacArthur Boulevard in Emeryville near the Oakland-Emeryville City Boundary (postmile [PM] 0.22 to Heinz Avenue in Berkeley (PM 2.08). San Pablo Avenue currently does not have dedicated bus or bike lanes. The proposed project would implement pedestrian safety improvements, protected bike lanes to improve safety for bicyclists, and dedicated bus lanes to improved transit speed and reliability. These pedestrian, bicycle, and transit improvements would help accommodate more viable multimodal options for the community with the expected planned growth and increased density along San Pablo Avenue. In addition, Plan Bay Area (PBA) 2050 also designates all of San Pablo Avenue as a Priority Development Area.

Project Need:	• The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor from the city of Oakland to the city of Albany ranks third in the Alameda County high injury network for pedestrian and bicycle collisions and fatalities per the Alameda County ATP from 2019. • No dedicated bicycle facilities are available along most of San Pablo Avenue between Downtown Oakland and Heinz Avenue in Berkeley. The few intermittent Class II bike lanes that exist south of W MacArthur Boulevard do not provide separation or protection commensurate with the vehicle speeds and volumes as recommended in the 2024 Caltrans District 4 Bicycle Best Practices. Due to the lack of continuous parallel streets to San Pablo Avenue, alternative routes along existing bicycle facilities are very indirect. • The existing infrastructure along the San Pablo Avenue corridor is an uninviting pedestrian environment. Improvements are necessary to eliminate lengthy gaps between pedestrian crossings, upgrade sidewalks and curb ramps to correct ADA deficiencies, improve the safety of existing crossings and reduce pedestrian crossing distances, and reduce the roadway cross-section to reduce motor vehicle speeding. • Public transit is unreliable along the corridor, leading to reduced on-time performance, particularly affecting transit-dependent populations. • The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit-dependent and underserved populations. Based on American Community Survey (2015-2019) data, compared to Alameda County overall, residents along the Project corridor own fewer cars (23 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (5 percent vs 4 percent for Alameda County), bicycling (6 percent vs 2 percent), and transit (33 percent vs 16 percent) as the primary commute mode to work. • Segments of San Pablo Avenue serve as community “Main Streets” and would benefit from a pedestrian-oriented roadway. San Pablo Avenue within the Project study area provides access to schools, community centers, senior centers, main libraries, several housing navigation centers, food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.
Project Purpose:	• Improve safety and access for people walking and bicycling to/from home, employment, education, shopping, and other areas of community life. • Reduce collisions between vehicles and people walking, biking, or taking transit. • Prioritize multimodal mobility and network connectivity through protected bike lanes, transit priority treatments, and pedestrian-friendly design. • Enhance multimodal transportation solutions for transit-dependent and underserved communities along the Project corridor. • Provide public transit bus travel time savings. Support the ongoing and planned growth in the Priority Development Areas along the corridor within the Project study area

Item	Considerations	Yes/No/Specify	Comments (summarize pertinent information. assumptions and reference location of detailed information):
1. Project Setting (refer to Planning Scoping Checklist)	Rural or Urban?	Urban	
	Current Land Uses: (e.g., industrial, light industry, commercial, agricultural residential etc).	Commercial, Residential, and Light Industry	Single-family home, multi-family home, low-density commercial, mixed commercial/residential
	Adjacent Land Uses:	Residential, Commerical	Single-family home, Multi-family home
	Existing Landscaping:	Yes	
	Designated or Eligible Scenic Highway	No	

If a route has been adopted as a freeway, a decision must be made as to whether or not the project will address improvements to the existing traversable highway or move to construction of a freeway facility.

Item	Considerations		Yes/No/Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Design Concept and Route Matters	1.	Design Concept?		
		Freeway/Expressway/ Conventional Highway	Conventional Highway	
		Mixed highway and transit	Yes	
		Mixed highway and rail	No	
		Urban	Yes	
		Other	N/A	
	2.	Existing Route Adoption Date	No	
	3.	New Route Adoption Proposed?	No	
	4.	Existing Freeway Agreement Date	No	
	5.	New Freeway Agreement Proposed?	No	
	6.	Public Road Connection Proposed?	No	No new connections.
Design Criteria	1.	Design speed for highway facilities within the project limit	35	
		mi/hr?	Yes	
	2.	Design Period: (10 yr/15 yr/20 yr)	20 yr	
		Construction Year	2029 - 2031	
		Design Year	2050	
	3.	Design Capacity - Level of Service to be maintained over the design period:	TBD	
		Mainline	No	
		Ramp	No	
		Local Street	Yes	

		Weaving Sections	No	
	4.	Design Vehicle Selection	Yes	Governing design vehicle will be 65' CA Legal, local emergency vehicles, and SU-30
		STAA	Yes	
		California	Yes	
		Bus	Yes	

Forecasted Average Daily Traffic volumes	TBD
Percent truck volume	TBD %

Proposed Roadbed Widths

Bus and Bike Improvements

	General-Purpose and Bus Lane Width		
State Highway	Existing	Proposed	Standard
Lane widths/#	11'	10-11'	11' min
Left Shoulder	N/A	N/A	N/A
Right Shoulder	7-8'	0'	4' min
Median Width	13-15'	13-15'	12' min
Bicycle lane	N/A	5-6'	5' min
Sidewalk	5-8'	5-8'	8' sum
Furniture Zone	5'	5'	
Bike Buffer	N/A	2'	

Item	Considerations		Yes/No/ Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Roadway Design Scoping	1. Mainline Operations	Main lane highway widening?	No	
		Existing pavement to be rehabilitated with Asphalt Concrete/Rubberized AC/PCC?	Yes	Roadway rehabilitation is planned as part of the project
		Widen existing facility from __ lanes to __lanes.	No	
		Local street structures to span 7 lanes.	No	
		Curb extensions	Yes	
		Shoulder improvements	No	
		Bicycle lanes	Yes	
		Pedestrian refuge islands	Yes	
		Sidewalks	Yes	
		Right of Way acquisition required for lanes.	No	
		Upgrade existing facility to: Expressway/Freeway/ Controlled Access Highway/ Traversable Highway Standards?	N/A	
		Improve Vertical Clearance	No	
		Adequate Falsework Clearance	N/A	No proposed structures
		Traffic calming features	Yes	

Item	Considerations		Yes/No/ Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Roadway Design Scoping	2. Ramp/Street Intersection Improvements	New Signals?	No	
		Modify Existing Signals?	Yes	Modification of existing signals.
		Right Turn Lanes	Yes	Provided right turn lanes for intersections with more than 100 vehicles during peak period
		Widening for Localized Through lanes?	No	
		Merging Lanes?	No	
		Deceleration/ Acceleration lanes?	No	
		Left Turn Lanes?	Yes	
		>300 VPH Left Turn (Requires Double Left Turn Lane)	Yes	Existing, no additional proposed
		Interchange Spacing?	N/A	
		Ramps Intersect Local Street < 4% grade?	No	
		Intersection Spacing?	No	Urban built out environment
		Exit Ramps >1,500 VPH (Requires two lane exit)	N/A	
		Single lane ramps exceeding 1000' widened to Two lanes	N/A	
		Curb Ramps?	Yes	Compliant ADA curb ramps
		Pedestrian Facilities?	Yes	Upgrades including PHBs, RRFBs, raised islands, and bulbouts.
		Other?	N/A	
Operational Improvements	Truck Climbing Lane	Sustained Grade exceeding 2% and Total Rise Exceeds 50'?	N/A	No truck climbing lane within the project limits.
		Other?	N/A	
	Auxiliary Lanes	2000' between Successive On-Ramps?	N/A	No successive on-ramps.
		Two lane Exit Ramps have 1300' Auxiliary Lane?	N/A	
		Weaving < 2000' between off-ramp and on-ramp?	N/A	
		Other?	N/A	

Item	Considerations	Yes/No/ Specify	Comments (summarize pertinent information, assumptions and reference location of detailed information):
Right of Way Access Control	Existing access control extends at least 50 ft beyond end of curb return, radius or taper?	N/A	Highway does not require access control
	New construction access control extends at least 100' (urban areas) or 300' (rural areas) beyond end of curb returns, radius or taper?	N/A	Highway does not require access control
	Other?	No	
Highway Planting and Irrigation	Clearing and Grubbing?	Yes	
	Relocate Existing Irrigation Facilities? Highway Planting and Irrigation (including median and roadside)	Yes	
Roadside Management	Vegetation control treatments (road edge, guardrails, signs, drainage facilities, miscellaneous pavement narrow areas, etc.)	Yes	
	Modernization and clustering of facilities and hardware (removing and replacing other items), gore area pavement	N/A	
	Rehabilitate gore area pavement and pavement beyond gore areas (remove and replace miscellaneous pavement and curbs	N/A	
	Contour grading, slope rounding, stepped slopes and topsoil reapplication	N/A	
	Side slopes/embankment slope	N/A	
Safety	Off-Freeway Access (gate, access road, and stairways)	No	
	Maintenance Vehicle Pull-Out	No	
	Adequate safety working conditions	Yes	
	Relocate roadside facilities/features (cabinets, poles, pull boxes and vaults) away from traffic	No	
Hydraulics/ Stormwater (Refer to the Stormwater data sheet)	Erosion Control?	Yes	
	Drainage?	Yes	
	Slope Design?	N/A	
Structures (Refer to Structures Scoping Checklist or APS)	New Bridge? Providing public access for recreational purposes must be fully considered for new bridges over navigable rivers.	No	
	Bridge Rehabilitation?	No	
	Retaining Wall	No	
	Bicycle or Pedestrian Overcrossing/Undercrossing	No	
	Other	N/A	
	On STRAIN list for:	N/A	
Other	Class I Bikeway (bicycle path)	N/A	

Attachment P

PSR-PDS Survey Needs Questionnaire

ARTICLE 8

PSR-PDS SURVEY NEEDS QUESTIONNAIRE

General Guidance:

The project datums, vertical and horizontal, need to be established as soon as possible in the schedule, and all other mapping adjusted to the project datums. Obsolete datums such as NAD27 and NGVD29 should not be used for new projects.

What Survey Control Datums will be used for project design and mapping?

Vertical Control

- ☑ NAVD 1988 (Preferred)
- ☐ NGVD 1929 (Alternative)
- ☐ Other (Must consult with Caltrans Surveys)

Horizontal Control

California Coordinate System of 1983

- ☑ Epoch 2017.50
- ☐ Other than CCS83 (Must consult with Caltrans Surveys)

Will the project need a Sea Level Rise Risk Assessment? No

Does the project adjoin the ocean or tidal waterways? No

Is the existing highway protected by levees, sea walls, or rip-rap? No

Will existing as-builts, centerlines, or base mapping require any datum or unit conversions?
Yes, as most of the existing as-builts use the NGVD1929 datum.

Are the right of way record maps current? Yes

Is there any need to accelerate design accuracy surveys for this project? No

Attachment Q

HQ Design PSR-PDS Scoping Checklist

Division of Engineering Services
PSR-PDS Scoping Checklist

Project Information

District 04 County ALA Route 123 (Post Mile) 0.22/2.08 EA 04-2W290
Project ID#0421000169

Project Description: SR 123/San Pablo Ave Bus Lanes and Bike Lanes Project

Project Manager Chris Brecheisen Phone # (925) 965-7706

DES Project Liaison Engineer* (PLE): xxxxxx

DES Special Funded Projects Liaison Engineer: xxxxx Phone #xxxxxx

DES Consultant Management Engineer: Phone #

*The Project Liaison Engineer will provide assistance with the completion of this form.

Project Scope

DES acknowledges that scope is in development at this time. The Project Liaison Engineer is available to assist the District in determining the involvement of DES functional units. The intent of the checklist is to gather as much information as possible on the alternatives to accurately identify the involvement of DES.

Describe and identify in the following sections a general description of improvements anticipated as part of the project scope that will require DES functional unit involvement.

Check applicable boxes describing proposed scope of project.

- ☐ New Expressway/Freeway on new alignment
- ☐ Construct Interchange
- ☐ Modify Interchange
- ☐ Bridge Replacement (New alignment? ☐ Yes ☐ No)
- ☐ Bridge Rehabilitation
- ☐ New Bridge
- ☐ Bridge Seismic Retrofit
- ☐ Other Design: Explain:
- ☐ Other Roadway Realignment
- ☐ Emergency/Storm Damage
- ☐ Bridge Widening
- ☐ Curve Correction
- ☐ Building Project
- ☐ Median Barrier Retrofit
- ☐ Construct Passing Lane
- ☐ Soundwall/Retaining Wall
- ☒ Roadway Rehabilitation
- ☐ Widen Highway
- ☐ Rockfall Project
- ☒ Left-turn Pocket
- ☐ Modify Slope
- ☐ Stabilize Subgrade
- ☐ Stabilize Roadway
- ☐ Landslide/Slip-out
- ☐ Bridge Deck Rehab.
- ☐ Bridge Joint Seals

Briefly describe proposed scope of DES involvement for all alternatives.
(See PSR-PDS for proposed scope description for all alternatives)

Project Schedule

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PID APPROVAL	M010	9/30/2025
BEGIN ENVIRONMENTAL	M020	3/02/2026
PA & ED	M200	11/19/2027
PS&E TO DOE	M377	1/14/2029
PROJECT PS&E	M380	5/24/2030
RIGHT OF WAY CERTIFICATION	M410	8/16/2030
READY TO LIST	M460	8/30/2030
AWARD	M495	3/7/2031
APPROVE CONTRACT	M500	4/17/2031
CONTRACT ACCEPTANCE	M600	8/25/2033
END PROJECT EXPENDITURES	M800	3/1/2035
FINAL PROJECT CLOSEOUT	M900	1/31/2036

Project Cost

For PSR (PDS) projects, the following section is to be used for EACH alternative, provided that the scope is significantly different.

Project Cost Range ($ 1000's)		Cost of Largest Structure ($ 1000's)
Roadway	$75,810	$0
Structure**	$0	
Total	$78,500	

**Structure Cost Range to be provided by (check one)

☒ Consultant ☐ Structure Design Technical Liaison.

Project Scope Breakdown by DES Function

Photogrammetry

Note: A Photogrammetry Service Request-PSR (PDS) must be completed and submitted to DES Photogrammetry by the District Photogrammetry Coordinator.

Bridge Design Services (check applicable boxes)

Design by:

- ☐ Office of Structure Design
- ☐ Structure Maintenance Design
- ☐ Office of Structure Contract Management (Consultant Design Oversight)
- ☐ Office of Special Funded Projects (Consultant Design Oversight)

Bridge Information:

☐ New Bridge(s)	Number	Br. Name(s) & No(s).
☐ Bridge Replacement(s)	Number	Br. Name(s) & No(s).
☐ Bridge Widening(s)	Number	Br. Name(s) & No(s).
☐ New Bridge over water	Number	Br. Name(s) & No(s).
☐Bridge Replacement over water	Number	Br. Name(s) & No(s).
☐Bridge Widening over water	Number	Br. Name(s) & No(s).
☐ Bridge Rail Replacement(s)	Number	Br. Name(s) & No(s).
☐Approach Slab	Number	Br. Name(s) & No(s).
☐Bridge with Railroad Involved	Number	Br. Name(s) & No(s).
☐Bridge w/ Scour Analysis	Number	Br. Name(s) & No(s).
☐Bridge w/ Special Design or Retrofit	Number	Br. Name(s) & No(s).

Other DES functional units required for Structure Work

- ☐ Structure Hydraulics (include if bridge is over or adjacent to water)
- ☐ Preliminary Investigations (Structure Foundation Plan)
- ☐ Geotechnical Services (Structure Foundations)

Wall Design Data for Structure Design & Geotechnical Services

☐ Soundwall(s) Number	Est. Max. Ht Est. Length	☐ Standard Design	☐ Special Design
☐ Ret. walls(s) Number	Est. Max. Ht Est. Length	☐ Standard Design	☐ Special Design
☐ MSE Wall(s) Number	Est. Max. Ht Est. Length	☐ Standard Design	☐ Special Design

Geotechnical Services

Is Oversight for consultant prepared geotechnical reports required?

☒ Yes ☐ No

Has the Geotechnical Design Liaison or other geotechnical person been contacted?

☐ Yes ☒ No If yes, who?

Terrain	☐ Flat	☐ Rolling	☐ Mountainous	
Cuts:	Est. Max Height (ft)	Est. Volume (yd^3):	☐ New	☐ Widen
Fills:	Est. Max Height (ft)	Est. Volume (yd^3):	☐ New	☐ Widen

Sign Structures

☐ Overhead Sign Foundations	Number
☐ Changeable Message Sign Foundations	Number

Other:

☐ Special Studies (slope stability, rockfall, erosion, seepage, ground water, settlement, liquefaction, slipout repair, rock slope, etc.) Explain
☐ Existing Maintenance Problems: Explain:

Technical Specialist Design

Anticipated insertable plan sheet(s) check below:

☐ Culvert(s)	Number
☐ Barrier(s)	Number
☐ Signs and Overhead Structures	Number
☐ Other Design:	Explain:

Transportation Architecture Design

☐ Design New Building(s)	Explain:
☐ Remodel Existing Buildings(s)	Explain:
☐ Bridge Aesthetics Evaluation	Explain:
☐ Build scale model	Explain:
☐ Other Aesthetics work	Explain:

Electrical, Mechanical, Water & Wastewater Design

☐ Pumping Plants	Explain:
☐ Movable bridge, drawbridge	Explain:
☒ Lighting control system for facilities	Explain: Street lighting
☐ Sanitary Systems	Explain:

Materials Engineering & Testing Services

Pavement

☐ Rigid	☒ Flexible	Average Grade	Average Superelevation
☐ Deflection Study Required		No. of Locations	Lane/miles to be tested

Consultation and Inspection

☒ Loop detectors	☒ Signal & Lighting Products	☐ Changeable Message Signs, Closed Circuit TV
☐ Concrete Bridge	☐ Steel Bridge	

Materials Engineering & Testing Services (Continued)

Corrosion Tests

☒ Soil	☐ Concrete	☐ Cathodic Protection System

Other

☐ Special Products:	Explain

Additional Studies, Investigations or Research from DES

Identify additional studies or investigations that may be required from DES Functional Units.

Prepared By: Chris Brecheisen Date 8/5/2025

Please submit this form to DES, to the attention of the Project Liaison Engineer, Office of Project Delivery, in the subdivision of Program/Project & Resource Management.

DES will provide a Structure Cost Estimate Range, for each alternative and a resource summary estimate to be included in the project workplan.

Attachment R

Draft PA&ED Cooperative Agreement

COOPERATIVE AGREEMENT

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a California Joint Powers Authority, referred to hereinafter as ALAMEDA CTC.

An individual signatory agency in this AGREEMENT is referred to as a PARTY. Collectively, the signatory agencies in this AGREEMENT are referred to as PARTIES.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System (SHS) per the California Streets and Highways Code, Sections 114 and 130.

2. For the purpose of this AGREEMENT, *Alameda CTC is developing the San Pablo Avenue Bus Lanes and Bike Lanes Project which proposes to convert one travel lane in each direction to a bus-only lane and convert the on-street parking lanes to protected bike lanes along San Pablo Avenue within Oakland, Emeryville, and South Berkeley extending between 16th Street in Downtown Oakland and Heinz Avenue in South Berkeley. The project scope also includes improvements to make it easier for people walking and biking to cross San Pablo Avenue, bus stop spacing optimization and bus stop amenities/streetscape improvements. The proposed improvements to San Pablo Avenue,* will be referred to hereinafter as PROJECT. The PROJECT scope of work is defined in the project initiation and approval documents; Project Initiation Document will be a Project Study Report (PSR)-Project Development Support (PDS).

3. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:

   - PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)

   Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

4. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

5. The following work associated with this PROJECT has been completed or is in progress:

- ALAMEDA CTC is developing a PSR-PDS (Cooperative Agreement No. 04-3009).
-

6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.

7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

RESPONSIBILITIES

Sponsorship

8. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds committed in this AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

9. ALAMEDA CTC is the SPONSOR for the WORK in this AGREEMENT.

Implementing Agency

10. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.

    - ALAMEDA CTC is the Project Approval and Environmental Document (PA&ED) IMPLEMENTING AGENCY.

      PA&ED includes the completion of the Final Environmental Document and the Project Report (documenting the project alternative selection) and pre-construction monument preservation.

11. ALAMEDA CTC will provide a Quality Management Plan (QMP) for the WORK in every PROJECT COMPONENT that they are implementing. The QMP describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The QMP will include a process for resolving disputes between the PARTIES at the team level. The QMP is subject to CALTRANS review and concurrence.

12. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT work that may occur under separate agreements.

Funding

13. The WORK does not use funds administered by CALTRANS. PARTIES will amend this AGREEMENT should this condition change.

14. Each PARTY is responsible for the costs they incur in performing the WORK.

CALTRANS' Quality Management

15. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Quality Management Assessment (QMA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.

16. CALTRANS' Quality Management Assessment (QMA) efforts are to ensure that ALAMEDA CTC's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). QMA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

    When CALTRANS performs QMA, it does so for its own benefit. No one can assign liability to CALTRANS due to its QMA.

17. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.

18. Per National Environmental Policy Act (NEPA) assignment and California Environmental Quality Act (CEQA) statutes, CALTRANS will perform environmental document quality control and NEPA assignment review procedures for environmental documentation. CALTRANS quality control and quality assurance procedures for all environmental documents are described in Chapter 38 of the Standard Environmental Reference (SER), available at https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-38-nepa-assignment. This also includes the independent judgment analysis and determination under CEQA that the environmental documentation meets CEQA requirements.

19. ALAMEDA CTC will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.

20. ALAMEDA CTC, including any employee, agent, consultant or sub-consultant retained by the ALAMEDA CTC, shall implement uniform document control policies necessary to retain all records and electronically stored information associated with the WORK, including but not limited to those records identified in California Public Resources Code, Section 21167.6, and including email and attachments, in a manner consistent with the CALTRANS Uniform Filing System and the "Final Caltrans Environmental Records Retention Policy", available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/nepa-recordretention-policy-final-a11y.pdf. These records, along with an index of the records, shall be provided to CALTRANS within 60 days of CALTRANS' written request.

21. The cost of CALTRANS’ quality management work is to be borne by CALTRANS.

CEQA/NEPA Lead Agency

22. ALAMEDA CTC is the CEQA Lead Agency for the PROJECT.

23. CALTRANS is a CEQA Responsible Agency for the PROJECT.

24. CALTRANS is the NEPA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

25. ALAMEDA CTC will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to ALAMEDA CTC's responsibilities in this AGREEMENT.

26. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.

27. It is expected that the PROJECT requires the following environmental permits/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
National Pollutant Discharge Elimination System (NPDES)/State Water Resources Control Board

Project Approval and Environmental Document (PA&ED)

28. As the PA&ED IMPLEMENTING AGENCY, ALAMEDA CTC is responsible for all PA&ED WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.

29. CALTRANS will be responsible for completing the following PA&ED activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)
100.10.10.xx Quality Management
165.15.15.xx Essential Fish Habitat Consultation

165.15.15.xx Section 7 Consultation
165.25.25 Approval to Circulate Resolution
180.10.05.45 Section 7 Consultation
180.15.05 Record of Decision (NEPA)

30. Any PARTY preparing environmental documentation, including studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that the PROJECT remains in environmental compliance.

31. ALAMEDA CTC will provide written notice of the initiation of environmental studies to the NEPA Lead Agency prior to completing any other PA&ED phase work.

California Environmental Quality Act (CEQA)

32. The CEQA Lead Agency will determine the type of CEQA documentation and will cause that documentation to be prepared in accordance with CEQA requirements.

33. Any PARTY involved in the preparation of CEQA documentation will prepare the documentation to meet CEQA requirements and follow the CEQA Lead Agency's standards that apply to the CEQA process.

34. CALTRANS is a CEQA Responsible Agency for the PROJECT and is responsible for review, comment, and concurrence on all environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) at appropriate stages of development prior to approval and public availability.

35. Any PARTY preparing any portion of the CEQA documentation, including any studies and reports, will submit that portion of the documentation to the CEQA Lead Agency for review, comment, and approval at appropriate stages of development prior to public availability.

36. If the CEQA Lead Agency makes any changes to the CEQA documentation, the CEQA Lead Agency will allow CALTRANS to review, comment, and concur on those changes prior to the CEQA Lead Agency's approval at appropriate stages of development prior to public availability.

37. If the CEQA Lead Agency makes any changes to CEQA-related public notices, then the CEQA Lead Agency will allow CALTRANS to review, comment, and concur on those changes prior to publication and circulation.

38. The CEQA Lead Agency will attend all CEQA-related public meetings.

39. If a PARTY who is not the CEQA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the CEQA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA public review process.

    That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the CEQA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the CEQA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

    The CEQA Lead Agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities.

National Environmental Policy Act (NEPA)

40. Pursuant to Chapter 3 of Title 23, United States Code, Sections 326 and 327, CALTRANS is the NEPA Lead Agency for the PROJECT. CALTRANS is responsible for NEPA compliance, will determine the type of NEPA documentation, and will cause that documentation to be prepared in accordance with NEPA requirements.

    CALTRANS, as the NEPA Lead Agency for PROJECT, is responsible for the review, comment, and approval all environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) at appropriate stages of development prior to approval and public availability.

    When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination and obtain, renew, or amend approvals pursuant to the Federal Endangered Species Act, and Essential Fish Habitat.

    When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination approvals pursuant to Section 106 of the National Historic Preservation Act.

41. Any PARTY involved in the preparation of NEPA documentation will follow FHWA and CALTRANS standards that apply to the NEPA process including, but not limited to, the

guidance provided in the FHWA Environmental Toolkit (available at http://environment.fhwa.dot.gov/index.asp) and the CALTRANS Standard Environmental Reference.

42. Any PARTY preparing any portion of the NEPA documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) will submit that portion of the documentation to CALTRANS for CALTRANS' review, comment, and approval prior to public availability.

43. The NEPA Lead Agency will attend all NEPA-related public meetings.

44. ALAMEDA CTC will prepare, publicize, and circulate all NEPA-related public notices, except Federal Register notices. ALAMEDA CTC will submit all notices to the NEPA Lead Agency for review, comment, and approval prior to publication and circulation.

    CALTRANS will work with the appropriate federal agency to publish notices in the Federal Register.

45. ALAMEDA CTC will submit all NEPA-related public meeting materials to CALTRANS for CALTRANS' review, comment, and approval at least ten (10) working days prior to the public meeting date.

46. If a PARTY who is not the NEPA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the NEPA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the NEPA public review process.

    That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the NEPA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the NEPA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

    The NEPA Lead Agency has final approval authority with respect to text or graphics that could lead to public confusion over NEPA-related roles and responsibilities.

47. ALAMEDA CTC will ensure that the PROJECT is included in the approved Federal Statewide Transportation Improvement Program (FSTIP) prior to the NEPA Lead Agency's approval of the environmental document.

Schedule

48. PARTIES will manage the WORK schedule to ensure the timely use of committed funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.

Additional Provisions

Standards

49. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide
- Standard Environmental Reference
- Highway Design Manual
- Stewardship Agreement
-

Noncompliant Work

50. CALTRANS retains the right to reject noncompliant WORK. ALAMEDA CTC agrees to suspend WORK upon request by CALTRANS for the purpose of protecting public safety, preserving property rights, and ensuring that all WORK is in the best interest of the State Highway System.

Qualifications

51. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Consultant Selection

52. ALAMEDA CTC will invite CALTRANS to participate in the selection of any consultants that participate in the WORK.

Encroachment Permits

53. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within State Highway System (SHS) right-of-way. ALAMEDA CTC, their contractors, consultants, agents, and utility owners will not work within the SHS right-of-way without an encroachment permit issued by CALTRANS. CALTRANS will provide encroachment permits to ALAMEDA CTC at no cost. CALTRANS will provide encroachment permits to utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT will prevail.

54. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

55. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

56. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 7921.505(c)(5) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

    PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

57. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public records.

Hazardous Materials

58. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, whether it is disturbed by the PROJECT or not.

    HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

    The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

59. If HM-1 or HM-2 is found, the discovering PARTY will immediately notify all other PARTIES.

60. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

    CALTRANS, independent of the PROJECT, will pay, or cause to be paid, the cost of HM-1 MANAGEMENT related to HM-1 found within the existing State Highway System right-of-way.

61. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. ALAMEDA CTC, in concert with the local agency having land use jurisdiction, will ensure that HM-1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.

    The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

62. The CONSTRUCTION IMPLEMENTING AGENCY is responsible for HM-2 MANAGEMENT within the PROJECT limits.

    ALAMEDA CTC and CALTRANS will comply with the Soil Management Agreement for Aerially Deposited Lead Contaminated Soils (Soil Management Agreement) executed between CALTRANS and the California Department of Toxic Substances Control (DTSC). Under Section 3.2 of the Soil Management Agreement, CALTRANS and ALAMEDA CTC each retain joint and severable liability for noncompliance with the provisions of the Soil

Management Agreement. ALAMEDA CTC will assume all responsibilities assigned to CALTRANS in the Soil Management Agreement during PROJECT COMPONENTS for which they are the IMPLEMENTING AGENCY except for final placement and burial of soil within the State right-of-way, per Section 4.5 of the Soil Management Agreement, which is subject to CALTRANS concurrence and reporting to DTSC which will be performed by CALTRANS.

63. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

64. ALAMEDA CTC may accept, reject, compromise, settle, or litigate claims of any consultants or contractors hired to complete WORK without concurrence from the other PARTY.

65. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.

66. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.

Accounting and Audits

67. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.

68. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

Interruption of Work

69. If WORK stops for any reason, IMPLEMENTING AGENCY will place the PROJECT right-of-way in a safe and operable condition acceptable to CALTRANS.

70. If WORK stops for any reason, each PARTY will continue with environmental commitments included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Penalties, Judgments and Settlements

71. The cost of awards, judgments, fines, interest, penalties, attorney's fees, and/or settlements generated by the WORK are considered WORK costs.

72. The cost of legal challenges to the environmental process or documentation are considered WORK costs.

73. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

Project Files

74. ALAMEDA CTC will furnish CALTRANS with the Project History Files related to the PROJECT facilities on State Highway System within sixty (60) days following the completion of each PROJECT COMPONENT. ALAMEDA CTC will assure that the Project History File is prepared and submitted in compliance with the Project Development Procedures Manual, Chapter 7. All material will be submitted neatly in a three-ring binder and in PDF format.

GENERAL CONDITIONS

75. All portions of this AGREEMENT, including the RECITALS section, are enforceable.

Venue

76. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

77. All CALTRANS' obligations and commitments under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).

Indemnification

78. Neither CALTRANS nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon ALAMEDA CTC under this AGREEMENT. It is understood and agreed that ALAMEDA CTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

79. Neither ALAMEDA CTC nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless ALAMEDA CTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

Non-parties

80. PARTIES do not intend this AGREEMENT to create a third-party beneficiary or define duties, obligations, or rights for entities in PARTIES not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.

81. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

Ambiguity and Performance

82. Neither PARTY will interpret any ambiguity contained in this AGREEMENT against the other PARTY. PARTIES waive the provisions of California Civil Code, Section 1654.

    A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

83. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

84. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

Dispute Resolution

85. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of ALAMEDA CTC will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

    Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

    Except for equitable relief and/or to preserve the statute of limitations, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

    PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

86. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

87. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

Contact Information

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

CALTRANS

Haleh Hakimi, Project Manager

111 Grand Ave

Oakland, CA 94612

Office Phone: (510) 421-9728

Mobile Phone: 510) 421-9728

Email: haleh.hakimi@dot.ca.gov

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Colin Dentel-Post, Principal Transportation Planner

1111 Broadway, Suite 800

Oakland, CA 94607

Office Phone: (510) 208-7474

SIGNATURES

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Wajahat Nyaz
Deputy District Director - Design

Verification of Funds and Authority:

Jeffrey Kuehnel
District Budget Manager

Certified as to financial terms and policies:

Percy Ramil
HQ Accounting Supervisor

HQ Legal Representative
HQ Legal Rep Title

ALAMEDA COUNTY
TRANSPORTATION COMMISSION

Tony Tavares
Executive Director

Attest:

Jhay Delos Reyes
Director of Project Delivery and Construction

Reviewed as to Budget/Financial Controls:

Patricia Reavey
Deputy Executive Director of Finance and Administration

Fennemore LLP
Legal Counsel to ALAMEDA CTC

Attachment S

Outreach Summary



San Pablo Avenue Bus Lanes and Bike Lanes Project Outreach and Engagement Report

October 2024

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History of Outreach on San Pablo Avenue Corridor

San Pablo Avenue is a key multimodal arterial street that links the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County and provides important regional connections to Contra Costa County. San Pablo Avenue has the third highest rate of fatal and severe collisions in Alameda County. The corridor is also the second busiest corridor for AC Transit bus riders, is a Caltrans state highway route, and connects identified Equity Priority Communities and Priority Development Areas.

Since 2017, the Alameda County Transportation Commission (Alameda CTC) has worked with cities, AC Transit, and Caltrans to evaluate needs and propose improvements to San Pablo Avenue. This process has entailed outreach to business owners, residents, and others who rely on San Pablo Avenue to learn about community priorities for the corridor. Phase 1 of this planning and outreach effort, which ended in 2020, evaluated a wide variety of configurations for San Pablo Avenue, exploring how to safely accommodate multiple transportation modes within the limited right-of-way and analyzing trade-offs between different concepts.

This in-depth public engagement process revealed that participants placed the highest priorities on making walking safer and bus service 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.

Following the conclusion of Phase 1 of the San Pablo Avenue Corridor project in 2020, in March 2022 the Alameda CTC's Commission approved conceptual designs for three separate projects along the corridor and directed staff to advance them to construction within three to five years. The project concepts also received support from the Oakland City Council, the Emeryville City Council, and the Mayor and councilmembers representing the corridor in Berkeley. The three projects are:

- **Safety Enhancements Project (Berkeley and Albany).** This project will improve the safety for pedestrians and bicyclists crossing San Pablo Avenue and improve transit speed by installing high visibility crosswalks, flashing beacons, pedestrian signals, median refuge islands, upgraded lighting, accessible curb ramp upgrades, bulb outs at Rapid bus stops, and bus stop relocations.
- **Parallel Bike Improvements Project (Berkeley, Albany, and North Oakland).** This project will implement improvements along bike boulevard/neighborhood bikeway routes that run along and connect to San Pablo Avenue, including traffic calming, crossing treatments at busy streets, and signage/wayfinding.
- **Bus Lanes and Bike Lanes Project (Oakland, Emeryville, and South Berkeley).** This project will improve transit speed and reliability by converting one vehicle travel lane in each direction to a dedicated bus lane and provide new cycling connections by

converting parking lanes to protected bike lanes. The project will also include intersection safety improvements, bus stop consolidation, and new loading zones.

This report details outreach for the San Pablo Avenue Bus Lanes and Bike Lanes Project, including how input was gathered, a summary of each outreach activity conducted, and key themes from input received during the outreach period. Outreach for the Safety Enhancements Project and Parallel Bike Improvements Projects was conducted in 2022–2023 and is documented in a separate outreach report available on the project website at alamedactc.org/sanpablo.

Purpose of this Round of Outreach

The San Pablo Avenue Bus Lanes and Bike Lanes Project outreach in 2022–2024 was intended as the primary opportunity for project stakeholders to learn about and provide feedback on the conceptual design details of proposed improvements. This public engagement had three objectives:

1. Increase awareness and share information about the overall project;
2. Share proposed design details and seek community input to inform adjustments to specific design elements; and
3. Gather, summarize, and report feedback on the overall project for decision-makers.

Key stakeholders in this round of outreach included storefronts along San Pablo Avenue, nearby residents, bus riders and others who travel along the corridor.

Outreach Approach

To reach stakeholders and community members across the San Pablo Avenue corridor, a variety of outreach activities and communications tools, both in-person and online, were leveraged. Activities included in-person open houses, pop-up events along San Pablo Avenue, presentations with local governments and committees, focus groups organized with community-based organizations, and storefront outreach. Input was collected in different ways to provide multiple opportunities to participate in the project, including through in-person conversations, feedback submitted to Alameda CTC, and Social Pinpoint, an interactive input tool. The below sections summarize each outreach activity and communication tool used, including audiences reached and details of implementation. Please refer to *Appendix A* for additional details about each activity:

Social Pinpoint

The Social Pinpoint outreach website (sanpabloave.mysocialpinpoint.com/interactive-map) (*see Appendix A.1*) shared a summary of the project, proposed improvements, in-person involvement opportunities, and virtual community input tools. The virtual community input tools consisted of an interactive map tool (*see Appendix A.1.1*) and a questionnaire (*see Appendix C.1*).The questionnaire was a short survey that consisted of questions regarding information about the

survey taker, such as place of residence, preferred mode of transportation, relationship with San Pablo Avenue, and several demographic questions. The survey was also provided in Spanish and Simplified Chinese.

The Interactive Map Tool was open for public comment between April 1, 2024 and June 11, 2024 and provided a public-friendly map view of the proposed design overlaid on aerial imagery of the project corridor. The map features proposed improvements such as bus lane, bike lane, auto lane, parking and loading changes, traffic signal upgrades, and sidewalk configurations. After the tool was closed, the map and all comments were left visible to the public. Between April 1 and June 11, 2024, the outreach website received 15,203 total views from 6,392 visitors, with 1,875 comments collected and 840 demographic survey responses. Please see *Appendix A.2* for a summary of comments received and *Appendix C.1* for a summary of demographic survey responses.

Focus Groups

The project team partnered with four community-based organizations (CBOs) within the project area to organize focus groups with their members, as detailed in the table below. The selected CBOs also supported outreach efforts, from sharing project information with their networks, to ensuring accessibility of focus group materials.

Focus Group	Date	Location	Participants
Golden Gate Community Association (GGCA)	April 10, 2024	Zoom	9
West Oakland Neighbors (WON)	April 25, 2024	Zoom	12
Satellite Affordable Housing Associates (SAHA)	April 26, 2024	In-Person, Monarch Housing	14
EAH Housing	May 2, 2024	In-Person, Estrella Vista	9

After dates were determined for each focus group, a brief survey was distributed to each CBO's network assessing interest in participation, how often potential attendees travel on San Pablo Avenue, and which travel mode(s) they use most often (*see Appendix A.3.1*). The project team and CBOs then reviewed survey responses to select 10–15 participants for each focus group.

At each focus group, participants reviewed proposed design elements and engaged in discussion with the project team about concerns, ideas, and comments they had on each aspect (pedestrian improvements, dedicated bus lane, protected bike lane, parking, and beautification),

and also provided their feedback via a survey administered during the focus group *(see Appendix A.3.2*). Please see *Appendix A.3.4* for a summary of the input received at each focus group.

Open Houses

Two open houses (*see Appendix A.4*) were held to provide community members with the opportunity to engage with members of the project team and share their input in-person. Attendees were able to see proposed designs on a large roll-out map of the 3.5-mile corridor and provide their input directly on the map. There were also five informational exhibit boards that detailed various project elements positioned around the room with multilingual project team staff available to answer questions and collect feedback via post-it notes.

	Location	Date/Time	Attendees	Number of Comments
Open House #1	Golden Gate Recreation Center (1075 62nd Street, Oakland, CA 94608)	April 15, 2024 from 6 - 8 pm	62	250
Open House #2	Emeryville Center for Community Life (1100 47th Street, Emeryville, CA 94608)	April 17, 2024 from 6 - 8 pm	60	400

All comments received at the open houses were entered into Social Pinpoint, which are summarized later in this report.

Pop-ups

To meet users of the San Pablo corridor where they were, 14 pop-ups were held across the 3.5-mile project corridor with information about the project and how to provide input. At each event, Language Link was available to provide interpretation services by phone if necessary. Four pop-ups were held in South Berkeley, two were held in Emeryville, and six were held in Oakland (spanning North, West, and downtown Oakland). All pop-ups were held in public locations where people visiting the location and passerby on the street could be reached. The following table summarizes where each pop-up was held and how many people were reached at each pop-up (touchpoints):

Pop-Up Location	Date/Time	Touchpoints
Oakland Library: Golden Gate Branch	Tuesday, April 9, 12pm - 3pm	44
West Oakland Farmers Market	Sunday, April 14, 10am - 2pm	66

Emeryville Senior Center	Friday, April 19, 1pm - 4pm	41
Bus Stop: San Pablo and 20th St./Thomas L. Berkley Way	Monday, April 22, 4pm - 6pm	23
Serenity House Monthly Event	Friday, April 26, 10am - 12:30 pm	18
Bus Stop: San Pablo and 40th	Tuesday, April 30, 4pm - 6pm	13
Bus Stop: San Pablo and Ashby	Friday, May 3, 3pm - 5pm	13
St. Columba Catholic Church	Sunday, May 5, 11am - 1pm	25
Bus Stop: 20th between Broadway and Telegraph	Tuesday, May 7, 4pm - 6pm	60
San Pablo Ave. and 65th	Wednesday, May 8, 3pm - 5pm	6
Berkeley Bowl West	Friday, May 10, 4pm - 6pm	48
South Berkeley Farmers Market	Tuesday, May 14, 2pm - 6:30pm	56
SAHA Homes*, South Berkeley	Tuesday, May 21, 10am - 12pm	112
Town Nights, Hoover-Foster	Friday, July 12, 6pm - 9pm	17

**This event was organized with support from SAHA and focused on engaging Spanish and Mandarin speaking community members*.

A summary of input heard at all pop-up events is included in *Appendix A.5.2*.

Presentations/Meetings

Twenty-seven presentations and meetings were held with various groups and stakeholders along the corridor to introduce the project and collect input on the proposed design plans. The following table lists the audience and date of each presentation/meeting, which took place from January 30 to August 15:

Group	Meeting Date
Heinz Building Businesses	January 30, 2024
Berkeley Breakfast Club	February 23, 2024
Emeryville - AC Transit Interagency Liaison	March 14, 2024

Committee (ILC)	
Active Transportation Working Group	March 25, 2024
AC Transit General Manager's Access Committee	April 9, 2024
South Berkeley Residents	April 10, 2024
East Bay Paratransit Access Committee	May 7, 2024
Berkeley Commission on Disability	May 8, 2024
Berkeley Commission on Aging	May 15, 2024
SAHA Staff - Hoover Neighborhood Engagement	May 16, 2024
Oakland Mayor's Commission on Persons with Disabilities	May 20, 2024
Healthy Black Families	May 21, 2024
Ecology EcoStore and Resource Center	May 21, 2024
Emeryville Bicyclist and Pedestrian Advisory Commission (BPAC)	June 3, 2024
Center for Independent Living	June 3, 2024
Emeryville Commission on Aging	June 12, 2024
San Pablo Area Revitalization Collaborative (SPARC)	June 17, 2024
Oakland Bicyclist and Pedestrian Advisory Commission (BPAC)	June 20, 2024
Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2024
Potter Creek Neighborhood	June 24, 2024
Monarch Residents Presentation	June 25, 2024
Caltrans D4 Pedestrian Advisory Committee	June 26, 2024

Oakland BPAC - Infrastructure Committee	July 11, 2024
Alameda CTC BPAC	July 18, 2024
Studio Naga Merchants	July 22, 2024
Hoover-Foster Resident Action Council	August 1, 2024
Berkeley Transportation and Infrastructure Commission	August 15, 2024

A summary of input heard at the above presentations and meetings is included in *Appendices A.6.2* and *A.6.3.*

Storefront

Storefront surveys conducted in 2021–2022, prior to development of detailed project designs, asked about the parking and loading needs of each storefront and what accommodations might be needed to meet those needs if most parking and loading spaces were removed from San Pablo Avenue. The project team developed a proposed design based, in part, on results of that first survey. Then, during this 2023–2024 round of outreach, surveyors followed up with storefronts to share the design's proposed parking and loading accommodations and confirm whether they would meet storefront needs or if design adjustments were needed.

Survey teams visited each storefront, including retail shops, services and organizations, along the 3.5-mile corridor between December 2023 and June 2024. One or more follow-up visits or phone calls were made to businesses that were not open on the first visit or where someone was not available to speak with the surveyor.

A storefront leave-behind flyer with project information and surveyor contact information was also left with staff at each location visited or, if the location was closed, left at the front entrance if possible. There were 193 occupied storefronts along the length of the project, 133 (69%) of which were successfully surveyed. A summary of input received in this round of engagement, as well as previous rounds, is available in *Appendix A.7*.

Project Email and Phone Line

Community members could also share questions and comments via the project phone line and email address, which was provided on all project materials. There were 16 phone calls and 89 emails received, a summary of which is available in *Appendix A.8*.

Communications Materials

A variety of materials (*see Appendix B*) were developed to promote engagement in the Bus Lanes and Bike Lanes Project in Oakland, Emeryville and South Berkeley, including the following:

**Denotes communication material included content in English, Spanish, and Simplified Chinese*

*Project Fact Sheet**

To easily share project information, especially at in-person events, a comprehensive project fact sheet was developed that summarized the four main categories of changes under the design proposal (safety improvements, parking and loading zone changes, bus improvements, and vehicle traffic and access changes). Graphics showing the proposed changes and the project timeline, as well as information on how to get involved, were also included (*see Appendix B.1)*. The fact sheet was available and distributed at the pop-up events, open houses, and linked on the project webpage.

Sidewalk Decals

A sidewalk decal was created to increase awareness among pedestrians and those visiting businesses along the corridor, with a QR code to the project webpage and a call to action for community input (*see Appendix B.2*). Sidewalk decals were posted at 46 locations and were live for nine weeks.

*Bus Stop Flyers**

To increase awareness amongst current bus riders about the proposed designs, flyers (*Appendix B.3*) were posted at every bus stop along the 3.5-mile project corridor and were live for nine weeks.

*Storefront Window Flyers**

Flyers were also posted in the windows of 45 businesses and storefronts along the 3.5-mile project corridor and were live for nine weeks (*see Appendix B.4)*.

*Storefront Leave-Behind Flyers**

During storefront outreach, a leave-behind flyer was provided with project information and information specific to business access, including parking and loading accommodations.

*Mailer**

Mailers were developed and sent to different geographic boundaries along the 3.5-mile corridor. Mailers were also sent to property owners if they were different from the address occupants. Three different versions of the mailer were sent. The standard mailer depicted the project map and design proposal and included information about the open houses and other opportunities to provide input (*see Appendix B.5.1*). The turn restriction mailer had the same content as the standard mailer, but added a callout box informing recipients that the project design included a

new turn restriction that would affect access to or from their block (*see Appendix B.5.2*). The MacArthur mailer included a map of the proposed closure of West MacArthur Blvd. between Apgar Street and San Pablo Avenue, with details about how traffic would be directed under the new proposal (*see Appendix B.5.3*).

All three mailers were distributed on March 29, 2024, to the following locations as detailed in the table below:

Mailer	Radii	Number of Addresses
Standard	500' or 1 block from San Pablo Avenue (whichever is greater)	5,874
Turn Restriction	500' or 1 block from San Pablo Avenue Turn Restriction (whichever is greater)	2,624
MacArthur	Custom boundary approx. ½ mi from San Pablo Avenue on MacArthur Blvd and to parallel streets that may be affected by diverted traffic	854
		Total: 9,352

*Project Video / Digital Advertising**

Informational videos about the project were developed and promoted using digital advertising on Google, Facebook, and Instagram, available to view at the links below:

- English
- Spanish
- Mandarin

Collectively, the ads (*see Appendix B.6*) were viewed on the social media platforms 222,245 times and generated 3,605 clicks to the community input website, Social Pinpoint.

Alameda CTC Communication Channels

The Alameda CTC project webpage *(see Appendix B.7*) included a project overview, project history and timeline, and a link to the Social Pinpoint webpage for community members to provide input.

Alameda CTC also posted twice about the project on its X (formerly known as Twitter) account and distributed three eBlasts with project information and a call to action for community members to share their input. These eBlasts were sent over the course of the project to their

mailing list of people who have previously expressed interest in San Pablo Avenue project updates. Performance data for each eBlast is included in the following table:

Date sent	Distribution List Size	Opens	Bounces	Clicks	Unsub.	Mobile Open Percentage
April 1, 2024	1,794	1783 (60.5%)	194 (11%)	192 (12.1%)	8	4.5%
April 10, 2024	1,794	907 (56.8%)	197 (11%)	114 (7.1%)	4	3.3%
June 6, 2024	2,220	958 (47.5%)	205 (9%)	150 (7.4%)	4	3.5%

Key Findings from Outreach & Engagement

The project team received a wide range of input across the various outreach activities. The following table details the number of touchpoints, which encompasses people spoken to about the project or people who took project materials, for each outreach method. For available demographic information of participants, please see *Appendix C*.

Outreach Method	Touchpoints
Focus Groups	44
Open Houses	122
Pop-Ups	542
Storefront	133
Email/Phone	115
Total	**956**

Once the outreach period concluded, all comments received were categorized into the topics listed in the table below, which also specifies the number of comments received in each topic across all outreach activities.

	Category	Comments Received
Bike	Support	174
	Against	88
	Concern	141
	Design (General)	86
	Design (Specific)	259
	Project Limits	28
	Off-Topic	60
Walk	Support	46
	Against	2
	Concern	38
	Design (General)	37
	Design (Specific)	140
	Project Limits	0
	Off-Topic	27
Bus	Support	33
	Against	39
	Concern	49
	Design (General)	31
	Design (Specific)	38
	Project Limits	18
	Off-Topic	6
Traffic	Support	27
	Against	64

	Concern	101
	Design (General)	67
	Design (Specific)	129
	Project Limits	1
	Off-Topic	43
Parking and Loading	Support	36
	Against	26
	Concern	107
	Design (General)	100
	Design (Specific)	99
	Project Limits	0
	Off-Topic	6
Other	Support	52
	Against	65
	Concern	51
	Design (General)	22
	Design (Specific)	14
	Project Limits	12
	Off-Topic	48

General Themes by Outreach Activity

General themes heard by outreach activity and audience are provided below. For detailed input heard through each event, please refer to *Appendix A*.

Pop-Ups

At pop-up events, community members primarily had feedback expressing support, excitement, or concerns for the project as a whole, which included some who did not think the improvements were feasible or who wanted funding to go towards other community issues. Other than general

feedback, the most common category of feedback concerned bike facilities, with many community members expressing their support for the introduction of protected bike lanes. There were also suggestions to add more lighting and signage around the bike lanes, especially among those concerned about cars driving or parking there.

Presentations and Meetings
Most input heard from presentations and meetings concerned parking and loading. Attendees had several concerns, including that loading zones may block bike lanes, cars will park in loading zones, and that parking will be diverted to side streets. Some suggestions included more metering enforcement and adding parking and loading areas for businesses on San Pablo Avenue. The second most common category of comments were regarding the bike facility improvements, with attendees concerned for mixed use areas where bikes use the sidewalk and that bike traffic might be diverted to side streets.

Focus Groups
Feedback on pedestrian and bus facilities were the most common across the four focus groups. Participants supported the addition of street lights, median refuges, and leading pedestrian intervals, while there was conflicting feedback on flashing beacon lights. Some liked the addition of beacon lights, while others were concerned that motorists would ignore them. There was similarly conflicting feedback on the addition of a bus lane, with participants liking the addition of the bus lane but concerned that cars will drive in them or that it may be difficult to access bus stops with bike lanes in the way.

Storefront
The overwhelming majority of comments were regarding parking and loading changes and the impact they have on business operations. Many business owners requested the addition of parking supply and loading spaces back onto San Pablo Avenue, expressing concerns with parking spillover on side streets, metered parking, and loading zones on side streets being too far away from storefronts.

Email and Phone
The majority of comments received via phone and email were requests for additional information about the project, such as specific questions about how proposed designs would impact businesses or a residential street, requests for meetings/presentations from the project team, or questions on how to use the community input site. Most input received on the project itself via calls and emails was in opposition to the project due to loss of parking / business impacts and concerns related to increased vehicle traffic.

Key Takeaways

Key takeaways from comments received during all forms of outreach are provided below.

Bike

Comments in support of the proposed bike lanes generally expressed appreciation for the design, given many commenters expressed they do not feel safe biking on San Pablo today. Concerns included doubts that there would not be proper enforcement or maintenance to make the bike lanes usable, as well as concerns about conflict between different modes in specific locations where cyclists would need to share space with other modes, such as pedestrians, transit, and/or other vehicles. These comments were generally in favor of additional physical separation from other modes, such as at loading zones and south of 20th Street.

Commenters who were not in favor of the proposed bike lanes expressed frustration with potential traffic and parking impacts. Some felt that bike lanes on San Pablo Avenue are unnecessary given existing bike facilities on other nearby routes and/or suggested adding bike lanes on other parallel routes. Some commenters felt that there are not enough community members who bike to merit new bike lanes, or that they would not benefit populations, such as seniors, who use San Pablo Avenue.

Walk

Comments in support of the pedestrian improvements generally expressed appreciation for the crossing safety measures to be implemented, and commenters indicated they would feel much more comfortable walking on the corridor. Concerns generally pertained to high vehicle speeds, with questions as to whether the proposed crossing improvements would be adequate to keep people walking safe; for example, some commenters said flashing beacons don't work because cars don't stop for them, and others note that cars frequently run stop signs.

Comments expressed a desire for more pedestrian lighting and more time to make crossings given the width of San Pablo Avenue. Design considerations included concerns related to having to cross the bike lane to access a bus loading platform, as well as concerns with people walking needing to share the sidewalk with people biking in some locations, such as where there are loading zones and at some corners with proposed shared pedestrian/bicycle space. There was also a desire to have more paratransit loading zones and accessible parking.

Bus

Comments in support of the bus lanes expressed excitement for improved service with the dedicated lanes and the shorter and more reliable travel times they would bring. There were concerns that people driving would illegally use the bus lanes and that there would not be adequate enforcement to mitigate this potential impact. Similar to comments in opposition to bike lanes, comments against the bus lanes expressed frustration about traffic impacts and loss of parking for a service with low perceived ridership. Some commenters also said that unless

buses are made more accessible and comfortable (clean, safe, affordable), they will not attract users.

Traffic
Comments in support of the project's changes to traffic circulation expressed appreciation of the reduction in traffic collisions and safer environment that could result from having fewer general traffic lanes and new turn restrictions, crossing improvements, and protected bike lanes. Many of these commenters were concerned with the speeding and unsafe driving that occurs with the current street design.

Other comments expressed concerns with the increased traffic congestion that could result both on San Pablo Avenue and on parallel streets, particularly with overflow from I-80 during rush hour or when there is an incident on I-80. There were also concerns about the potential for traffic diverting onto surrounding neighborhood streets or felt that the design would lead to more confusion and impatience, reducing safety. Some commenters added that these issues will only get worse as new housing developments are built, bringing more drivers to the area. Some felt that the corridor's role as a major auto thoroughfare, including for regional travel, should take priority rather than dedicating road space to buses and bikes.

Among commenters concerned about speeding on San Pablo Avenue and/or neighborhood cut-through traffic, suggestions included installing speed enforcement cameras and/or speed bumps on San Pablo Avenue, neighborhood streets, or both.

Parking and Loading
Comments in support of the proposed parking and loading designs expressed that parking on side streets is sufficient for most locations and some expressed appreciation that loading and short-term parking zones on San Pablo Ave. are included in the designs where needed. Supportive commenters noted the potential for the project to attract more people to San Pablo Avenue via walking, biking, and transit. However, those opposed to the design, including many business owners, expressed frustration that businesses could be negatively impacted due to the lack of parking on San Pablo Ave.

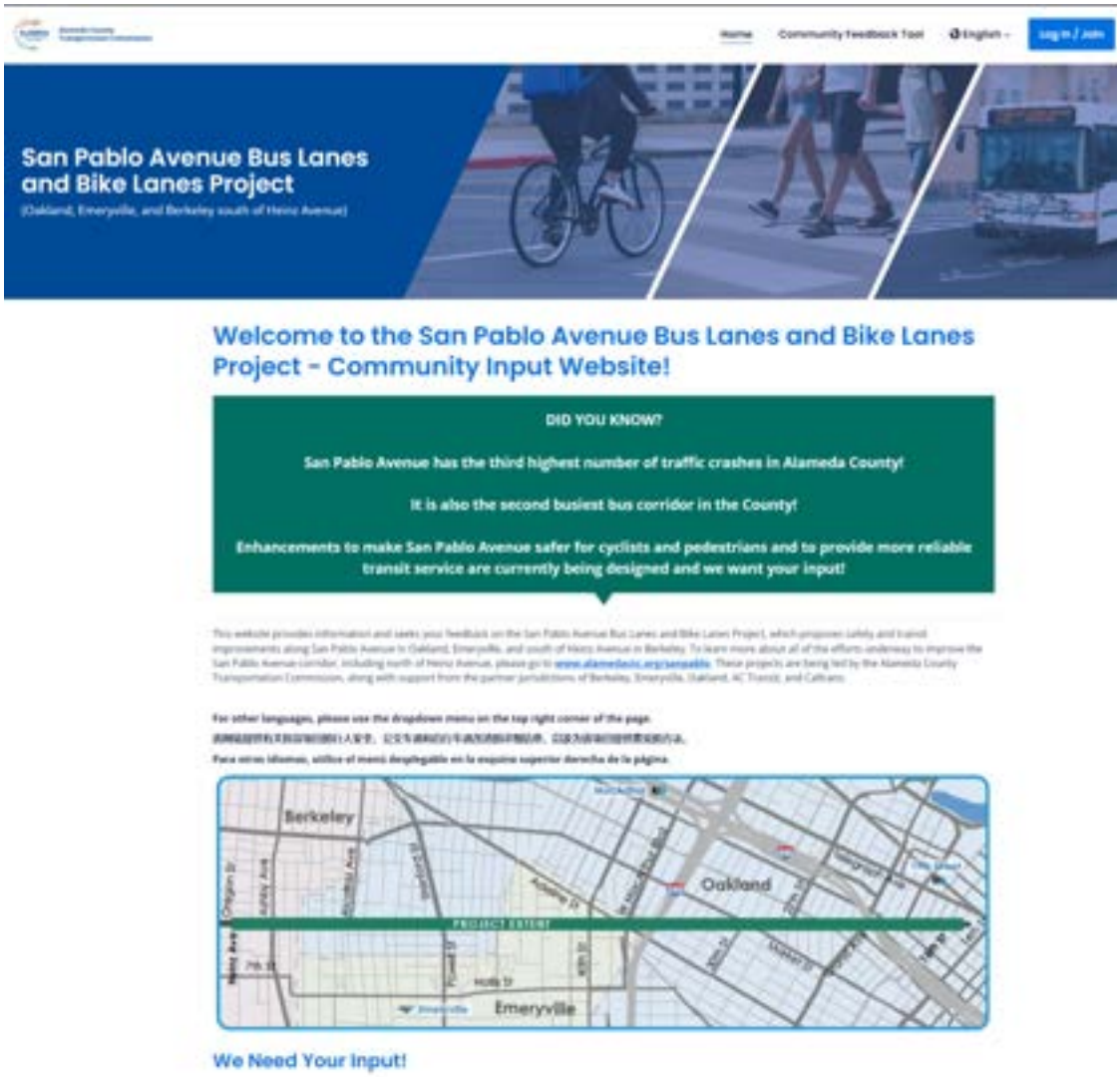
Support for using meters on side streets was mixed, with some storefronts supportive to encourage turnover and short-term parking while others were opposed due to concerns that the cost would be unaffordable and/or deter customers. Some suggested time limits and/or permit parking on side streets.There were also concerns about potential commercial parking spillover into residential neighborhoods. Some commenters suggested that enforcement be implemented for vehicles illegally parking in short-term parking and loading zones.

APPENDICES

Appendix A -

Outreach Methods and Input Received

A.1 Social Pinpoint Webpage



A.1.1 Interactive Map Tool

The ***Interactive Map Tool*** shared the proposed designs and allowed the community to provide feedback for San Pablo Avenue in Oakland, Emeryville, and Berkeley south of Heinz Avenue area. Six options of comment *types* were provided to users to illustrate what the comment theme is, which are:

- Bike Comment
- Bus Comment
- Parking/Loading

- Traffic Comment
- Walk Comment
- Other Comment

The proposed design overlaid could be turned off to show the existing conditions in the aerial imagery. Map legend is available in all three languages (English, Spanish, and Traditional Chinese). The community was able to zoom and pan within the tool to see in detail the improvements proposed along the corridor. The public were asked to leave comments by selecting a topic and map location, before writing and submitting their feedback directly onto the map. Submitted comments are visible to other visitors to the site. Comments submitted and Categories Tool are shown in **Figure 2**. Respondents could input a public screen name in the comment or post the comment anonymously. Comments could be toggled on/off for ease of navigation.



A.2 Summary of Input Received via Social Pinpoint

Analysis Methodology

Once the comment period was closed, all comments received from each six categories were categorized into seven *general topics* that capture their high-level sentiments included in the table below. Examples included are representative of the high level sentiments of actual comments received, but not verbatim.

General Topics	
Support	Expresses support only and does not propose changes. E.g. "I love the changes to this intersection because it will make me feel much safer!"
Against	Does not want the project to be implemented at all. E.g. "This project should not be built because traffic will become way worse."
Concern	Expresses concern over some topic but does not say that the project shouldn't be built (which would go into "against") and does not propose changes (which would go into a "design" category). E.g. "As a cyclist, I'm concerned about getting sideswiped by right-turning traffic."
Design (Specific)	Design discussion or suggestion on one or more changes at a specific location. E.g. "Please add loading spaces in front of the library."
Design (General)	Design discussion or suggestion on one or more changes throughout the corridor. E.g. "Bollards should be added at every street corner to prevent pedestrians from getting hit by traffic."
Off-topic	Off-topic, unable to deduce meaning, or out of project scope. E.g. "San Pablo & Virginia St. is a dangerous intersection!"
Project Limits	Only expresses that the project should extend beyond Heinz/Russell with no comments that would fit into other categories. E.g. "I'd love these improvements to extend to Solano Ave!"

Design comments under the “Design (General)” and “Design (Specific)” were further examined and categorized with *design subcategories* that describes the type of change suggested to the proposed design. Each design comment was then evaluated in depth by the Project design team to determine if they should be incorporated into the project.

Results Overview

Between April 1 and June 11, 2024, the outreach website received 15,203 total views from 6,392 visitors. The Interactive Map Tool collected 1,875 comments from 839 unique IP addresses. Figure 1 below represents a timeline and the number of comments received, which shows a spike in comments between April 13 and April 18, coinciding with the time the two open houses were held. While comments received during the open houses were entered at a later date, this spike in traffic may indicate that promotional efforts for the open houses also drove traffic to Social Pinpoint. Approximately 40% (759) of the total comments were bicycle-focused. See Table 1 below for the total number of comments in each category. Comments in the “Other Comment” category were later assessed and funneled into another topic if applicable.

Figure 1. Number of Comments Received by Date

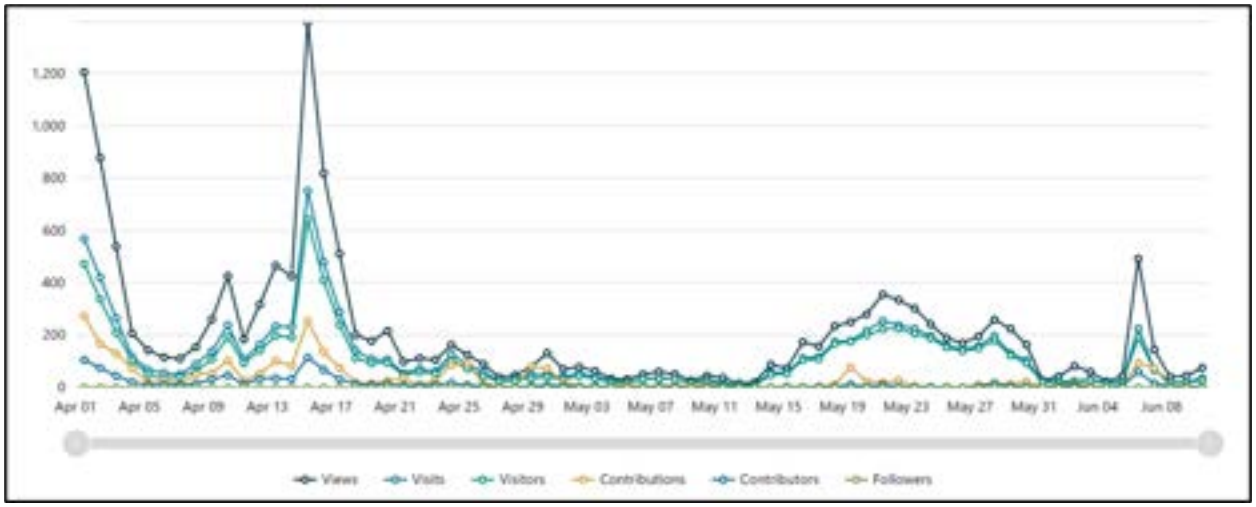
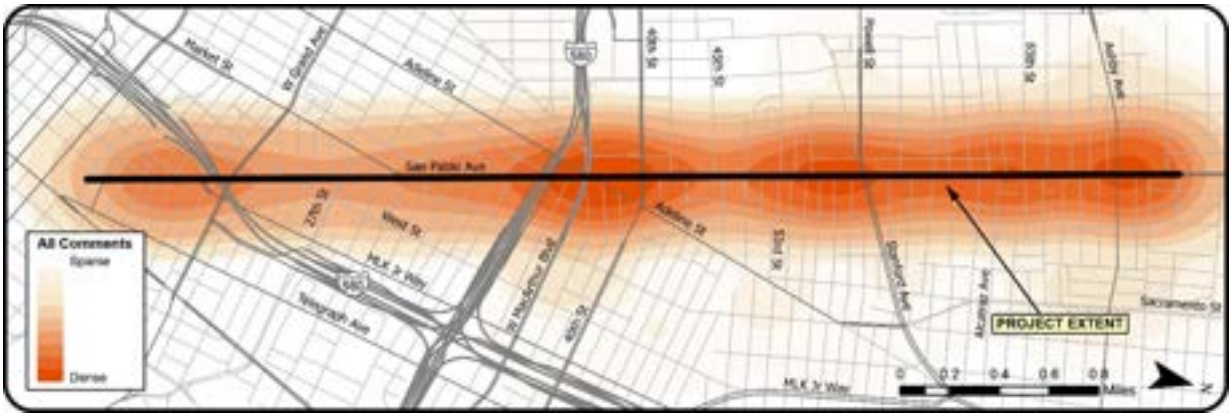


Table 1. Interactive Map Comments by Topic

	Number of Comments	Percent of Comments
Bike Comment	759	40%
Traffic Comment	358	19%
Walk Comment	244	13%
Parking/Loading	214	11%
Bus Comment	138	7%
Other Comment	162	9%
Grand Total	**1875**	**100%**

Spatially, the north section of the corridor within Emeryville and North Oakland had a higher density of comments. Particularly, the segment in Emeryville between I-580 and 40th St. had the highest concentration of comments. North Oakland, specifically near the Stanford Ave. and Ashby Ave. intersections, were also hotspots of comment activity.

Figure 2. Comments by Location on the Project Area



Bike Comments

There were 759 comments total in the Bike category throughout the entire project corridor. The locations with the most comments on San Pablo Ave. are at Heinz Ave. and Russell St. in South Berkeley, followed by the Stanford Ave. intersection in North Oakland. Other hotspots of Bike comments exist in Emeryville between W Macarthur Blvd and 40th St., and in Downtown Oakland south of W Grand Ave.

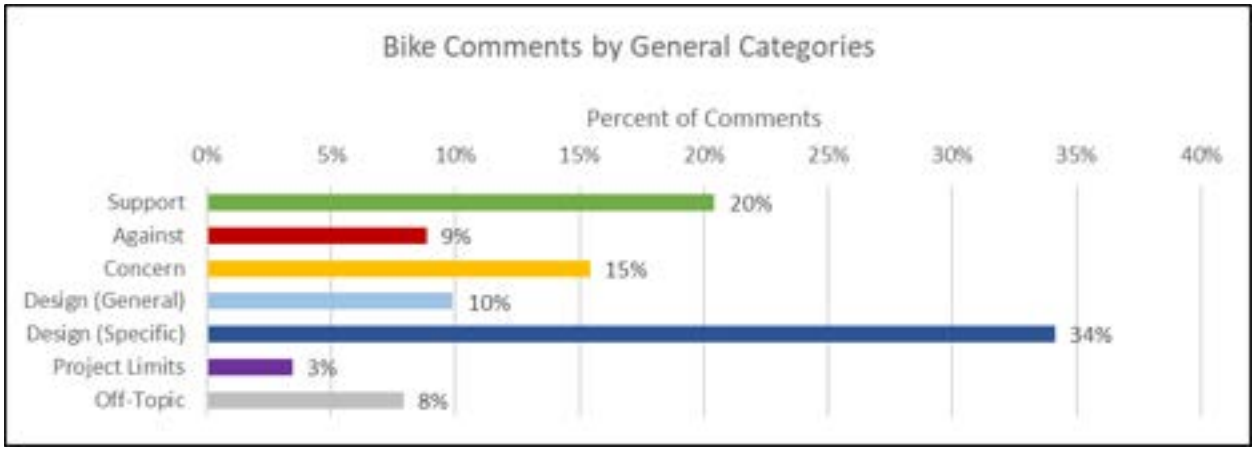
Figure 3. Bike Comments by Location on the Project Area



Rank	Intersection	Count
1	San Pablo Avenue & Heinz Ave.	30
2	San Pablo Avenue & Stanford Ave.	25
2	San Pablo Avenue & Russell St.	25
3	San Pablo Avenue & 40th St.	23
4	San Pablo Avenue & 20th St./MLK Jr Way	20

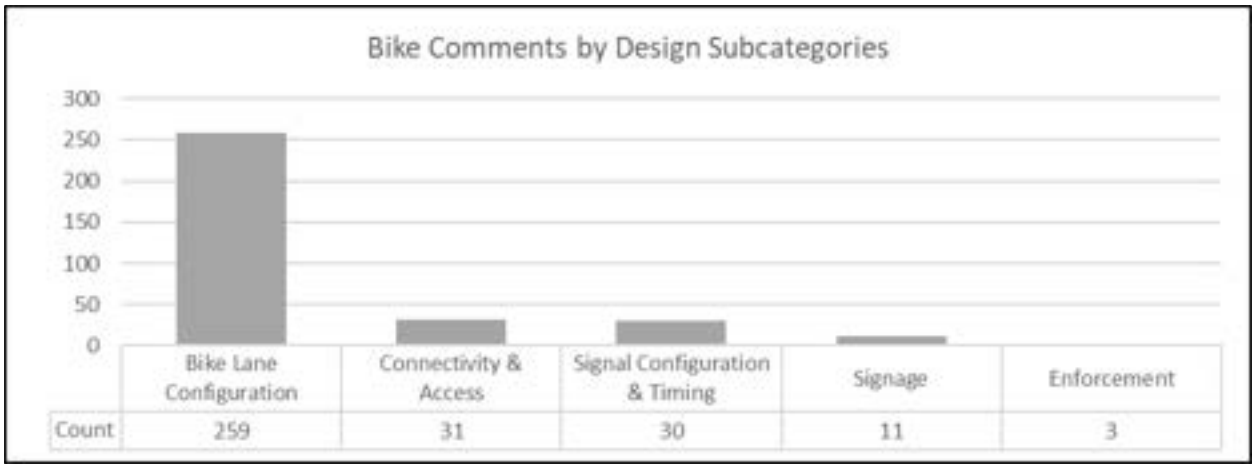
Bike comments were distributed into the seven general categories. Over 44% of submitted comments were design-related, followed by “Support” (20%) and “Concern” (15%). “Support” comments generally express appreciation for the proposed improvements, acknowledging that changes will improve their quality of life, and welcoming the new bike lane on San Pablo Ave. “Concern” comments generally express doubt related to enforcement of the bike lane, conflict between modes at mixing zones, and general maintenance. “Against” comments express frustration and opposition toward safety between modes, duplication of existing parallel bike facilities, and traffic impacts.

Figure 4. Bike Comments by General Categories



The design comments, from the above two “Design” categories (44%, 334), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 334 design comments in the Bike category. Most design comments focused on the configuration of the bike lane (78%), such as its placement on the road, separation from vehicle traffic, design of the loading zones, etc.

Figure 5. Bike Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Bike Lane Configuration

- Add additional bike sharrows within intersections
- Remove medians for more width to be used for more protection of bike lane
- Construct bulb-outs and/or bollards and create protected intersections for bike lane, and also slow right-turning traffic

- Remove vertical separation between bike land and vehicle traffic to allow bikes to avoid obstacles in bike lane
- Remove loading zones so that bicycles do not have to ride into the bus lane or ride onto the sidewalk
- Create protected bike lanes south of 20th Street where buffered Class IIB lanes are proposed
- Install tree grates under trees at loading zones where bikes ride on sidewalk
- Maintain protected bike lane northbound near Alcatraz Ave. intersection
- Reduce the number of curbs in bike lane near bus stops
- Convert two-way bike lane at Heinz Ave. to one-way bike lanes on both sides.
- At intersections, place bike lane to left of right turn lane to reduce right-hook collisions

Connectivity & Access

- Add bike boxes and intersection markings where San Pablo Ave. intersects streets with high bicycle volumes
- Add bike racks in front of popular destinations

Signal Configuration & Timing

- Install bicycle actuated traffic signals on side streets
- Give bicycles a dedicated signal phase that is separate from vehicles
- Optimize side street signal timing to avoid long waits for bicycles
- Move ped/bike push buttons away from storm drains for easier access
- Add leading pedestrian and bicycle interval

Signage

- Install warning signage to drivers to yield to bicycles and pedestrians when turning
- Install wayfinding signage to other bicycle infrastructure, such as Emeryville Greenway
- Make signage and striping at loading zones clear for bicycles to avoid confusion

Enforcement

- Maintain bike lane clearance
- Better enforcement of the existing No Turn on Red restriction at Stanford and San Pablo
- Increase signage and pull back stop line for cars to avoid blocking bike path

Walk Comments

There were 244 total in the Walk category, which are more concentrated north of I-580 within Emeryville and North Oakland. San Pablo Ave's intersection with 55th St. near Emeryville Center for Community Life (ECCL) has the most comments. Other hotspots of comment activity include San Pablo Avenue's intersections with Peralta St. in Emeryville; and 61st St. and 66th St. in North Oakland.

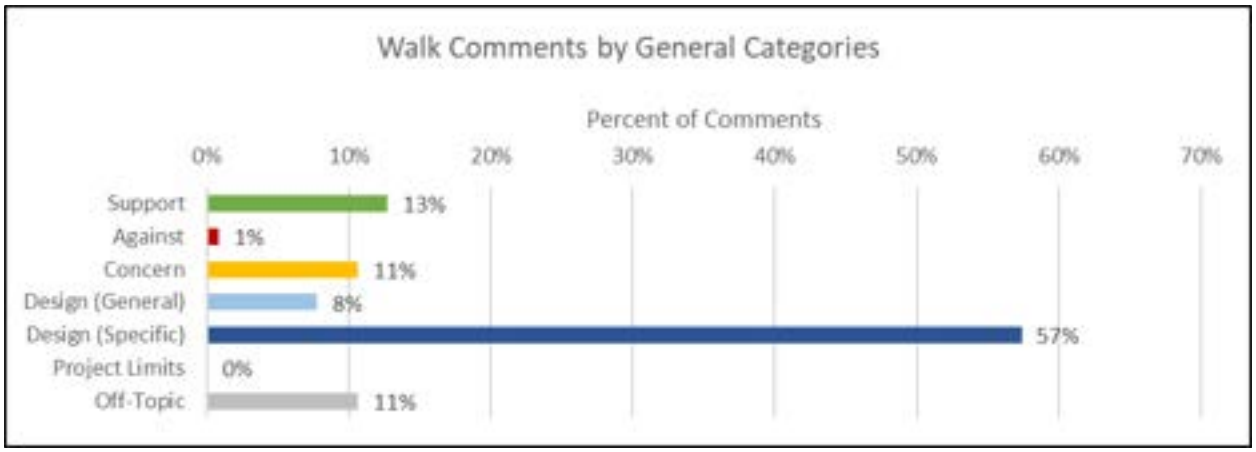
Figure 6. Walk Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 55th St. (North)	14
2	San Pablo Avenue & 66th St. (North)	9
3	San Pablo Avenue & 61st St	8
3	San Pablo Avenue & Peralta St	8
4	San Pablo Avenue & Ashby Ave	7

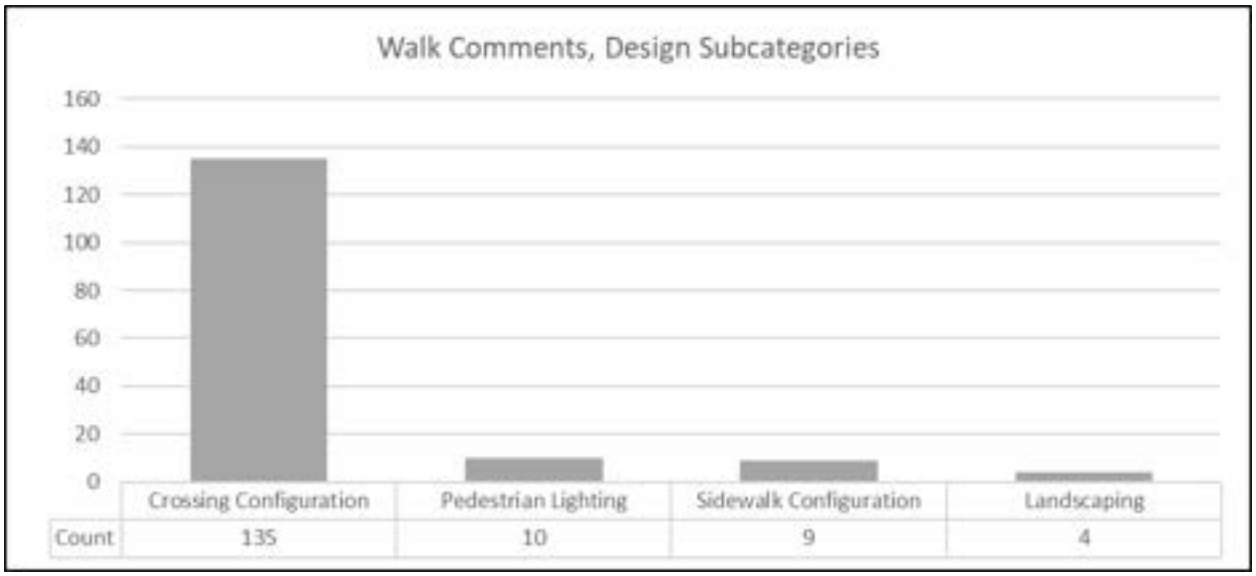
Out of the general categories, “Design (Specific)” contains more than half of all comments (57%), followed by “Support” (13%) and “Concern” (11%). “Support” comments generally express appreciation for the crossing safety measures to be implemented and indicate they would feel much more comfortable walking on the corridor. “Concern” comments generally focus on high vehicle speeds and question if the proposed crossing improvements will be adequate to keep them safe. One “Against” comment says that the bus and bike improvements will leave pedestrians vulnerable, citing as an example Telegraph Ave. in the Temescal neighborhood.

Figure 7. Walk Comments by General Categories



The design comments, from the “Design (General)” and “Design (Specific)” categories (65%, 158), were further subcategorized into the following four subcategories. The chart below shows the breakdown of 158 design comments in the Walk category. Most of the design comments suggest changes to the configuration of pedestrian crossings at intersections (84%), such as crosswalk placement, bulb outs, and squaring up crosswalks.

Figure 8. Walk Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Crossing Configuration

- Convert all traditional crosswalk to high-visibility crosswalks
- Add raised crosswalks to slow vehicles
- Add bulb outs to shorten crossing distance
- Add more crossings across San Pablo Ave, especially to popular destinations
- Add PHB or RRFB push buttons within median refuge island to ensure pedestrians are not stranded in the middle
- Square up crosswalks to minimize crossing distances

Pedestrian Lighting

- Add improved pedestrian lighting at intersections
- Add improved lighting at freeway underpasses for safety
- Ensure lighting does not have glare and has a warm tone

Sidewalk Configuration

- Widen sidewalks in loading zones where bicycles are on sidewalks
- Widen sidewalks where bus stops are located to provide more space between pedestrians and waiting bus riders
- Construct new sidewalk on westbound W MacArthur Blvd between San Pablo Ave. and Agpar St.

Landscaping

- Add planters and other landscaping for improved aesthetics
- Add trees for shade

Bus Comments

There were 139 total comments in the walk category, which are more concentrated north of I-580 within Emeryville and North Oakland. San Pablo Ave's intersection with Burnett St. in South Berkeley has the highest number of comments, most requesting that bus lanes extend farther north. Other hotspots of comment activity include San Pablo Avenue's intersections with 40th St. in Emeryville; and 56st St. and Ashby Ave. in North Oakland.

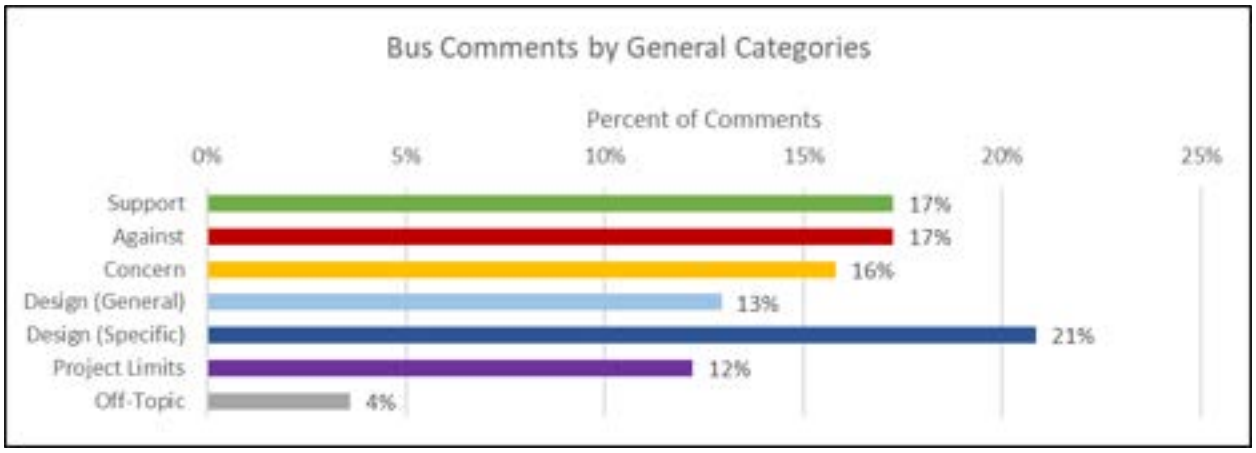
Figure 9. Bus Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & Burnett St	15
2	San Pablo Avenue & 56th St	7
2	San Pablo Avenue & Ashby Ave	7
2	San Pablo Avenue & 40th St	7
3	San Pablo Avenue & 35th St	6
3	San Pablo Avenue & 65th St	6

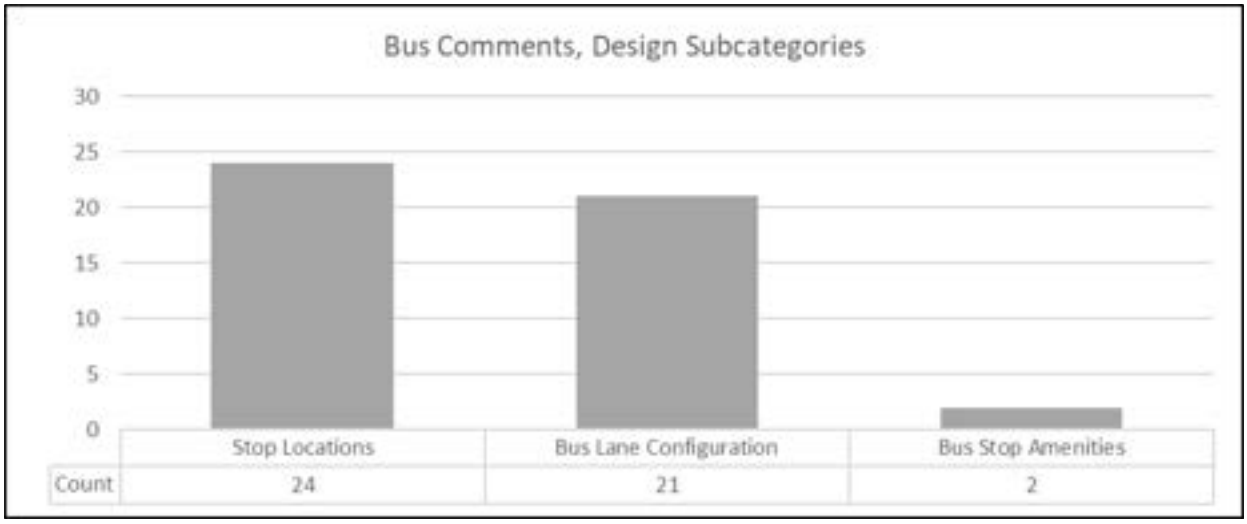
The distribution of comments is approximately even among the general categories. “Design (Specific)” contains the most comments (21%), followed by “Support” (17%) and “Against” (17%). “Support” comments express excitement of improved bus service in the dedicated lanes and look forward to decreased and reliable travel times. “Concern” comments raise questions about enforcement of private vehicles in the bus lanes. “Against” comments express frustration about the traffic impacts and question why space is allocated to buses despite low perceived ridership.

Figure 10. Bus Comments by General Categories



The design comments, from the “Design (General)” and “Design (Specific)” categories (34%, 47), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 47 design comments in the Bus category. Design comments were roughly evenly split between discussing bus stop locations (51%) and the configuration of the bus lane (45%).

Figure 11. Bus Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Stop Locations

- Retain bus stops proposed to be removed near popular destinations and community centers, such as Golden Gate Library and St. Mary's Center
- Retain bus stops proposed to be removed to be considerate of those with mobility needs
- Increase bus stop spacing to decrease stop delay

Bus Lane Configuration

- Add vertical separation between vehicle lanes and bus lanes throughout corridor to prevent private autos from using bus lanes
- Reconfigure bus lanes into HOV lanes to mitigate traffic impacts

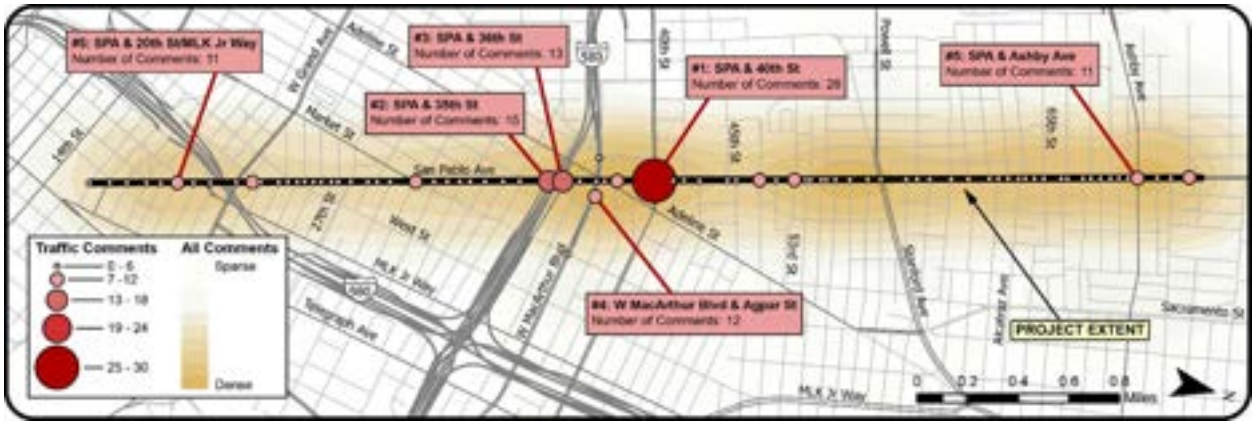
Bus Stop Amenities

- Ensure trash bins are installed at all bus stops to decrease littering

Traffic Comments

There were 359 total comments in the Traffic category, which are very concentrated in Emeryville: San Pablo Avenue's intersection with 40th St. contained the most comments. San Pablo Avenue's intersections with 35th and 36th St., which connect to I-580 ramps, also received a high number of comments.

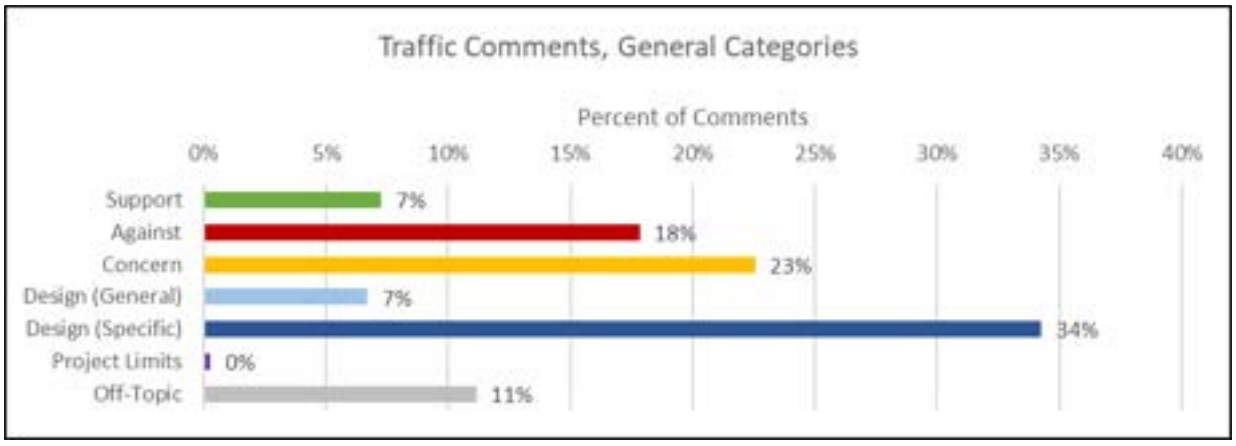
Figure 12. Traffic Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 40th St	26
2	San Pablo Avenue & 35th St	15
3	San Pablo Avenue & 36th St	13
4	W MacArthur Blvd & Apgar St	12
5	San Pablo Avenue & Ashby Ave	11
5	San Pablo Avenue & 20th St/MLK Jr Way	11

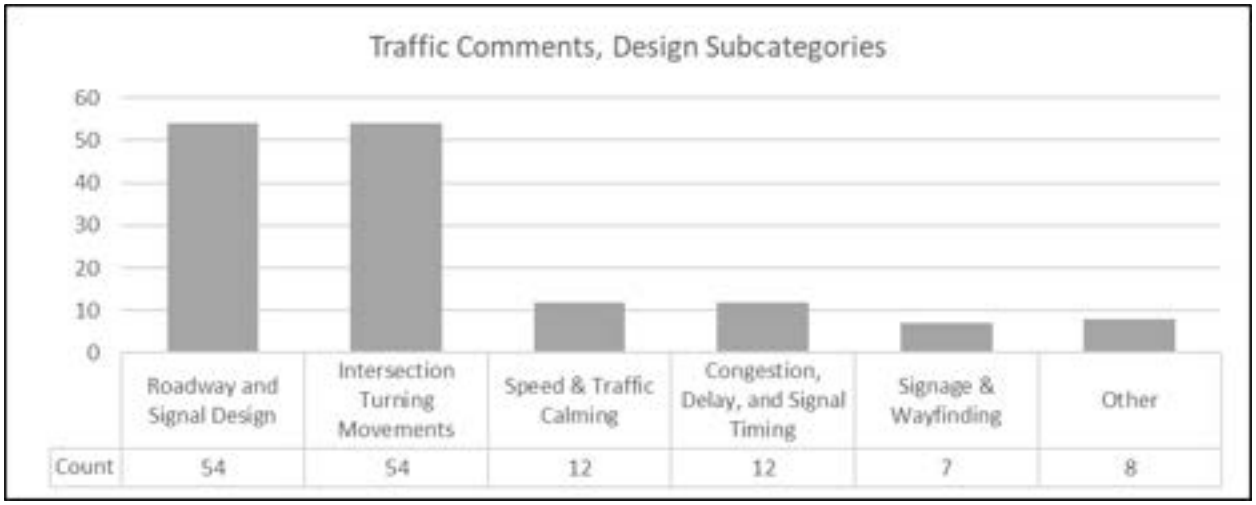
Out of the general categories, “Design (Specific)” contains the most comments (34%), followed by “Concern” (23%) and “Against” (18%). “Support” comments express appreciation over turn restrictions, crossing improvements, and protected bike lanes and reduce vehicle collisions with pedestrians and bicyclists. Some comments also agree with the closure of westbound W MacArthur Blvd between Apgar St. and San Pablo Ave. “Concern” comments generally express concern over increased traffic both on San Pablo Ave. and diverting into side streets. “Against” comments express opposition to the project due to traffic and congestion, anger that road space is being dedicated to buses and bikes instead of vehicles, and point out that the corridor is a major thoroughfare for regional travel.

Figure 13. Traffic Comments by General Categories



The design comments, from the above two “Design” categories (41%, 147), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 147 design comments in the Traffic category. Most of these comments suggested changes to roadway or signal design (37%), which involve the configuration of auto lanes and traffic signals; or intersection turning movements (37%), which involve turn lanes and turn restrictions.

Figure 14. Traffic Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Roadway and Signal Design

- Maintain two vehicle through lanes on corridor
- Do not shorten medians to prevent illegal mid-block U-turns
- Do not use PHBs due to driver confusion
- Do not remove driveways at vacant parcels in case it becomes redeveloped
- Convert complex intersections into roundabouts

Intersection Turning Movements

- Make turn lane movements and intersection striping clear to avoid collisions, especially at complex intersections such as San Pablo Avenue, 20th St, and MLK Jr Way.
- Allow northbound right turns onto 40th Street
- Disallow southbound right turns onto 32nd Street
- Allow northbound left turns onto 27th Street to improve access
- Add more no right on red restrictions to protect pedestrians; make restriction clearer with illuminated sign

Speed & Traffic Calming

- Add traffic calming, such as rumble strips or speed bumps, on side streets to slow drivers diverting onto the side streets
- Add traffic calming onto San Pablo Ave. to slow vehicles down near crosswalks

Congestion, Delay, and Signal Timing

- Optimize signal time and prevent long wait times at intersections
- Add coordinated signals for consistent traffic flow
- Add protected left turns at major intersections

Parking and Loading Comments

There were 214 total comments in the Parking & Loading category, which are more concentrated within North Oakland, with the area around the 65th St. intersection being a major hotspot. Other areas of high comment activity include the 59th St. intersection in North Oakland, and the Peralta St. intersection in Emeryville.

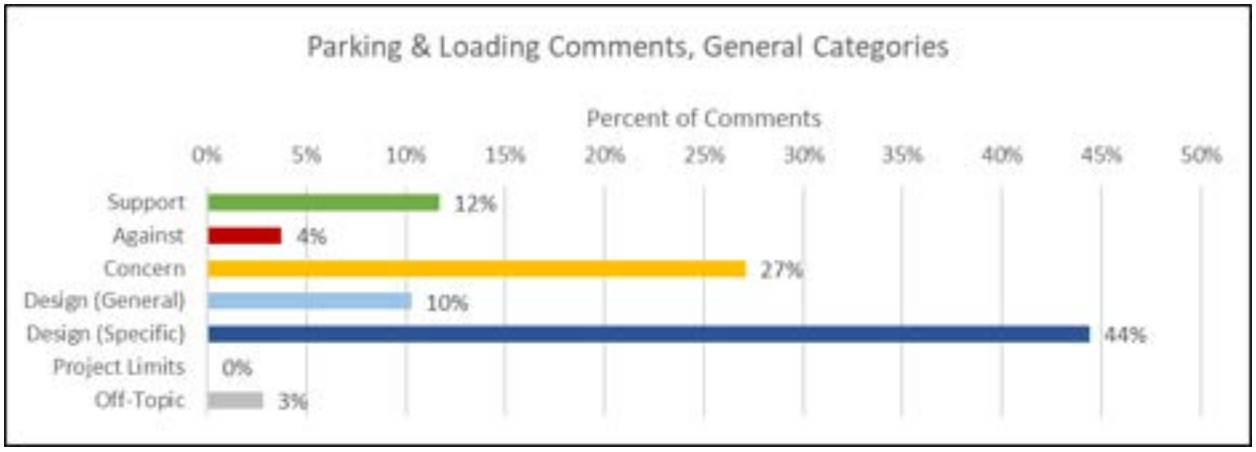
Figure 15. Parking and Loading Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 65th St	12
2	San Pablo Avenue & Peralta St	11
3	San Pablo Avenue & 59th St. (South)	10
4	San Pablo Avenue & 59th St. (North)	8
4	San Pablo Avenue & 64th St	8

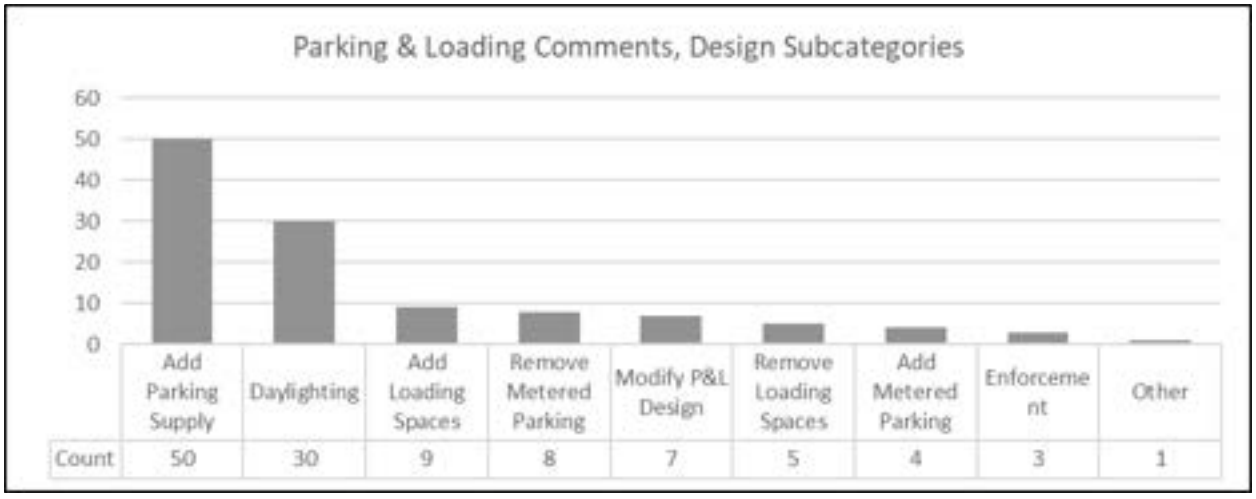
Out of the general categories, “Design (Specific)” contains close to half of all comments (44%), followed by “Concern” (27%) and “Support” (12%). “Support” comments indicate that the loss of parking is acceptable, parking on side streets is sufficient, and are appreciative that loading zones are included in the design. “Concern” comments express worry about whether they could find available parking and parking spillover effects into residential neighborhoods. “Against” comments express frustration that businesses will be negatively impacted due to the lack of parking.

Figure 16. Parking and Loading Comments by General Categories



The design comments, from the above two “Design” categories (55%, 117), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 117 design comments in the Parking & Loading category. The largest subcategory was related to adding parking supply (43%), both on-street and off-street. The next subcategory was regarding daylighting near intersections (26%); however, note that many of these comments were left by the same respondent.

Figure 17. Parking and Loading Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Add Parking Supply

- Add on-street parking on San Pablo Ave. due to concerns over loss of business, concern for people with limited mobility, safety on side streets, spillover within residential neighborhoods, etc.
- Remove median and use the width to add more on-street parking on San Pablo Ave
- Add off-street parking supply by constructing parking lots on vacant parcels

Daylighting

- Ensure on-street parking spaces comply with AB 413, where parking or stopping 20 feet from a crosswalk on the side approaching the crosswalk. Where parking is not allowed, paint the curb red.

Add Loading Spaces

- Add more commercial loading spaces near businesses for deliveries
- Add more passenger loading spaces near senior centers and medical facilities for paratransit loading
- Add more passenger loading spaces for TNCs

Remove metered parking

- Remove metered parking in residential side streets so that residents may park in front of their house
- Remove metered parking in front of St. Columba Church

Modify Parking & Loading Design

- Add more disabled parking spaces throughout corridor
- Add no parking signage on 53rd St. to prevent standing cars and maintain flow for Emery High School

Remove Loading Spaces

- Remove loading zones that are perceived as unnecessary and prevent bikes from having to merge into bus lane or use sidewalk
- Remove loading zones on commercial blocks perceived to have low usage

Add Metered Parking

- Add more metered parking to keep parking turnover high since there is less parking

Enforcement

- Prevent double parking or parking within bike path with effective enforcement
- Extend parking enforcement hours to 6PM
- Add residential parking permits on side streets to preserve resident parking near home

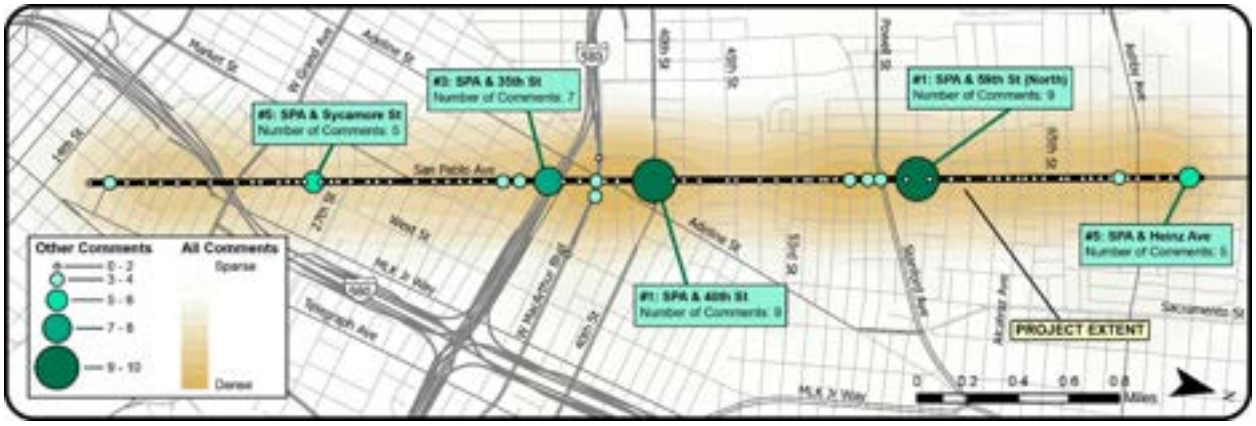
Comments within design subcategories involving adding, removing, or modifying parking spaces also noted where the change was suggested (on or off San Pablo Ave.).

	On San Pablo Avenue	Off San Pablo Avenue
Add Parking Supply	45	5
Add Loading Spaces	9	0
Remove Loading Spaces	5	0
Modify P&L Design	6	1

Other Comments

There were 160 total comments in the Other category, which are defined as those that did not fit within the other general categories. San Pablo Ave's intersection with 59th St. in North Oakland and 40th St. in Emeryville contain the most comments in the Other category.

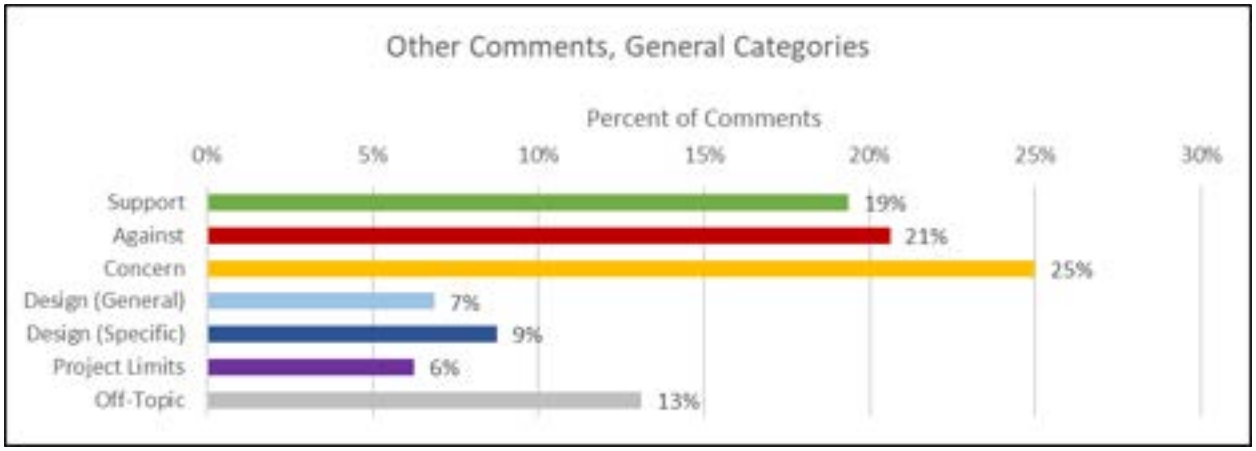
Figure 18. Other Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 40th St.	9
1	San Pablo Avenue & 59th St. (North)	9
2	San Pablo Avenue & 35th St.	7
3	San Pablo Avenue & Heinz Ave.	5
3	San Pablo Avenue & Sycamore St.	5

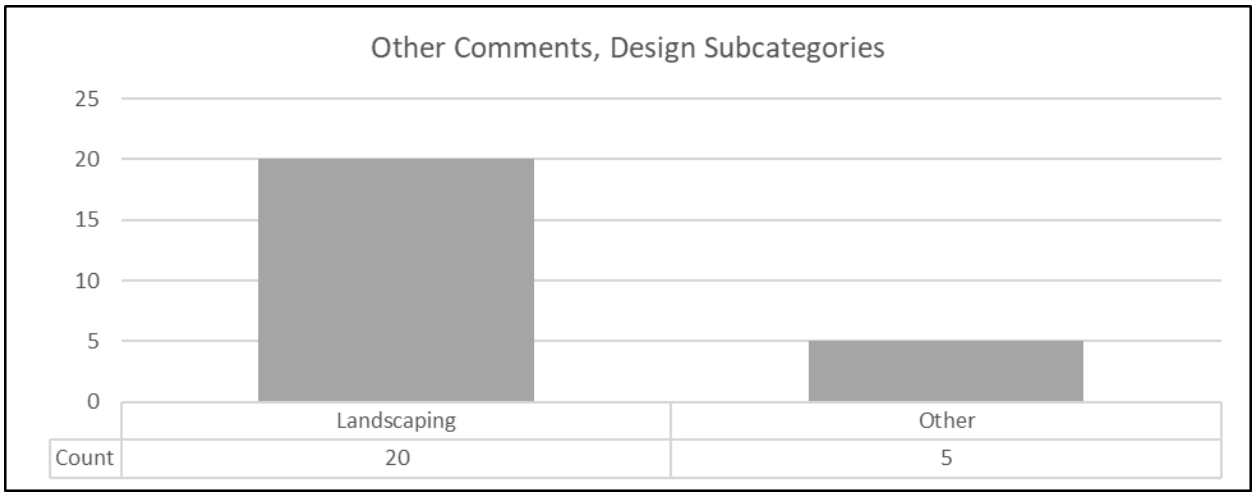
Out of the general categories, “Concern” had the highest number of comments (25%), followed by “Against” (21%) and “Support” (19%). “Support” comments express excitement about the project and feel that it will positively benefit the community through improved safety for bicycles and pedestrians and more efficient bus service. “Concern” comments question if the improvements will work to promote safety and multimodal transportation and raise a range of issues, such as emergency vehicle access, landscaping, loss of business, and unhoused people. “Against” comments express frustration over the increased traffic and loss of parking, indicate that the improvements on Telegraph Ave. have made conditions worse there, and argue that the government should divert resources to other social issues.

Figure 19. Other Comments by General Categories



The design comments, from the above two “Design” categories (16%, 25), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 25 design comments in the Other category. Most of these comments were regarding landscaping (80%), such as trees and decorated plaza spaces.

Figure 20. Other Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Landscaping

- Add more trees, planters, and other greenery on sidewalks, median, and pedestrian plazas for aesthetics and shade
- Add public art in large pedestrian plazas to activate the space

A.3 Focus Groups

A.3.1 Focus group recruitment surveys

1. First Name

2. Last Name

3. City where you live

- ◯ Oakland
- ◯ Emeryville
- ◯ Berkeley
- ◯ Other (please specify)

4. Are you available DATE AT TIME for a virtual/in-person meeting via Zoom / at ADDRESS?

- ◯ Yes
- ◯ No

5. How often do you typically travel on San Pablo Avenue? (select one)

- ◯ Daily
- ◯ 2-3 times per week
- ◯ Weekly
- ◯ Less than weekly

6. Why do you typically travel on San Pablo Avenue? (choose all that apply)

- ☐ To travel to/from my home
- ☐ To shop, use services or visit other storefronts on San Pablo Avenue

7. By which travel mode do you most often travel on San Pablo Avenue? (choose all that apply)

- [ ] Walk
- [ ] Bike
- [ ] Bus
- [ ] Drive
- [ ] Other (please specify)

8. Which gender best describes you? (select one)

- ( ) Female
- ( ) Male
- ( ) Non-binary
- ( ) Other (please specify)

9. Which ethnicity would you use to describe yourself? (choose all that apply)

- [ ] African American or Black
- [ ] Asian
- [ ] Caucasian
- [ ] Other (please specify)
- [ ] Latino or Hispanic
- [ ] Multi-ethnic

10. In what range is your household's annual income? (select one)

- ( ) Less than $12,000
- ( ) $12,000-$54,000
- ( ) $54,001-$91,000
- ( ) $91,001-$116,000
- ( ) More than $116,000

11. How old are you? (select one)

- ( ) Less than 18
- ( ) 18-25
- ( ) 26-45
- ( ) 46-60
- ( ) 61-75
- ( ) Older than 75

12. Please provide your email address and phone number so, in the event you are selected to participate in one of the focus groups, we can contact you to make arrangements.

Demographics of participants

Of the 39[1] participants who took the survey, the most common age range was between 26-45 years old (28%), as well as 61-75 years old (28%). The most common income was $12,000-$54,000 (26%). Respondents were predominantly male compared to female, representing 54% and 33%, respectively. In terms of race and ethnicity, the highest percentage was Black/African American, representing 51% of the sample. Most participants live in Oakland (69%) and visit San Pablo Avenue daily (62%); participants were able to select more than one preferred mode of travel, with a majority traveling by car (64%) and walking (51%). Full demographic statistics can be found in the table below.

Demographics	Total number of participants	Percentage of participants
Age:		
18-25	4	10%
26-45	11	28%
46-60	7	18%
61-75	11	28%
Older than 75	1	3%
Decline to state	4	10%
Income:		
Less than $12,000	9	23%
$12,001-$54,000	10	26%
$54,001-$91,000	1	3%
$91,001-$116,000	7	18%
More than $116,000	6	15%
Decline to state	4	10%

[1] While there were a total of 44 participants across the focus groups, a few declined to take the demographic survey prior to participating.

Gender:		
Female	21	54%
Male	13	33%
Non-binary	1	3%
Decline to state	4	10%
Ethnicity:		
African American or Black	20	51%
Latino or Hispanic	4	10%
Asian	3	8%
Caucasian	3	8%
Multi-ethnic	2	5%
Black/Latino	1	3%
Mixed	1	3%
Decline to state	5	12%
Location:		
Oakland	27	69%
Emeryville	8	21%
Berkeley	1	3%
Decline to state	3	8%
Mode:		
Drive	25	64%
Walk	20	51%
Bus	16	41%

Bike	14	36%
Other	5	13%
Decline to state	4	10%
Frequency:		
Daily	24	62%
2-3 times per week	9	23%
Weekly	2	5%
Decline to state	4	10%

A.3.2 Survey administered during focus group

SPA Focus Group Survey

* 1. What is your first name and first initial of your last name?

2. What segment of San Pablo Avenue are you most familiar with? Please list the two endpoints (street to street).

3. By which travel mode do you most often travel on San Pablo Avenue? (choose all that apply)

- [ ] Walk
- [ ] Bus
- [ ] Bike
- [ ] Drive

4. Would you feel safer crossing SPA with the pedestrian improvements shown?

- ◯ Yes
- ◯ No

5. How often do you take the bus on SPA?

- ◯ Sometimes
- ◯ Often
- ◯ Never

6. How likely would you be to take the bus on SPA once buses are operating on dedicated bus lanes?

- ◯ Very likely
- ◯ Likely
- ◯ Neither likely nor unlikely
- ◯ Unlikely
- ◯ Very unlikely

* 7. Have you have ever biked on SPA or on a nearby street?

- ◯ Yes
- ◯ No

* 8. Would you ride on SPA if there were protected bike lanes like the ones we've described?

- ◯ Yes, I ride on SPA now and I would continue to if there were protected bike lanes
- ◯ Yes, I avoid riding on SPA now; protected bike lanes would make me feel safer
- ◯ No, I don't bike and protected bikes lanes on San Pablo Ave wouldn't be enough to get me to start
- ◯ Other (please specify)

* 9. Have you ever driven to a destination on San Pablo Avenue?

- ◯ Yes
- ◯ No

* 10. What will you do when the parking is moved to off-street lots or side streets?

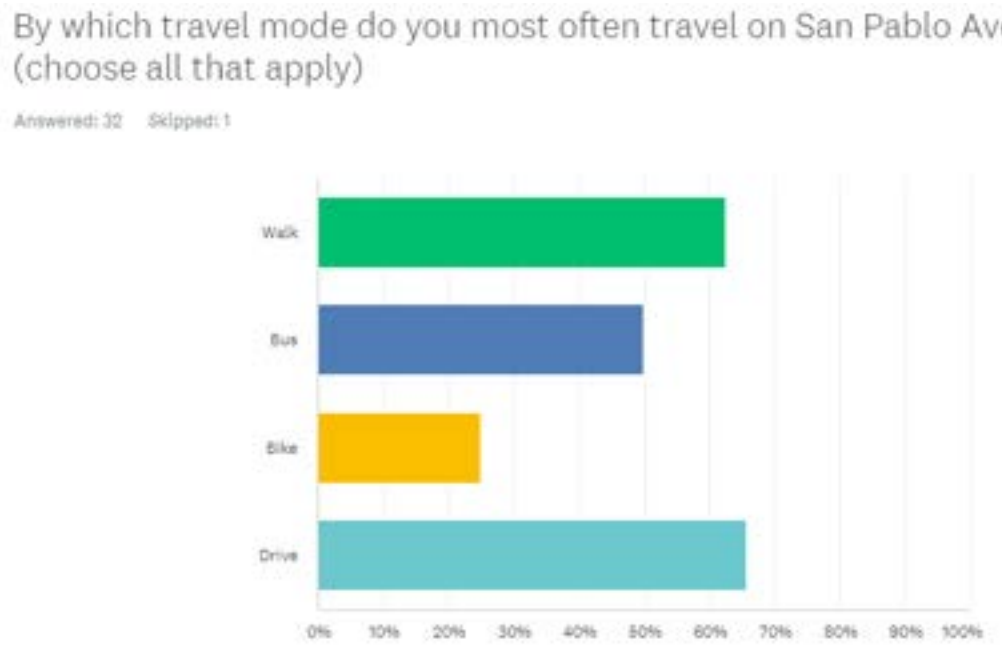
- ◯ I would not frequent some of my SPA destinations if parking were moved
- ◯ I would use another mode to reach my SPA destinations (walk, bike, bus)
- ◯ I'd park in a parking lot
- ◯ I'd park on a nearby side street
- ◯ Other (please specify)

* 11. What are your top priorities for improvements to San Pablo Avenue? Please select your top 3.

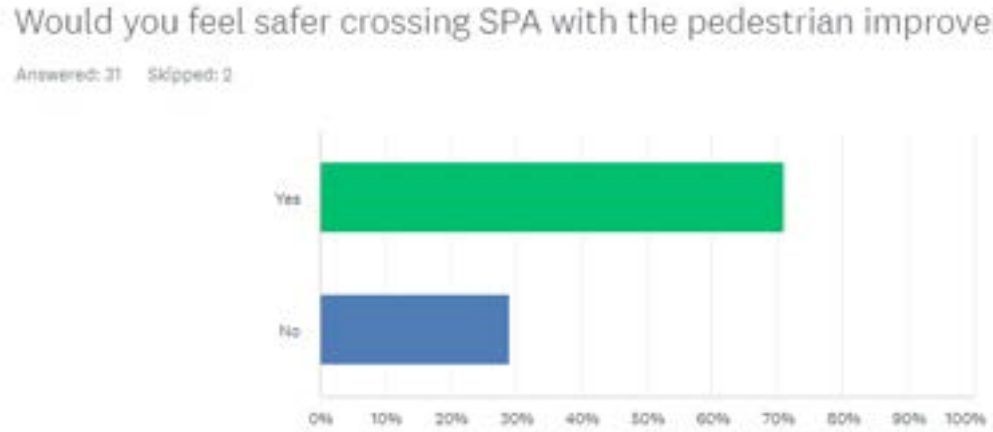
- ☐ Trees
- ☐ Landscaping
- ☐ Parklets / public spaces
- ☐ Other beautification
- ☐ Art
- ☐ Other (please specify)

Focus group discussion survey results

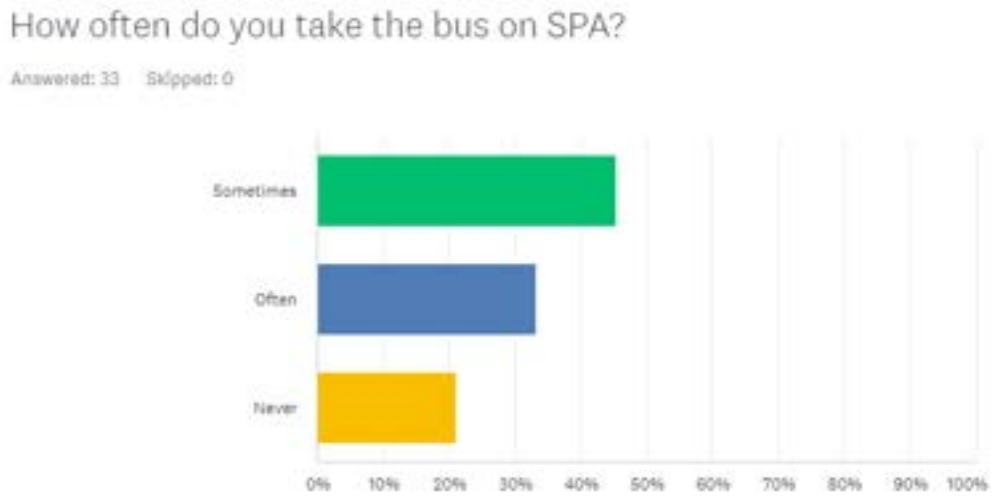
The following charts depict results from the data that was captured. Percentages in the narrative are rounded and may not combine to fit exactly within one-hundred percent.



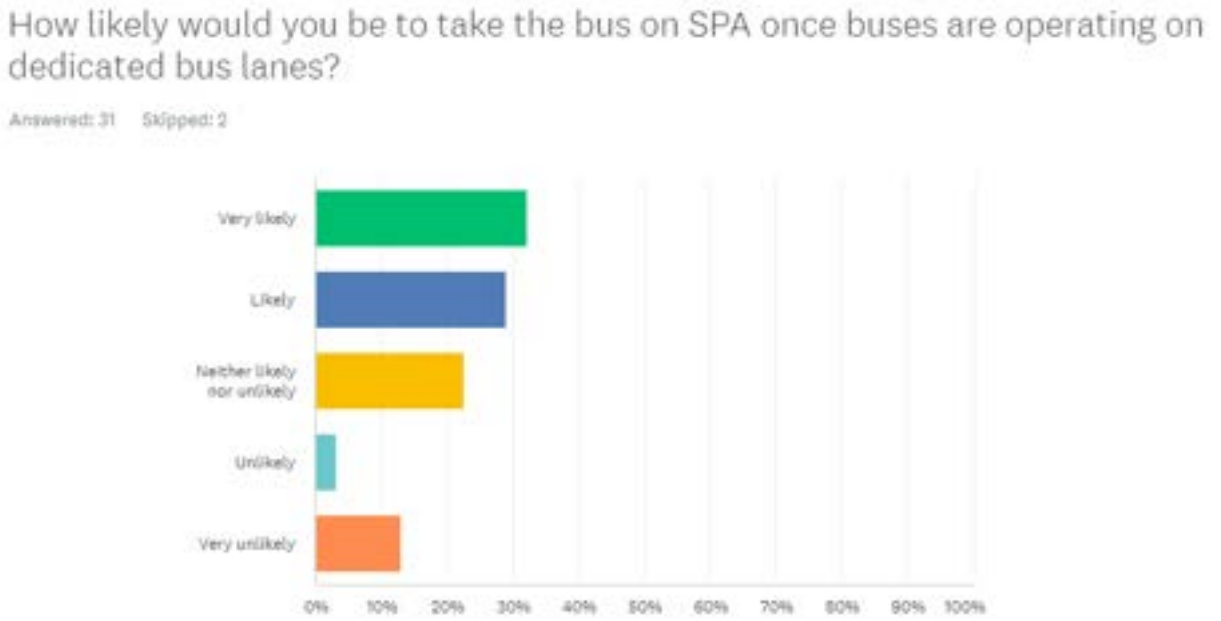
Participants most often traveled by car (66%), followed by on foot (63%), by bus (50%), and on bike (25%).



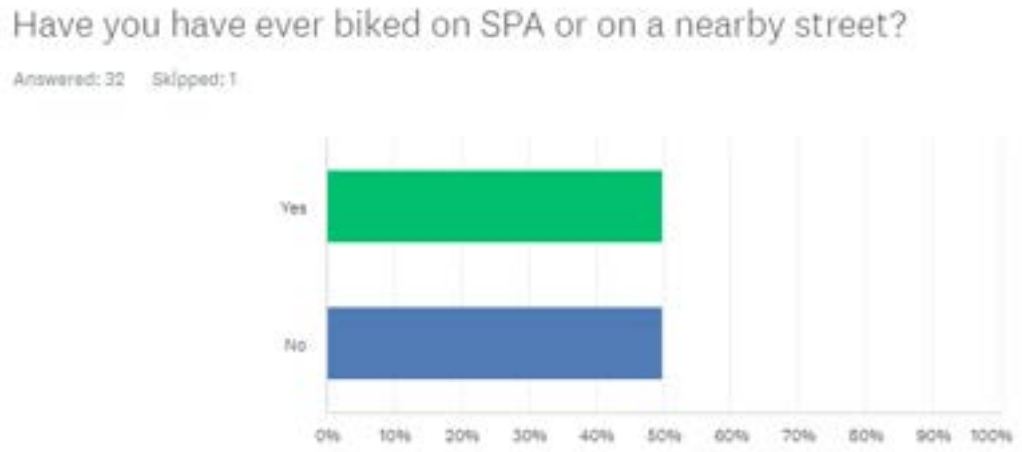
Given pedestrian improvements, most participants would feel safer crossing San Pablo Avenue (71%), compared to those who would not feel safer (29%).



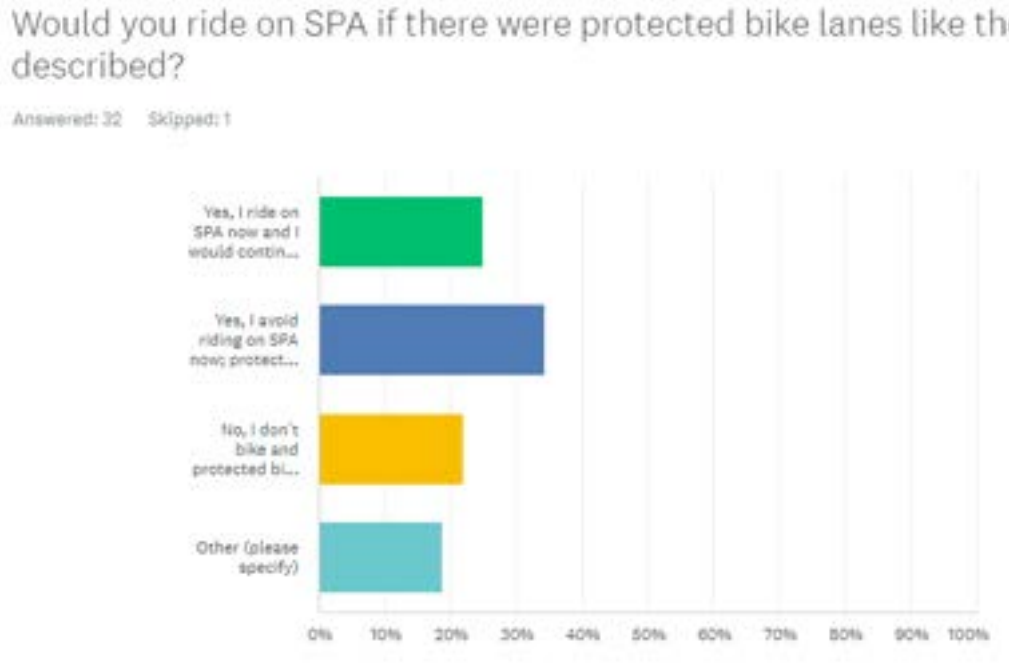
Most participants take the bus on San Pablo Avenue “sometimes” (45%) or “often” (33%). Twenty-one percent “never” ride the bus.



Once San Pablo Avenue buses are operating on dedicated bus lanes, most participants reported they would “very likely” (32%) or “likely” take the bus (29%). Twenty-three percent said they would be “neither likely nor unlikely” to take the bus (23%). Some would still be “unlikely” (3%) or “very unlikely” to take the bus (13%).

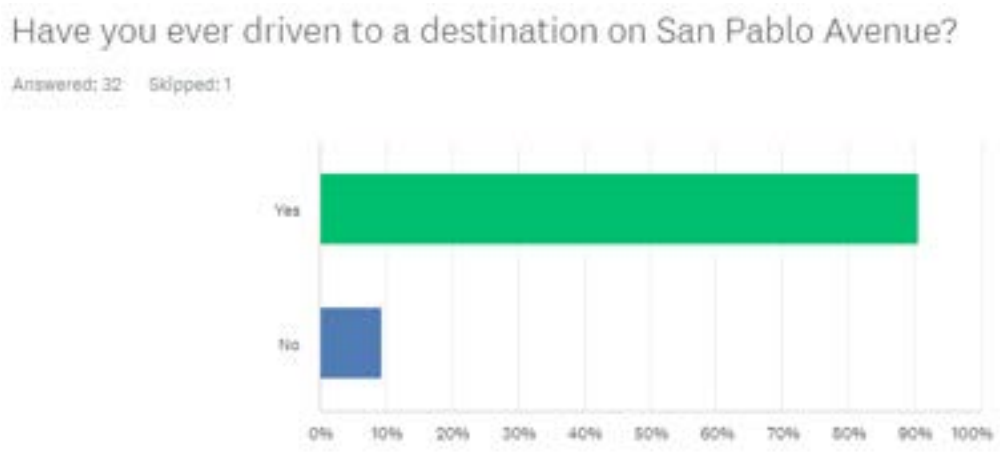


Participants were exactly split in their response of ever having biked on San Pablo Avenue or on a nearby street. Half of respondents reported “yes” (50%), and half reported “no” (50%).

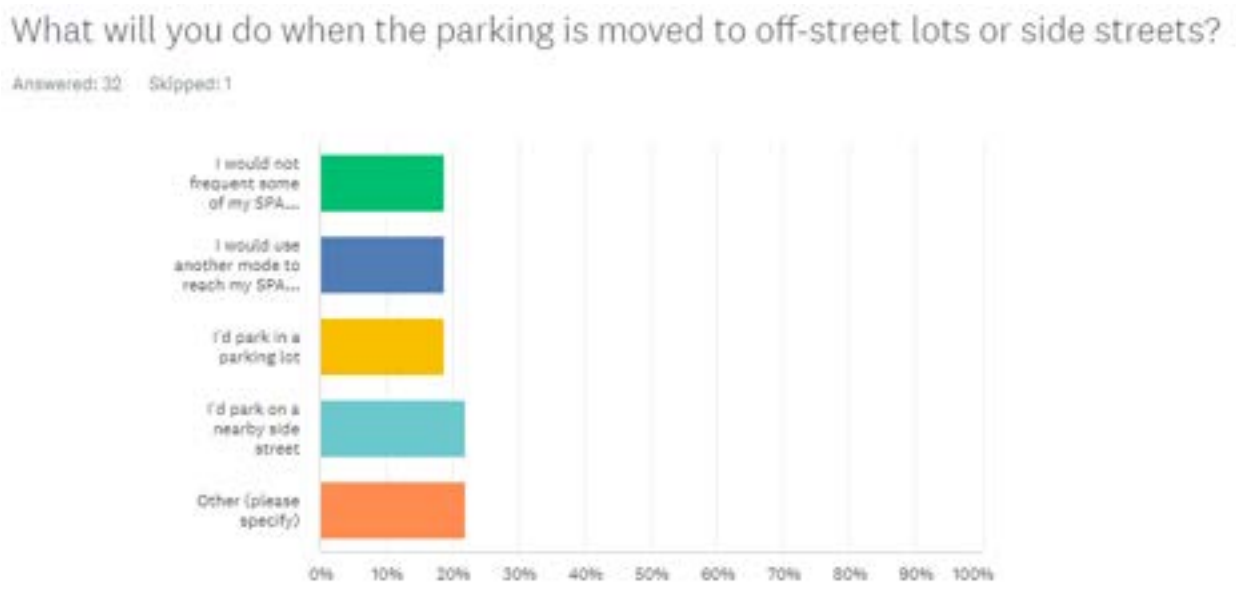


If protected bike lanes existed, most reported they would ride a bike on San Pablo Ave.: 34% said “yes, I avoid riding on San Pablo Avenue now; protected bike lanes would make me feel safer” followed by those who reported “yes, I ride on San Pablo Avenue now and I would continue to if there were protected bike lanes” (25%). Others would not: 22% said “no, I don’t bike and protected bike lanes on San Pablo Avenue wouldn’t be enough to get me to start.” Nineteen percent responded “other”.

Of the six participants who chose “other,” some of the responses included they had no bike, they would ride their bike only because they needed to, bikes are considered motorized vehicles and are dangerous, they would redesign the whole project, and someone who bikes reported feeling unsafe around the loading zones.

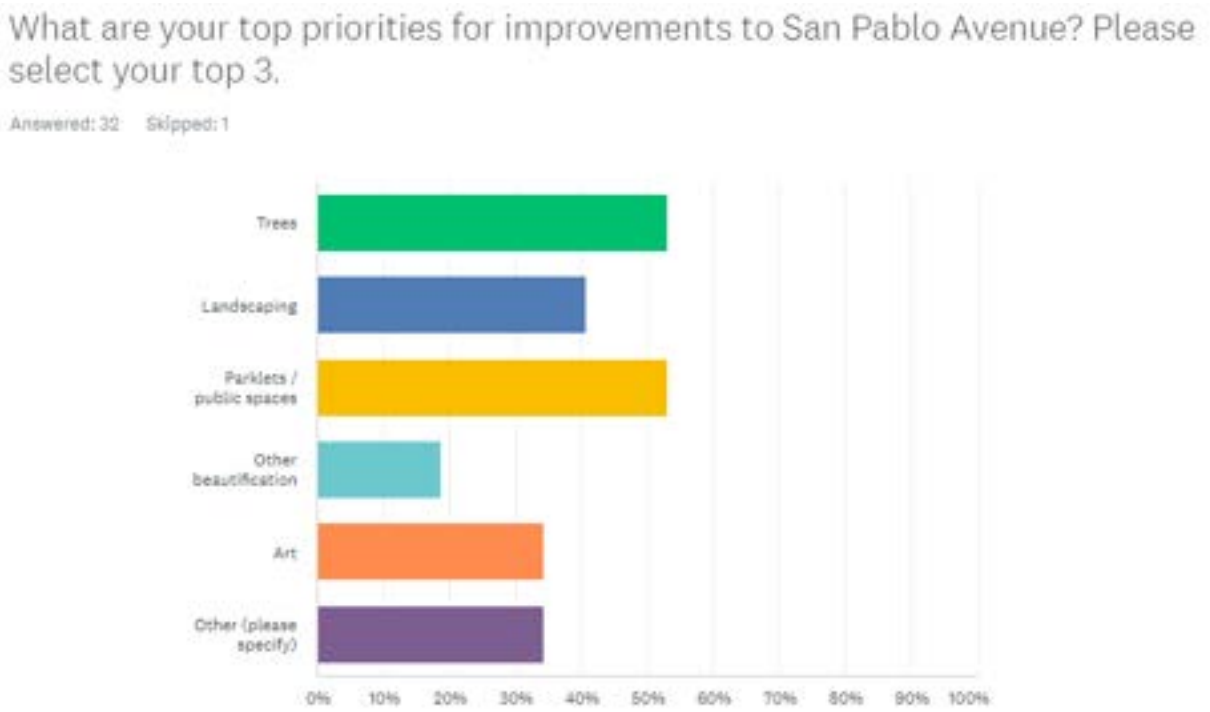


When asked if they have ever driven to a destination on San Pablo Avenue, most participants responded “yes” (91%), compared to those who responded “no” (9%).



Results for the question about moving parking to off-street lots or side streets were found to be mixed. Twenty-two percent of participants reported they would “park on a nearby side street” (22%), as well as those who selected “other” (22%). Those who selected “other” did not have a car, reported they had parking arrangements, or that they would park in the bus lane.

The rest of participants equally reported “I would not frequent some of my San Pablo Avenue destinations if parking were moved” (19%), “I would use another mode to reach my San Pablo Avenue destinations (walk, bike, bus)” (19%), and “I’d park in a parking lot” (19%).



Participants were asked to select their top three priorities for improving San Pablo Avenue. The two top priorities were more trees (53%), and parklets/public spaces (53%). Next, participants wanted landscaping (41%), followed by art (34%), some specified “other” option (34%), and other beautification (19%).

Of those who specified “other,” feedback involved security and renovation ideas. Suggestions included ticketing cameras, street lights, and more police. Renovation ideas included adding water fountains, creating a resting spot, and revitalizing empty storefronts.

A.3.3 Focus Group Comment Table

	Category	Count	Comments
Bike	Support	2	- Supports addition of bike lane - Likes protected bike lane
	Against	4	- Dislikes getting off bike to share sidewalk with pedestrians (2) - Dislikes bike lanes next to sidewalk or behind bus stops, which will cause collisions - Oppose creation of bike lanes, which will not benefit the senior population
	Concern	1	- Difficult to bike around vehicles using loading zones
	Design (General)	2	- Make sure traffic signals register bikes, especially at night - Remove medians to make more room for bike lanes
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	9	- Likes Leading Pedestrian Intervals (LPIs) to help with crossings - Likes addition of street lights (5) - Likes addition of beacon lights (2) - Likes pedestrian median refuges, especially when crossing with slower children
	Against	0	
	Concern	6	- Dislikes yellow flashing lights for pedestrian crossings, as they are too similar to traffic lights - Concern with sharing sidewalk with bikes - Flashing beacons don't work and motorists don't obey them (3) - Need more opportunities to cross San Pablo Ave. safely

	Design (General)	3	- Need to extend crossing times (2) - Need signage for pedestrians to be aware of fast bikers
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	2	- Supports addition of bus lane - Likes lighting at bus stops
	Against	3	- People who can't ride the bus will not benefit - Buses don't need their own lane - This will cause delays for cars
	Concern	5	- Cars will drive in bus lanes, which is dangerous (2) - Concern with accessing raised bus stop platforms - Concern with crossing bike lanes to access bus stops (2)
	Design (General)	3	- Implement signage or speed bumps to tell bikers to slow down around bus stops - Should add bus shelters with seats - Need better maintenance of bus stops
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	0	
	Concern	7	- Concerned with speeding (3) - Eliminating traffic lane will increase congestion (4)
	Design (General)	3	- Should implement speed bumps - Adjust light cycles to compensate for one lane of traffic and to avoid congestion - Install cameras on signals for enforcement

	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	0	
	Against	0	
	Concern	2	- Loading zones are confusing and don't seem safe - Concern about diverting traffic and parking to side streets
	Design (General)	10	- Need to include parking for school drop-off (3) - Do not institute paid parking, since residents have to park too - Need enforcement for parked, abandoned cars - Supports using metered parking on side streets (2) - Need enforcement of speed limits - Need to keep parking on San Pablo Ave. for seniors with mobility issues - Have designated bike/ped spaces along sidewalk around loading zones
	Design (Specific)	1	- Not enough parking on 57th St.
	Project Limits	0	
	Off-Topic	0	
Other	Support	1	- Appreciates blue zones being considered for people with disabilities
	Against	1	- Use funding for this project to address other concerns like crime and maintenance concerns
	Concern	0	
	Design (General)	5	- Add trees for landscaping and cooling, but ensure they do not block lights (2) - Add public art and parklets (3)
	Design	0	

	(Specific)		
	Project Limits	1	- Project length and distance are too long
	Off-Topic	0	

A.3.4 Focus group key takeaways

Golden Gate Community Association (GGCA) Focus Group
April 10, 2024
In discussion, some participants supported the proposed improvements while others expressed concerns with the project, with one participant preferring the current layout of San Pablo and others worrying about impacts to local businesses and car traffic. Other participants were open to the proposed improvements but held some reservations, which included the ability of flashing beacons to stop cars at crosswalks, the challenges of biking and walking through loading zones, and crossing bike lanes to bus platforms as pedestrians.

Of the proposed improvements, participants approved of parking meters on side streets and expressed their desire for more parklets, planted trees, and beautification along San Pablo.

West Oakland Neighbors (WON) Focus Group
April 25, 2024
In discussion, participants liked the proposed improvements, including the bus only lane and flashing lights; however, they agreed that a pedestrian overpass or bridge would make them feel much safer when walking across San Pablo Avenue. In addition, one participant suggested creating dedicated bike/ped spaces on the sidewalk where there are loading zones.

Satellite Affordable Housing Associates (SAHA) Focus Group
April 26, 2024
In discussion, participants were concerned about crossing the street/bike lane to access bus stops, which was perceived to be confusing and dangerous due to fast cyclists and speeding cars. This concern extended to safety at all pedestrian crossings, where participants wanted more crossing time and better enforcement for cars that ignore flashing beacons and speed on San Pablo.

Most of the participants were seniors and opposed the creation of bike lanes, which they felt would not benefit their community. Participants also wanted to keep parking available on San Pablo, especially since several of them had mobility issues. There was also discussion about how there are other concerns within the project area that are outside of the project scope that some participants felt should be prioritized instead of the project.

EAH Housing Focus Group
May 2, 2024
In discussion, participants liked the proposed pedestrian improvements, especially street/beacon lights, but did not like the bus-only lane, believing it will increase congestion and make it hard for school drop-off. There were also concerns about cyclists navigating loading zones, with one participant emphasizing the need for pedestrians and cyclists to safely share the sidewalk in such cases. One participant raised a concern about paid parking when residents on side streets have to regularly park on the street, while another participant was against the project in general due to its length and potential impact on traffic.

A.4 Open House Photos




Open House 1, Golden Gate Recreation Center, 4/15/24.




Open House 2, Emeryville Center for Community Life, 4/17/24.

A.5 Pop-Ups

A.5.1 Pop-Up Photos



Tuesday, April 9 at the Golden Gate Branch Library.



Sunday, April 14 at the West Oakland Farmers Market.



Monday, April 22 at the Thomas L Berkley Way Bus Stop.



Friday, May 3 at the NB San Pablo/Ashby bus stop.

A.5.2 Pop-Up Comment Table

Topic	Category	Count	Comments
Bike	Support	8	- Likes that bikers have their own lane instead of using the sidewalk (3) - Protected bike lanes are good for safety (2) - More bike lanes, the better (3)
	Against	5	- As a biker, prefer to use car lanes (2) - Dislikes creation of bike lane and removing traffic lane/parking (2) - Bike lanes should go on parallel side streets instead
	Concern	5	- People park in bike lanes - Drivers won't look for bikers - Cars back up into bike lane before merging into traffic - Make sure transition after Heinz Ave. and the bike lane ends is smooth - Bikers on the sidewalk around loading zones will get ticketed
	Design (General)	4	- Make bike lanes physically separate from rest of street - Need better lighting for bike lanes at night - Have bike lanes on left because it is dangerous when drivers are making right turns - Need signage to remind drivers to look for bikers (2)
	Design (Specific)	0	
	Project Limits	1	- Bike lanes should go into downtown Berkeley
	Off-Topic	0	
Walk	Support	0	
	Against	0	
	Concern	2	- Bikers on the sidewalks are dangerous - Worried this will make it harder to cross streets
	Design (General)	3	- Add more lighting on sidewalks

			- Need more beacon lights at crossings (2)
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	2	- Supports how this will make buses faster - We need bus only lanes
	Against	1	- Buses don't need their own lane
	Concern	5	- Concern about speeding cars in bus lane (3) - Police use the bus lanes and set a bad example - Concern about transition from bus only lane to no bus only lane after Heinz Ave.
	Design (General)	3	- Place bus lanes in the center of the road - Bus stops are too far apart, especially for seniors - Add benches at bus stops
	Design (Specific)	3	- Don't remove 32nd St. and Brockhurst St. bus stops; without them, very inconvenient for seniors and people with disabilities (2) - Children and seniors need bus stops on 27th and 28th
	Project Limits	1	- Would like this plan to reach BART stations
	Off-Topic	1	- Increase the number of buses on the road
Traffic	Support	0	
	Against	0	
	Concern	9	- Cars will drive faster to compensate for one lane of traffic (3) - Traffic and congestion will get much worse (4) - Traffic will be diverted to side streets (2)
	Design (General)	3	- Need more signage on smaller streets - Use cameras to collect traffic accident data - Need more visible traffic signs/blinking lights
	Design (Specific)	0	

	Project Limits	0	
	Off-Topic	3	- Need more driving education (2) - Need to enforce reasonable driving
Parking and Loading	Support	4	- Less parking worth it for improvements in safety (3) - Less parking will remove abandoned cars permanently parked
	Against	0	
	Concern	4	- There will be double parkers - Concerned where people will unload - Small businesses will suffer under loss of parking - Where will low-income housing residents park
	Design (General)	6	- Businesses should get assigned parking spots on SPA - Enforcement of parking and loading rules is critical - Should find empty or private lots to provide parking (2) - Dislikes metered parking due to burden placed on low-income people - Have permit parking on side streets
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	12	- Supports project and how it will curb speeding - Supports the project and how it will improve safety (2) - Excited about the project and removing car lanes - Project is good idea (7) - This will make it more convenient for seniors
	Against	11	- Does not support project due to similarities to Telegraph/Fruitvale/International and potential to hurt local business (3) - There are other more pressing community

			issues (2) - Funding for this project should be used differently, i.e. for crime (2) - This project is not feasible due to dangerous driving (2) - Unhoused driven off SPA will get ticketed and have nowhere to go - Concerns about traffic, safety, bus lanes, and businesses; use cameras instead
	Concern	3	- This project will have negative impact on small businesses (2) - Drivers will not follow the rules/signage
	Design (General)	3	- Include California native plants and flowers should be planted in medians (2) - Incorporate rain gardens
	Design (Specific)	0	
	Project Limits	1	- Only downtown Oakland needs these improvements, do not need this in North Oakland
	Off-Topic	1	- Cars get broken into often on SPA

A.6 Presentations/Meetings

A.6.1 Presentations/Meetings Key Takeaways

Across the 21 presentations and meetings held with advisory groups, community organizations, and other stakeholders, the levels of support and topics of focus varied widely.

In general, pedestrian, bicycle, and transit-focused groups were strongly supportive of the safety and transit improvements. Many requested additional safety measures and/or extension of the project to the north.

Disability advisory groups' members expressed varied views on the proposed bus lanes and bike lanes, but many emphasized the importance of paratransit access, provision of sufficient blue parking zones, and providing clear separation of bicycle and pedestrian space.

Resident views on the project also ranged from support to opposition. Concerns included parking and traffic, including potential parking spillover and traffic diversion into adjacent neighborhoods. Merchant groups primarily expressed concerns regarding parking in stakeholder meetings.

A.6.2 Presentations/Meetings Comment Table

Topic	Category	Count	Comments
Bike	Support	6	- Likes options for bikes at loading zones - Bike lanes are helpful for wheelchair users (2) - Supports the clear markings where bikes will go - Supports parallel bike improvements - Appreciates concrete instead of bollards and striping
	Against	1	- Don't see the point of adding bike lane
	Concern	11	- Concerns for mixed areas where ped and bike areas come together (3) - Concrete islands are dangerous - Cars making right turns are dangerous for bikes due to poor visibility - Bikers will not follow signage/rules - Bike traffic may be diverted to parallel routes/side streets (3) - Signals sometimes don't register cyclists

			- Bikes merging into bus lane may conflict with cars speeding in bus lanes
	Design (General)	3	- Use tactile surfaces for raised bikeway facilities - Use medians for more bikeway protection - Extend detectable warnings at bike lane past where the ramp starts
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	2	- Pedestrian lighting improvements are good (2)
	Against	0	
	Concern	3	- Bikes don't know when flashing beacons are activated - Concrete islands are not useful - Does not support bulbouts
	Design (General)	10	- Raised intersections or raised sidewalks for ped safety (2) - Make lighting at pedestrian level (2) - Place signal buttons accessibly for shorter heights - Accessible audible messages with RRFBs and LPIs (2) - Make timing of ped crossings consistent throught corridor and increase time for peds to cross - Widen sidewalks by taking space from medians - Concern about bikers riding on sidewalk - Add more bulb-outs into side streets to make crossing distances shorter
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	0	
	Against	0	

	Concern	9	- Need intervention to prevent other vehicles entering bus lane (5) - Concern about removing bus stops - Concern about bus stop relocations - There will be congestion between bus services - Concern people will speed in bus lane
	Design (General)	4	- Don't force cars to share road with buses near preschools - Use bumps or rumble strips to discourage cars using bus lane - Bus stop shelters should protect from heat, storms, other impacts of climate change - Bus stops should not be far apart
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	0	
	Concern	3	- There may be too much signage on the street, which complicates things for users (2) - Need ticketing for cars in loading zones
	Design (General)	12	- Lower High intensity Activated crosswalk (HAWK)to height of drivers' eyes (2) - Adjust signal timing for vehicles/pedestrians - Concern with speeding (4) - Concern with congestion (4) - Need traffic enforcement for speeding (2)
	Design (Specific)	2	- Address speeding problems on International - Address mid-intersection lane shifts are a problem on International
	Project Limits	0	
	Off-Topic	0	

Parking and Loading	Support	1	- Liked incorporation of loading zones
	Against	2	- Dislikes using bike lane as floating parking zone - This project will wipe businesses out due to parking concerns
	Concern	12	- Loading zones may block bike lane (2) - People will park in loading zones (2) - People park and load illegally in front of storefronts - Diverting demand for parking to neighborhood streets is an issue (2) - Finding parking is an issue for residents - Need to accommodate emergency vehicles and trash pick-ups - Businesses and their employees will take residential parking - Concern about loading happening in bus lanes - Merchants have concerns about commercial loading zones
	Design (General)	15	- Create consistent loading zone design like the ones for paratransit - Enforce metering for loading zones (2) - Don't include loading zones near preschools - Need more parking enforcement (2) - Merchants unhappy to see parking spaces removed on SPA - Need more enforcement for cars parking/stopping in bus lane - Need paratransit loading spots on SPA - Businesses on San Pablo Ave. need loading zones - Need handicap parking - Add blue zones for people to stop in bus/bike lane for loading - Residents would like to keep parking on San Pablo Ave. - Metered parking spots encourages turnover - Remove metered parking in front of residential properties
	Design (Specific)	3	- Add paratransit loading zone in front of Monarch - Remove metered parking on 33rd St. - Heinz Building needs to keep loading space on

			SPA
	Project Limits	0	
	Off-Topic	0	
Other	Support	4	- Fan of the project - Appreciate reducing one lane of traffic in each direction - This will make the corridor safer (2)
	Against	3	- This project will slow traffic - Address other community concerns like crime and homelessness before this project (2)
	Concern	2	- Must accommodate loss of space to local businesses - Dangerous for paratransit users or people with disabilities to use SPA
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	2	- Consider accommodating future growth and projected space use (2)

A.7 Storefront Outreach

The proposed changes to San Pablo Avenue, including pedestrian and bicycle safety improvements, transit reliability and access improvements, traffic circulation changes, and elimination of most parking and loading spaces along the street could significantly affect access the hundreds of storefronts in Oakland [2], Emeryville, and South Berkeley. Engaging with these storefronts to understand and accommodate their access needs has been a primary consideration throughout the project's development.[3]

[2] Oakland survey results are reported in two groups—West Oakland and North Oakland—because these stretches of San Pablo Avenue are separated by the roadway segment in Emeryville.

[3] Residents of buildings on San Pablo Avenue were engaged via focus groups, community meetings, presentations to neighborhood groups, online surveys, intercept surveys and "pop-ups," where project representatives staffed information tables at community events and other busy locations.

These access needs include how customers, clients and other visitors reach each storefront and how goods are picked up and delivered. To assess these needs and how the project can meet them, the project team attempted to interview the owners or managers of every storefront along the corridor multiple times. This work took place in two stages:

1. January 2022 - April 2022: Prior to design development, Round 1 assessed the parking and loading needs of storefronts and identified potential locations for these activities on side streets that cross San Pablo Avenue.
2. December 2023 - June 2024: Round 2 surveyed storefronts to seek feedback on the specific proposed designs for the Bus Lanes and Bike Lanes Project, especially proposed parking and loading accommodations.

In each stage, a similar process was employed whereby survey teams visited each storefront—including retail shops, services and organizations—to interview the owner, manager or other staff member with a good understanding of how customers/clients reach the storefront and how goods are picked up and delivered. After confirming that the owner/manager had time for an interview, surveyors explained the project and administered a survey. The survey questions varied depending on the phase, but focused on the storefront's parking, loading, and access needs and what solutions might work to accommodate them. In all phases, after visiting each storefront, the surveyors made an assessment of which of three categories that business fell into:

- "A": Business does not object to proposed removal of loading/parking spaces in front of business (or proposed loading/parking accommodation, where applicable).
- "B": Business does not agree with plans to remove loading/parking spaces in front of business, but based on the storefront needs expressed in the survey, surveyors think the proposed design could work.
- "C": Business does not agree with plans to remove loading/parking spaces in front of business, and surveyors agree that the proposed option(s) would not work.

If the storefront was temporarily closed (i.e., surveyors stopped by when it was closed, but it is open at other times) or the owner or manager was not present, surveyors left a flyer (in English, Spanish and Chinese) explaining the project and soliciting input, and returned to the storefront or followed up by phone up to two more times.

Round 1 (January 2022–April 2022)

- **Location:** West Oakland, Emeryville, North Oakland, South Berkeley
- **Purpose:** To assess parking and loading needs and identify whether and how parking and loading needs could be met off of San Pablo Avenue
- **Surveyed storefronts:** 165 occupied storefronts, 96 surveys (58%)

Round 1 Completed Storefront Surveys

	W Oakland	Emeryville	N Oakland	S Berkeley	TOTAL
Occupied storefronts	44	45	57	19	165
Completed surveys	24	21	37	14	96
Percentage	55%	47%	65%	74%	58%

Round 1 Storefront Survey Results

	W Oakland	Emeryville	N Oakland	S Berkeley	TOTAL
A	38%	43%	35%	36%	**38%**
B	50%	33%	62%	50%	**51%**
C	13%	24%	3%	14%	**11%**
Total	24	21	37	14	96

- **A**: **Supportive** - Business does not object to moving loading/parking**.**
- **B: Mixed -** Business does not agree with moving loading/parking, but based on survey we think it could work.
- **C: Opposed -** Business does not agree with plans to move loading/parking, and we agree that there aren't any good options.

These surveys helped the project team identify the block faces where there are not good alternatives to removing all loading and parking and informed development of the proposed project design.

During this round of outreach, storefront owners/managers provided a range of comments about the proposed project concept. Areas of support from the comments include:

- Support for addressing traffic safety and slower speeds
- Support for improving public transit
- Some businesses already have parking and loading off San Pablo (lots or side streets)

Areas of concern from the comments include:

- Safety/security issues on side streets: Personal safety, abandoned cars, illegal parking, encampments block side streets – not enforced, Unsafe to walk to/from side streets

- Trucks double parking
- Traffic congestion concerns
- Dislike Telegraph Ave. bike lanes
- Protected bike lanes are dangerous
- Distance for people with disabilities
- Loss of existing parklets and bulb outs
- Trucks on residential streets will anger neighbors
- Business will die without street parking
- Residents fill side street parking

The survey team found that while almost all locations (89%) appeared to have a potential parking and loading solution, owners/managers of more than half of those did not agree with the proposed changes. Key challenges identified include convenience of deliveries and security of side streets. This storefront outreach informed the development and location of loading and short-term parking zones on approximately 12 blocks of San Pablo Ave. where other options to accommodate storefront access needs were not available. Mid-block, commercial parcels with no off-street parking lot were considered for loading zones. Additional factors the project team considered when determining if a loading zone is needed include:

- Side-street loading zone is too far away
- Limitation on side street truck circulation due to truck type or street design/width
- Off-street lot inadequate for loading activities
- Personal safety and security concerns on side-streets

In addition, the project team added pedestrian-scale lighting on all side streets to the project scope to help address the personal safety and security concerns expressed.

Round 2 (December 2023–June 2024)

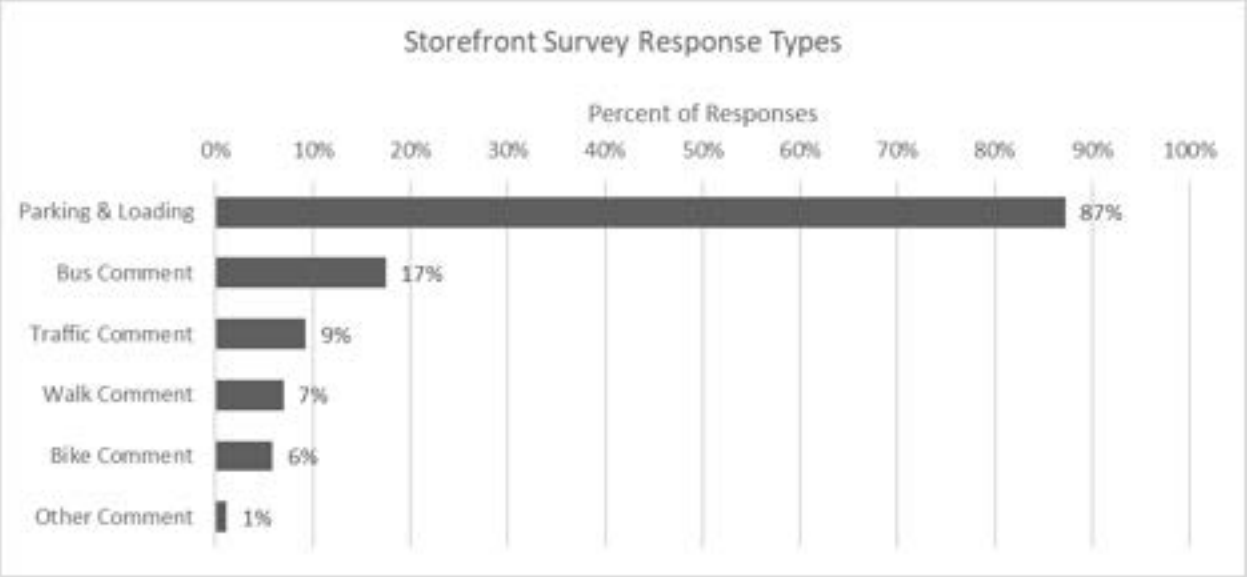
- **Location:** Oakland, Emeryville and South Berkeley
- **Purpose:** To share and seek input on detailed plans for bus lanes and bike lanes, confirm final loading zone locations on San Pablo Avenue, and confirm proposed side street curb designations.
- **Surveyed storefronts**: 193 occupied storefronts, 133 surveys (69%)

San Pablo Avenue Bus Lanes & Bike Lanes Project						
Storefront Outreach | December 2023–May 2024						
	Berkeley	**Emeryville**	**W Oakland**	**N Oakland**	**TOTALS**	**%**
A	8	11	17	16	52	39%
B	13	15	17	28	73	55%
C	0	0	3	5	8	6%
Storefronts surveyed	21	26	37	49	133	100%
Total # storefronts	23	34	63	73	193	100%
% Storefronts surveyed	91%	76%	59%	67%	69%	

From the 133 storefronts that were surveyed, many more open-ended comments were communicated to the interviewers. All specific requests were considered by the design team[4]. Survey questions consisted of multiple choice questions as well as open ended questions and prompts. All open-ended responses were analyzed to identify topics that may have implications in the proposed design. Each open-ended response was assigned to specific categories and subcategories used in the analysis of the Interactive Map Tool. For Bike, Walk, Bus, and Other comments, the general categories (Support, Against, Concern, Design) were used; for Traffic and Parking & Loading, the design subcategories were used to identify specific concerns. As the open-ended responses often discuss many different topics, responses may be assigned multiple categories and subcategories to preserve all information present. Responses that had design implications were then evaluated in depth, and responses that merit further consideration were identified.

For Parking & Loading comments, whether the request was on or off San Pablo Ave. was also recorded. Out of the survey entries, 86 of them contained open-ended responses that could be assigned one or more categories. As the questions in this outreach effort focused on parking and loading impacts to the businesses, most responses contained open-ended comments discussing Parking & Loading (87%) as expected. Some responses also discussed other aspects of the project, out of which Bus is the highest (17%), followed by Traffic (9%).

[4] Several businesses were mistakenly interviewed more than once. The numbers in the tables above do not reflect these duplicates; however, unique comments heard at different surveys of the same storefront were considered during the design process.



Storefront Outreach Comment Table

Topic	Category	Count	Comments
Bike	Support	3	
	Against	2	- Dislike Telegraph Ave. bike lanes - Protected bike lanes are dangerous
	Concern	0	
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	4	
	Against	0	
	Concern	1	- Would like more green and metered spaces
	Design (General)	0	
	Design (Specific)	1	- Would like high-vis crosswalks and RRFB to connect to 37th St.

	Project Limits	0	
	Off-Topic	0	
Bus	Support	5	- Support for improving public transit
	Against	4	
	Concern	1	- Bus zone: bus block driveway, enforcement on vehicles blocking bus zone
	Design (General)	1	- Shorten bus lane to not extend into the school on-San Pablo Ave. driveway
	Design (Specific)	4	- Preserve bus stop on San Pablo Ave. between Brockhurst St. and 32nd St. Assess spacing of adjacent bus stops. - Remove bus stop from 54th St. and preserve stop in front of library.
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	1	- Support for addressing traffic safety and slower speeds
	Against	0	
	Concern	1	- Trucks on residential streets will anger neighbors
	Design (General)	8	- Abandoned driveway is active and use for emergency services - Consideration for speed bumps to reduce speeding - Traffic congestion concerns
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	6	- Some businesses already have parking and loading off San Pablo Ave. (lots or side streets)
	Against	0	

	Concern	14	- Parking Spillover - Safety/security issues on side streets: Personal safety, abandoned cars, illegal parking, encampments block side streets – not enforced, Unsafe to walk to/from side streets - Trucks double parking - Business will die without street parking - Residents fill side street parking - Side-street loading zone is too far away - Limitation on side street truck circulation due to truck type or street design/width - Off-street lot inadequate for loading activities - Personal safety and security concerns on side-streets
	Design (General)	45	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	0	
	Against	1	- Loss of existing parklets and bulb outs
	Concern	0	
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	

A.8 Phone and Emails Comment Table

Topic	Category	Count	Comments
Bike	Support	0	
	Against	9	- Bike lane is unnecessary since bikers already use safer, parallel streets (3) - Bike lanes should go on a parallel street, not San Pablo Ave. (4) - Not enough people travel by bike to warrant a bike lane - Does not want bike lane
	Concern	7	- Dangerous for bikers on San Pablo Ave. (4) - Concerned the intersection at West MacArthur will be more dangerous for cyclists since diverted traffic turning right onto Apgar will cut off path for peds and cyclists - Cyclists tend to ignore traffic laws and bike lanes will increase risk of safety for pedestrians - Those with physical disabilities cannot choose to bike, even if they would prefer an alternative to taking a bus or car
	Design (General)	1	- Daily cyclist would like a main diagonal artery with a safe bike lane since they avoid biking on San Pablo Ave. due to safety issues
	Design (Specific)	0	
	Project Limits	2	- For bicycle commuting improvements I'd recommend you focus on improving Richmond Ave, the Ohlone path, and Sacramento for bicycle use - The Ohlone trail align San Pablo Ave. would be a safer bike option and save money
	Off-Topic	0	
Walk	Support	0	
	Against	0	
	Concern	0	
	Design (General)	0	

	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	0	
	Against	7	- Not enough people seem to ride the bus to prioritize a dedicated lane (7)
	Concern	13	- Doesn't think a designated lane for buses will improve their commute times (3) - Unless public transit is more efficient, affordable, cleaner, and safer, it will not attract more users - Feels unsafe at bus stops due to people taking over seats at waiting areas - Concern that the design does not sufficiently alert pedestrians stepping across the bike lane from the sidewalk to the bus stop - It will be difficult to now have to look out for bicyclists when leaving bus stop and poses an increase risk to safety - Not enough public transportation facilities to forgo a car - There should be "LOOK LEFT" and "LOOK RIGHT" and an arrow painted on the pavement with a bicycle symbol to direct peds and cyclists at bus stops - There should be motion sensor activated flashing lights at each bus stop to help cyclists and peds - At intersections have special green signal for buses - Install cameras to cite drivers using bus lane - At intersections have special green signal for buses
	Design (General)	2	- Idea to move bus lane to center - Would like to see a stop at the Golden Gate Library
	Design (Specific)	2	- Concerned about losing the bus stop at 55th

			and San Pablo Ave. since it is conveniently located and frequently used (2)
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	2	- Opposed to the proposed road closure of West Macarthur @ San Pablo Ave. (2)
	Concern	12	- Traffic will be pushed into neighborhoods, endangering residents (4) - GHG will be worse with one lane - Road closures from San Pablo Ave. will push more traffic onto side streets and increase risk for bikers and peds (3) - Increased traffic on San Pablo Ave. due to removing a car lane will impact emergency vehicle response times - Concerned about increase of traffic by school intersection endangering students due to San Pablo Ave. road closures and overflow of traffic (Referring to Oakland Military Institute) - Removing a car lane on San Pablo Ave. takes space for breakdowns and accidents - Right-hand turns off of San Pablo Ave. will be more challenging for cars who need to be aware of buses from their blind-spot
	Design (General)	17	- I suggest improving the traffic signal management by adding more detection loop cable - More lights for crosswalks are needed - Input turning traffic lights at every intersection for cars turning on to San Pablo Ave. to avoid bike or pedestrian accidents - More traffic lights are needed to help calm speed - Taking out a car lane will increase congestion along San Pablo Ave. (11) - Removing a lane from San Pablo Ave. will increase traffic due to overflow from 880 (2)

	Design (Specific)	4	- The traffic light turning left from San Pablo to 40th street is very short and traffic causes wait times of several cycles of this light turning green before someone can turn - Resident of 930 Apgar St. asks to block Apgar from rerouting traffic - Opposed to road closure of West MacArthur and SPA - Traffic calming needed on 32nd St. to slow traffic occurring between San Pablo Ave. and Adeline
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	0	
	Against	16	- Lack of parking will hurt businesses (10) - Removing parking on San Pablo Ave. will make it harder to find parking since side streets are also already packed (3) - Removing parking on San Pablo Ave. is a concern for those with mobility disabilities - Residents who will be competing with parking due to overflow may be forced to park far from their door making it dangerous for getting home at night and challenging to load items to and from home - Does not believe parking needs to be removed to make room for bike lane
	Concern	17	- Lack of parking will hurt businesses (3) - Removing parking on San Pablo Ave. will cause overflow to displace residents from parking near their home (5) - Removing parking on San Pablo Ave. will make it harder to find parking since side streets are also already packed (3) - Removing parking on San Pablo Ave. is a concern for those with mobility disabilities (2) - Parking issues due to San Pablo Ave. overflow will make it difficult for residents to have visitors who will be deterred by the lack of parking

			- Concerned about how local businesses will receive deliveries and the challenge hurting business - Does not think side streets or existing parking is sufficient for unloading - Wanted to confirm they still had their dedicated loading and pick up in front of Wally's Cafe
	Design (General)	2	- Wanted to know if citations will be given to those who try driving in the bus lanes to pass other drivers - Wanted to know if there will be enforcement to control delivery drivers who may park in a bus or bike lane
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	4	- Believes the plan accommodates safety of all those who travel SPA - Hopes that this plan can address safety while accommodating better access for cyclists and pedestrians - Proposed project makes street more accessible for everyone (2)
	Against	16	- Project doesn't support the greater good (2) - Strongly against the project (7) - Project advantages do not outweigh the cost - Money spent on this project would be better spend elsewhere to help people (4) - Project hurts residents by increasing a risk to their safety and well-being (2)
	Concern	6	- Wanted to know if studies have been conducted at intersections on San Pablo Ave. regarding safety for cyclists and pedestrians - Concerned of the impacts of the project to San Pablo Ave. neighborhood (3) - Wanted to know if studies had been done to show support for a bike lane

			- Does not think discouraging driving will cause people to use the bus and bike
	Design (General)	3	- Side streets off San Pablo Ave. could use more LED lighting to deter vandalism - Prefers center bike lane like on Valencia in SF - Prefers reversible car lane from bikes and peds
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	24	- Requested a meeting (3) - Wanted to schedule a project presentation (3) - Site issues (8) - Has been hit by drivers while biking on San Pablo Ave. twice - Wanted to schedule a pop-up or meeting for residents - Wanted to know if on-site studies had been conducted at intersections with recent ped and cyclist numbers to share from West Mac/40th - Requested project information (6) - Had a specific question about the project - Thank you to David for taking the time at the open house

Among comments received via phone and email, there were concerns that increased traffic congestion would cause drivers to use side streets, posing a threat to the safety of kids and the elderly residing on those streets, as well as loss of residential parking on side streets.

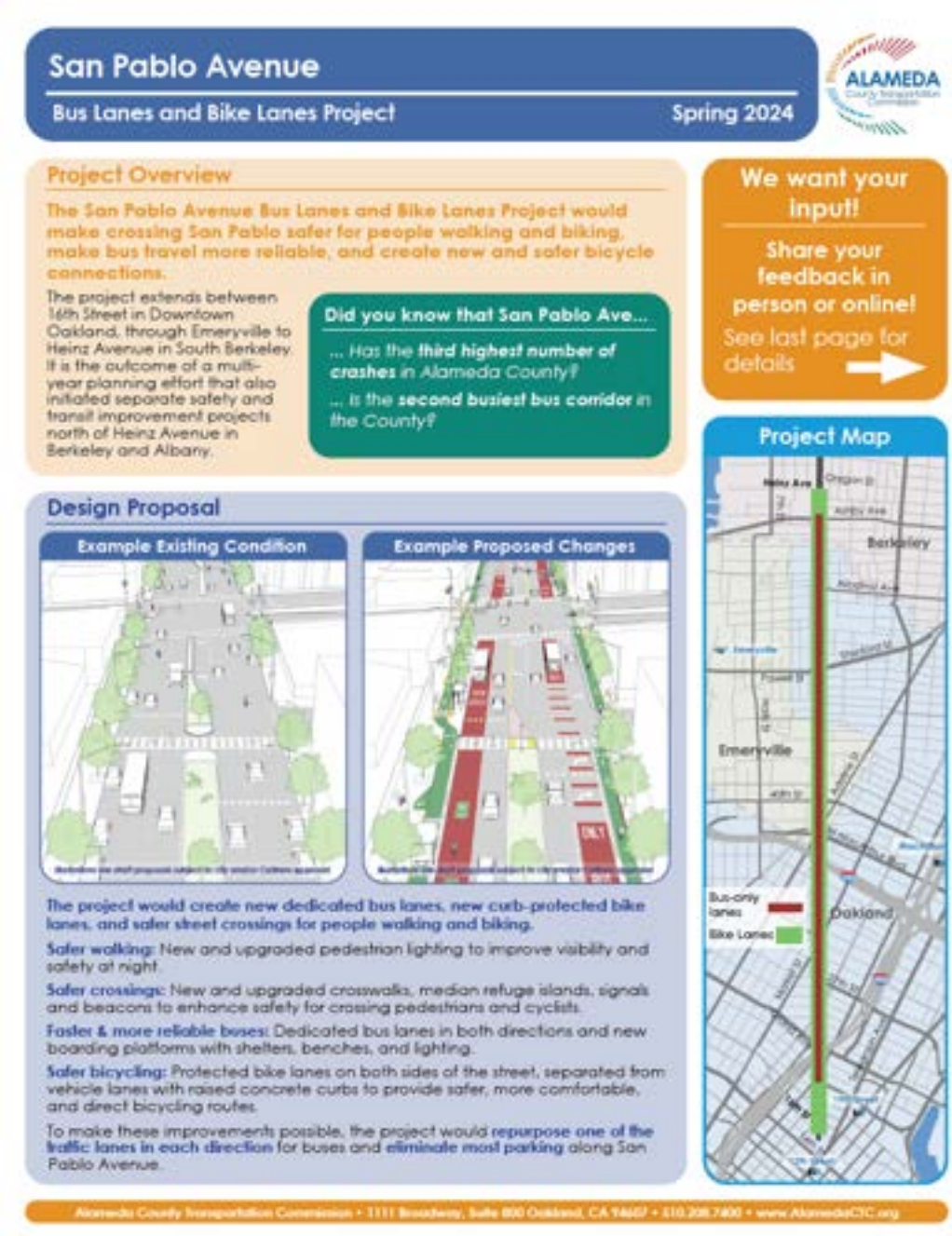
Questions and comments related to bicycling primarily related to area of use/frequency, with some commenters questioning why side streets were not an option for people biking instead of San Pablo Avenue, or suggesting that not enough people biked along this corridor to warrant creating bike lanes. Those who commented on pedestrian improvements were primarily concerned with safety, offering suggestions related to increasing visibility, such as adding lights and raising the sidewalk or locations for crosswalks. Some commenters shared that removing parking from San Pablo Avenue would pose a challenge to those with disabilities who would have to walk further from where they parked.

Appendix B -

Communications Materials

B.1 Project Fact Sheet (all languages)

B.1.1 English Fact Sheet



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

Project Map

Design Proposal

Example Existing Condition

Example Proposed Changes

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.

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Proposed Safety Improvements

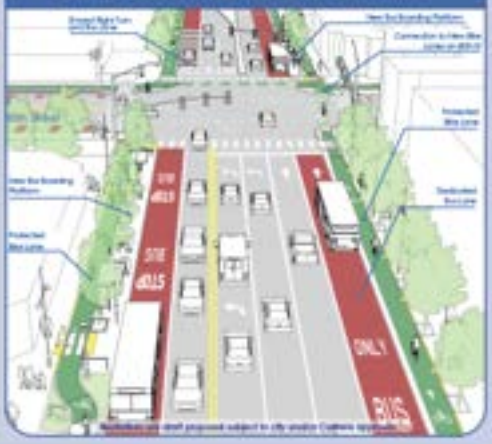
Intersection safety improvements would be implemented throughout the corridor, including:

- **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 sanpablouve.mysocialpinpoint.com.

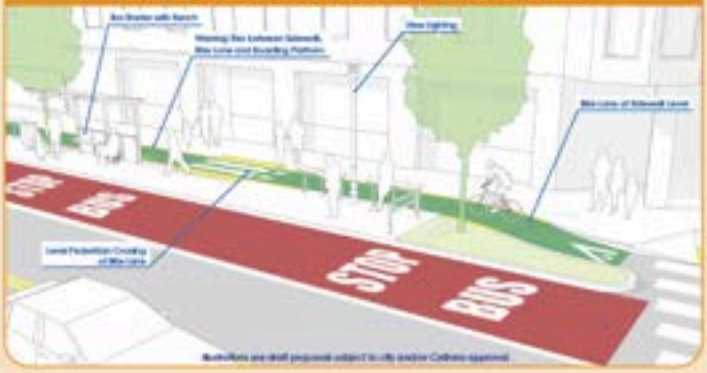
Example Loading Zone



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 sanpablosave.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 sanpablosave.mysocialpinpoint.com

Bus Stop Changes



Project Timeline

2017

Corridor Vision

Public engagement found communities along San Pablo Avenue want the street to be safer for walking and biking and buses to be more reliable.

2021

2022

Design and Public Outreach

Concept Approval

Alameda County Transportation Commission, Oakland City Council, Emeryville City Council, and Berkeley Mayor and corridor Council Members support bus lanes and bike lanes Concept.

2024

We are here

Community input on draft proposed design

2026

Construction

2028

Provide your Input!

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

- Visit sanpablouve.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 sanpablouve@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 sanpablouve.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

B.1.2 Spanish Fact Sheet

San Pablo Avenue

Proyecto de carriles bus y carriles bici — Primavera del 2024

Descripción general del proyecto

El proyecto de carriles bus y carriles bici de San Pablo Avenue hará que el cruce para los peatones y ciclistas sea más seguro y que los autobuses sean más puntuales, y creará conexiones nuevas y más seguras para los ciclistas.

El proyecto se extiende desde la 16th Street, en el centro de Oakland, a través de Emeryville hasta Heinz Avenue, en el sur de Berkeley. El proyecto es el resultado de una planificación de muchos años que también incluye proyectos separados de mejoras de seguridad y de transporte público al norte de Heinz Avenue en Berkeley y Albany.

¿Sabía que San Pablo Ave...

...ocupa el ***tercer lugar en el número de accidentes*** *del condado de Alameda?*

...es el ***segundo corredor de autobuses más transitado*** *del condado?*

¡Queremos su opinión!

¡Comparta su opinión en persona o en línea!

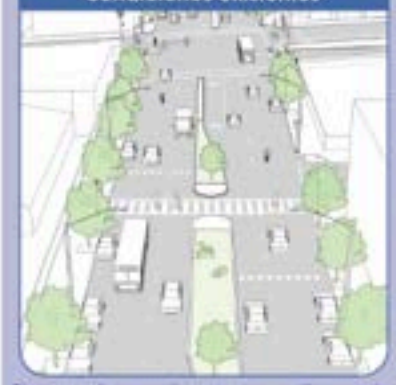
Vea más detalles en la última página

Mapa del proyecto

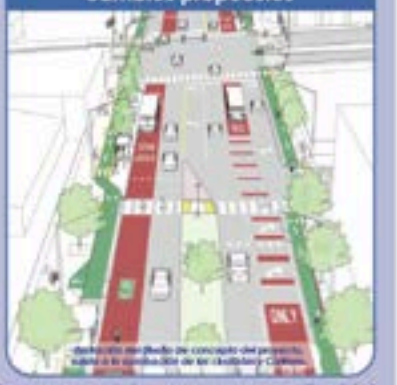


Propuesta de diseño

Ejemplo de las condiciones existentes



Ejemplo de los cambios propuestos



El proyecto crearía nuevos carriles exclusivos para autobuses, nuevos carriles bici protegidos por bordillos y cruces de calles más seguros para peatones y ciclistas.

Tráfico peatonal más seguro: Iluminación peatonal nueva y mejorada para aumentar la visibilidad y la seguridad por la noche.

Cruces más seguros: Cruces peatonales nuevos y mejorados, islas de refugio en la mediana, semáforos y señales de tráfico intermitentes para aumentar la seguridad de peatones y ciclistas.

Autobuses más rápidos y puntuales: Carriles exclusivos para autobuses en ambas direcciones y nuevas plataformas para ascenso y descenso de pasajeros con casetas, bancos e iluminación.

Ciclismo más seguro: Carriles bici protegidos a ambos lados de la calle, separados de los carriles para vehículos con bordillos de concreto elevados para brindar rutas para ciclistas más seguras, cómodas y directas.

Para que estas mejoras sean posibles, el proyecto **reasignaría uno de los carriles de circulación en cada sentido** a los autobuses y **eliminaría la mayor parte del estacionamiento** a lo largo de San Pablo Avenue.

Comisión de Transporte del Condado de Alameda • 1111 Broadway, Suite 800 Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

B.1.3 Simplified Chinese Fact Sheet



San Pablo Avenue

公車專用道和自行車道工程

2024年春季

工程概述

San Pablo Avenue 公車專用道和自行車道工程將使人們步行和騎車穿越 San Pablo Ave 倍加安全，公車出行更可靠，並建造更安全的新自行車道。

工程從 Oakland 市中心 16th Street，穿過 Emeryville 一直延伸到 South Berkeley 的 Heinz Avenue。這是多年規劃工作的成果，其中還包括 Berkeley 和 Albany 的 Heinz Avenue 以北不同的安全和交通改進工程。

您是否知道 San Pablo Ave...

...是阿拉米達縣車禍數量第三高的地區？

...是阿拉米達縣第二繁忙的公交幹道？

我們需要您的意見！

親自或在線上分享您的意見！

詳見最後一頁

設計提案

現有狀況範例

改造提案範例

工程將為步行和騎車的人們修建新的公車專用道。新的路線有防護自行車道以及更安全的十字路口。

步行更安全：新設的升級行人照明設備，提高夜間能見度和安全性。

過馬路更安全：新設的升級行人穿越道、中隔島、信號燈及警示燈，提高過馬路的行人和自行車騎士的安全。

更快速可靠的公車路線：雙向公車專用車道以及配備候車亭、長椅和照明設備的新候車月台。

騎自行車更安全：在街道兩側建造有防護自行車道，用水泥立體分隔帶與車道分開，提供更安全舒適的專門騎車路線。

為了實施這些改進，工程將重新利用每個方向的一條車道作為公車道，取消 San Pablo Avenue 沿線的大部分停車位。

工程圖

Alameda County Transportation Commission • 1111 Broadway, Suite 800 Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

B.2 Sidewalk Decals



B.3 Bus Stop Flyers



NOTICE OF POTENTIAL BUS STOP CHANGE

DRAFT

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 San Pablo Ave. Bus Lanes & Bike Lanes Project to improve safety and enhance bus service

The project would change this bus stop in one of the following ways:

- Keep in same location and upgrade with new bus platform, shelter, lighting;
- Move to new upgraded bus stop on far side of intersection (approx. 100 – 200 ft.); or
- Remove/combine with another upgraded bus stop.

Timeline: Project Design: 2022 – 2025 • Construction: 2026 – 2027

Learn more and tell us what you think!
Scan the QR code below or go to alamedactc.org/sanpablo and click on "PROVIDE YOUR INPUT"

PROPOSED PROJECT BUS STOP CHANGES

La Comisión de Transporte del Condado de Alameda está desarrollando el Proyecto de Mejoras del Corredor de San Pablo Avenue para incrementar la seguridad de los peatones y ciclistas, y mejorar el servicio de autobús. El proyecto puede cambiar esta parada de autobus 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)
- Remover/combinar esta parada con otra parada de autobus mejorada

Cronograma: Diseño: 2022 – 2025 • Construcción: 2026 – 2027

阿拉米达县交通委员会 (Alameda County Transportation Commission) 正在领导 San Pablo Avenue 公车道和自行车道项目，旨在提高交通安全并提升公交服务。该项目将通过以下某种方式改变这个公交车站：

- 升级原地点，添加新公交车站平台、新候车亭和更多照明；
- 搬迁至交叉路口远端新升级的公交停靠站（约 100 至 200 英尺）；或者
- 删除公交车站与另一个升级的公交车站合并。

时间表： 项目设计：2022 至 2025 年 • 施工：2026 至 2027 年

For more information and to provide feedback on the project visit alamedactc.org/sanpablo or email sanpabloave@alamedactc.org.

Para obtener más información y brindar comentarios sobre el proyecto, visite alamedactc.org/sanpablo o envíe un correo electrónico a sanpabloave@alamedactc.org.

了解更多信息并告诉我们您的想法：

扫描下面的二维码或访问 alamedactc.org/sanpablo 并点击“提供您的意见”

B.4 Storefront window flyers



B.5 Mailers

B.5.1 Standard Mailer



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

1.25" x 1.25" stamp area

For questions or to join the project email list, please contact:
sanpabloave@alamedactc.org or call *(510) 208-7490*

Provide your input!

Use the QR code below or visit **sanpabloave.mysocialpinpoint.com**

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請踴躍發表意見!

使用左方的二維碼或造訪 **sanpabloave.mysocialpinpoint.com**

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!

Utilice el código QR a la izquierda o visite **sanpabloave.mysocialpinpoint.com**

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Public Open Houses

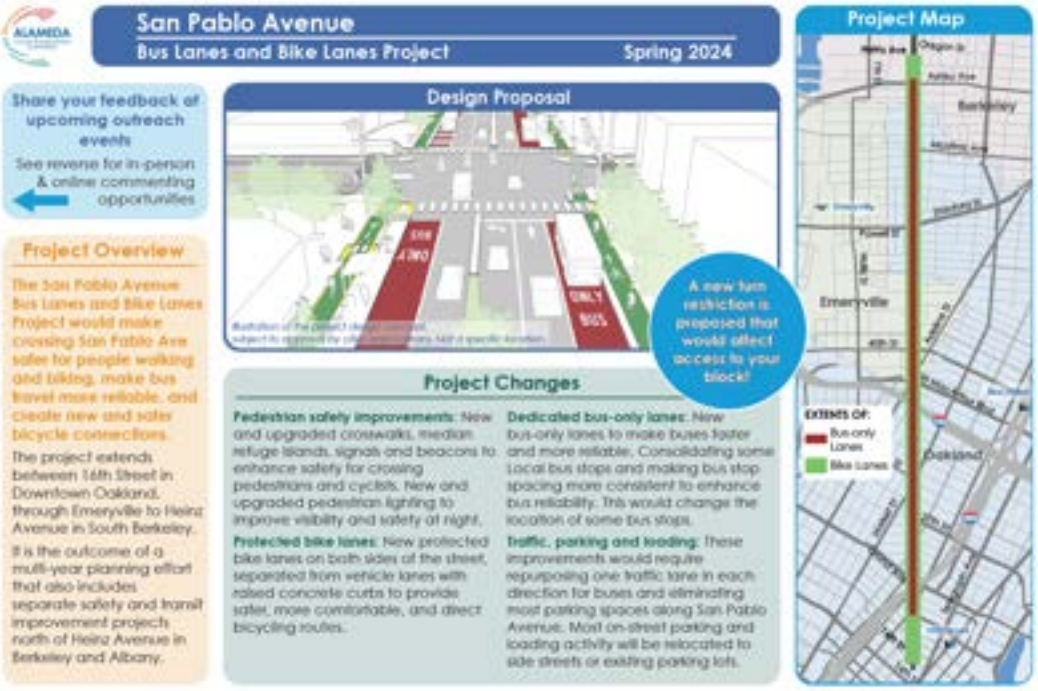
Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Addressing & Postal Barcode
4.5" x 2.0"

B.5.2 Turn Restriction Postcard Mailer



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

1.25" x 1.25" stamp area

For questions or to join the project email list, please contact:
sanpablоave@alamedactc.org or call (510) 208-7490

A new turn restriction is proposed that would affect access to your block!
Visit sanpablоave.mysocialpinpoint.com or contact us at sanpablоave@alamedactc.org to learn more.

Provide your input!
Use the QR code below or visit sanpablоave.mysocialpinpoint.com
- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

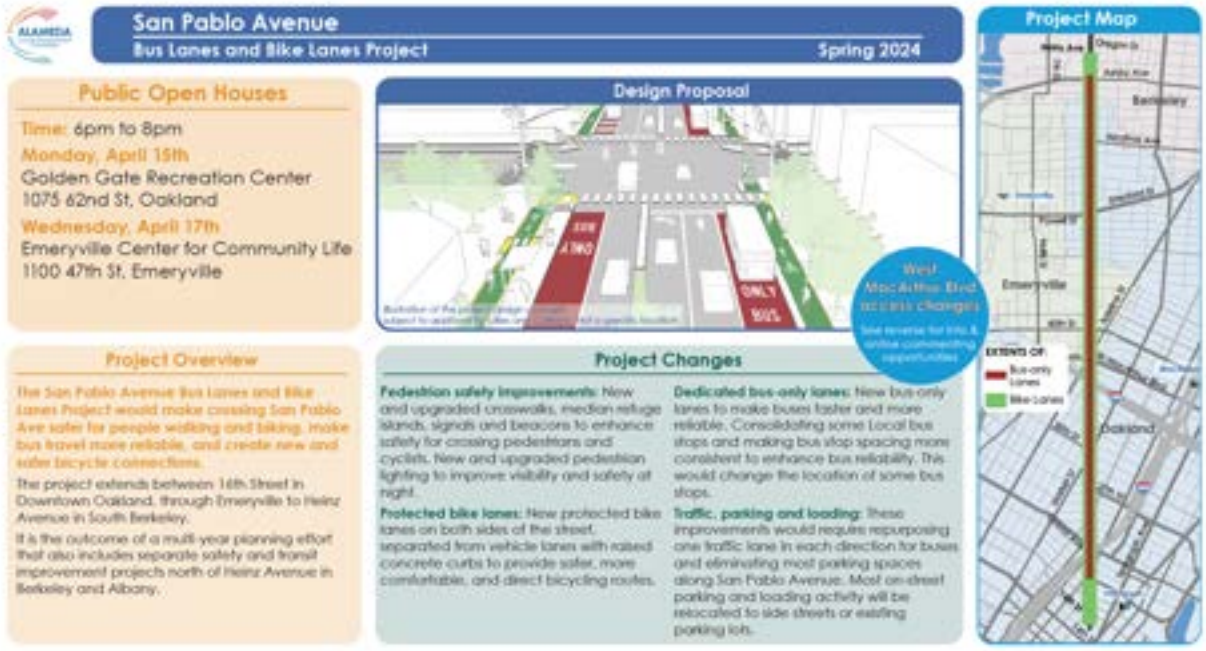
請踴躍發表意見!
使用左方的二維碼或造訪 sanpablоave.mysocialpinpoint.com
- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!
Utilice el código QR a la izquierda o visite sanpablоave.mysocialpinpoint.com
- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Public Open Houses
Time: 6pm to 8pm
Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland
Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Addressing & Postal Barcode
4.5" x 2.0"

B.5.3 MacArthur Postcard Mailer



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

1.25" x 1.25" stamp area

Provide your input!

Use the QR code to the right or visit sanpabloave.mysocialpinpoint.com

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請隨時發表意見！

使用右方的二維碼或造訪 sanpabloave.mysocialpinpoint.com

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Danos su opinión!

Utilice el código QR a la derecha o visite sanpabloave.mysocialpinpoint.com

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto



West MacArthur Blvd access changes

The Project proposes to close the West MacArthur Blvd connection to San Pablo Ave at Apgar St to improve pedestrian and bicycle safety and reduce congestion at the San Pablo Ave/Adeline St intersection. Traffic currently using West MacArthur Blvd to access San Pablo Ave would be directed to use Market St north to 40th St or south to 36th St.

Visit **sanpabloave.mysocialpinpoint.com** or contact us at **sanpabloave@alamedactc.org** to learn more.

For questions or to be added to the project email list, please contact:

sanpabloave@alamedactc.org
or call **(510) 208-7490**

Addressing & Postal Barcode
4.5" x 2.0"

B.6 Digital Ads

Images below provide a sample of ads that ran on Facebook, Instagram and the Google Display network.





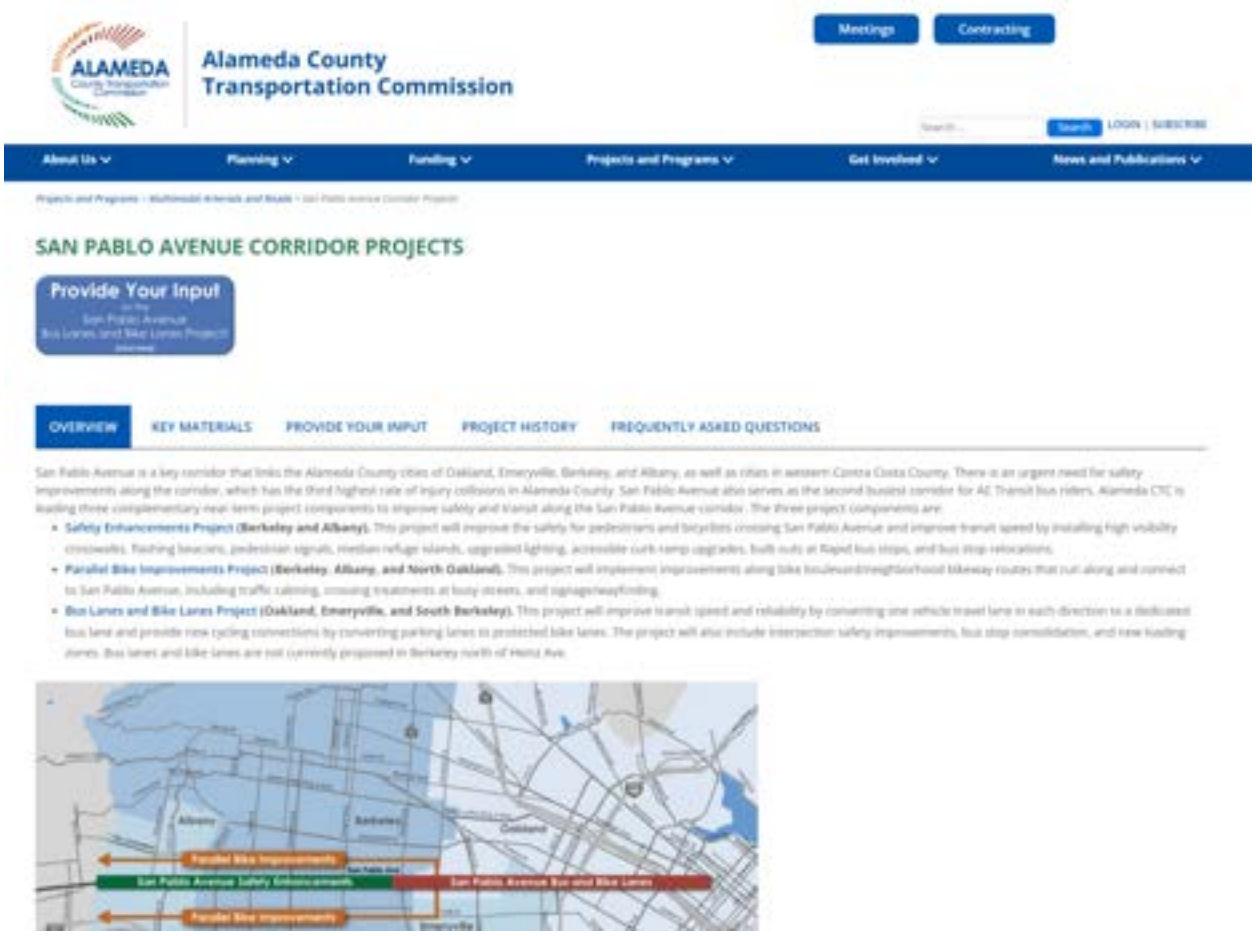








B.7 Alameda CTC Project Webpage



Appendix C -

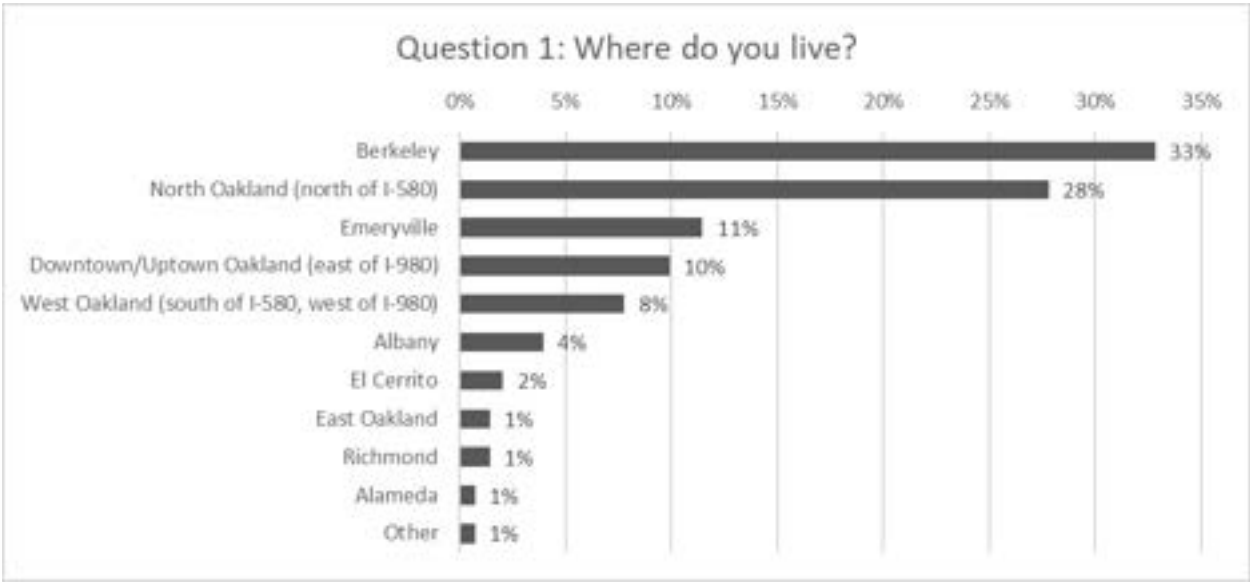
Demographics

C.1 Results from Social Pinpoint Questionnaire

On Social Pinpoint, a questionnaire was offered with the intent to capture the demographics and characteristics of visitors to the outreach website in relation to the San Pablo Avenue corridor. This data may be used to inform whether the project information and Interactive Map tool was accessed by a representative portion of the local community.

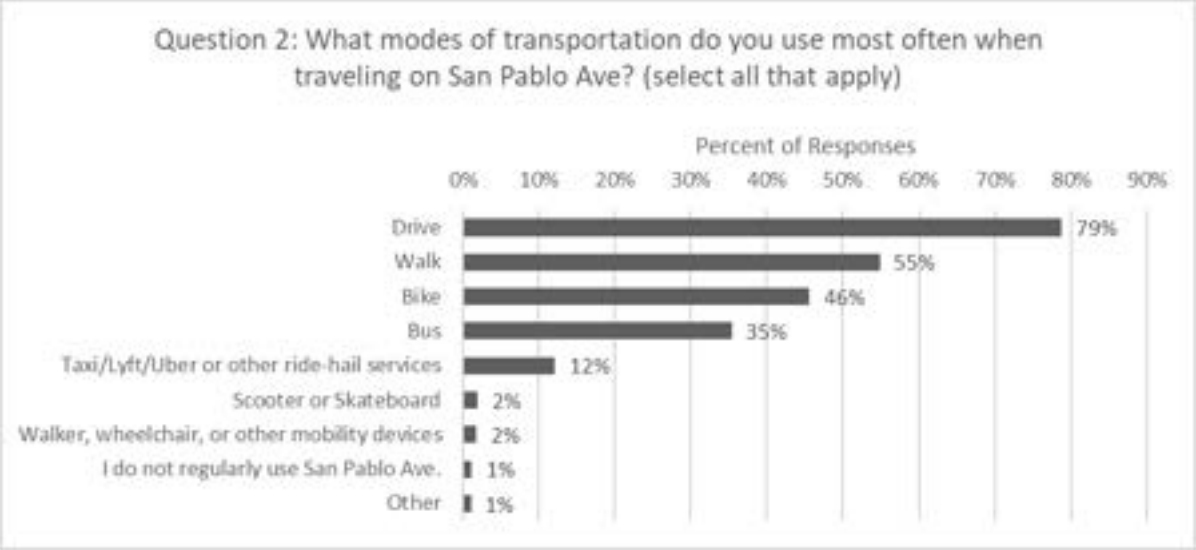
The questionnaire consisted of four questions about the respondent's travel habits on San Pablo Avenue, three questions about the respondent's demographics, one question about how they heard about the project, and request for contact information to receive future updates about the project. The questionnaire was open to the public between April 1 and June 11, 2024, which is the same period as the Interactive Map Tool. It received 840 total responses. Results from each question are summarized below.

Q1: Where do you live?
A majority of respondents (71%) reported living in the northern half of the corridor, with the top three options being Berkeley (33%), North Oakland (28%), and Emeryville (11%). Comparatively, the areas south of the I-580 only made up around 17% of respondents, which are composed of Downtown/Uptown Oakland (9%) and West Oakland (8%). This somewhat corresponds with the spatial distribution of Interactive Map comments with major emphasis on the northern half of the corridor. The results of this question show that the people engaged through Social Pinpoint are not representative of the population of the corridor. While Berkeley makes up less than 10% of the corridor length, it contains 33% of the respondents; conversely, while West Oakland contains about 30% of the corridor's length, it only contains 8% of the respondents.



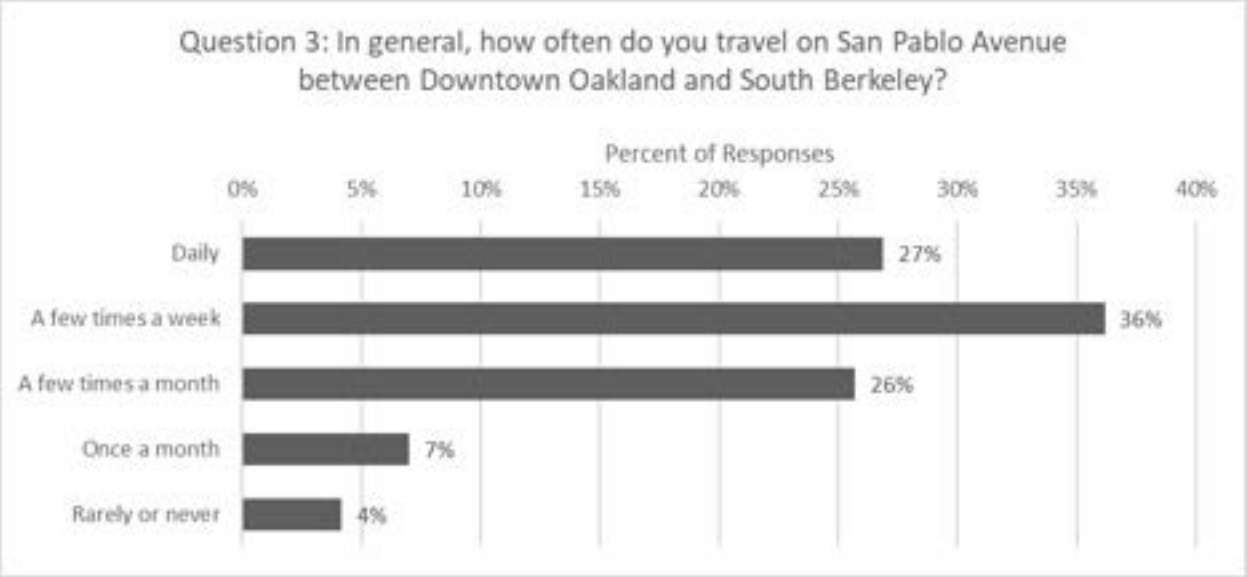
Q2: What modes of transportation do you use most often when traveling on San Pablo Ave? (select all that apply)

This question highlights the multimodal nature of the San Pablo Ave. corridor. While the most-selected option is driving (79%), a significant number of respondents also indicated that they use alternative modes of transportation, including walk (55%), bike (46%), and bus (35%). The results highlight the desire for safe facilities for all modes of transportation throughout the corridor.



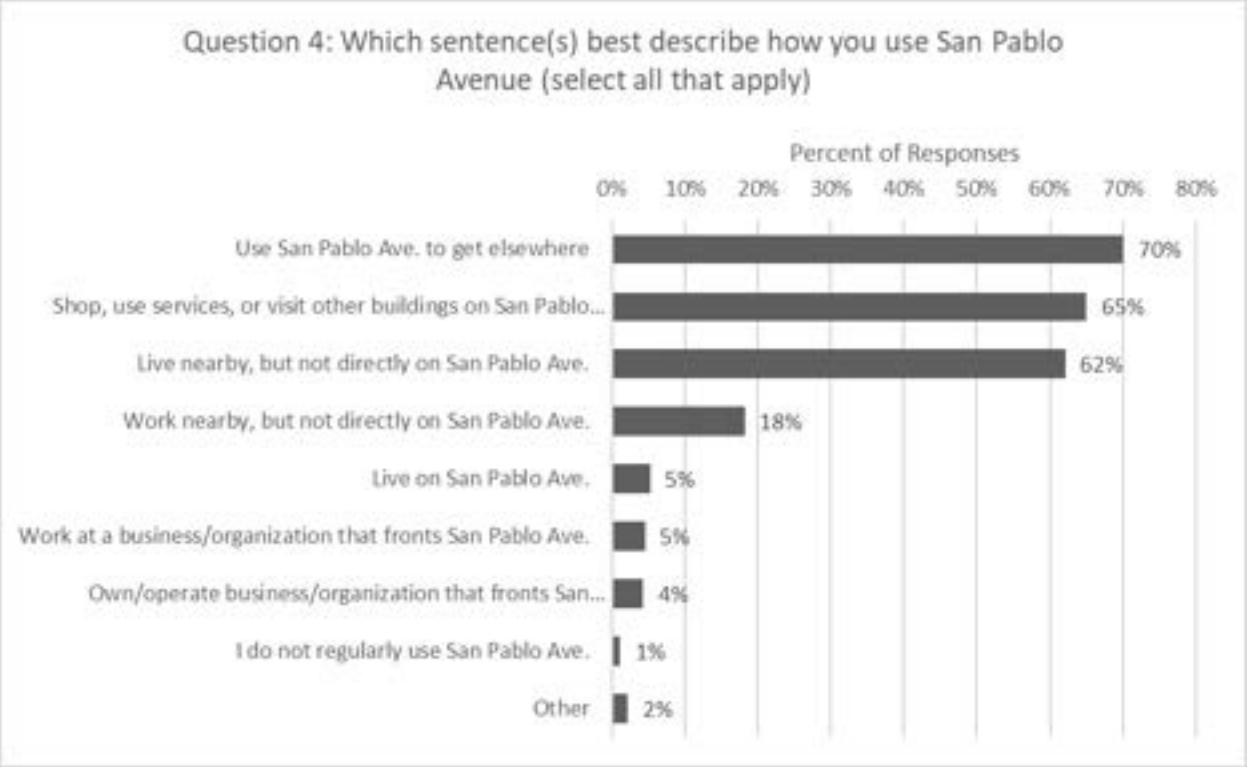
Q3: In general, how often do you travel on San Pablo Avenue between Downtown Oakland and South Berkeley?

Most respondents report traveling on San Pablo Ave. at least a few times a month (89%).



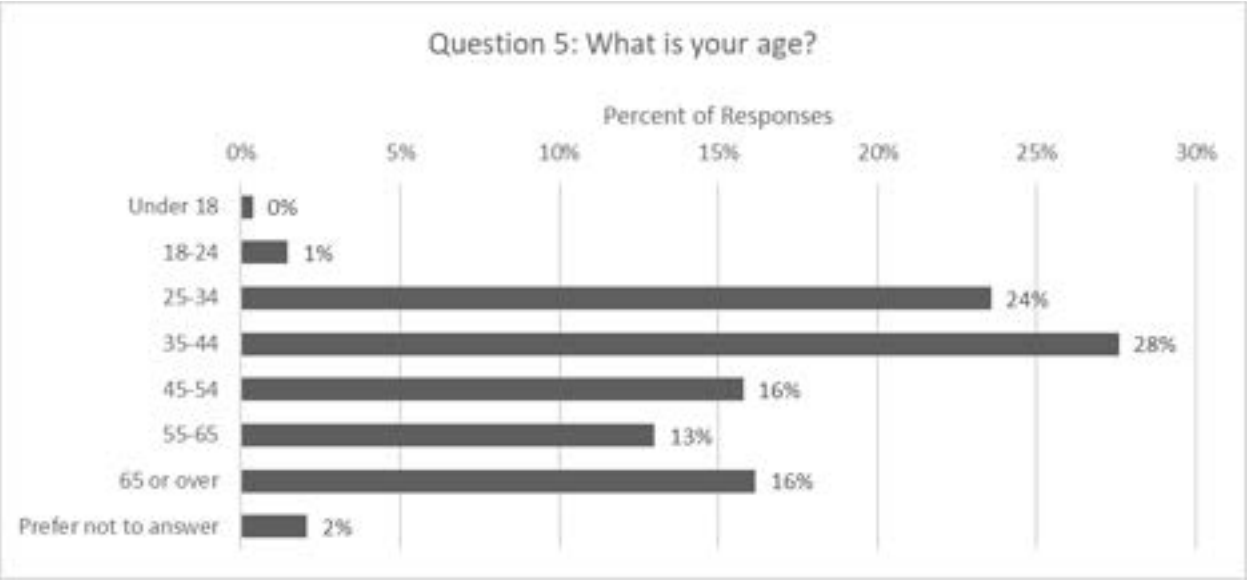
Q4: Which sentence(s) best describe how you use San Pablo Avenue (select all that apply)

The result highlights that San Pablo Ave. is simultaneously a major thoroughfare for regional travel (70%) and an important commercial corridor (65%). The surroundings are also a dense residential neighborhood, which also rely on San Pablo Ave. for travel (62%).

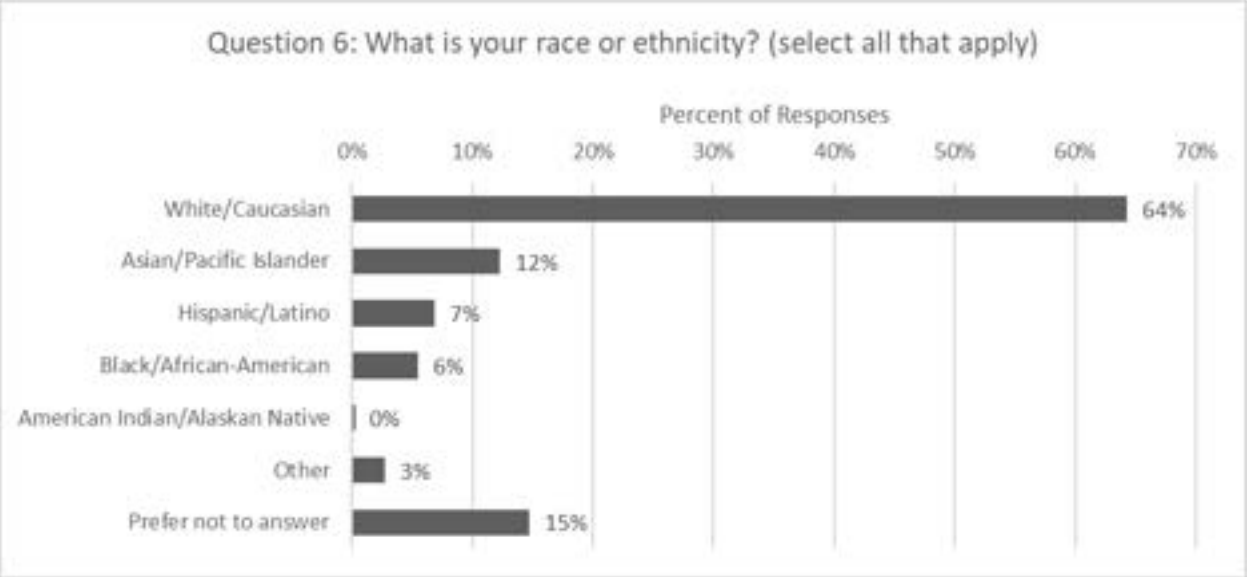


Q5: What is your age?

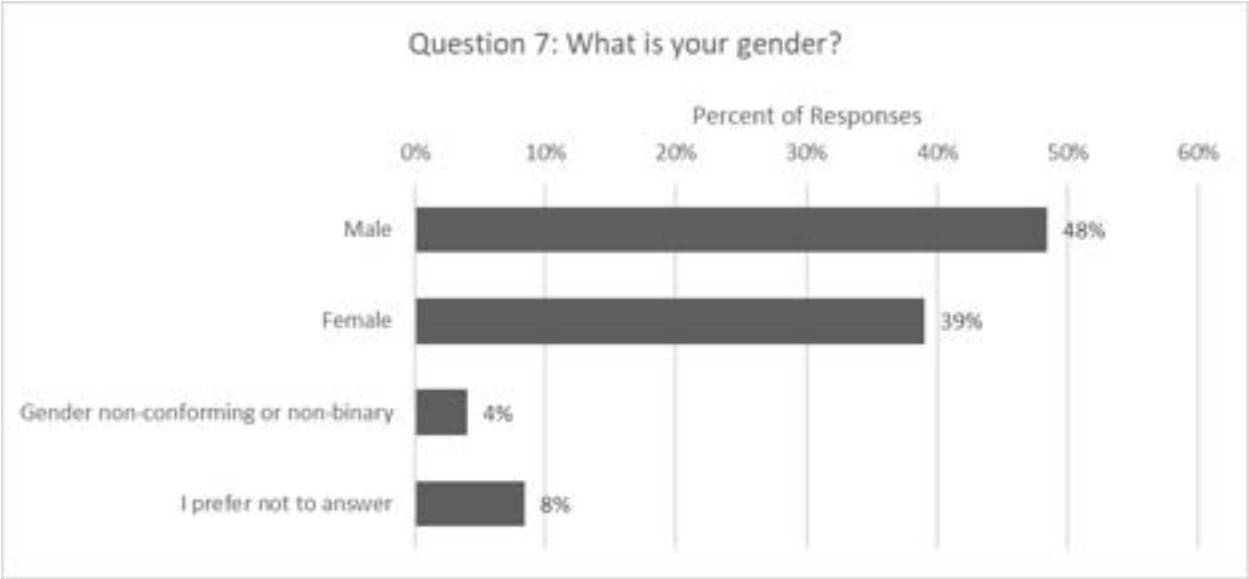
The top reported age groups are 35-44 years (28%), followed by 25-34 (24%). Youth that are under 24 years old are under-represented in the outreach results, which only compose of 1% of all respondents.



Q6: What is your race or ethnicity? (select all that apply)
The questionnaire results skew heavily White/Caucasian (64%), while other races or ethnicities only make up 28% of respondents. In the 2020 census, the population that reported as White Only is 27% in Oakland, 35% in Emeryville, and 50% in Berkeley. This indicates that the White/Caucasian population is over-represented in the outreach results, while minorities may be under-represented.

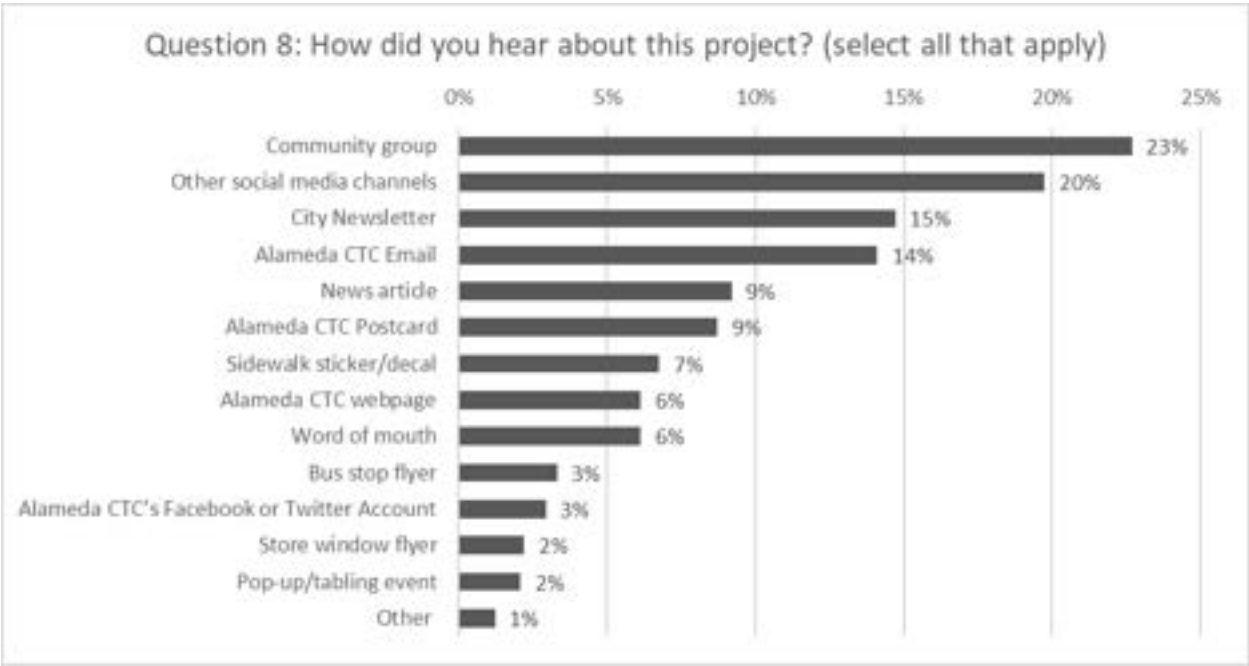


Q7: What is your gender?
Slightly more respondents reported being male (48%) than female (39%).



Q8: How did you hear about this project? (select all that apply)

The outreach website was advertised through multiple channels to attempt to maximize its reach to the local community. Out of the options presented, community groups (21%) and non-ACTC social media channels (19%) are the most effective.



C.2 Results from Demographic Survey Administered During Open Houses and Pop-ups

Demographics of participants who elected to take the demographic survey during pop-ups and open houses are as follows: There were slightly more males to females, accounting for 52% and 40% of survey respondents respectively. Nearly 6% of the sample were gender non-conforming, and 2% preferred not to answer.


San Pablo Ave. Bus Lanes & Bike Lanes Project
Demographic Information Survey
The following information is confidential and only used to ensure we are reaching people throughout the community.

Where do you live?
- Berkeley
- North Oakland (north of I-580)
- Emeryville
- West Oakland (south of I-580, west of I-980)
- Downtown/Uptown Oakland (east of I-980)
- Other: _____

What is your race/ethnicity? (Select all that apply)
- American Indian/Alaskan Native
- Asian/Pacific Islander
- Black/African American
- Hispanic/Latino
- White/Caucasian
- Prefer not to answer
- Other: _____

What is your gender?
- Female
- Male
- Gender non-conforming or non-binary
- I prefer not to answer
- Other: _____

What is your household income?
- Less than $35,000
- $35,000 - $74,999
- $75,000 - $99,999
- $100,000 - $124,999
- $125,000 - $149,999
- $150,000 or more
- I prefer not to say

In terms of race and ethnicity, 54% identified as White/Caucasian, 22% Asian/Pacific Islander, 11% Black/African American, 6% Hispanic/Latino, and 8% preferred not to answer. Survey participants were found to be located in various areas in the East bay, including 35% from North Oakland, 25% from West Oakland, 13% from Berkeley, 11% from Emeryville, 6% from downtown Oakland, and 10% in outer surrounding areas such as Fruitvale, Albany, Hayward, and El Cerrito. These survey results are significantly more representative of the 3.5 mile San Pablo Avenue corridor than online engagement demographic responses, indicating the value of meeting people where they are in-person.

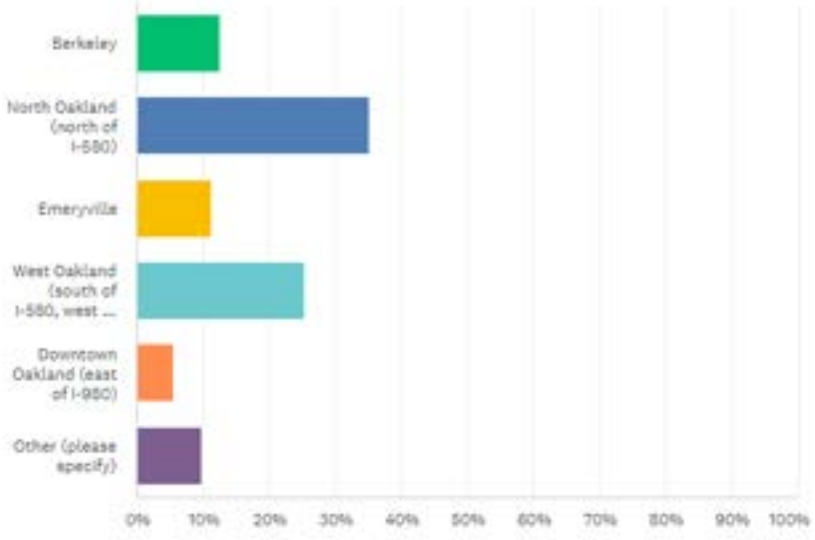
The household income of participants varied, with 35% reporting an annual income of $150,000 or more, 19% making $100,000-$149,999, 15% making $35,000-$74,999, 13% making $75,000-$99,999, 9% making less than $35,000 and 10% preferred not to answer.

Demographics	Count	Percentage
Gender:		
Female	57	40%
Male	74	52%
Gender non-conforming or non-binary	8	6%
I prefer not to answer	3	2%
Other	0	0%
Ethnicity:		

White/Caucasian	77	54%
Asian/Pacific Islander	31	22%
Black/African American	15	11%
Prefer not to answer	11	8%
Hispanic/Latino	9	6%
Other	5	4%
American Indian/Alaskan Native	0	0%
Location:		
North Oakland (north of I-580)	50	35%
West Oakland (south of I-580, west of I-980)	36	25%
Berkeley	18	13%
Emeryville	16	11%
Other	14	10%
Downtown Oakland (east of I-980)	8	6%
Income:		
Less than $35,000	13	9%
$35,000-$74,999	21	15%
$75,000-$99,999	18	13%
$100,000-$149,999	27	19%
$150,000 or more	49	35%
I prefer not to say	14	10%

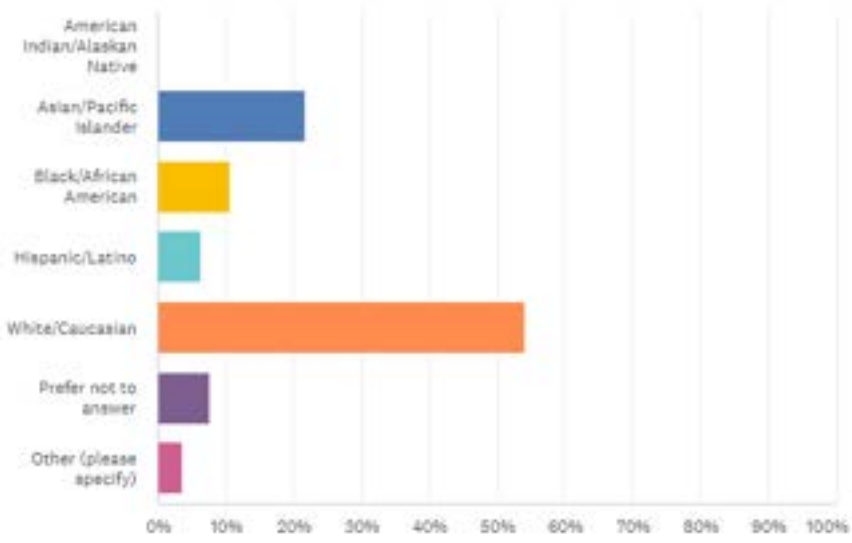
Where do you live?

Answered: 142 Skipped: 0



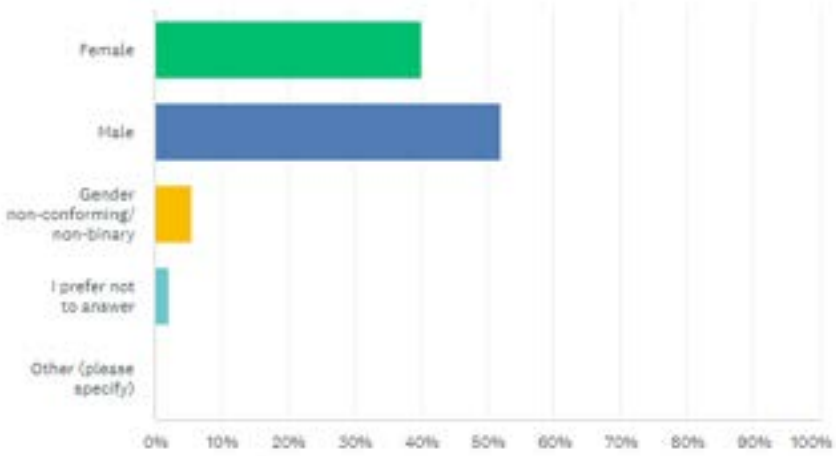
What is your race/ethnicity? (Select all that apply.)

Answered: 142 Skipped: 0



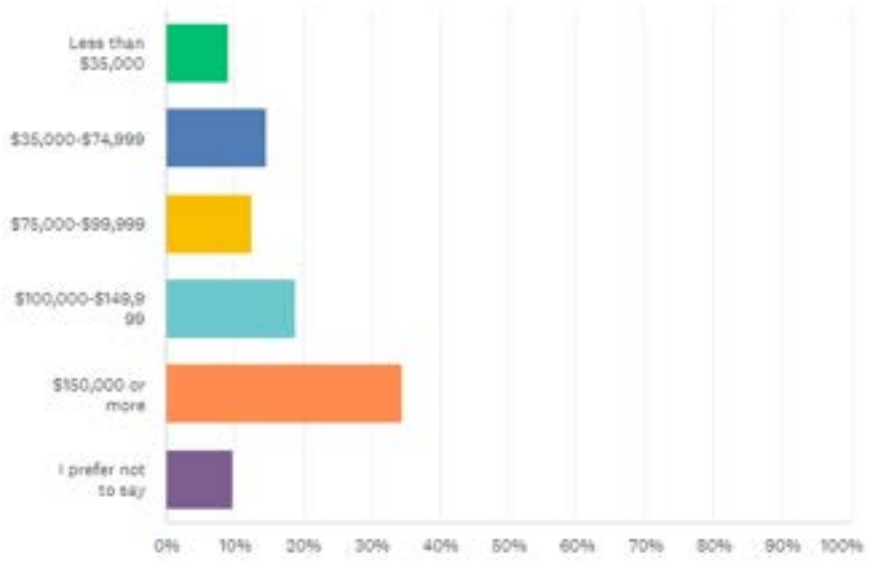
What is your gender?

Answered: 142 Skipped: 0



What is your household income?

Answered: 142 Skipped: 0

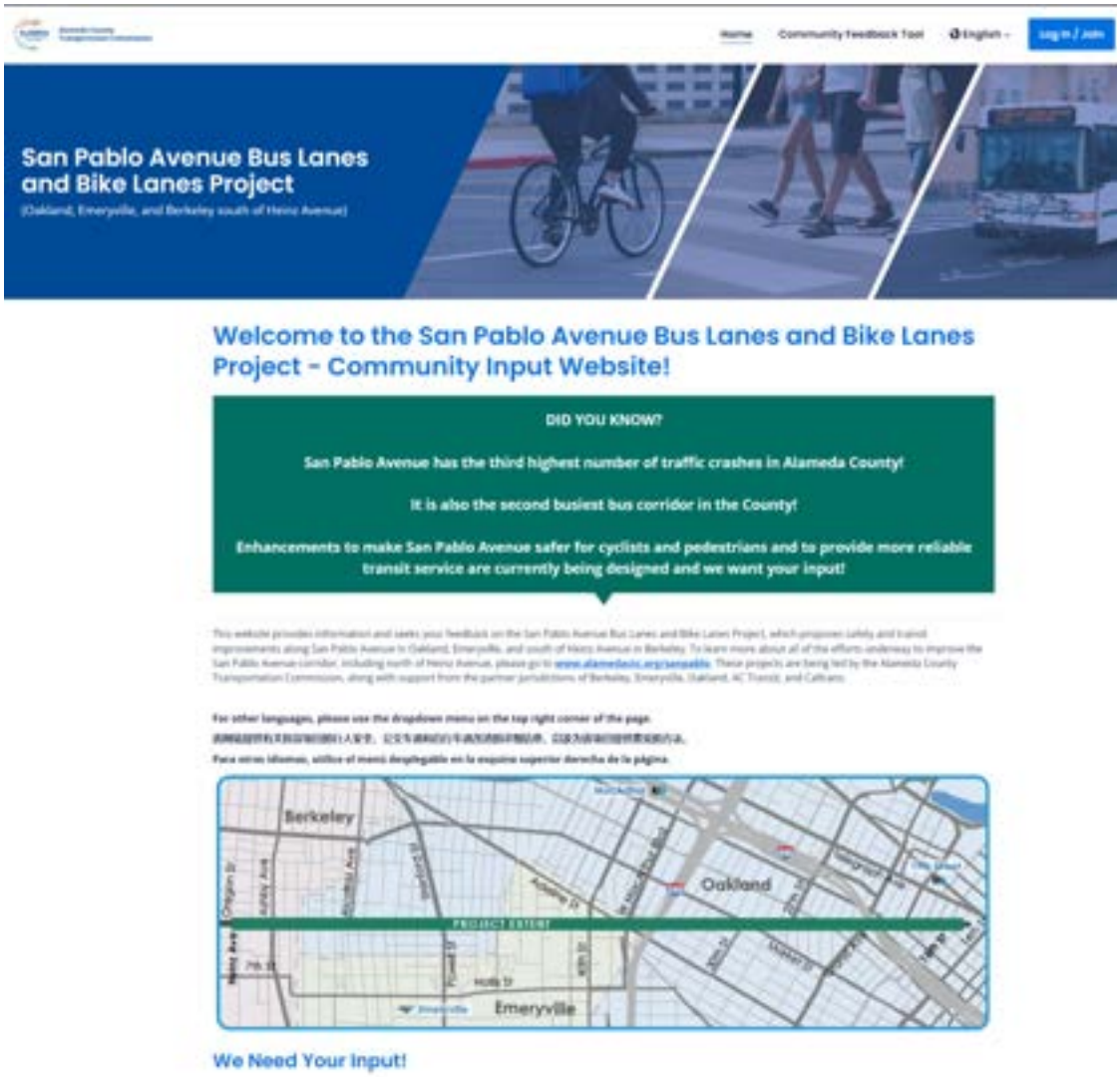


APPENDICES

Appendix A -

Outreach Methods and Input Received

A.1 Social Pinpoint Webpage



A.1.1 Interactive Map Tool

The ***Interactive Map Tool*** shared the proposed designs and allowed the community to provide feedback for San Pablo Avenue in Oakland, Emeryville, and Berkeley south of Heinz Avenue area. Six options of comment *types* were provided to users to illustrate what the comment theme is, which are:

- Bike Comment
- Bus Comment
- Parking/Loading

- Traffic Comment
- Walk Comment
- Other Comment

The proposed design overlaid could be turned off to show the existing conditions in the aerial imagery. Map legend is available in all three languages (English, Spanish, and Traditional Chinese). The community was able to zoom and pan within the tool to see in detail the improvements proposed along the corridor. The public were asked to leave comments by selecting a topic and map location, before writing and submitting their feedback directly onto the map. Submitted comments are visible to other visitors to the site. Comments submitted and Categories Tool are shown in **Figure 2**. Respondents could input a public screen name in the comment or post the comment anonymously. Comments could be toggled on/off for ease of navigation.



A.2 Summary of Input Received via Social Pinpoint

Analysis Methodology

Once the comment period was closed, all comments received from each six categories were categorized into seven *general topics* that capture their high-level sentiments included in the table below. Examples included are representative of the high level sentiments of actual comments received, but not verbatim.

General Topics	
Support	Expresses support only and does not propose changes. E.g. "I love the changes to this intersection because it will make me feel much safer!"
Against	Does not want the project to be implemented at all. E.g. "This project should not be built because traffic will become way worse."
Concern	Expresses concern over some topic but does not say that the project shouldn't be built (which would go into "against") and does not propose changes (which would go into a "design" category). E.g. "As a cyclist, I'm concerned about getting sideswiped by right-turning traffic."
Design (Specific)	Design discussion or suggestion on one or more changes at a specific location. E.g. "Please add loading spaces in front of the library."
Design (General)	Design discussion or suggestion on one or more changes throughout the corridor. E.g. "Bollards should be added at every street corner to prevent pedestrians from getting hit by traffic."
Off-topic	Off-topic, unable to deduce meaning, or out of project scope. E.g. "San Pablo & Virginia St. is a dangerous intersection!"
Project Limits	Only expresses that the project should extend beyond Heinz/Russell with no comments that would fit into other categories. E.g. "I'd love these improvements to extend to Solano Ave!"

Design comments under the “Design (General)” and “Design (Specific)” were further examined and categorized with *design subcategories* that describes the type of change suggested to the proposed design. Each design comment was then evaluated in depth by the Project design team to determine if they should be incorporated into the project.

Results Overview

Between April 1 and June 11, 2024, the outreach website received 15,203 total views from 6,392 visitors. The Interactive Map Tool collected 1,875 comments from 839 unique IP addresses. Figure 1 below represents a timeline and the number of comments received, which shows a spike in comments between April 13 and April 18, coinciding with the time the two open houses were held. While comments received during the open houses were entered at a later date, this spike in traffic may indicate that promotional efforts for the open houses also drove traffic to Social Pinpoint. Approximately 40% (759) of the total comments were bicycle-focused. See Table 1 below for the total number of comments in each category. Comments in the “Other Comment” category were later assessed and funneled into another topic if applicable.

Figure 1. Number of Comments Received by Date

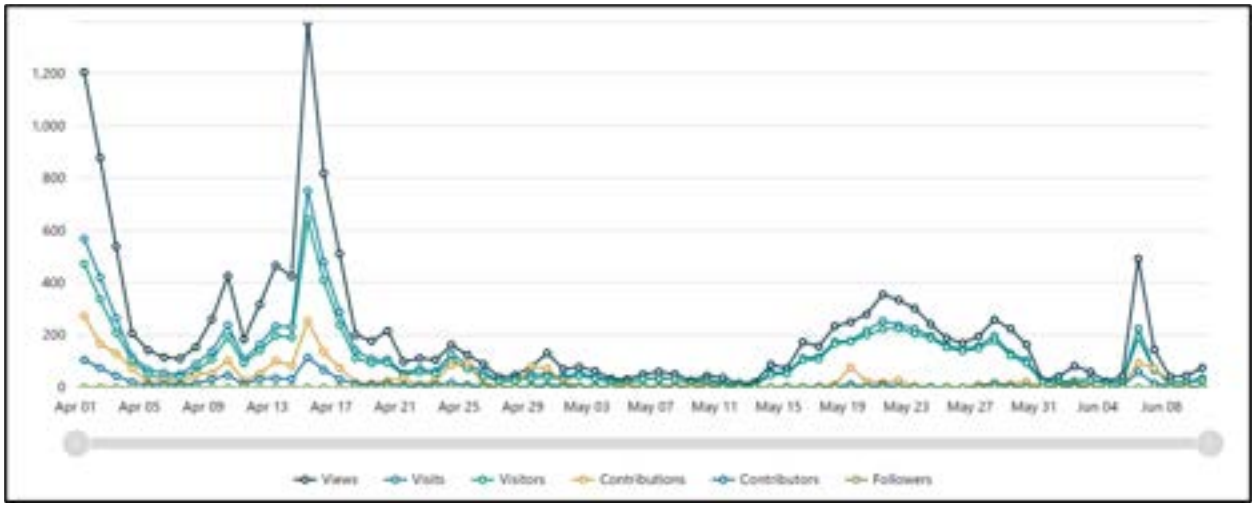
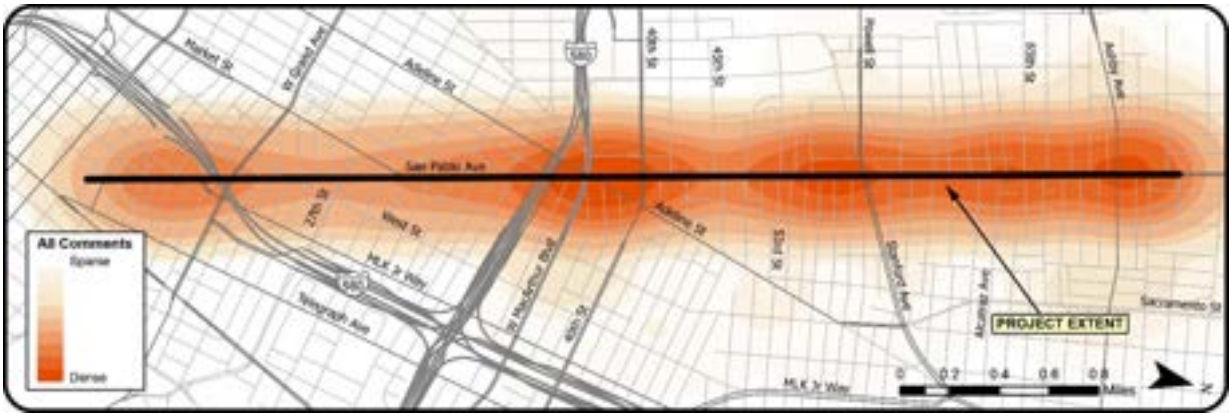


Table 1. Interactive Map Comments by Topic

	Number of Comments	Percent of Comments
Bike Comment	759	40%
Traffic Comment	358	19%
Walk Comment	244	13%
Parking/Loading	214	11%
Bus Comment	138	7%
Other Comment	162	9%
Grand Total	**1875**	**100%**

Spatially, the north section of the corridor within Emeryville and North Oakland had a higher density of comments. Particularly, the segment in Emeryville between I-580 and 40th St. had the highest concentration of comments. North Oakland, specifically near the Stanford Ave. and Ashby Ave. intersections, were also hotspots of comment activity.

Figure 2. Comments by Location on the Project Area



Bike Comments

There were 759 comments total in the Bike category throughout the entire project corridor. The locations with the most comments on San Pablo Ave. are at Heinz Ave. and Russell St. in South Berkeley, followed by the Stanford Ave. intersection in North Oakland. Other hotspots of Bike comments exist in Emeryville between W Macarthur Blvd and 40th St., and in Downtown Oakland south of W Grand Ave.

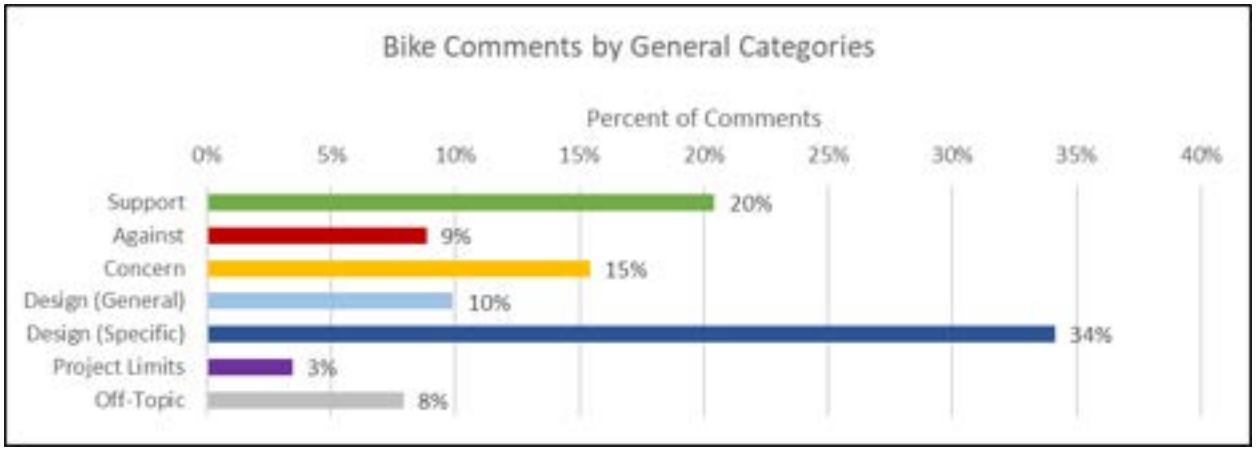
Figure 3. Bike Comments by Location on the Project Area



Rank	Intersection	Count
1	San Pablo Avenue & Heinz Ave.	30
2	San Pablo Avenue & Stanford Ave.	25
2	San Pablo Avenue & Russell St.	25
3	San Pablo Avenue & 40th St.	23
4	San Pablo Avenue & 20th St./MLK Jr Way	20

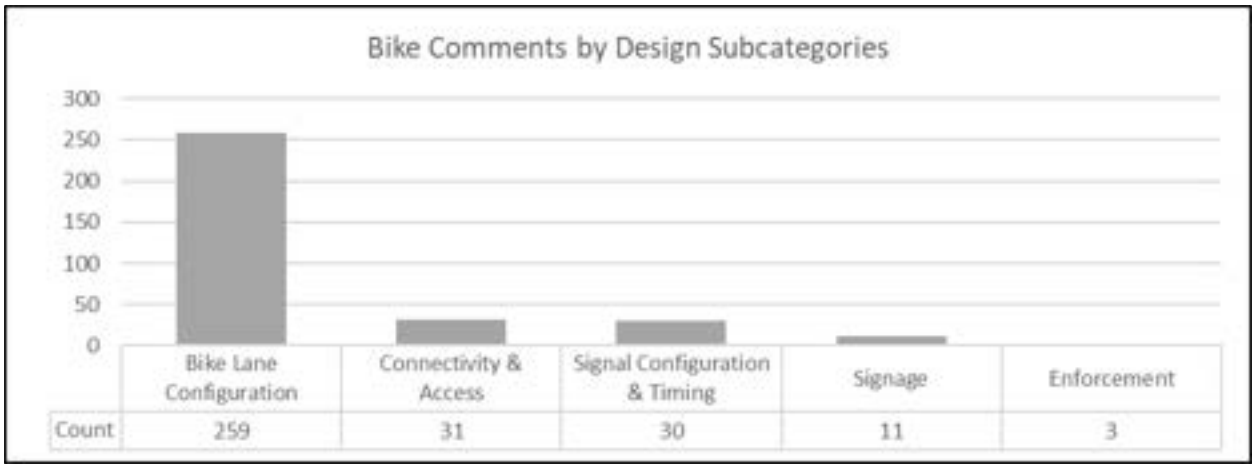
Bike comments were distributed into the seven general categories. Over 44% of submitted comments were design-related, followed by “Support” (20%) and “Concern” (15%). “Support” comments generally express appreciation for the proposed improvements, acknowledging that changes will improve their quality of life, and welcoming the new bike lane on San Pablo Ave. “Concern” comments generally express doubt related to enforcement of the bike lane, conflict between modes at mixing zones, and general maintenance. “Against” comments express frustration and opposition toward safety between modes, duplication of existing parallel bike facilities, and traffic impacts.

Figure 4. Bike Comments by General Categories



The design comments, from the above two “Design” categories (44%, 334), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 334 design comments in the Bike category. Most design comments focused on the configuration of the bike lane (78%), such as its placement on the road, separation from vehicle traffic, design of the loading zones, etc.

Figure 5. Bike Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Bike Lane Configuration

- Add additional bike sharrows within intersections
- Remove medians for more width to be used for more protection of bike lane
- Construct bulb-outs and/or bollards and create protected intersections for bike lane, and also slow right-turning traffic

- Remove vertical separation between bike land and vehicle traffic to allow bikes to avoid obstacles in bike lane
- Remove loading zones so that bicycles do not have to ride into the bus lane or ride onto the sidewalk
- Create protected bike lanes south of 20th Street where buffered Class IIB lanes are proposed
- Install tree grates under trees at loading zones where bikes ride on sidewalk
- Maintain protected bike lane northbound near Alcatraz Ave. intersection
- Reduce the number of curbs in bike lane near bus stops
- Convert two-way bike lane at Heinz Ave. to one-way bike lanes on both sides.
- At intersections, place bike lane to left of right turn lane to reduce right-hook collisions

Connectivity & Access

- Add bike boxes and intersection markings where San Pablo Ave. intersects streets with high bicycle volumes
- Add bike racks in front of popular destinations

Signal Configuration & Timing

- Install bicycle actuated traffic signals on side streets
- Give bicycles a dedicated signal phase that is separate from vehicles
- Optimize side street signal timing to avoid long waits for bicycles
- Move ped/bike push buttons away from storm drains for easier access
- Add leading pedestrian and bicycle interval

Signage

- Install warning signage to drivers to yield to bicycles and pedestrians when turning
- Install wayfinding signage to other bicycle infrastructure, such as Emeryville Greenway
- Make signage and striping at loading zones clear for bicycles to avoid confusion

Enforcement

- Maintain bike lane clearance
- Better enforcement of the existing No Turn on Red restriction at Stanford and San Pablo
- Increase signage and pull back stop line for cars to avoid blocking bike path

Walk Comments

There were 244 total in the Walk category, which are more concentrated north of I-580 within Emeryville and North Oakland. San Pablo Ave's intersection with 55th St. near Emeryville Center for Community Life (ECCL) has the most comments. Other hotspots of comment activity include San Pablo Avenue's intersections with Peralta St. in Emeryville; and 61st St. and 66th St. in North Oakland.

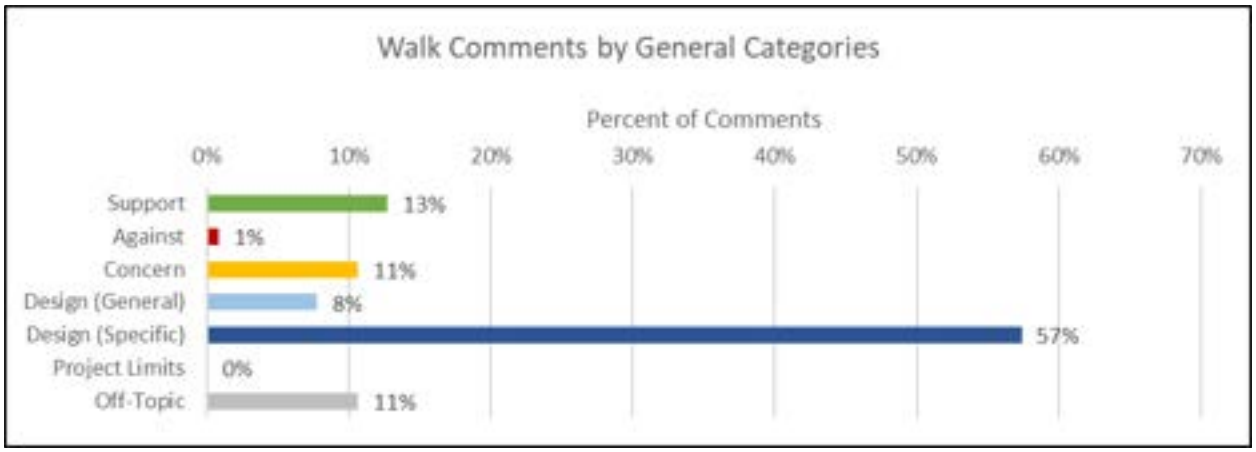
Figure 6. Walk Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 55th St. (North)	14
2	San Pablo Avenue & 66th St. (North)	9
3	San Pablo Avenue & 61st St	8
3	San Pablo Avenue & Peralta St	8
4	San Pablo Avenue & Ashby Ave	7

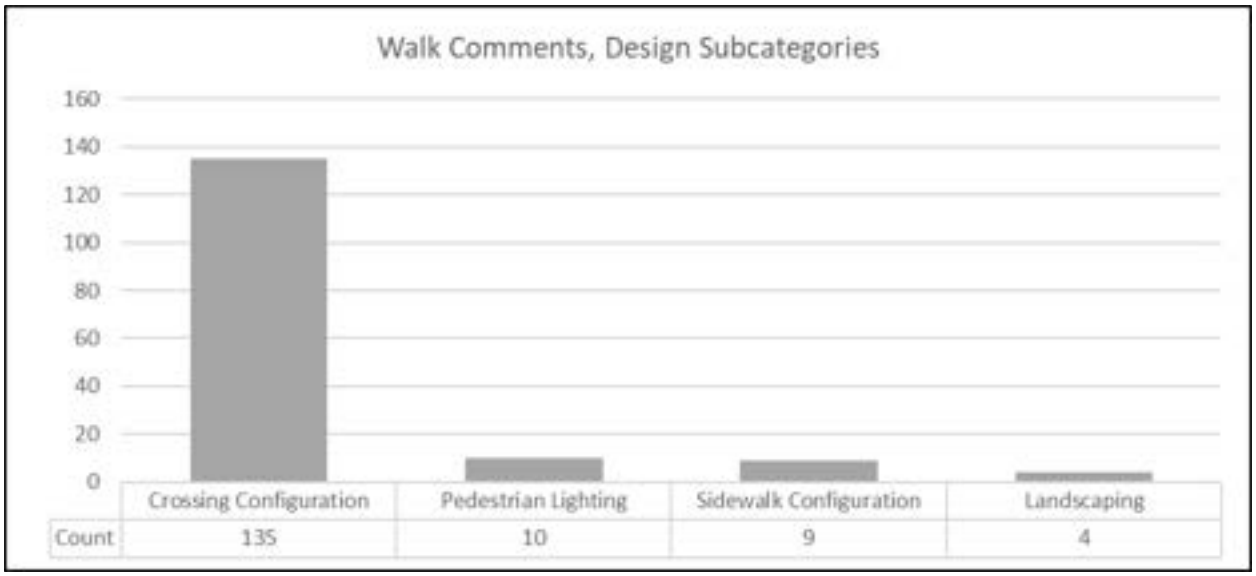
Out of the general categories, “Design (Specific)” contains more than half of all comments (57%), followed by “Support” (13%) and “Concern” (11%). “Support” comments generally express appreciation for the crossing safety measures to be implemented and indicate they would feel much more comfortable walking on the corridor. “Concern” comments generally focus on high vehicle speeds and question if the proposed crossing improvements will be adequate to keep them safe. One “Against” comment says that the bus and bike improvements will leave pedestrians vulnerable, citing as an example Telegraph Ave. in the Temescal neighborhood.

Figure 7. Walk Comments by General Categories



The design comments, from the “Design (General)” and “Design (Specific)” categories (65%, 158), were further subcategorized into the following four subcategories. The chart below shows the breakdown of 158 design comments in the Walk category. Most of the design comments suggest changes to the configuration of pedestrian crossings at intersections (84%), such as crosswalk placement, bulb outs, and squaring up crosswalks.

Figure 8. Walk Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Crossing Configuration

- Convert all traditional crosswalk to high-visibility crosswalks
- Add raised crosswalks to slow vehicles
- Add bulb outs to shorten crossing distance
- Add more crossings across San Pablo Ave, especially to popular destinations
- Add PHB or RRFB push buttons within median refuge island to ensure pedestrians are not stranded in the middle
- Square up crosswalks to minimize crossing distances

Pedestrian Lighting

- Add improved pedestrian lighting at intersections
- Add improved lighting at freeway underpasses for safety
- Ensure lighting does not have glare and has a warm tone

Sidewalk Configuration

- Widen sidewalks in loading zones where bicycles are on sidewalks
- Widen sidewalks where bus stops are located to provide more space between pedestrians and waiting bus riders
- Construct new sidewalk on westbound W MacArthur Blvd between San Pablo Ave. and Agpar St.

Landscaping

- Add planters and other landscaping for improved aesthetics
- Add trees for shade

Bus Comments

There were 139 total comments in the walk category, which are more concentrated north of I-580 within Emeryville and North Oakland. San Pablo Ave's intersection with Burnett St. in South Berkeley has the highest number of comments, most requesting that bus lanes extend farther north. Other hotspots of comment activity include San Pablo Avenue's intersections with 40th St. in Emeryville; and 56st St. and Ashby Ave. in North Oakland.

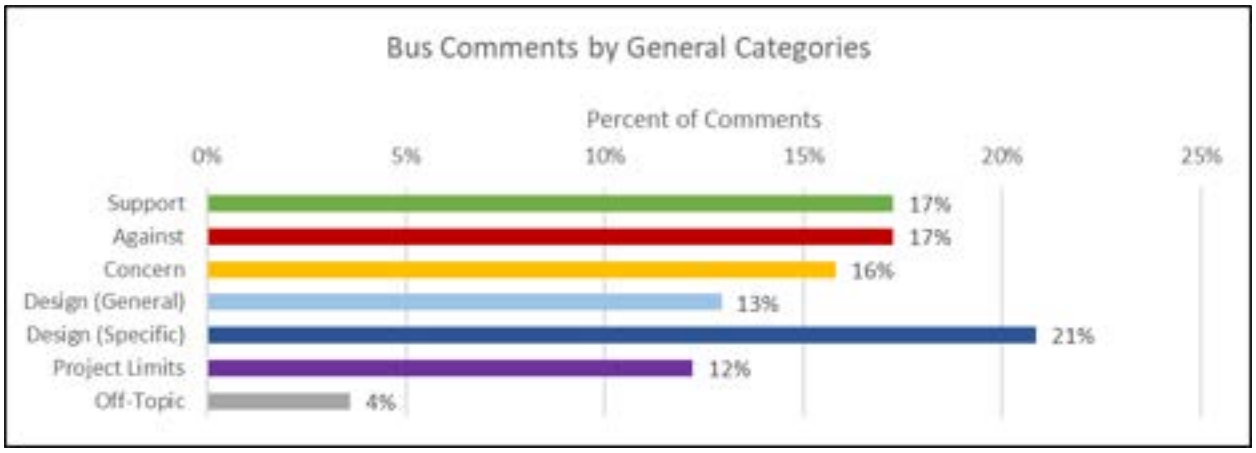
Figure 9. Bus Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & Burnett St	15
2	San Pablo Avenue & 56th St	7
2	San Pablo Avenue & Ashby Ave	7
2	San Pablo Avenue & 40th St	7
3	San Pablo Avenue & 35th St	6
3	San Pablo Avenue & 65th St	6

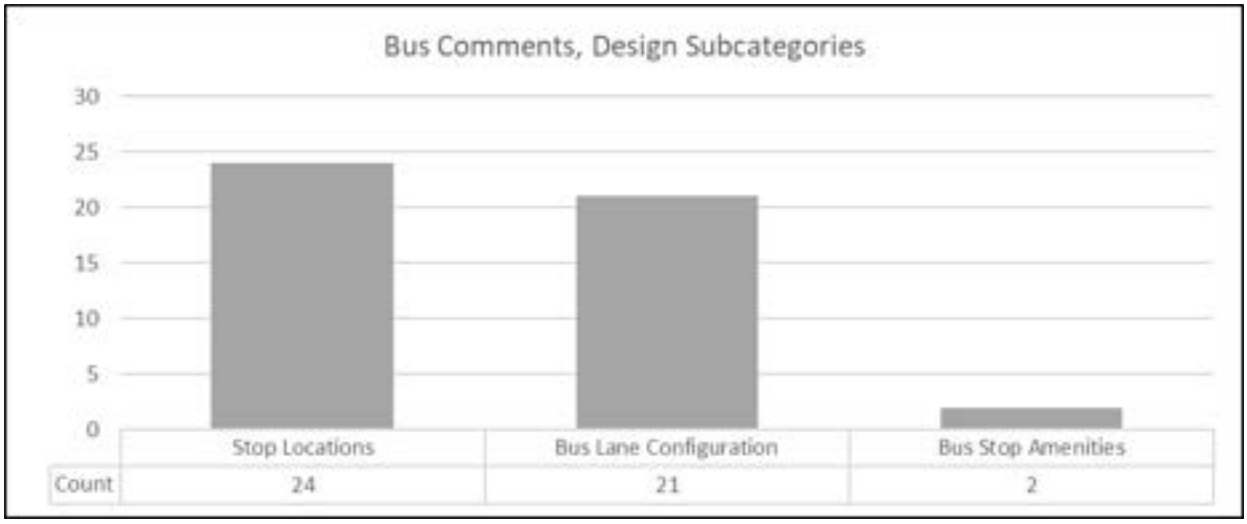
The distribution of comments is approximately even among the general categories. “Design (Specific)” contains the most comments (21%), followed by “Support” (17%) and “Against” (17%). “Support” comments express excitement of improved bus service in the dedicated lanes and look forward to decreased and reliable travel times. “Concern” comments raise questions about enforcement of private vehicles in the bus lanes. “Against” comments express frustration about the traffic impacts and question why space is allocated to buses despite low perceived ridership.

Figure 10. Bus Comments by General Categories



The design comments, from the “Design (General)” and “Design (Specific)” categories (34%, 47), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 47 design comments in the Bus category. Design comments were roughly evenly split between discussing bus stop locations (51%) and the configuration of the bus lane (45%).

Figure 11. Bus Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Stop Locations

- Retain bus stops proposed to be removed near popular destinations and community centers, such as Golden Gate Library and St. Mary's Center
- Retain bus stops proposed to be removed to be considerate of those with mobility needs
- Increase bus stop spacing to decrease stop delay

Bus Lane Configuration

- Add vertical separation between vehicle lanes and bus lanes throughout corridor to prevent private autos from using bus lanes
- Reconfigure bus lanes into HOV lanes to mitigate traffic impacts

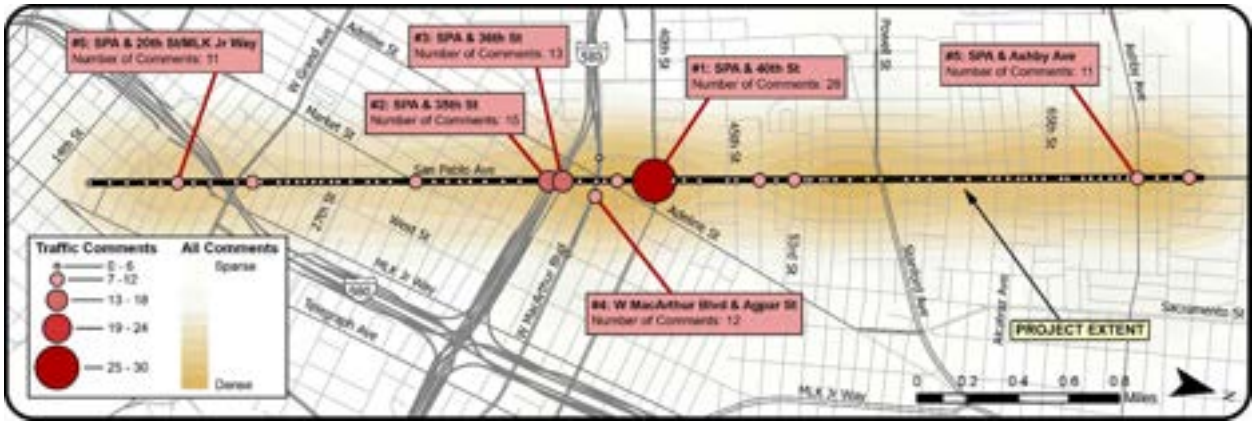
Bus Stop Amenities

- Ensure trash bins are installed at all bus stops to decrease littering

Traffic Comments

There were 359 total comments in the Traffic category, which are very concentrated in Emeryville: San Pablo Avenue's intersection with 40th St. contained the most comments. San Pablo Avenue's intersections with 35th and 36th St., which connect to I-580 ramps, also received a high number of comments.

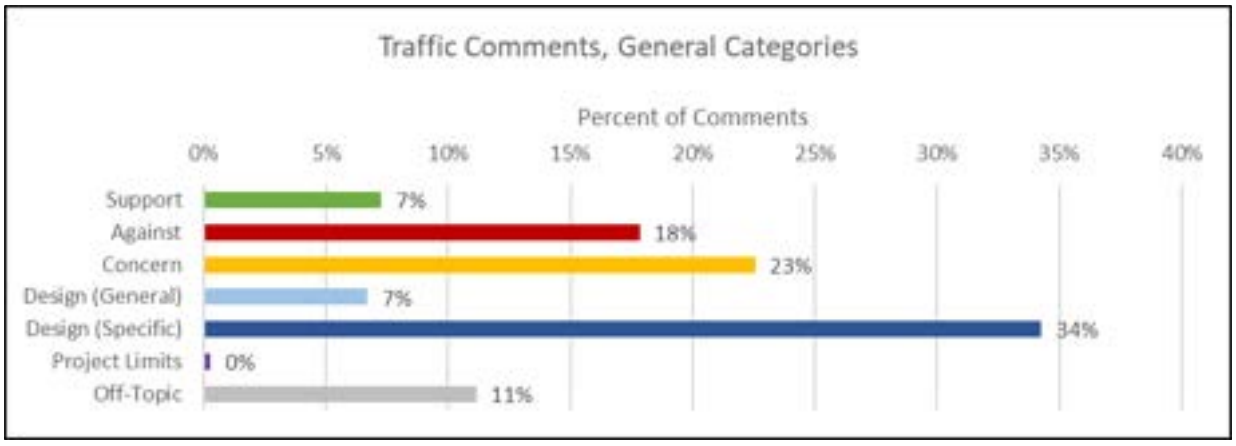
Figure 12. Traffic Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 40th St	26
2	San Pablo Avenue & 35th St	15
3	San Pablo Avenue & 36th St	13
4	W MacArthur Blvd & Apgar St	12
5	San Pablo Avenue & Ashby Ave	11
5	San Pablo Avenue & 20th St/MLK Jr Way	11

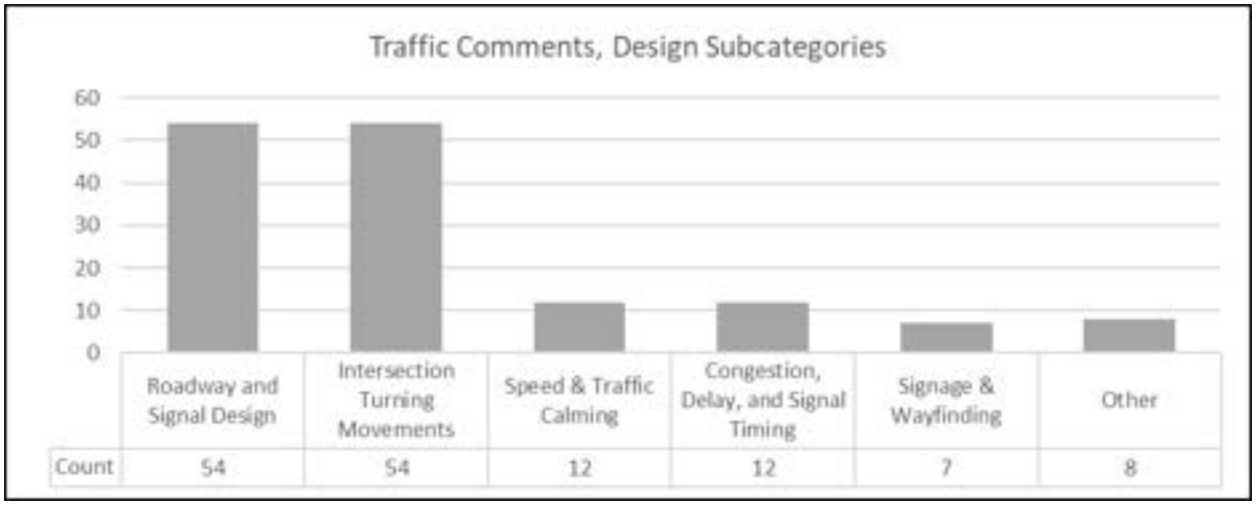
Out of the general categories, “Design (Specific)” contains the most comments (34%), followed by “Concern” (23%) and “Against” (18%). “Support” comments express appreciation over turn restrictions, crossing improvements, and protected bike lanes and reduce vehicle collisions with pedestrians and bicyclists. Some comments also agree with the closure of westbound W MacArthur Blvd between Apgar St. and San Pablo Ave. “Concern” comments generally express concern over increased traffic both on San Pablo Ave. and diverting into side streets. “Against” comments express opposition to the project due to traffic and congestion, anger that road space is being dedicated to buses and bikes instead of vehicles, and point out that the corridor is a major thoroughfare for regional travel.

Figure 13. Traffic Comments by General Categories



The design comments, from the above two “Design” categories (41%, 147), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 147 design comments in the Traffic category. Most of these comments suggested changes to roadway or signal design (37%), which involve the configuration of auto lanes and traffic signals; or intersection turning movements (37%), which involve turn lanes and turn restrictions.

Figure 14. Traffic Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Roadway and Signal Design

- Maintain two vehicle through lanes on corridor
- Do not shorten medians to prevent illegal mid-block U-turns
- Do not use PHBs due to driver confusion
- Do not remove driveways at vacant parcels in case it becomes redeveloped
- Convert complex intersections into roundabouts

Intersection Turning Movements

- Make turn lane movements and intersection striping clear to avoid collisions, especially at complex intersections such as San Pablo Avenue, 20th St, and MLK Jr Way.
- Allow northbound right turns onto 40th Street
- Disallow southbound right turns onto 32nd Street
- Allow northbound left turns onto 27th Street to improve access
- Add more no right on red restrictions to protect pedestrians; make restriction clearer with illuminated sign

Speed & Traffic Calming

- Add traffic calming, such as rumble strips or speed bumps, on side streets to slow drivers diverting onto the side streets
- Add traffic calming onto San Pablo Ave. to slow vehicles down near crosswalks

Congestion, Delay, and Signal Timing

- Optimize signal time and prevent long wait times at intersections
- Add coordinated signals for consistent traffic flow
- Add protected left turns at major intersections

Parking and Loading Comments

There were 214 total comments in the Parking & Loading category, which are more concentrated within North Oakland, with the area around the 65th St. intersection being a major hotspot. Other areas of high comment activity include the 59th St. intersection in North Oakland, and the Peralta St. intersection in Emeryville.

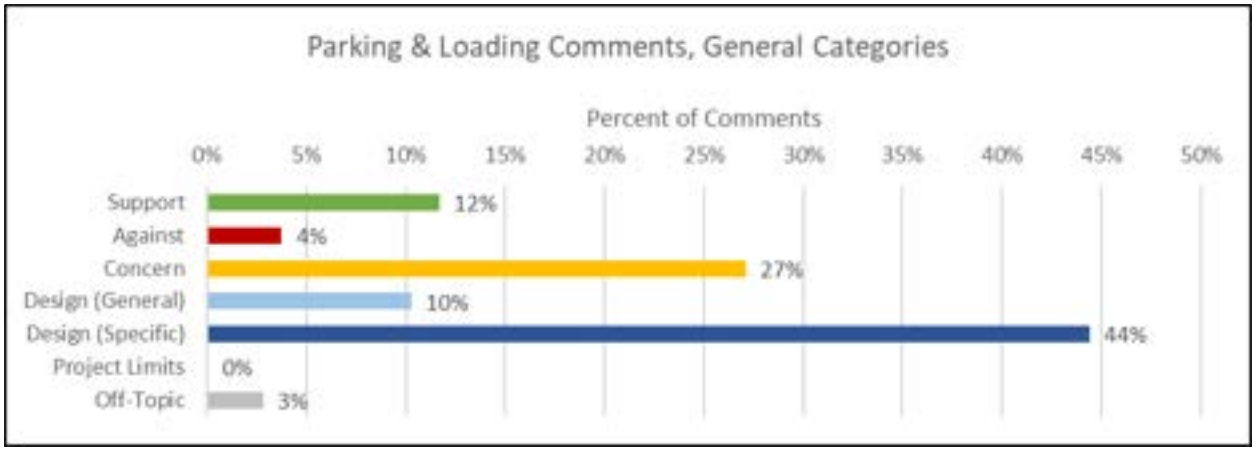
Figure 15. Parking and Loading Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 65th St	12
2	San Pablo Avenue & Peralta St	11
3	San Pablo Avenue & 59th St. (South)	10
4	San Pablo Avenue & 59th St. (North)	8
4	San Pablo Avenue & 64th St	8

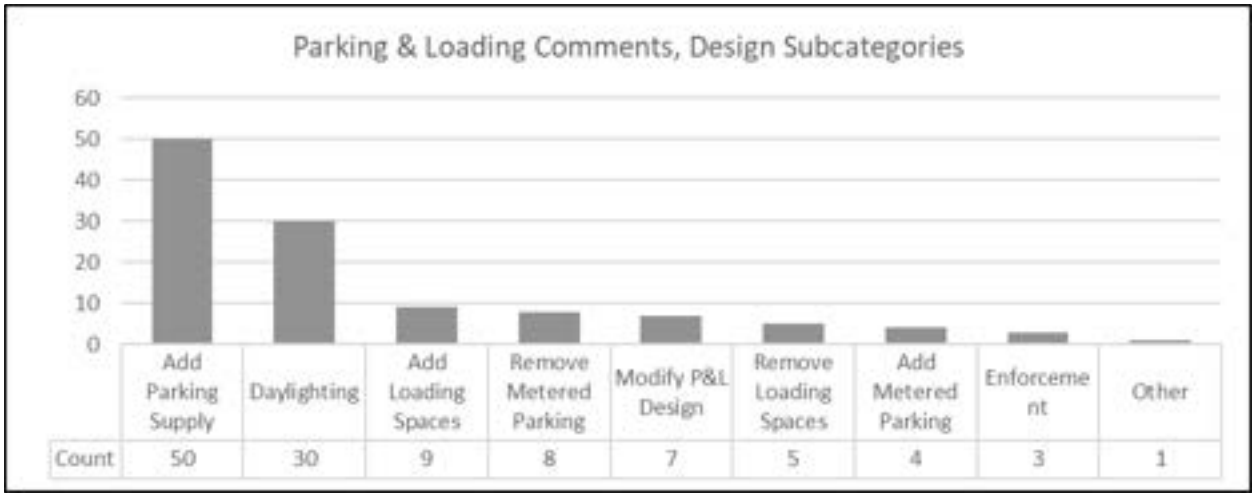
Out of the general categories, “Design (Specific)” contains close to half of all comments (44%), followed by “Concern” (27%) and “Support” (12%). “Support” comments indicate that the loss of parking is acceptable, parking on side streets is sufficient, and are appreciative that loading zones are included in the design. “Concern” comments express worry about whether they could find available parking and parking spillover effects into residential neighborhoods. “Against” comments express frustration that businesses will be negatively impacted due to the lack of parking.

Figure 16. Parking and Loading Comments by General Categories



The design comments, from the above two “Design” categories (55%, 117), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 117 design comments in the Parking & Loading category. The largest subcategory was related to adding parking supply (43%), both on-street and off-street. The next subcategory was regarding daylighting near intersections (26%); however, note that many of these comments were left by the same respondent.

Figure 17. Parking and Loading Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Add Parking Supply

- Add on-street parking on San Pablo Ave. due to concerns over loss of business, concern for people with limited mobility, safety on side streets, spillover within residential neighborhoods, etc.
- Remove median and use the width to add more on-street parking on San Pablo Ave
- Add off-street parking supply by constructing parking lots on vacant parcels

Daylighting

- Ensure on-street parking spaces comply with AB 413, where parking or stopping 20 feet from a crosswalk on the side approaching the crosswalk. Where parking is not allowed, paint the curb red.

Add Loading Spaces

- Add more commercial loading spaces near businesses for deliveries
- Add more passenger loading spaces near senior centers and medical facilities for paratransit loading
- Add more passenger loading spaces for TNCs

Remove metered parking

- Remove metered parking in residential side streets so that residents may park in front of their house
- Remove metered parking in front of St. Columba Church

Modify Parking & Loading Design

- Add more disabled parking spaces throughout corridor
- Add no parking signage on 53rd St. to prevent standing cars and maintain flow for Emery High School

Remove Loading Spaces

- Remove loading zones that are perceived as unnecessary and prevent bikes from having to merge into bus lane or use sidewalk
- Remove loading zones on commercial blocks perceived to have low usage

Add Metered Parking

- Add more metered parking to keep parking turnover high since there is less parking

Enforcement

- Prevent double parking or parking within bike path with effective enforcement
- Extend parking enforcement hours to 6PM
- Add residential parking permits on side streets to preserve resident parking near home

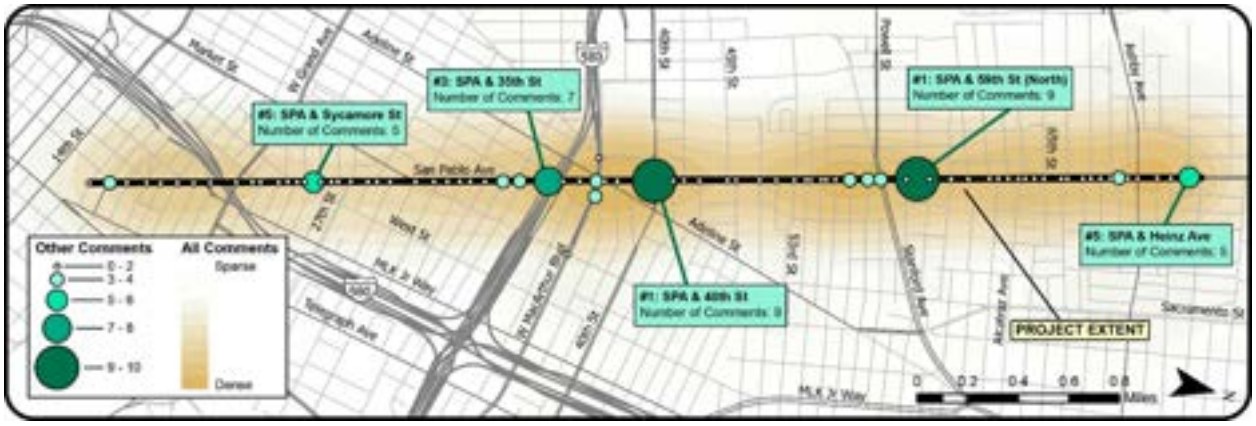
Comments within design subcategories involving adding, removing, or modifying parking spaces also noted where the change was suggested (on or off San Pablo Ave.).

	On San Pablo Avenue	Off San Pablo Avenue
Add Parking Supply	45	5
Add Loading Spaces	9	0
Remove Loading Spaces	5	0
Modify P&L Design	6	1

Other Comments

There were 160 total comments in the Other category, which are defined as those that did not fit within the other general categories. San Pablo Ave's intersection with 59th St. in North Oakland and 40th St. in Emeryville contain the most comments in the Other category.

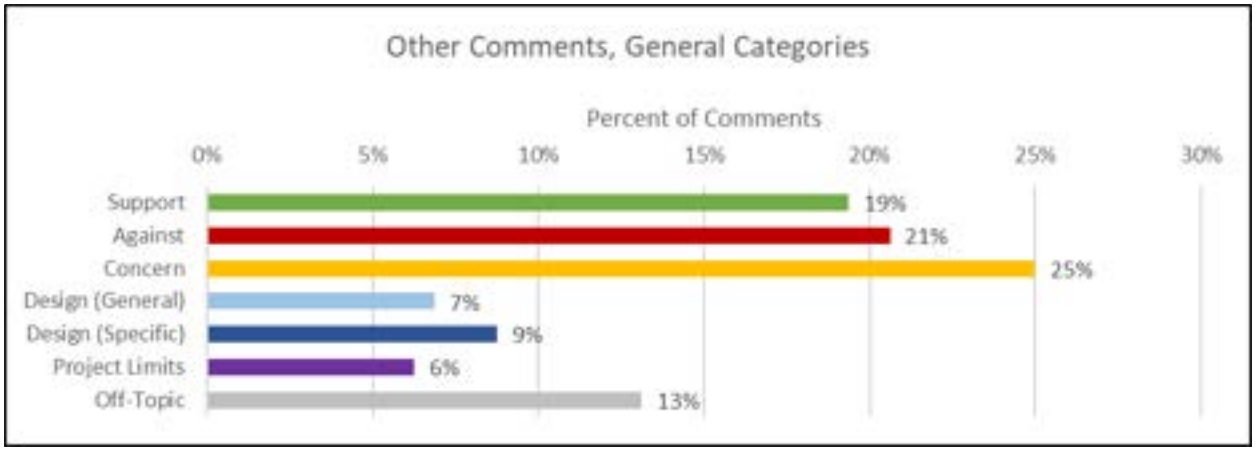
Figure 18. Other Comments by Location on Project Area



Rank	Intersection	Count
1	San Pablo Avenue & 40th St.	9
1	San Pablo Avenue & 59th St. (North)	9
2	San Pablo Avenue & 35th St.	7
3	San Pablo Avenue & Heinz Ave.	5
3	San Pablo Avenue & Sycamore St.	5

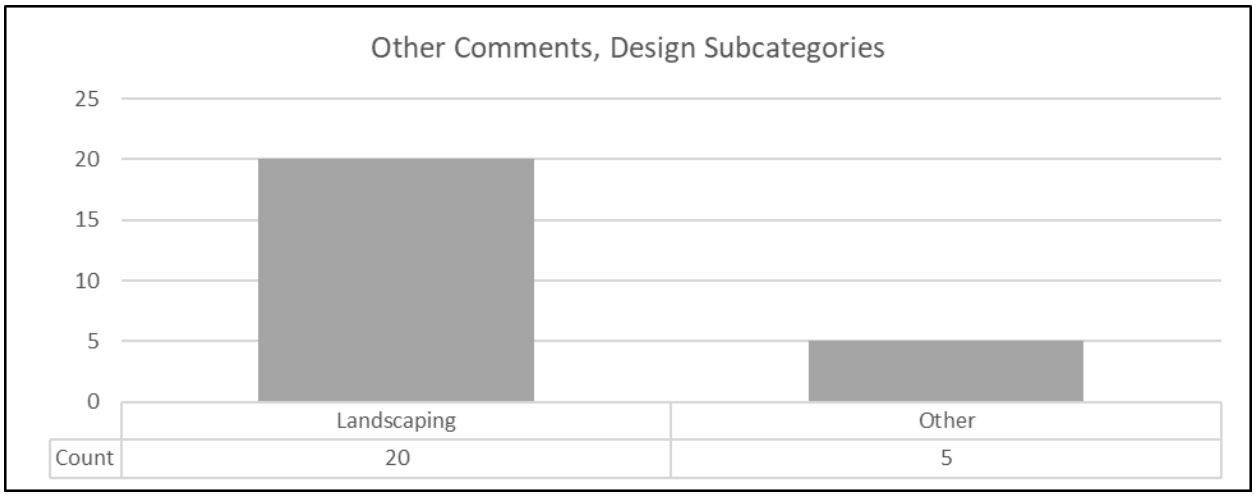
Out of the general categories, “Concern” had the highest number of comments (25%), followed by “Against” (21%) and “Support” (19%). “Support” comments express excitement about the project and feel that it will positively benefit the community through improved safety for bicycles and pedestrians and more efficient bus service. “Concern” comments question if the improvements will work to promote safety and multimodal transportation and raise a range of issues, such as emergency vehicle access, landscaping, loss of business, and unhoused people. “Against” comments express frustration over the increased traffic and loss of parking, indicate that the improvements on Telegraph Ave. have made conditions worse there, and argue that the government should divert resources to other social issues.

Figure 19. Other Comments by General Categories



The design comments, from the above two “Design” categories (16%, 25), were further subcategorized into the following five subcategories. The chart below shows the breakdown of 25 design comments in the Other category. Most of these comments were regarding landscaping (80%), such as trees and decorated plaza spaces.

Figure 20. Other Comments by Design Subcategories



A summary of key takeaways from comments in each category is provided below:

Landscaping

- Add more trees, planters, and other greenery on sidewalks, median, and pedestrian plazas for aesthetics and shade
- Add public art in large pedestrian plazas to activate the space

A.3 Focus Groups

A.3.1 Focus group recruitment surveys

1. First Name

2. Last Name

3. City where you live

- ◯ Oakland
- ◯ Emeryville
- ◯ Berkeley
- ◯ Other (please specify)

4. Are you available DATE AT TIME for a virtual/in-person meeting via Zoom / at ADDRESS?

- ◯ Yes
- ◯ No

5. How often do you typically travel on San Pablo Avenue? (select one)

- ◯ Daily
- ◯ 2-3 times per week
- ◯ Weekly
- ◯ Less than weekly

6. Why do you typically travel on San Pablo Avenue? (choose all that apply)

- ☐ To travel to/from my home
- ☐ To shop, use services or visit other storefronts on San Pablo Avenue

7. By which travel mode do you most often travel on San Pablo Avenue? (choose all that apply)

- [ ] Walk
- [ ] Bike
- [ ] Bus
- [ ] Drive
- [ ] Other (please specify)

8. Which gender best describes you? (select one)

- ( ) Female
- ( ) Male
- ( ) Non-binary
- ( ) Other (please specify)

9. Which ethnicity would you use to describe yourself? (choose all that apply)

- [ ] African American or Black
- [ ] Asian
- [ ] Caucasian
- [ ] Other (please specify)
- [ ] Latino or Hispanic
- [ ] Multi-ethnic

10. In what range is your household's annual income? (select one)

- ( ) Less than $12,000
- ( ) $12,000-$54,000
- ( ) $54,001-$91,000
- ( ) $91,001-$116,000
- ( ) More than $116,000

11. How old are you? (select one)

- ( ) Less than 18
- ( ) 18-25
- ( ) 26-45
- ( ) 46-60
- ( ) 61-75
- ( ) Older than 75

12. Please provide your email address and phone number so, in the event you are selected to participate in one of the focus groups, we can contact you to make arrangements.

Demographics of participants

Of the 39[1] participants who took the survey, the most common age range was between 26-45 years old (28%), as well as 61-75 years old (28%). The most common income was $12,000-$54,000 (26%). Respondents were predominantly male compared to female, representing 54% and 33%, respectively. In terms of race and ethnicity, the highest percentage was Black/African American, representing 51% of the sample. Most participants live in Oakland (69%) and visit San Pablo Avenue daily (62%); participants were able to select more than one preferred mode of travel, with a majority traveling by car (64%) and walking (51%). Full demographic statistics can be found in the table below.

Demographics	Total number of participants	Percentage of participants
Age:		
18-25	4	10%
26-45	11	28%
46-60	7	18%
61-75	11	28%
Older than 75	1	3%
Decline to state	4	10%
Income:		
Less than $12,000	9	23%
$12,001-$54,000	10	26%
$54,001-$91,000	1	3%
$91,001-$116,000	7	18%
More than $116,000	6	15%
Decline to state	4	10%

[1] While there were a total of 44 participants across the focus groups, a few declined to take the demographic survey prior to participating.

Gender:		
Female	21	54%
Male	13	33%
Non-binary	1	3%
Decline to state	4	10%
Ethnicity:		
African American or Black	20	51%
Latino or Hispanic	4	10%
Asian	3	8%
Caucasian	3	8%
Multi-ethnic	2	5%
Black/Latino	1	3%
Mixed	1	3%
Decline to state	5	12%
Location:		
Oakland	27	69%
Emeryville	8	21%
Berkeley	1	3%
Decline to state	3	8%
Mode:		
Drive	25	64%
Walk	20	51%
Bus	16	41%

Bike	14	36%
Other	5	13%
Decline to state	4	10%
Frequency:		
Daily	24	62%
2-3 times per week	9	23%
Weekly	2	5%
Decline to state	4	10%

A.3.2 Survey administered during focus group

SPA Focus Group Survey

* 1. What is your first name and first initial of your last name?

2. What segment of San Pablo Avenue are you most familiar with? Please list the two endpoints (street to street).

3. By which travel mode do you most often travel on San Pablo Avenue? (choose all that apply)

- [ ] Walk
- [ ] Bus
- [ ] Bike
- [ ] Drive

4. Would you feel safer crossing SPA with the pedestrian improvements shown?

- ◯ Yes
- ◯ No

5. How often do you take the bus on SPA?

- ◯ Sometimes
- ◯ Often
- ◯ Never

6. How likely would you be to take the bus on SPA once buses are operating on dedicated bus lanes?

- ◯ Very likely
- ◯ Likely
- ◯ Neither likely nor unlikely
- ◯ Unlikely
- ◯ Very unlikely

* 7. Have you have ever biked on SPA or on a nearby street?

- ◯ Yes
- ◯ No

* 8. Would you ride on SPA if there were protected bike lanes like the ones we've described?

- ◯ Yes, I ride on SPA now and I would continue to if there were protected bike lanes
- ◯ Yes, I avoid riding on SPA now; protected bike lanes would make me feel safer
- ◯ No, I don't bike and protected bikes lanes on San Pablo Ave wouldn't be enough to get me to start
- ◯ Other (please specify)

* 9. Have you ever driven to a destination on San Pablo Avenue?

- ◯ Yes
- ◯ No

* 10. What will you do when the parking is moved to off-street lots or side streets?

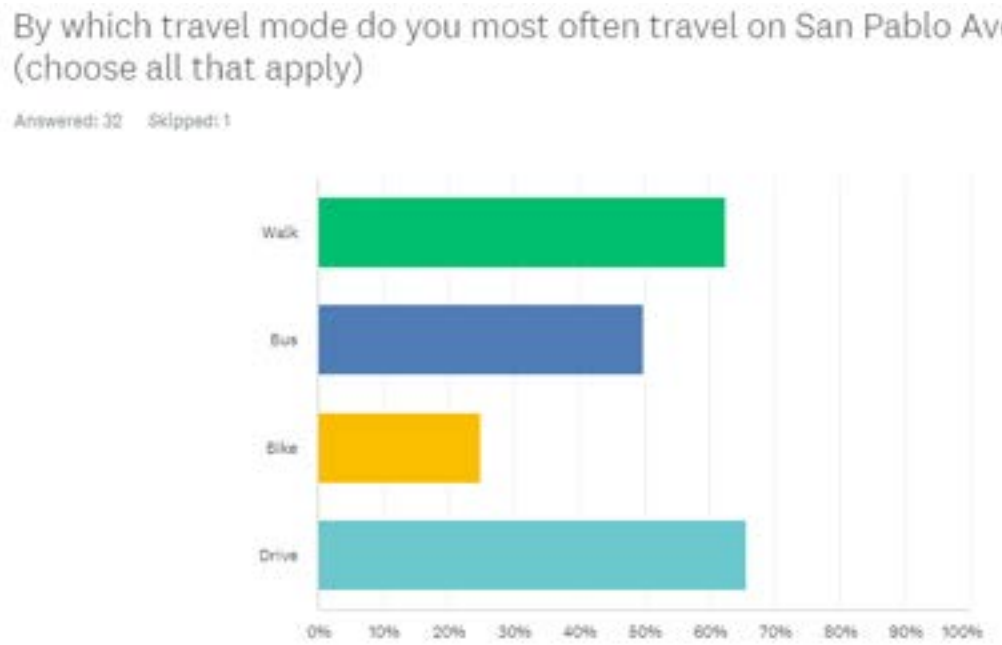
- ◯ I would not frequent some of my SPA destinations if parking were moved
- ◯ I would use another mode to reach my SPA destinations (walk, bike, bus)
- ◯ I'd park in a parking lot
- ◯ I'd park on a nearby side street
- ◯ Other (please specify)

* 11. What are your top priorities for improvements to San Pablo Avenue? Please select your top 3.

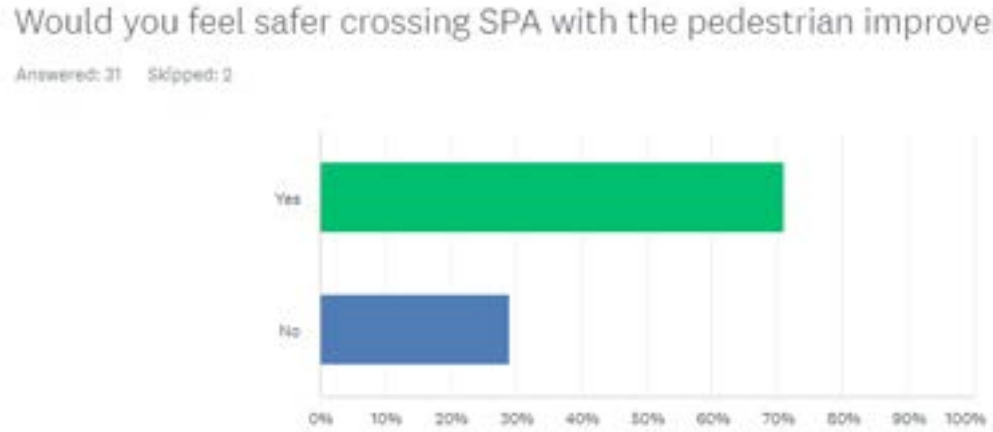
- ☐ Trees
- ☐ Landscaping
- ☐ Parklets / public spaces
- ☐ Other beautification
- ☐ Art
- ☐ Other (please specify)

Focus group discussion survey results

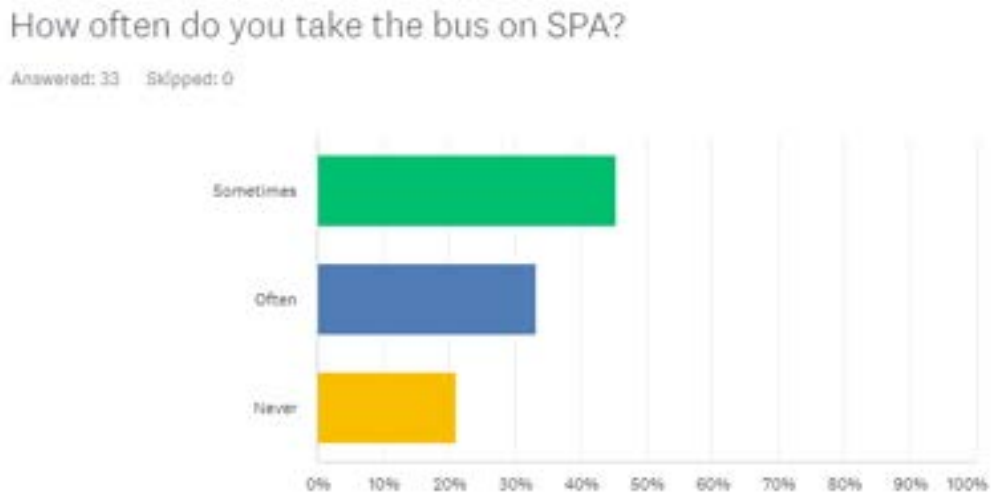
The following charts depict results from the data that was captured. Percentages in the narrative are rounded and may not combine to fit exactly within one-hundred percent.



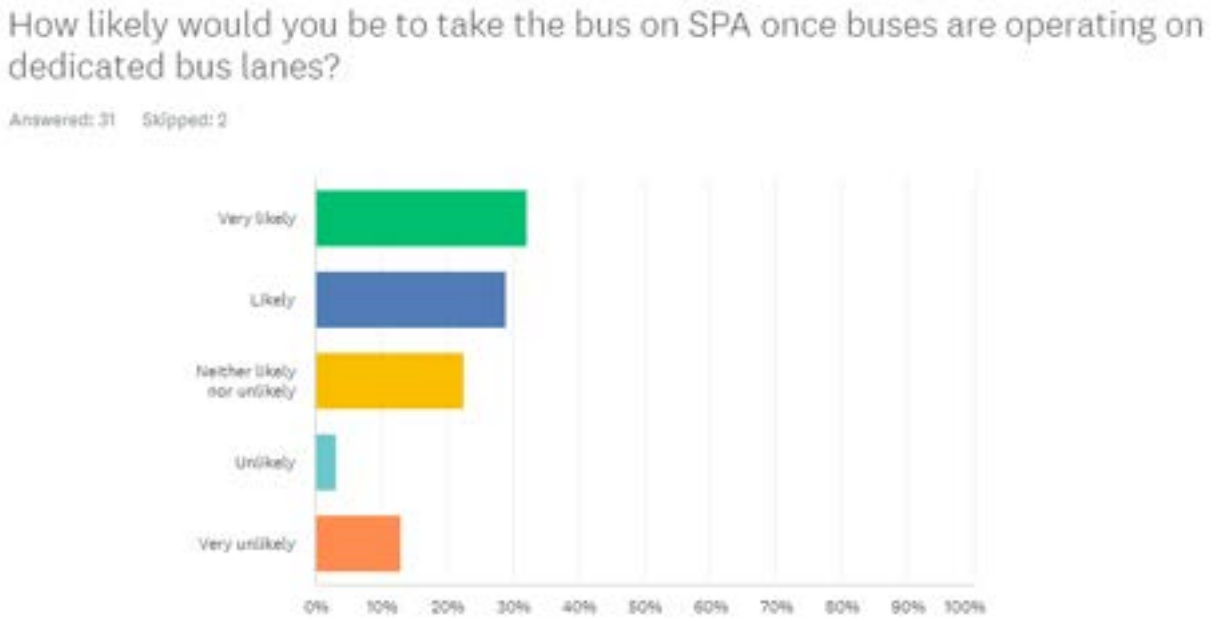
Participants most often traveled by car (66%), followed by on foot (63%), by bus (50%), and on bike (25%).



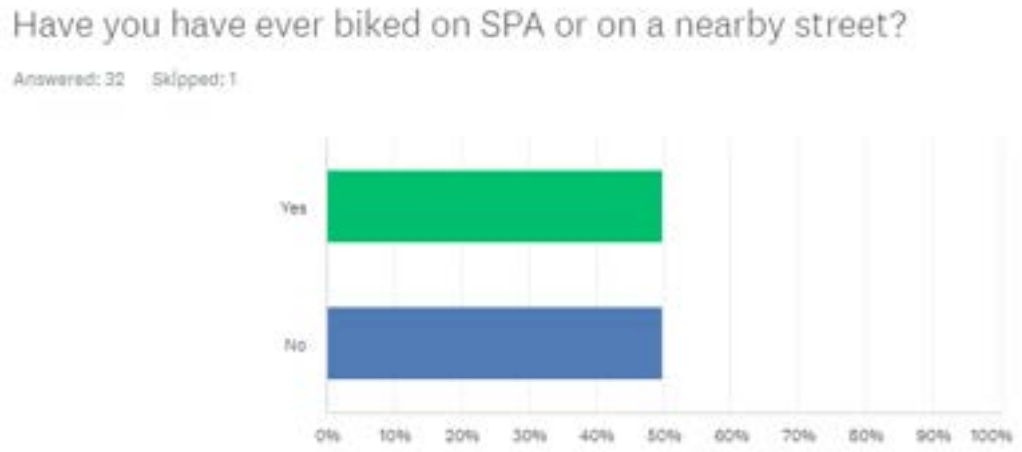
Given pedestrian improvements, most participants would feel safer crossing San Pablo Avenue (71%), compared to those who would not feel safer (29%).



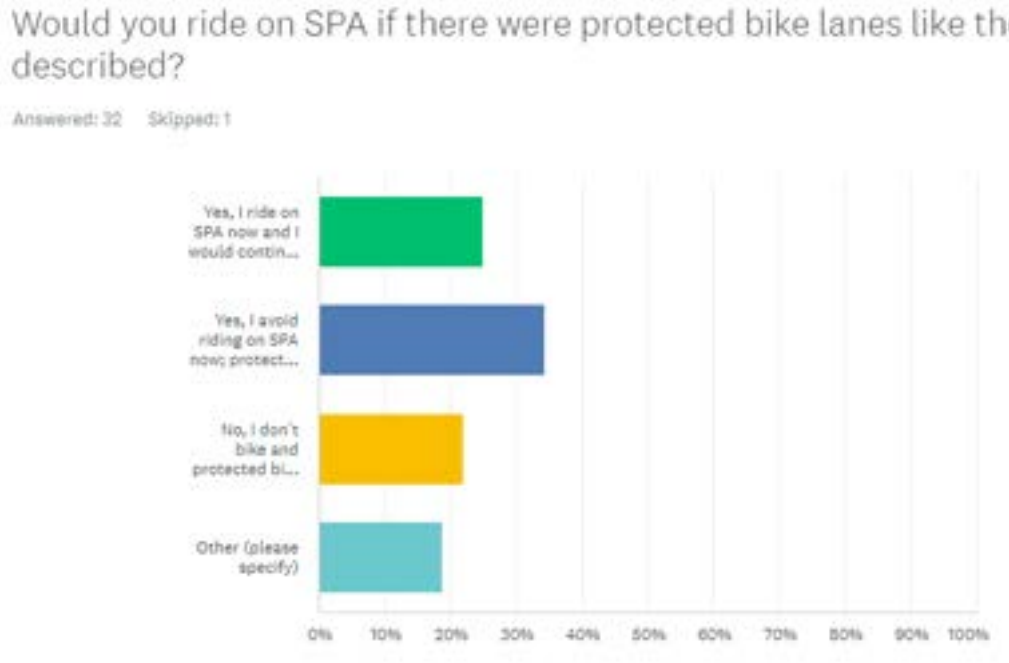
Most participants take the bus on San Pablo Avenue “sometimes” (45%) or “often” (33%). Twenty-one percent “never” ride the bus.



Once San Pablo Avenue buses are operating on dedicated bus lanes, most participants reported they would “very likely” (32%) or “likely” take the bus (29%). Twenty-three percent said they would be “neither likely nor unlikely” to take the bus (23%). Some would still be “unlikely” (3%) or “very unlikely” to take the bus (13%).

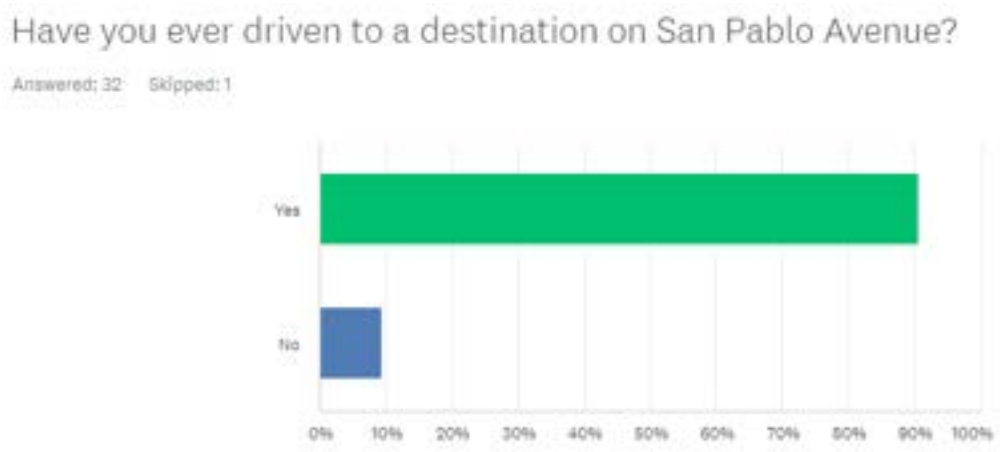


Participants were exactly split in their response of ever having biked on San Pablo Avenue or on a nearby street. Half of respondents reported “yes” (50%), and half reported “no” (50%).

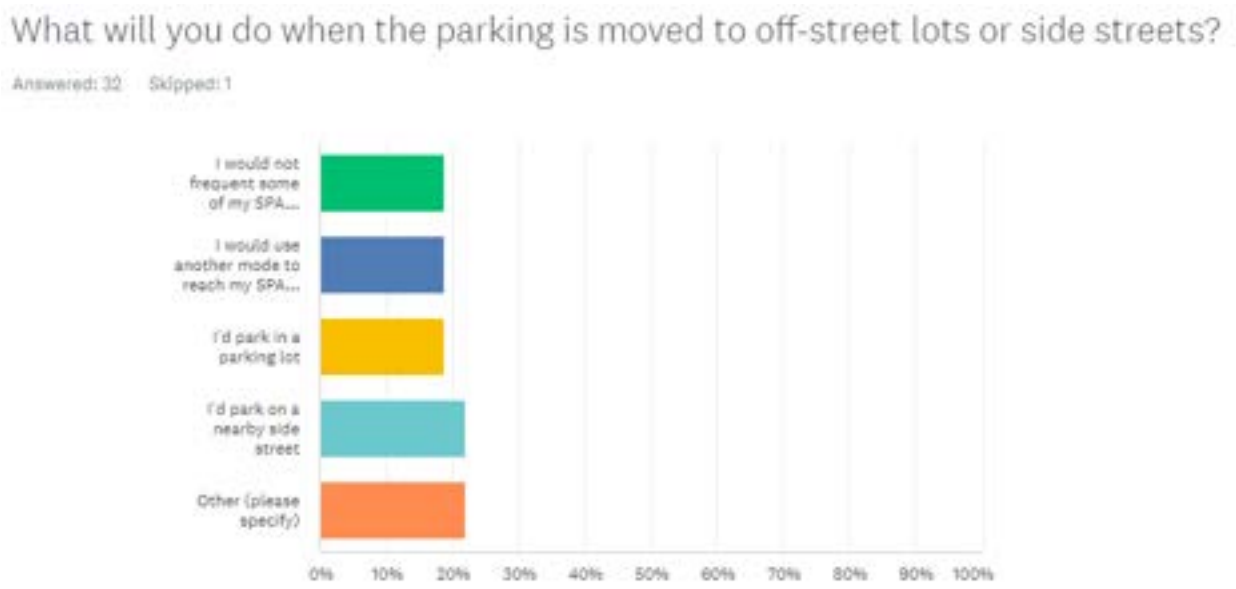


If protected bike lanes existed, most reported they would ride a bike on San Pablo Ave.: 34% said “yes, I avoid riding on San Pablo Avenue now; protected bike lanes would make me feel safer” followed by those who reported “yes, I ride on San Pablo Avenue now and I would continue to if there were protected bike lanes” (25%). Others would not: 22% said “no, I don’t bike and protected bike lanes on San Pablo Avenue wouldn’t be enough to get me to start.” Nineteen percent responded “other”.

Of the six participants who chose “other,” some of the responses included they had no bike, they would ride their bike only because they needed to, bikes are considered motorized vehicles and are dangerous, they would redesign the whole project, and someone who bikes reported feeling unsafe around the loading zones.

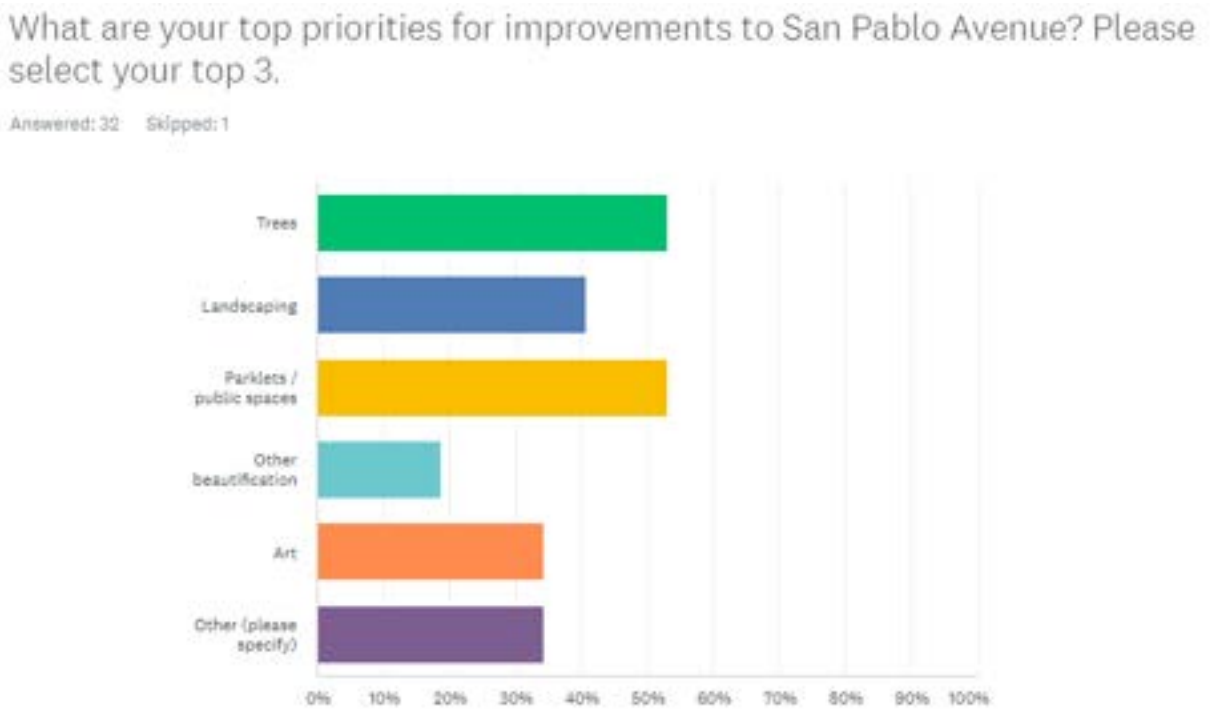


When asked if they have ever driven to a destination on San Pablo Avenue, most participants responded “yes” (91%), compared to those who responded “no” (9%).



Results for the question about moving parking to off-street lots or side streets were found to be mixed. Twenty-two percent of participants reported they would “park on a nearby side street” (22%), as well as those who selected “other” (22%). Those who selected “other” did not have a car, reported they had parking arrangements, or that they would park in the bus lane.

The rest of participants equally reported “I would not frequent some of my San Pablo Avenue destinations if parking were moved” (19%), “I would use another mode to reach my San Pablo Avenue destinations (walk, bike, bus)” (19%), and “I’d park in a parking lot” (19%).



Participants were asked to select their top three priorities for improving San Pablo Avenue. The two top priorities were more trees (53%), and parklets/public spaces (53%). Next, participants wanted landscaping (41%), followed by art (34%), some specified “other” option (34%), and other beautification (19%).

Of those who specified “other,” feedback involved security and renovation ideas. Suggestions included ticketing cameras, street lights, and more police. Renovation ideas included adding water fountains, creating a resting spot, and revitalizing empty storefronts.

A.3.3 Focus Group Comment Table

	Category	Count	Comments
Bike	Support	2	- Supports addition of bike lane - Likes protected bike lane
	Against	4	- Dislikes getting off bike to share sidewalk with pedestrians (2) - Dislikes bike lanes next to sidewalk or behind bus stops, which will cause collisions - Oppose creation of bike lanes, which will not benefit the senior population
	Concern	1	- Difficult to bike around vehicles using loading zones
	Design (General)	2	- Make sure traffic signals register bikes, especially at night - Remove medians to make more room for bike lanes
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	9	- Likes Leading Pedestrian Intervals (LPIs) to help with crossings - Likes addition of street lights (5) - Likes addition of beacon lights (2) - Likes pedestrian median refuges, especially when crossing with slower children
	Against	0	
	Concern	6	- Dislikes yellow flashing lights for pedestrian crossings, as they are too similar to traffic lights - Concern with sharing sidewalk with bikes - Flashing beacons don't work and motorists don't obey them (3) - Need more opportunities to cross San Pablo Ave. safely

	Design (General)	3	- Need to extend crossing times (2) - Need signage for pedestrians to be aware of fast bikers
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	2	- Supports addition of bus lane - Likes lighting at bus stops
	Against	3	- People who can't ride the bus will not benefit - Buses don't need their own lane - This will cause delays for cars
	Concern	5	- Cars will drive in bus lanes, which is dangerous (2) - Concern with accessing raised bus stop platforms - Concern with crossing bike lanes to access bus stops (2)
	Design (General)	3	- Implement signage or speed bumps to tell bikers to slow down around bus stops - Should add bus shelters with seats - Need better maintenance of bus stops
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	0	
	Concern	7	- Concerned with speeding (3) - Eliminating traffic lane will increase congestion (4)
	Design (General)	3	- Should implement speed bumps - Adjust light cycles to compensate for one lane of traffic and to avoid congestion - Install cameras on signals for enforcement

	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	0	
	Against	0	
	Concern	2	- Loading zones are confusing and don't seem safe - Concern about diverting traffic and parking to side streets
	Design (General)	10	- Need to include parking for school drop-off (3) - Do not institute paid parking, since residents have to park too - Need enforcement for parked, abandoned cars - Supports using metered parking on side streets (2) - Need enforcement of speed limits - Need to keep parking on San Pablo Ave. for seniors with mobility issues - Have designated bike/ped spaces along sidewalk around loading zones
	Design (Specific)	1	- Not enough parking on 57th St.
	Project Limits	0	
	Off-Topic	0	
Other	Support	1	- Appreciates blue zones being considered for people with disabilities
	Against	1	- Use funding for this project to address other concerns like crime and maintenance concerns
	Concern	0	
	Design (General)	5	- Add trees for landscaping and cooling, but ensure they do not block lights (2) - Add public art and parklets (3)
	Design	0	

	(Specific)		
	Project Limits	1	- Project length and distance are too long
	Off-Topic	0	

A.3.4 Focus group key takeaways

Golden Gate Community Association (GGCA) Focus Group
April 10, 2024
In discussion, some participants supported the proposed improvements while others expressed concerns with the project, with one participant preferring the current layout of San Pablo and others worrying about impacts to local businesses and car traffic. Other participants were open to the proposed improvements but held some reservations, which included the ability of flashing beacons to stop cars at crosswalks, the challenges of biking and walking through loading zones, and crossing bike lanes to bus platforms as pedestrians.

Of the proposed improvements, participants approved of parking meters on side streets and expressed their desire for more parklets, planted trees, and beautification along San Pablo.

West Oakland Neighbors (WON) Focus Group
April 25, 2024
In discussion, participants liked the proposed improvements, including the bus only lane and flashing lights; however, they agreed that a pedestrian overpass or bridge would make them feel much safer when walking across San Pablo Avenue. In addition, one participant suggested creating dedicated bike/ped spaces on the sidewalk where there are loading zones.

Satellite Affordable Housing Associates (SAHA) Focus Group
April 26, 2024
In discussion, participants were concerned about crossing the street/bike lane to access bus stops, which was perceived to be confusing and dangerous due to fast cyclists and speeding cars. This concern extended to safety at all pedestrian crossings, where participants wanted more crossing time and better enforcement for cars that ignore flashing beacons and speed on San Pablo.

Most of the participants were seniors and opposed the creation of bike lanes, which they felt would not benefit their community. Participants also wanted to keep parking available on San Pablo, especially since several of them had mobility issues. There was also discussion about how there are other concerns within the project area that are outside of the project scope that some participants felt should be prioritized instead of the project.

EAH Housing Focus Group
May 2, 2024
In discussion, participants liked the proposed pedestrian improvements, especially street/beacon lights, but did not like the bus-only lane, believing it will increase congestion and make it hard for school drop-off. There were also concerns about cyclists navigating loading zones, with one participant emphasizing the need for pedestrians and cyclists to safely share the sidewalk in such cases. One participant raised a concern about paid parking when residents on side streets have to regularly park on the street, while another participant was against the project in general due to its length and potential impact on traffic.

A.4 Open House Photos




Open House 1, Golden Gate Recreation Center, 4/15/24.




Open House 2, Emeryville Center for Community Life, 4/17/24.

A.5 Pop-Ups

A.5.1 Pop-Up Photos



Tuesday, April 9 at the Golden Gate Branch Library.



Sunday, April 14 at the West Oakland Farmers Market.



Monday, April 22 at the Thomas L Berkley Way Bus Stop.



Friday, May 3 at the NB San Pablo/Ashby bus stop.

A.5.2 Pop-Up Comment Table

Topic	Category	Count	Comments
Bike	Support	8	- Likes that bikers have their own lane instead of using the sidewalk (3) - Protected bike lanes are good for safety (2) - More bike lanes, the better (3)
	Against	5	- As a biker, prefer to use car lanes (2) - Dislikes creation of bike lane and removing traffic lane/parking (2) - Bike lanes should go on parallel side streets instead
	Concern	5	- People park in bike lanes - Drivers won't look for bikers - Cars back up into bike lane before merging into traffic - Make sure transition after Heinz Ave. and the bike lane ends is smooth - Bikers on the sidewalk around loading zones will get ticketed
	Design (General)	4	- Make bike lanes physically separate from rest of street - Need better lighting for bike lanes at night - Have bike lanes on left because it is dangerous when drivers are making right turns - Need signage to remind drivers to look for bikers (2)
	Design (Specific)	0	
	Project Limits	1	- Bike lanes should go into downtown Berkeley
	Off-Topic	0	
Walk	Support	0	
	Against	0	
	Concern	2	- Bikers on the sidewalks are dangerous - Worried this will make it harder to cross streets
	Design (General)	3	- Add more lighting on sidewalks

			- Need more beacon lights at crossings (2)
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	2	- Supports how this will make buses faster - We need bus only lanes
	Against	1	- Buses don't need their own lane
	Concern	5	- Concern about speeding cars in bus lane (3) - Police use the bus lanes and set a bad example - Concern about transition from bus only lane to no bus only lane after Heinz Ave.
	Design (General)	3	- Place bus lanes in the center of the road - Bus stops are too far apart, especially for seniors - Add benches at bus stops
	Design (Specific)	3	- Don't remove 32nd St. and Brockhurst St. bus stops; without them, very inconvenient for seniors and people with disabilities (2) - Children and seniors need bus stops on 27th and 28th
	Project Limits	1	- Would like this plan to reach BART stations
	Off-Topic	1	- Increase the number of buses on the road
Traffic	Support	0	
	Against	0	
	Concern	9	- Cars will drive faster to compensate for one lane of traffic (3) - Traffic and congestion will get much worse (4) - Traffic will be diverted to side streets (2)
	Design (General)	3	- Need more signage on smaller streets - Use cameras to collect traffic accident data - Need more visible traffic signs/blinking lights
	Design (Specific)	0	

	Project Limits	0	
	Off-Topic	3	- Need more driving education (2) - Need to enforce reasonable driving
Parking and Loading	Support	4	- Less parking worth it for improvements in safety (3) - Less parking will remove abandoned cars permanently parked
	Against	0	
	Concern	4	- There will be double parkers - Concerned where people will unload - Small businesses will suffer under loss of parking - Where will low-income housing residents park
	Design (General)	6	- Businesses should get assigned parking spots on SPA - Enforcement of parking and loading rules is critical - Should find empty or private lots to provide parking (2) - Dislikes metered parking due to burden placed on low-income people - Have permit parking on side streets
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	12	- Supports project and how it will curb speeding - Supports the project and how it will improve safety (2) - Excited about the project and removing car lanes - Project is good idea (7) - This will make it more convenient for seniors
	Against	11	- Does not support project due to similarities to Telegraph/Fruitvale/International and potential to hurt local business (3) - There are other more pressing community

			issues (2) - Funding for this project should be used differently, i.e. for crime (2) - This project is not feasible due to dangerous driving (2) - Unhoused driven off SPA will get ticketed and have nowhere to go - Concerns about traffic, safety, bus lanes, and businesses; use cameras instead
	Concern	3	- This project will have negative impact on small businesses (2) - Drivers will not follow the rules/signage
	Design (General)	3	- Include California native plants and flowers should be planted in medians (2) - Incorporate rain gardens
	Design (Specific)	0	
	Project Limits	1	- Only downtown Oakland needs these improvements, do not need this in North Oakland
	Off-Topic	1	- Cars get broken into often on SPA

A.6 Presentations/Meetings

A.6.1 Presentations/Meetings Key Takeaways

Across the 21 presentations and meetings held with advisory groups, community organizations, and other stakeholders, the levels of support and topics of focus varied widely.

In general, pedestrian, bicycle, and transit-focused groups were strongly supportive of the safety and transit improvements. Many requested additional safety measures and/or extension of the project to the north.

Disability advisory groups' members expressed varied views on the proposed bus lanes and bike lanes, but many emphasized the importance of paratransit access, provision of sufficient blue parking zones, and providing clear separation of bicycle and pedestrian space.

Resident views on the project also ranged from support to opposition. Concerns included parking and traffic, including potential parking spillover and traffic diversion into adjacent neighborhoods. Merchant groups primarily expressed concerns regarding parking in stakeholder meetings.

A.6.2 Presentations/Meetings Comment Table

Topic	Category	Count	Comments
Bike	Support	6	- Likes options for bikes at loading zones - Bike lanes are helpful for wheelchair users (2) - Supports the clear markings where bikes will go - Supports parallel bike improvements - Appreciates concrete instead of bollards and striping
	Against	1	- Don't see the point of adding bike lane
	Concern	11	- Concerns for mixed areas where ped and bike areas come together (3) - Concrete islands are dangerous - Cars making right turns are dangerous for bikes due to poor visibility - Bikers will not follow signage/rules - Bike traffic may be diverted to parallel routes/side streets (3) - Signals sometimes don't register cyclists

			- Bikes merging into bus lane may conflict with cars speeding in bus lanes
	Design (General)	3	- Use tactile surfaces for raised bikeway facilities - Use medians for more bikeway protection - Extend detectable warnings at bike lane past where the ramp starts
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	2	- Pedestrian lighting improvements are good (2)
	Against	0	
	Concern	3	- Bikes don't know when flashing beacons are activated - Concrete islands are not useful - Does not support bulbouts
	Design (General)	10	- Raised intersections or raised sidewalks for ped safety (2) - Make lighting at pedestrian level (2) - Place signal buttons accessibly for shorter heights - Accessible audible messages with RRFBs and LPIs (2) - Make timing of ped crossings consistent throught corridor and increase time for peds to cross - Widen sidewalks by taking space from medians - Concern about bikers riding on sidewalk - Add more bulb-outs into side streets to make crossing distances shorter
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	0	
	Against	0	

	Concern	9	- Need intervention to prevent other vehicles entering bus lane (5) - Concern about removing bus stops - Concern about bus stop relocations - There will be congestion between bus services - Concern people will speed in bus lane
	Design (General)	4	- Don't force cars to share road with buses near preschools - Use bumps or rumble strips to discourage cars using bus lane - Bus stop shelters should protect from heat, storms, other impacts of climate change - Bus stops should not be far apart
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	0	
	Concern	3	- There may be too much signage on the street, which complicates things for users (2) - Need ticketing for cars in loading zones
	Design (General)	12	- Lower High intensity Activated crosswalk (HAWK)to height of drivers' eyes (2) - Adjust signal timing for vehicles/pedestrians - Concern with speeding (4) - Concern with congestion (4) - Need traffic enforcement for speeding (2)
	Design (Specific)	2	- Address speeding problems on International - Address mid-intersection lane shifts are a problem on International
	Project Limits	0	
	Off-Topic	0	

Parking and Loading	Support	1	- Liked incorporation of loading zones
	Against	2	- Dislikes using bike lane as floating parking zone - This project will wipe businesses out due to parking concerns
	Concern	12	- Loading zones may block bike lane (2) - People will park in loading zones (2) - People park and load illegally in front of storefronts - Diverting demand for parking to neighborhood streets is an issue (2) - Finding parking is an issue for residents - Need to accommodate emergency vehicles and trash pick-ups - Businesses and their employees will take residential parking - Concern about loading happening in bus lanes - Merchants have concerns about commercial loading zones
	Design (General)	15	- Create consistent loading zone design like the ones for paratransit - Enforce metering for loading zones (2) - Don't include loading zones near preschools - Need more parking enforcement (2) - Merchants unhappy to see parking spaces removed on SPA - Need more enforcement for cars parking/stopping in bus lane - Need paratransit loading spots on SPA - Businesses on San Pablo Ave. need loading zones - Need handicap parking - Add blue zones for people to stop in bus/bike lane for loading - Residents would like to keep parking on San Pablo Ave. - Metered parking spots encourages turnover - Remove metered parking in front of residential properties
	Design (Specific)	3	- Add paratransit loading zone in front of Monarch - Remove metered parking on 33rd St. - Heinz Building needs to keep loading space on

			SPA
	Project Limits	0	
	Off-Topic	0	
Other	Support	4	- Fan of the project - Appreciate reducing one lane of traffic in each direction - This will make the corridor safer (2)
	Against	3	- This project will slow traffic - Address other community concerns like crime and homelessness before this project (2)
	Concern	2	- Must accommodate loss of space to local businesses - Dangerous for paratransit users or people with disabilities to use SPA
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	2	- Consider accommodating future growth and projected space use (2)

A.7 Storefront Outreach

The proposed changes to San Pablo Avenue, including pedestrian and bicycle safety improvements, transit reliability and access improvements, traffic circulation changes, and elimination of most parking and loading spaces along the street could significantly affect access the hundreds of storefronts in Oakland [2], Emeryville, and South Berkeley. Engaging with these storefronts to understand and accommodate their access needs has been a primary consideration throughout the project's development.[3]

[2] Oakland survey results are reported in two groups—West Oakland and North Oakland—because these stretches of San Pablo Avenue are separated by the roadway segment in Emeryville.

[3] Residents of buildings on San Pablo Avenue were engaged via focus groups, community meetings, presentations to neighborhood groups, online surveys, intercept surveys and "pop-ups," where project representatives staffed information tables at community events and other busy locations.

These access needs include how customers, clients and other visitors reach each storefront and how goods are picked up and delivered. To assess these needs and how the project can meet them, the project team attempted to interview the owners or managers of every storefront along the corridor multiple times. This work took place in two stages:

1. January 2022 - April 2022: Prior to design development, Round 1 assessed the parking and loading needs of storefronts and identified potential locations for these activities on side streets that cross San Pablo Avenue.
2. December 2023 - June 2024: Round 2 surveyed storefronts to seek feedback on the specific proposed designs for the Bus Lanes and Bike Lanes Project, especially proposed parking and loading accommodations.

In each stage, a similar process was employed whereby survey teams visited each storefront—including retail shops, services and organizations—to interview the owner, manager or other staff member with a good understanding of how customers/clients reach the storefront and how goods are picked up and delivered. After confirming that the owner/manager had time for an interview, surveyors explained the project and administered a survey. The survey questions varied depending on the phase, but focused on the storefront's parking, loading, and access needs and what solutions might work to accommodate them. In all phases, after visiting each storefront, the surveyors made an assessment of which of three categories that business fell into:

- "A": Business does not object to proposed removal of loading/parking spaces in front of business (or proposed loading/parking accommodation, where applicable).
- "B": Business does not agree with plans to remove loading/parking spaces in front of business, but based on the storefront needs expressed in the survey, surveyors think the proposed design could work.
- "C": Business does not agree with plans to remove loading/parking spaces in front of business, and surveyors agree that the proposed option(s) would not work.

If the storefront was temporarily closed (i.e., surveyors stopped by when it was closed, but it is open at other times) or the owner or manager was not present, surveyors left a flyer (in English, Spanish and Chinese) explaining the project and soliciting input, and returned to the storefront or followed up by phone up to two more times.

Round 1 (January 2022–April 2022)

- **Location:** West Oakland, Emeryville, North Oakland, South Berkeley
- **Purpose:** To assess parking and loading needs and identify whether and how parking and loading needs could be met off of San Pablo Avenue
- **Surveyed storefronts:** 165 occupied storefronts, 96 surveys (58%)

Round 1 Completed Storefront Surveys

	W Oakland	Emeryville	N Oakland	S Berkeley	TOTAL
Occupied storefronts	44	45	57	19	165
Completed surveys	24	21	37	14	96
Percentage	55%	47%	65%	74%	58%

Round 1 Storefront Survey Results

	W Oakland	Emeryville	N Oakland	S Berkeley	TOTAL
A	38%	43%	35%	36%	**38%**
B	50%	33%	62%	50%	**51%**
C	13%	24%	3%	14%	**11%**
Total	24	21	37	14	96

- **A**: **Supportive** - Business does not object to moving loading/parking**.**
- **B: Mixed -** Business does not agree with moving loading/parking, but based on survey we think it could work.
- **C: Opposed -** Business does not agree with plans to move loading/parking, and we agree that there aren't any good options.

These surveys helped the project team identify the block faces where there are not good alternatives to removing all loading and parking and informed development of the proposed project design.

During this round of outreach, storefront owners/managers provided a range of comments about the proposed project concept. Areas of support from the comments include:

- Support for addressing traffic safety and slower speeds
- Support for improving public transit
- Some businesses already have parking and loading off San Pablo (lots or side streets)

Areas of concern from the comments include:

- Safety/security issues on side streets: Personal safety, abandoned cars, illegal parking, encampments block side streets – not enforced, Unsafe to walk to/from side streets

- Trucks double parking
- Traffic congestion concerns
- Dislike Telegraph Ave. bike lanes
- Protected bike lanes are dangerous
- Distance for people with disabilities
- Loss of existing parklets and bulb outs
- Trucks on residential streets will anger neighbors
- Business will die without street parking
- Residents fill side street parking

The survey team found that while almost all locations (89%) appeared to have a potential parking and loading solution, owners/managers of more than half of those did not agree with the proposed changes. Key challenges identified include convenience of deliveries and security of side streets. This storefront outreach informed the development and location of loading and short-term parking zones on approximately 12 blocks of San Pablo Ave. where other options to accommodate storefront access needs were not available. Mid-block, commercial parcels with no off-street parking lot were considered for loading zones. Additional factors the project team considered when determining if a loading zone is needed include:

- Side-street loading zone is too far away
- Limitation on side street truck circulation due to truck type or street design/width
- Off-street lot inadequate for loading activities
- Personal safety and security concerns on side-streets

In addition, the project team added pedestrian-scale lighting on all side streets to the project scope to help address the personal safety and security concerns expressed.

Round 2 (December 2023–June 2024)

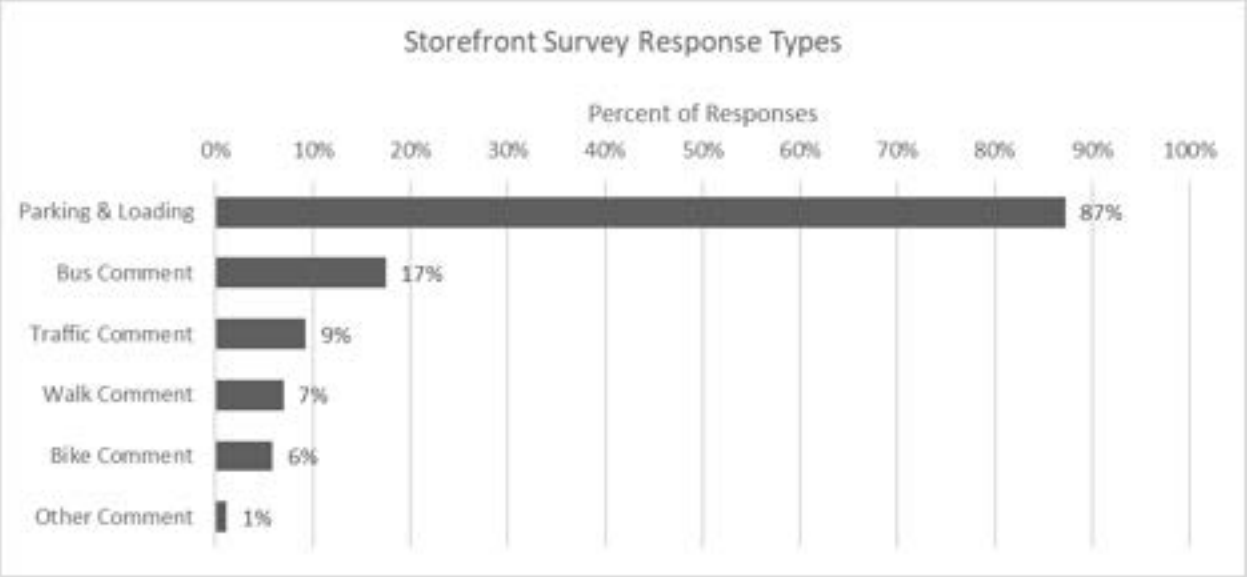
- **Location:** Oakland, Emeryville and South Berkeley
- **Purpose:** To share and seek input on detailed plans for bus lanes and bike lanes, confirm final loading zone locations on San Pablo Avenue, and confirm proposed side street curb designations.
- **Surveyed storefronts**: 193 occupied storefronts, 133 surveys (69%)

San Pablo Avenue Bus Lanes & Bike Lanes Project						
Storefront Outreach | December 2023–May 2024						
	Berkeley	**Emeryville**	**W Oakland**	**N Oakland**	**TOTALS**	**%**
A	8	11	17	16	52	39%
B	13	15	17	28	73	55%
C	0	0	3	5	8	6%
Storefronts surveyed	21	26	37	49	133	100%
Total # storefronts	23	34	63	73	193	100%
% Storefronts surveyed	91%	76%	59%	67%	69%	

From the 133 storefronts that were surveyed, many more open-ended comments were communicated to the interviewers. All specific requests were considered by the design team[4]. Survey questions consisted of multiple choice questions as well as open ended questions and prompts. All open-ended responses were analyzed to identify topics that may have implications in the proposed design. Each open-ended response was assigned to specific categories and subcategories used in the analysis of the Interactive Map Tool. For Bike, Walk, Bus, and Other comments, the general categories (Support, Against, Concern, Design) were used; for Traffic and Parking & Loading, the design subcategories were used to identify specific concerns. As the open-ended responses often discuss many different topics, responses may be assigned multiple categories and subcategories to preserve all information present. Responses that had design implications were then evaluated in depth, and responses that merit further consideration were identified.

For Parking & Loading comments, whether the request was on or off San Pablo Ave. was also recorded. Out of the survey entries, 86 of them contained open-ended responses that could be assigned one or more categories. As the questions in this outreach effort focused on parking and loading impacts to the businesses, most responses contained open-ended comments discussing Parking & Loading (87%) as expected. Some responses also discussed other aspects of the project, out of which Bus is the highest (17%), followed by Traffic (9%).

[4] Several businesses were mistakenly interviewed more than once. The numbers in the tables above do not reflect these duplicates; however, unique comments heard at different surveys of the same storefront were considered during the design process.



Storefront Outreach Comment Table

Topic	Category	Count	Comments
Bike	Support	3	
	Against	2	- Dislike Telegraph Ave. bike lanes - Protected bike lanes are dangerous
	Concern	0	
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Walk	Support	4	
	Against	0	
	Concern	1	- Would like more green and metered spaces
	Design (General)	0	
	Design (Specific)	1	- Would like high-vis crosswalks and RRFB to connect to 37th St.

	Project Limits	0	
	Off-Topic	0	
Bus	Support	5	- Support for improving public transit
	Against	4	
	Concern	1	- Bus zone: bus block driveway, enforcement on vehicles blocking bus zone
	Design (General)	1	- Shorten bus lane to not extend into the school on-San Pablo Ave. driveway
	Design (Specific)	4	- Preserve bus stop on San Pablo Ave. between Brockhurst St. and 32nd St. Assess spacing of adjacent bus stops. - Remove bus stop from 54th St. and preserve stop in front of library.
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	1	- Support for addressing traffic safety and slower speeds
	Against	0	
	Concern	1	- Trucks on residential streets will anger neighbors
	Design (General)	8	- Abandoned driveway is active and use for emergency services - Consideration for speed bumps to reduce speeding - Traffic congestion concerns
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	6	- Some businesses already have parking and loading off San Pablo Ave. (lots or side streets)
	Against	0	

	Concern	14	- Parking Spillover - Safety/security issues on side streets: Personal safety, abandoned cars, illegal parking, encampments block side streets – not enforced, Unsafe to walk to/from side streets - Trucks double parking - Business will die without street parking - Residents fill side street parking - Side-street loading zone is too far away - Limitation on side street truck circulation due to truck type or street design/width - Off-street lot inadequate for loading activities - Personal safety and security concerns on side-streets
	Design (General)	45	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	0	
	Against	1	- Loss of existing parklets and bulb outs
	Concern	0	
	Design (General)	0	
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	

A.8 Phone and Emails Comment Table

Topic	Category	Count	Comments
Bike	Support	0	
	Against	9	- Bike lane is unnecessary since bikers already use safer, parallel streets (3) - Bike lanes should go on a parallel street, not San Pablo Ave. (4) - Not enough people travel by bike to warrant a bike lane - Does not want bike lane
	Concern	7	- Dangerous for bikers on San Pablo Ave. (4) - Concerned the intersection at West MacArthur will be more dangerous for cyclists since diverted traffic turning right onto Apgar will cut off path for peds and cyclists - Cyclists tend to ignore traffic laws and bike lanes will increase risk of safety for pedestrians - Those with physical disabilities cannot choose to bike, even if they would prefer an alternative to taking a bus or car
	Design (General)	1	- Daily cyclist would like a main diagonal artery with a safe bike lane since they avoid biking on San Pablo Ave. due to safety issues
	Design (Specific)	0	
	Project Limits	2	- For bicycle commuting improvements I'd recommend you focus on improving Richmond Ave, the Ohlone path, and Sacramento for bicycle use - The Ohlone trail align San Pablo Ave. would be a safer bike option and save money
	Off-Topic	0	
Walk	Support	0	
	Against	0	
	Concern	0	
	Design (General)	0	

	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Bus	Support	0	
	Against	7	- Not enough people seem to ride the bus to prioritize a dedicated lane (7)
	Concern	13	- Doesn't think a designated lane for buses will improve their commute times (3) - Unless public transit is more efficient, affordable, cleaner, and safer, it will not attract more users - Feels unsafe at bus stops due to people taking over seats at waiting areas - Concern that the design does not sufficiently alert pedestrians stepping across the bike lane from the sidewalk to the bus stop - It will be difficult to now have to look out for bicyclists when leaving bus stop and poses an increase risk to safety - Not enough public transportation facilities to forgo a car - There should be "LOOK LEFT" and "LOOK RIGHT" and an arrow painted on the pavement with a bicycle symbol to direct peds and cyclists at bus stops - There should be motion sensor activated flashing lights at each bus stop to help cyclists and peds - At intersections have special green signal for buses - Install cameras to cite drivers using bus lane - At intersections have special green signal for buses
	Design (General)	2	- Idea to move bus lane to center - Would like to see a stop at the Golden Gate Library
	Design (Specific)	2	- Concerned about losing the bus stop at 55th

			and San Pablo Ave. since it is conveniently located and frequently used (2)
	Project Limits	0	
	Off-Topic	0	
Traffic	Support	0	
	Against	2	- Opposed to the proposed road closure of West Macarthur @ San Pablo Ave. (2)
	Concern	12	- Traffic will be pushed into neighborhoods, endangering residents (4) - GHG will be worse with one lane - Road closures from San Pablo Ave. will push more traffic onto side streets and increase risk for bikers and peds (3) - Increased traffic on San Pablo Ave. due to removing a car lane will impact emergency vehicle response times - Concerned about increase of traffic by school intersection endangering students due to San Pablo Ave. road closures and overflow of traffic (Referring to Oakland Military Institute) - Removing a car lane on San Pablo Ave. takes space for breakdowns and accidents - Right-hand turns off of San Pablo Ave. will be more challenging for cars who need to be aware of buses from their blind-spot
	Design (General)	17	- I suggest improving the traffic signal management by adding more detection loop cable - More lights for crosswalks are needed - Input turning traffic lights at every intersection for cars turning on to San Pablo Ave. to avoid bike or pedestrian accidents - More traffic lights are needed to help calm speed - Taking out a car lane will increase congestion along San Pablo Ave. (11) - Removing a lane from San Pablo Ave. will increase traffic due to overflow from 880 (2)

	Design (Specific)	4	- The traffic light turning left from San Pablo to 40th street is very short and traffic causes wait times of several cycles of this light turning green before someone can turn - Resident of 930 Apgar St. asks to block Apgar from rerouting traffic - Opposed to road closure of West MacArthur and SPA - Traffic calming needed on 32nd St. to slow traffic occurring between San Pablo Ave. and Adeline
	Project Limits	0	
	Off-Topic	0	
Parking and Loading	Support	0	
	Against	16	- Lack of parking will hurt businesses (10) - Removing parking on San Pablo Ave. will make it harder to find parking since side streets are also already packed (3) - Removing parking on San Pablo Ave. is a concern for those with mobility disabilities - Residents who will be competing with parking due to overflow may be forced to park far from their door making it dangerous for getting home at night and challenging to load items to and from home - Does not believe parking needs to be removed to make room for bike lane
	Concern	17	- Lack of parking will hurt businesses (3) - Removing parking on San Pablo Ave. will cause overflow to displace residents from parking near their home (5) - Removing parking on San Pablo Ave. will make it harder to find parking since side streets are also already packed (3) - Removing parking on San Pablo Ave. is a concern for those with mobility disabilities (2) - Parking issues due to San Pablo Ave. overflow will make it difficult for residents to have visitors who will be deterred by the lack of parking

			- Concerned about how local businesses will receive deliveries and the challenge hurting business - Does not think side streets or existing parking is sufficient for unloading - Wanted to confirm they still had their dedicated loading and pick up in front of Wally's Cafe
	Design (General)	2	- Wanted to know if citations will be given to those who try driving in the bus lanes to pass other drivers - Wanted to know if there will be enforcement to control delivery drivers who may park in a bus or bike lane
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	0	
Other	Support	4	- Believes the plan accommodates safety of all those who travel SPA - Hopes that this plan can address safety while accommodating better access for cyclists and pedestrians - Proposed project makes street more accessible for everyone (2)
	Against	16	- Project doesn't support the greater good (2) - Strongly against the project (7) - Project advantages do not outweigh the cost - Money spent on this project would be better spend elsewhere to help people (4) - Project hurts residents by increasing a risk to their safety and well-being (2)
	Concern	6	- Wanted to know if studies have been conducted at intersections on San Pablo Ave. regarding safety for cyclists and pedestrians - Concerned of the impacts of the project to San Pablo Ave. neighborhood (3) - Wanted to know if studies had been done to show support for a bike lane

			- Does not think discouraging driving will cause people to use the bus and bike
	Design (General)	3	- Side streets off San Pablo Ave. could use more LED lighting to deter vandalism - Prefers center bike lane like on Valencia in SF - Prefers reversible car lane from bikes and peds
	Design (Specific)	0	
	Project Limits	0	
	Off-Topic	24	- Requested a meeting (3) - Wanted to schedule a project presentation (3) - Site issues (8) - Has been hit by drivers while biking on San Pablo Ave. twice - Wanted to schedule a pop-up or meeting for residents - Wanted to know if on-site studies had been conducted at intersections with recent ped and cyclist numbers to share from West Mac/40th - Requested project information (6) - Had a specific question about the project - Thank you to David for taking the time at the open house

Among comments received via phone and email, there were concerns that increased traffic congestion would cause drivers to use side streets, posing a threat to the safety of kids and the elderly residing on those streets, as well as loss of residential parking on side streets.

Questions and comments related to bicycling primarily related to area of use/frequency, with some commenters questioning why side streets were not an option for people biking instead of San Pablo Avenue, or suggesting that not enough people biked along this corridor to warrant creating bike lanes. Those who commented on pedestrian improvements were primarily concerned with safety, offering suggestions related to increasing visibility, such as adding lights and raising the sidewalk or locations for crosswalks. Some commenters shared that removing parking from San Pablo Avenue would pose a challenge to those with disabilities who would have to walk further from where they parked.

Appendix B -

Communications Materials

B.1 Project Fact Sheet (all languages)

B.1.1 English Fact Sheet

San Pablo Avenue

Bus Lanes and Bike Lanes Project

Spring 2024

ALAMEDA County Transportation Commission

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.

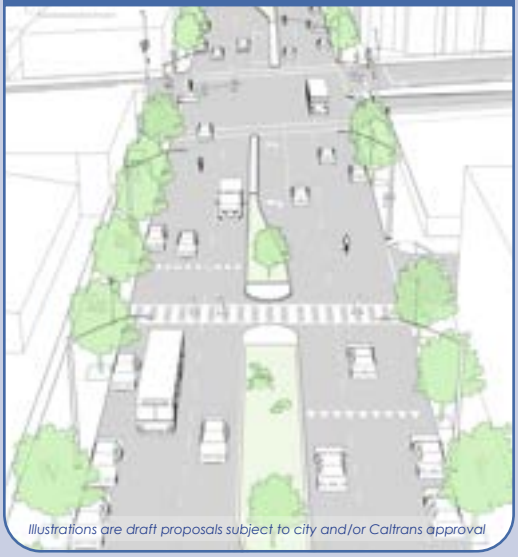
Did you know that San Pablo Ave...

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

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

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.

We want your input!

Share your feedback in person or online!

See last page for details

Project Map



Proposed Safety Improvements

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

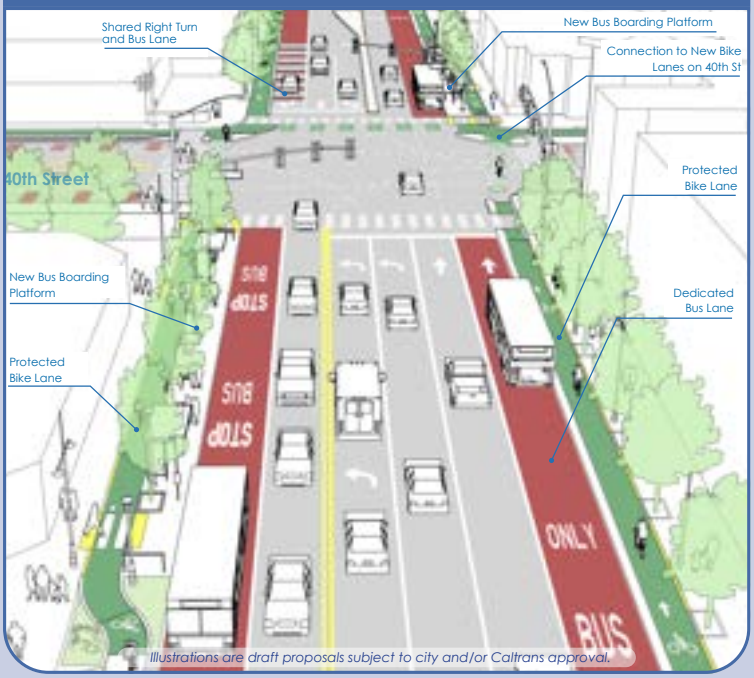
- **Improved crosswalk striping** across and along San Pablo Avenue.
- **Curb extensions** and **pedestrian refuge islands** to shorten crossing distances, where possible.
- **Flashing pedestrian beacons and lights** to support safer pedestrian crossings at select intersections.
- **Upgraded curb ramps** 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.



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

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



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

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.

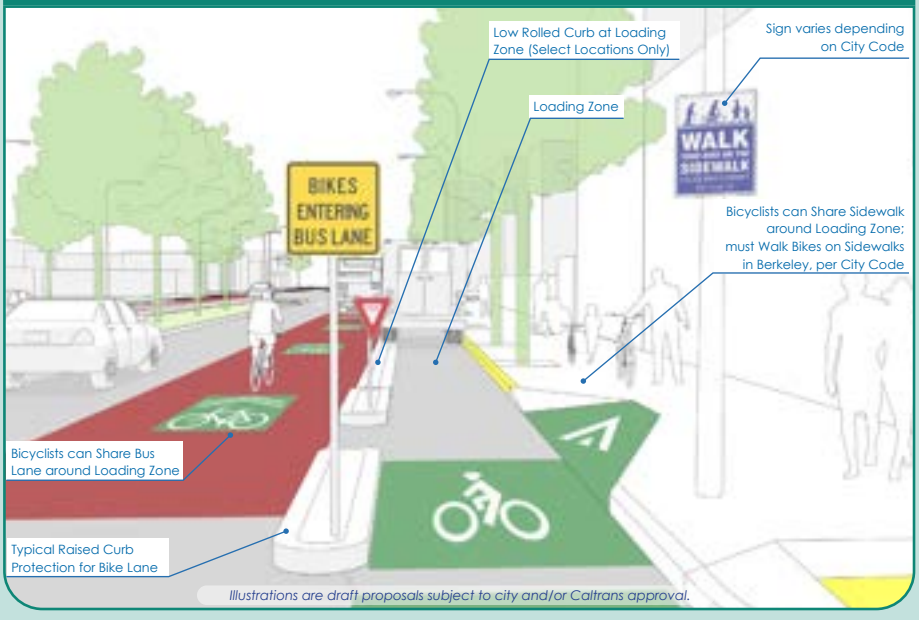
The project would provide protected bike lanes between 20th Street in downtown Oakland and Heinz Avenue in Berkeley.

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

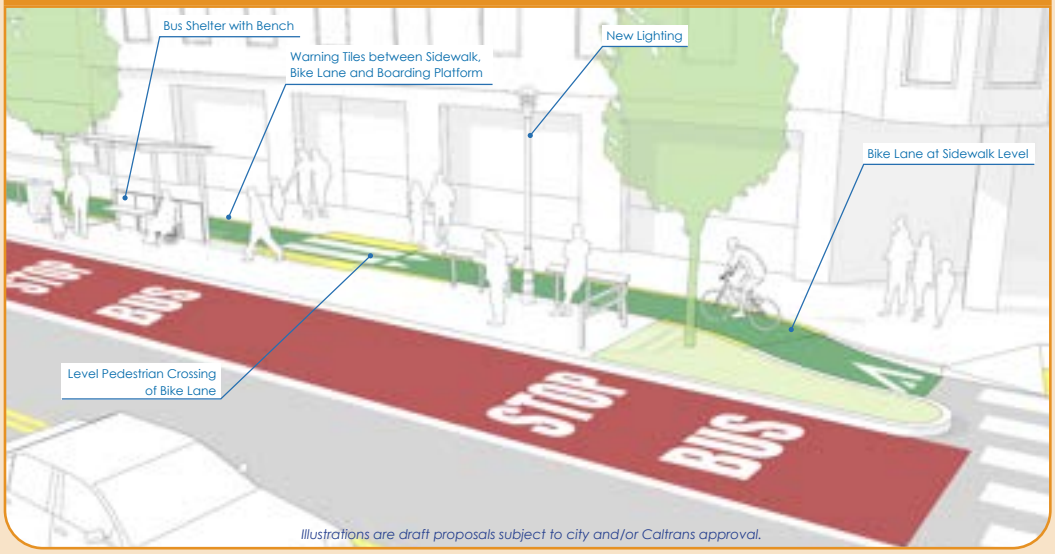


Illustrations are draft proposals subject to city and/or Caltrans approval.

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

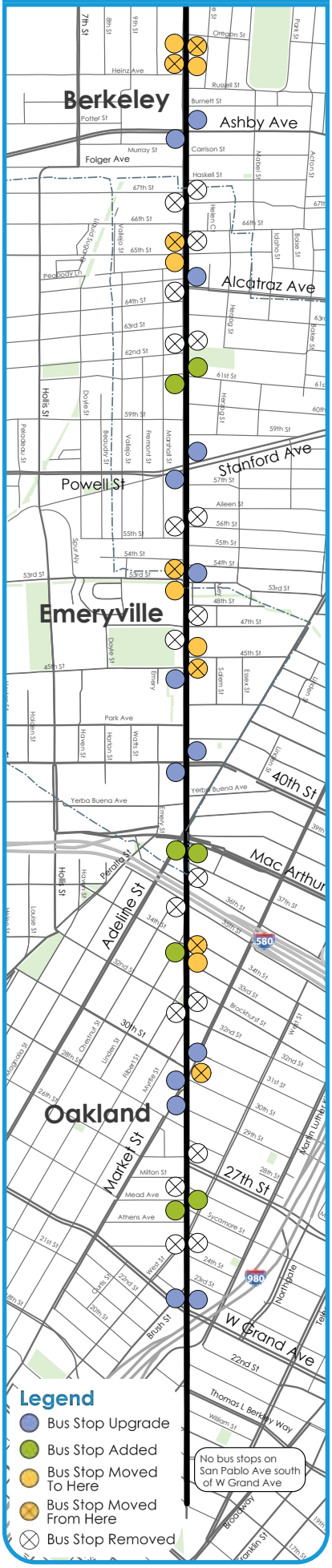


Illustrations are draft proposals subject to city and/or Caltrans approval.

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

2017 — 2021 — 2022 — 2024 — 2026 — 2028

Corridor Vision (2017–2021)

Public engagement found communities along San Pablo Avenue want the street to be safer for walking and biking and buses to be more reliable.

Design and Public Outreach (2022–2026)

Concept Approval

Alameda County Transportation Commission, Oakland City Council, Emeryville City Council, and Berkeley Mayor and corridor Council Members support bus lanes and bike lanes Concept.

We are here

Community input on draft proposed design

Construction (2026–2028)

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*

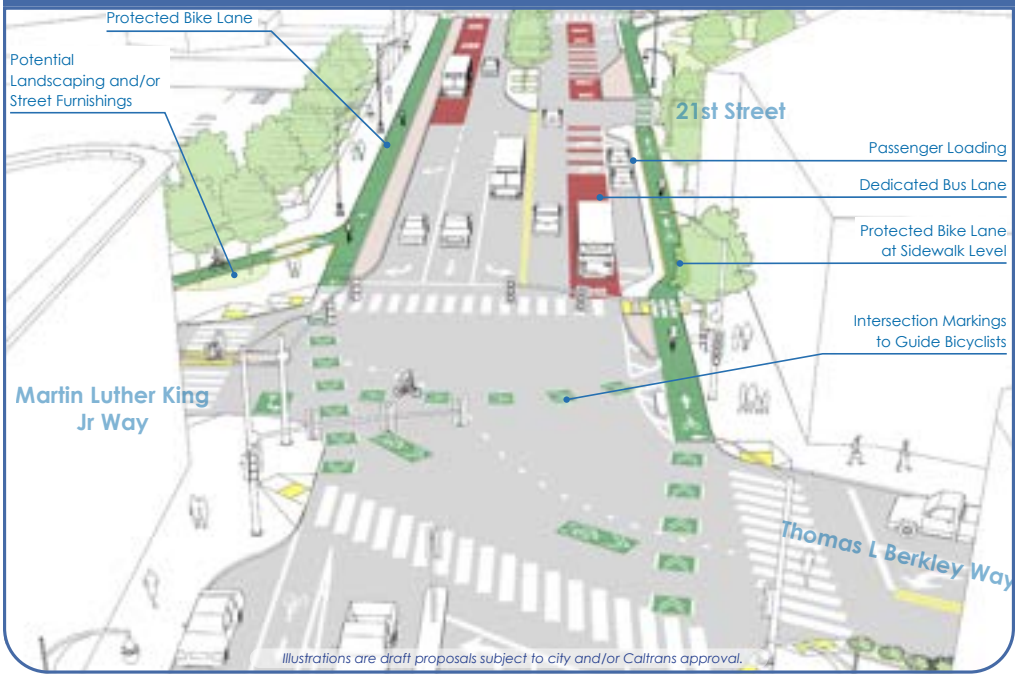
Open Houses

- **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



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

Public Agency Partners

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

B.1.2 Spanish Fact Sheet

San Pablo Avenue

Proyecto de carriles bus y carriles bici

Primavera del 2024

Descripción general del proyecto

El proyecto de carriles bus y carriles bici de San Pablo Avenue hará que el cruce para los peatones y ciclistas sea más seguro y que los autobuses sean más puntuales, y creará conexiones nuevas y más seguras para los ciclistas.

El proyecto se extiende desde la 16th Street, en el centro de Oakland, a través de Emeryville hasta Heinz Avenue, en el sur de Berkeley. El proyecto es el resultado de una planificación de muchos años que también incluye proyectos separados de mejoras de seguridad y de transporte público al norte de Heinz Avenue en Berkeley y Albany.

¿Sabía que San Pablo Ave...

*...ocupa el **tercer lugar en el número de accidentes** del condado de Alameda?*

*...es el **segundo corredor de autobuses más transitado** del condado?*

Propuesta de diseño

Ejemplo de las condiciones existentes



Ejemplo de los cambios propuestos



Ilustración del diseño de concepto del proyecto, sujeta a la aprobación de las ciudades y Caltrans.

El proyecto crearía nuevos carriles exclusivos para autobuses, nuevos carriles bici protegidos por bordillos y cruces de calles más seguros para peatones y ciclistas.

Tráfico peatonal más seguro: Iluminación peatonal nueva y mejorada para aumentar la visibilidad y la seguridad por la noche.

Cruces más seguros: Cruces peatonales nuevos y mejorados, islas de refugio en la mediana, semáforos y señales de tráfico intermitentes para aumentar la seguridad de peatones y ciclistas.

Autobuses más rápidos y puntuales: Carriles exclusivos para autobuses en ambas direcciones y nuevas plataformas para ascenso y descenso de pasajeros con casetas, bancos e iluminación.

Ciclismo más seguro: Carriles bici protegidos a ambos lados de la calle, separados de los carriles para vehículos con bordillos de concreto elevados para brindar rutas para ciclistas más seguras, cómodas y directas.

Para que estas mejoras sean posibles, el proyecto **reasignaría uno de los carriles de circulación en cada sentido** a los autobuses y **eliminaría la mayor parte del estacionamiento** a lo largo de San Pablo Avenue.

¡Queremos su opinión!

¡Comparta su opinión en persona o en línea!

Vea más detalles en la última página

Mapa del proyecto



Mejoras de seguridad propuestas

Se implementarían **mejoras de seguridad en las intersecciones** a lo largo del corredor, entre ellas:

- **Mejora de la señalización en los cruces para peatones** a lo largo de San Pablo Avenue.
- **Extensiones de bordillo** e **islas de refugio para peatones** para acortar las distancias de cruce, donde sea posible.
- **Señales de tráfico peatonal intermitentes y semáforos** para aumentar la seguridad en los cruces peatonales en determinadas intersecciones.
- **Mejora de las rampas en las aceras** y los **sistemas auditivos para peatones** en los cruces para cumplir las normas actuales de la ADA.
- **Iluminación peatonal nueva o mejorada** a lo largo de San Pablo Avenue y en las calles laterales donde sea necesario para aumentar la visibilidad.

Ejemplo de ubicación: San Pablo Ave. y Market St.



Ilustración del diseño de concepto del proyecto, sujeta a la aprobación de las ciudades y Caltrans.

Ejemplo de ubicación: San Pablo Ave. y 40th St.

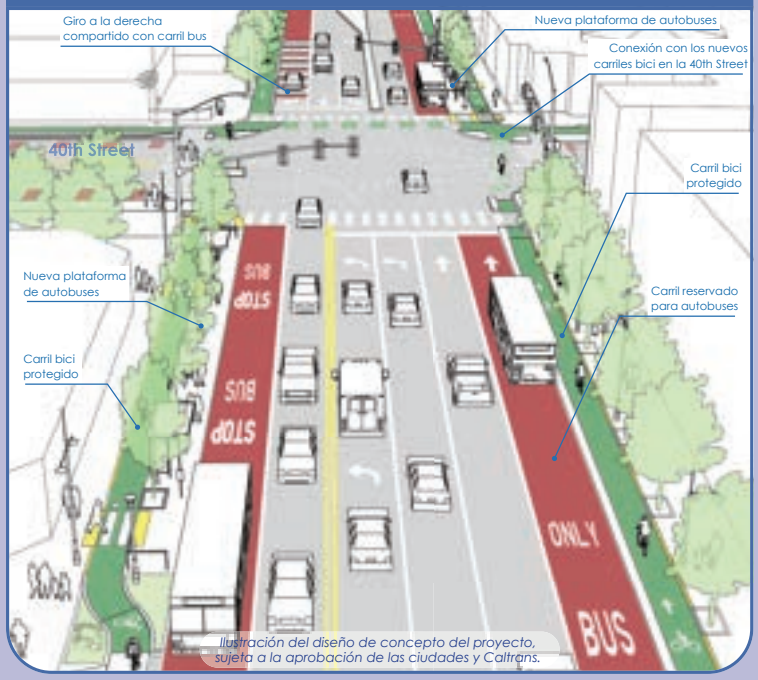


Ilustración del diseño de concepto del proyecto, sujeta a la aprobación de las ciudades y Caltrans.

Cambios propuestos en las zonas de estacionamiento y carga

Los nuevos carriles exclusivos para autobuses y para bicicletas requerirían eliminar la mayoría de los espacios de estacionamiento a lo largo de San Pablo Avenue. La mayor parte de la actividad de carga y estacionamiento en la vía pública se reubicará en las calles laterales o en los estacionamientos existentes.

El proyecto proporcionará carriles bici protegidos entre la 20th Street, en el centro de Oakland, y la Heinz Avenue, en Berkeley.

Para las tiendas que no tengan un área de carga privada y no estén cerca de una calle lateral, se proporcionará una zona de carga en San Pablo Ave. en lugar del carril bici protegido, por una distancia limitada. En estos lugares, cuando haya actividad de carga, los ciclistas podrán compartir el carril bus o caminar con sus bicicletas por la acera (vea la ilustración de la derecha).

Para proporcionar ubicaciones alternativas para el estacionamiento y la carga de los negocios, se harán cambios en el estacionamiento en las aceras de las calles laterales cercanas a San Pablo Ave., incluyendo la instalación de nuevas zonas de estacionamiento para carga y descarga de corta duración y/o estacionamiento con parquímetro.

Las ubicaciones de los cambios de estacionamiento y carga pueden consultarse en sanpablоave/mysocialpinpoint.com.

Ejemplo de zona de carga

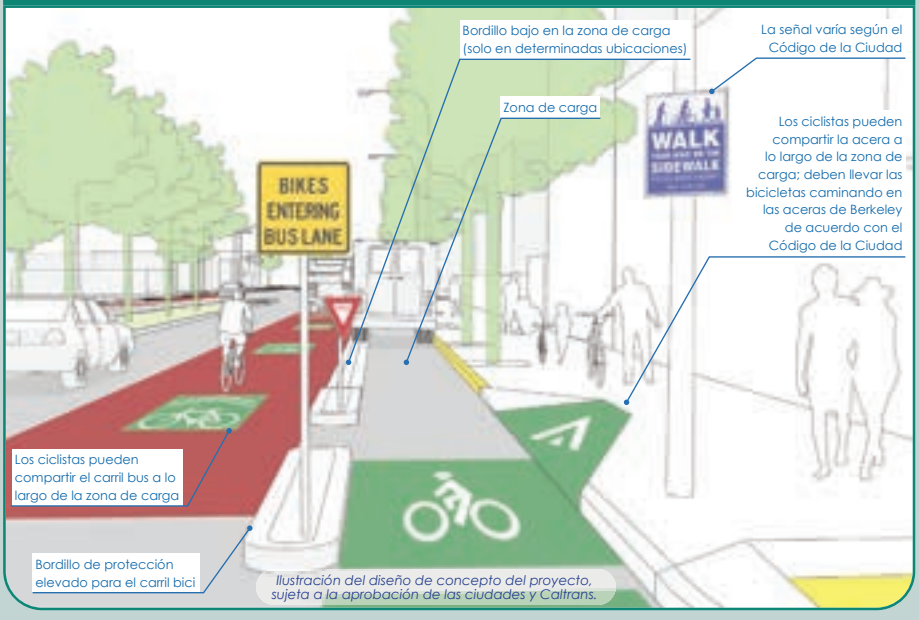


Ilustración del diseño de concepto del proyecto, sujeta a la aprobación de las ciudades y Caltrans.

Mejoras para autobuses propuestas

- **Carriles exclusivos para autobuses,** para que sean más rápidos y puntuales. Los coches podrán entrar en el carril bus cuando sea necesario para girar a la derecha hacia calles y entradas de vehículos.
- **Racionalización de las paradas de autobús.** Consolidación de algunas paradas de autobuses locales (72, 72M), adición de más paradas de autobuses rápidos (72R) y separación más consistente entre paradas para mejorar la puntualidad de los autobuses. Esto cambiaría la ubicación de algunas paradas de autobús (vea el mapa a la derecha).
- **Separación de carril bus.** Para disuadir a otros conductores de utilizar ilegalmente los carriles exclusivos para autobuses, se están estudiando posibles tipos de separadores entre los carriles para autobuses y los carriles de tráfico general: solo rayas pintadas, una barrera de plástico elevada con postes de plástico y una pequeña barrera de concreto elevada. El tipo específico se determinará en función de la revisión de la ciudad y Caltrans.
- **Plataformas de autobuses.** Se construirán nuevas plataformas en las paradas de autobús con carriles bici a nivel de la acera entre la parada y la acera. Se proveerán nuevas instalaciones en todas las paradas, incluyendo casetas de autobús, bancos e iluminación. Esto requerirá la eliminación y sustitución de árboles en algunos lugares (vea el diseño propuesto a continuación).

Ejemplo de isla de ascenso y descenso de pasajeros de autobús con carril bici detrás

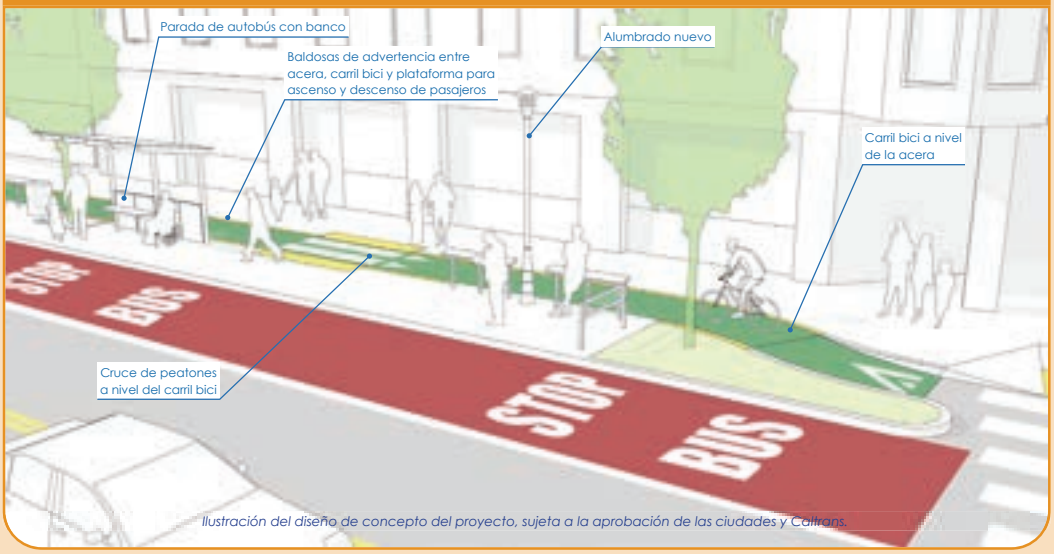
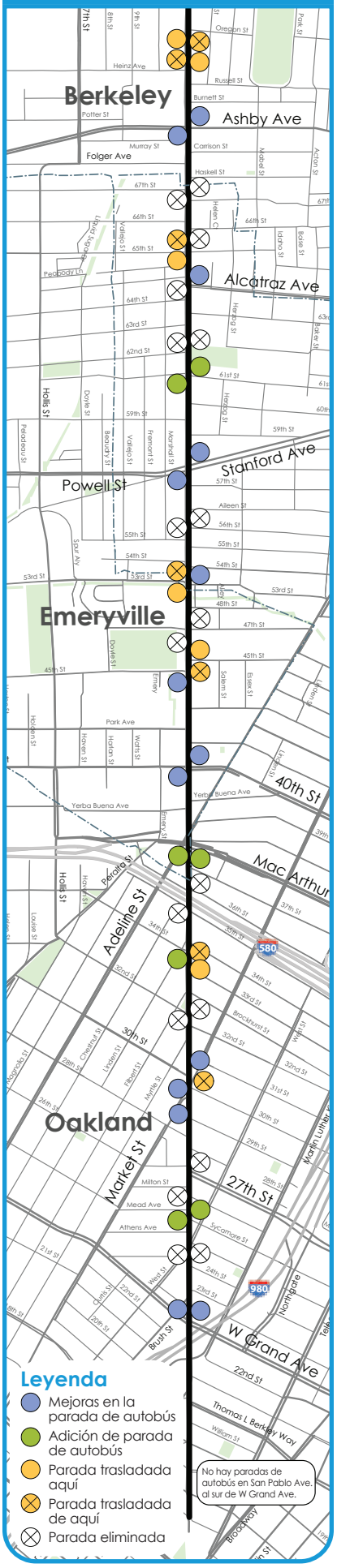


Ilustración del diseño de concepto del proyecto, sujeta a la aprobación de las ciudades y Caltrans.

Cambios propuestos en el tráfico de vehículos y los accesos

- **Tiempo de viaje.** La eliminación de un carril para automóviles en cada dirección causará más congestión y un aumento de hasta el 5% en el tiempo de viaje en San Pablo Ave.
- **Tráfico desviado.** Debido a la congestión adicional en San Pablo Ave., algunos conductores se desviarían a otras rutas. En las horas pico de la tarde, se espera que hasta un 25% de los conductores utilicen calles alternativas para completar sus viajes. Menos conductores se desviarían a horas menos congestionadas.
- **Cambios en el acceso de vehículos.** Para mejorar la seguridad, se proponen cambios en las restricciones de giro entre San Pablo Ave. y algunas calles laterales. Consulte el mapa del proyecto para conocer la ubicación de todos los cambios de acceso en ***sanpabloave.mysocialpinpoint.com***.
- **Cierre de entradas de vehículos.** En algunos lugares donde las entradas existentes para vehículos no se utilizan, están valladas o hay otras entradas a la misma zona de estacionamiento, se proponen cierres para permitir una protección más continua del carril bici y una mejor experiencia peatonal. Todos los lugares de cierre de entradas de vehículos se muestran en el mapa del proyecto en ***sanpabloave.mysocialpinpoint.com***.

Cambios de paradas de autobús



Project Timeline

2017 — **Visión para el corredor**

La participación púbica reveló que las comunidades que se encuentran a lo largo de San Pablo Avenue desean que la calle sea más segura para los peatones y ciclistas y que los autobuses sean más puntuales.

2021 — **Aprobación del concepto**

2022 — **Diseño y participación pública**

La Comisión de Transporte del Condado de Alameda, la ciudad de Oakland, la ciudad de Emeryville y el alcalde y los concejales del corredor de Berkeley apoyan el concepto de carriles bus y carriles bici.

2024 — **Estamos aquí**

Opinión de la comunidad sobre el diseño preliminar propuesto

2026 — **Construcción**

2028

¡Denos su opinión!

Cómo hacer comentarios sobre los cambios propuestos en San Pablo Ave.

- **Visite** *sanpabloave.mysocialpinpoint.com* o utilice el código QR a continuación.
- **Oportunidades presenciales** Visite el sitio web anterior para conocer los lugares y horarios.
- **Si tiene preguntas** o desea inscribirse en la lista de correo electrónico del proyecto, envíe un correo electrónico a: ***sanpabloave@alamedactc.org*** o llame al teléfono ***(510) 208-7490***

Eventos públicos

- **Lunes 15 de abril**

  6 p.m. a 8 p.m.

  Golden Gate Recreation Center
  1075 62nd St, Oakland

- **Miércoles 17 de abril**

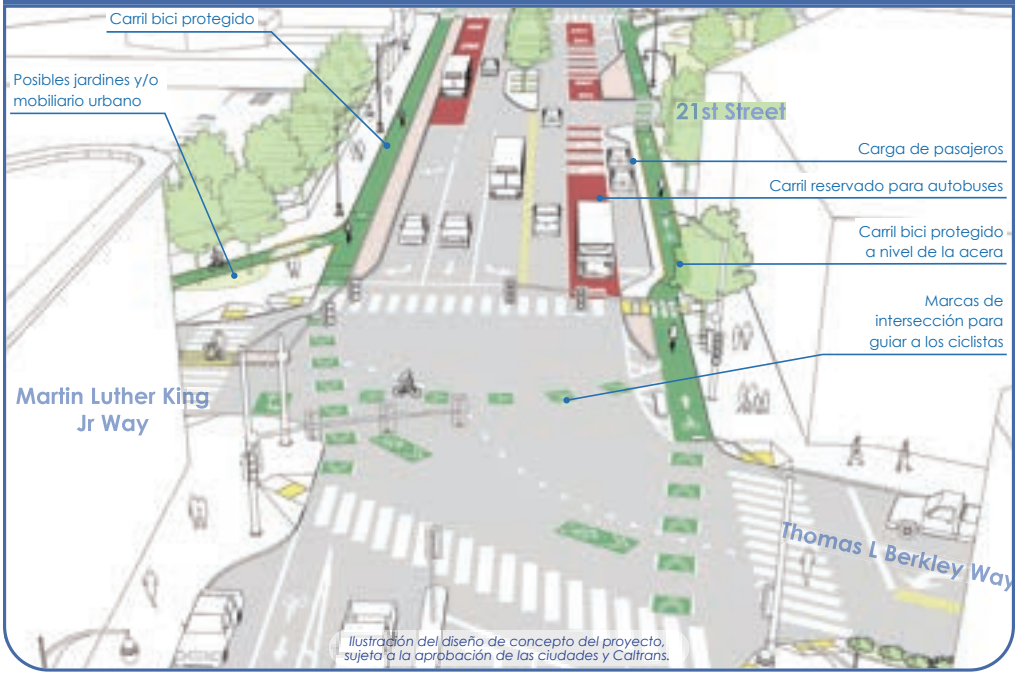
  6 p.m. a 8 p.m.

  Emeryville Center for Community Life (ECCL)
  1100 47th St, Emeryville

¡Comparta sus comentarios en sanpabloave.mysocialpinpoint.com!



Ejemplo de ubicación: San Pablo Ave. y 20th St./Thomas L. Berkley Way



Agencias Públicas

- California Department of Transportation (Caltrans)
- Alameda-Contra Costa Transit District (AC Transit)
- Ciudades de Oakland, Emeryville y Berkeley

B.1.3 Simplified Chinese Fact Sheet

San Pablo Avenue

公車專用道和自行車道工程

2024年春季

工程概述

San Pablo Avenue 公車專用道和自行車道工程將使人們步行和騎車穿越 San Pablo Ave 倍加安全，公車出行更可靠，並建造更安全的新自行車道。

工程從 Oakland 市中心 16th Street，穿過 Emeryville 一直延伸到 South Berkeley 的 Heinz Avenue。這是多年規劃工作的成果，其中還包括 Berkeley 和 Albany 的 Heinz Avenue 以北不同的安全和交通改進工程。

您是否知道 San Pablo Ave...

*...是阿拉米達縣**車禍數量第三高**的地區？*

*...是阿拉米達縣**第二繁忙的公交幹道**？*

我們需要您的意見！

親自或在線上分享您的意見！

詳見最後一頁

設計提案

現有狀況範例



工程設計概念圖，須經各城市和加州運輸署 (Caltrans) 批准。

改進提案範例



工程設計概念圖，須經各城市和加州運輸署 (Caltrans) 批准。

工程將為步行和騎車的人們修建新的公車專用道、新的路緣有防護自行車道以及更安全的十字路口。

步行更安全：新設的升級行人照明設備，提高夜間能見度和安全性。

過馬路更安全：新設的升級行人穿越道、中隔島、信號燈及警示燈，提高過馬路的行人和自行車騎士的安全。

更快速可靠的公車路線：雙向公車專用車道以及配備候車亭、長椅和照明設備的新候車月台。

騎自行車更安全：在街道兩側建造有防護自行車道，用水泥立體分隔帶與車道分開，提供更安全舒適的專門騎車路線。

為了實施這些改進，工程將**重新利用每個方向的一條車道**作為公車道，**取消** San Pablo Avenue 沿線的**大部分停車位**。

工程圖



交通安全改進提案

整個交通幹道都將實施**十字路口安全改進措施**，包括：

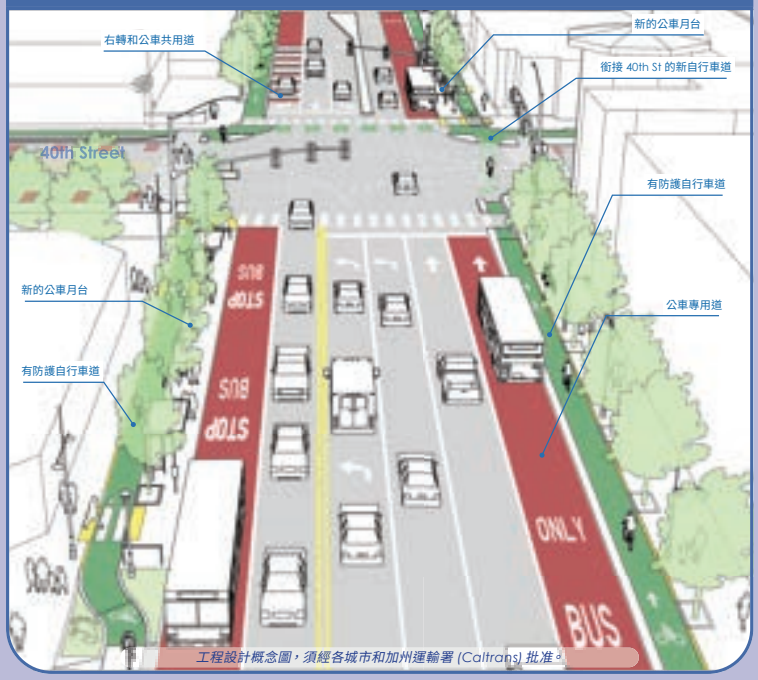
- **改進** San Pablo Avenue 上和沿線的**行人穿越道橫線**。
- **路緣延伸**和**行人安全島**，盡可能縮短過街距離。
- **閃爍的行人警示燈和信號燈**，讓行人在特定的十字路口過馬路時更安全。
- **升級路緣坡道**和**十字路口行人語音提示系統**，以符合現行的《美國殘障人士法案》(ADA) 標準。
- 沿著 San Pablo Avenue 和小街（如有需要）**新建或升級行人照明**，以提高能見度。

範例地點：San Pablo Ave. 和 Market St.



工程設計概念圖，須經各城市和加州運輸署 (Caltrans) 批准。

範例地點：San Pablo Ave. 和 40th St.



工程設計概念圖，須經各城市和加州運輸署 (Caltrans) 批准。

停車和裝卸區改進提案

修建新的公車專用道和自行車道需要拆除 San Pablo Avenue 沿線的大部分停車位。大多數路邊停車和裝卸活動將移到交叉街道或現有停車場。

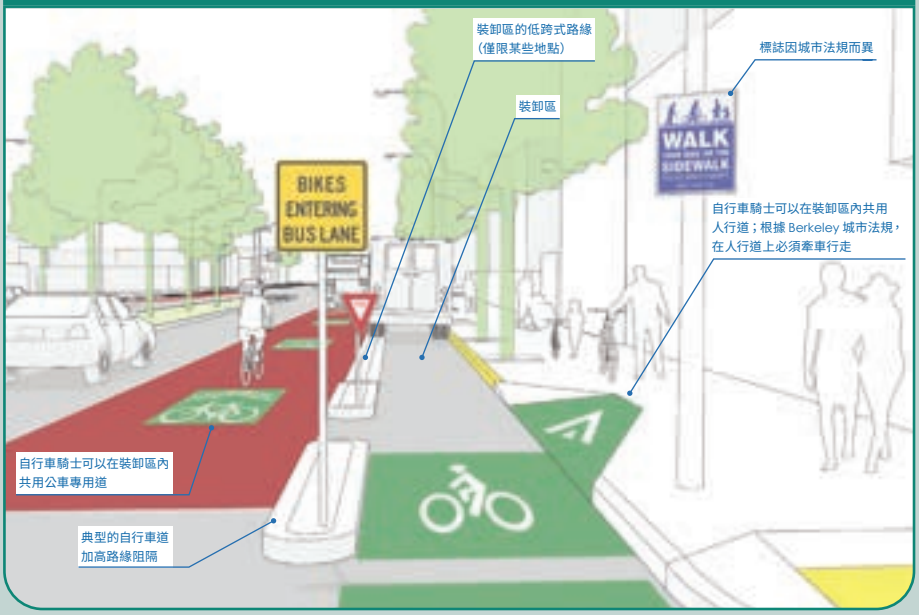
工程將在 Oakland 市中心的 20th Street 與 Berkeley 的 Heinz Avenue 之間修建有防護自行車道。

如果店面沒有路邊裝卸區且附近沒有小街，則將在 San Pablo Avenue 上設置裝卸區，代替一小段距離的有防護自行車道。當這些地點有裝卸活動時，自行車騎士可以共用公車道或在人行道上牽車行走（見右圖）。

為了提供替代性商業停車和裝卸地點，將改造 San Pablo Avenue 附近小街的路邊停車位，包括新建裝卸區、短期停車位和/或碼表收費停車位。

停車和裝卸區變更的地點請參見：
sanpabloave/mysocialpinpoint.com。

範例裝卸區



公車改進提案

- **公車專用道，**提供更快速、更可靠的公車服務。汽車可以在需要右轉進入街道和車道的地方使用公車專用道。
- **精簡公車停靠站。**合併當地一些 (72, 72M) 公車停靠站，增添更多直達 (72R) 公車停靠站，調整站距以提高公車可靠性。這將改變一些公車停靠站的地點（見右圖）。
- **公車專用道分隔。**為了防止其他駕駛人非法使用公車專用道，正在考慮裝設各種類型的分隔物，將公車專用道與普通車道分開：僅限塗漆橫線、塑膠柱構成的凸起塑膠路障以及小型凸起水泥路障。將根據市政府和加州運輸署 (Caltrans) 的審查結果確定具體類型。
- **公車月台。**將修建新的公車停靠站月台，車站和人行道之間鋪設人行道等高自行車道。所有車站都將提供包括候車亭、長椅和照明等新的設施。這需要移除與更換某些地點的樹木（請參見下文的設計提案）。

後面有自行車道的範例公車上車島

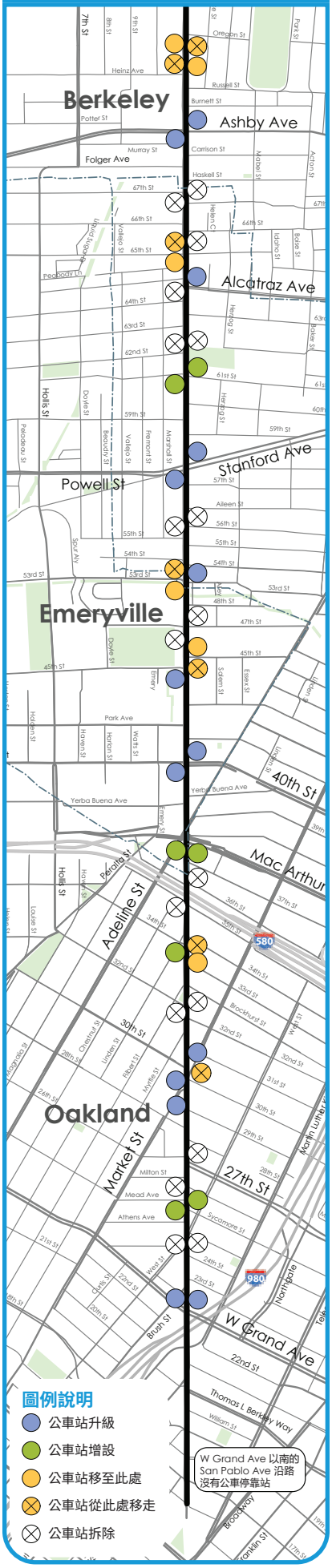


工程設計概念圖，須經各城市和加州運輸署 (Caltrans) 批准。

車輛交通和車道改進提案

- **行車時間。**拆除每個方向的一條車道將導致 San Pablo Avenue 沿線擁堵加劇，行車時間增加 5%。
- **交通分流。**由於 San Pablo Avenue 沿線交通格外擁堵，某些駕駛人會改走其他路線。預計下午尖峰時段有高達 25% 的駕駛人將改行其他街道。比較少駕駛人會在不太擁擠的時間改道。
- **車道變更。**為了提高安全性，建議改變 San Pablo Avenue 和一些小街之間的轉彎限制。有關所有車道變更地點的工程圖，請參閱：*sanpabloave.mysocialpinpoint.com*。
- **車道封閉。**在一些未使用現有車道、用柵欄隔開或同一停車區有其他入口的地方，建議封閉車道，以實現更連續的自行車道保護並改善行人體驗。工程圖上顯示的所有車道封閉地點，請參閱：*sanpabloave.mysocialpinpoint.com*。

公車站變動



Project Timeline

2017 – 2021: 交通幹道願景

從公眾評論中發現，San Pablo Avenue 沿線社區希望在街道上步行和騎車更安全，並且公車服務更可靠。

2022: 概念批准

阿拉米達縣交通委員會 (Alameda County Transportation Commission)、Oakland 市議會Emeryville 市議會以及 Berkeley 市長和交通幹道議會成員支持公車專用道和自行車道概念。

2022 – 2024: 設計與公眾宣傳

我們隨時樂於提供協助

社區對設計提案草案的意見

2026 – 2028: 施工

請踴躍發表意見！

如何針對 San Pablo Avenue 改進提案發表意見。

- **請造訪** *sanpabloave.mysocialpinpoint.com* 或使用下面的二維碼。
- **現場參與的機會**
  請造訪上面的網站以了解地點和時間。
- **如有任何疑問**或想加入工程電子郵件清單，請寄送電子郵件：
  sanpabloave@alamedactc.org
  或致電 *(510) 208-7490*

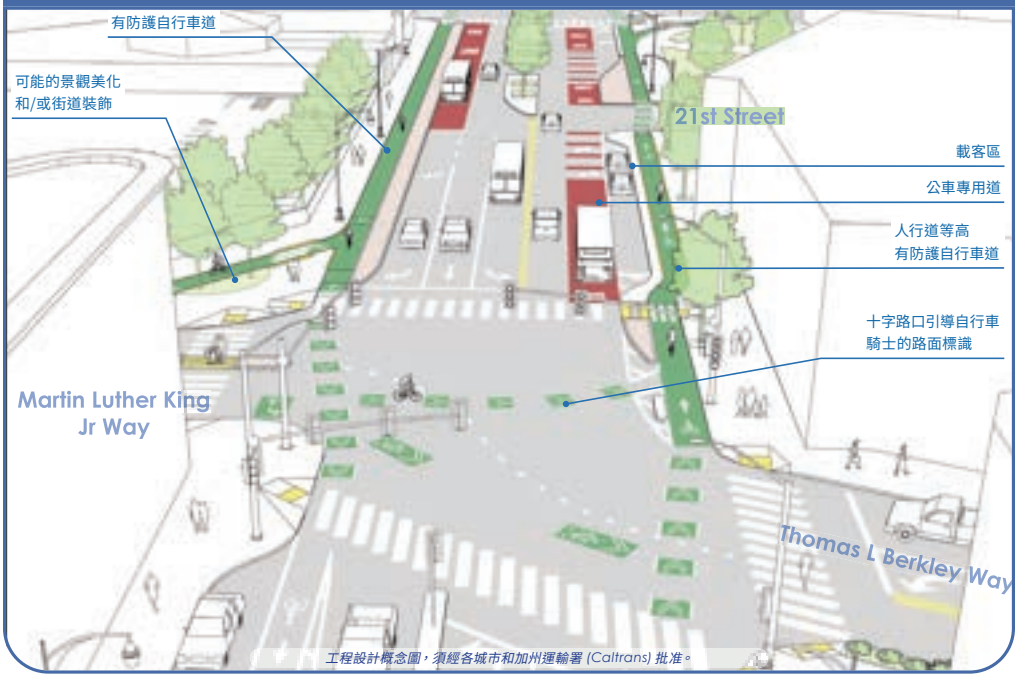
開放參觀日

- **4 月 15 日星期一**
  晚上 6-8 點
  Golden Gate Recreation Center, 1075 62nd St, Oakland
- **4 月 17 日星期三**
  晚上 6-8 點
  Emeryville Center for Community Life (ECCL)
  1100 47th St, Emeryville

在 sanpabloave.mysocialpinpoint.com 發表評論！



範例地點：San Pablo Ave. 和 20th St./Thomas L. Berkley Way



公共機構合作夥伴

- California Department of Transportation (Caltrans)
- Alameda-Contra Costa Transit District (AC Transit)
- Oakland、Emeryville 以及 Berkeley 市

B.2 Sidewalk Decals

WE WANT TO HEAR FROM YOU!

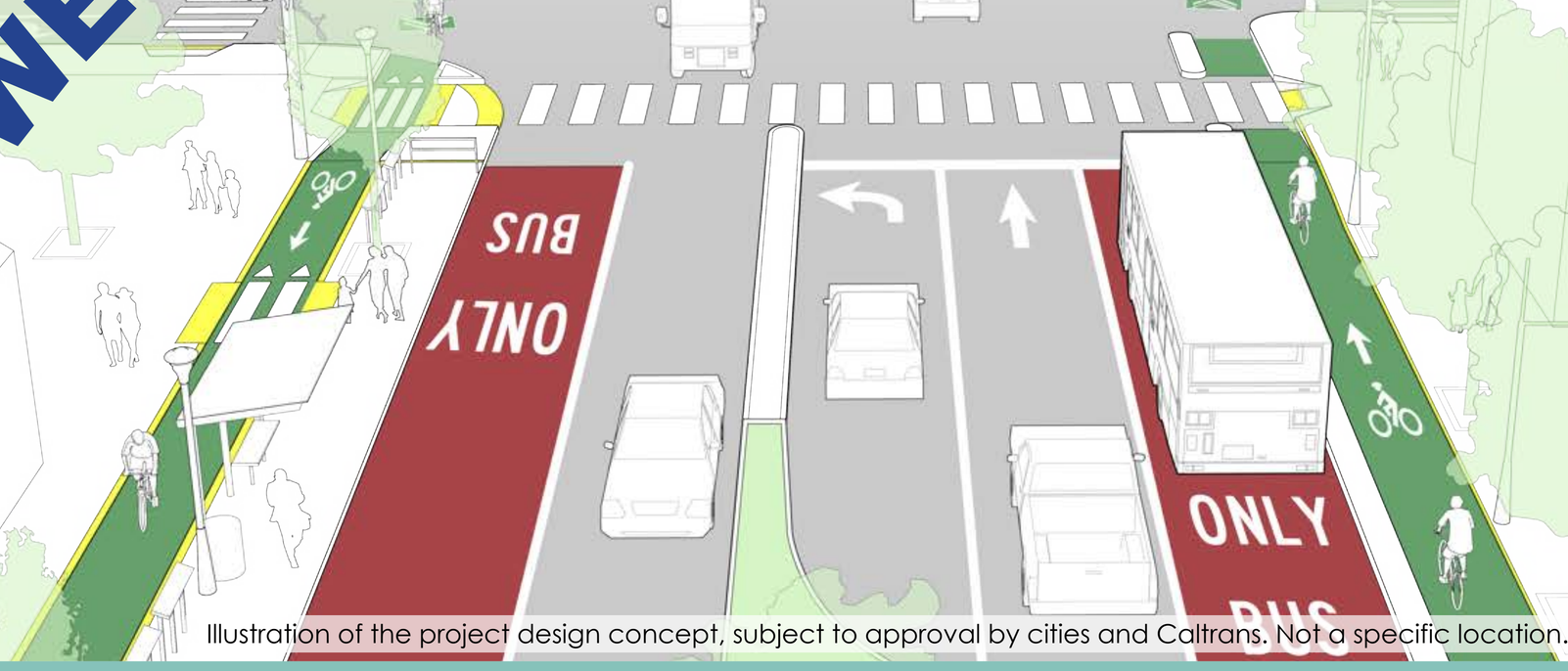


Illustration of the project design concept, subject to approval by cities and Caltrans. Not a specific location.

San Pablo Avenue
BUS LANES AND BIKE LANES PROJECT

VISIT OUR WEBSITE TO:

- To learn about the project
- To provide online input
- To find in-person events

sanpabloave.mysocialpinpoint.com

ALAMEDA County Transportation Commission

In partnership with Cities of Oakland, Emeryville, and Berkeley, AC Transit, and the California Department of Transportation

B.3 Bus Stop Flyer

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 San Pablo Ave. Bus Lanes & Bike Lanes Project to improve safety and enhance bus service

The project would change this bus stop in one of the following ways:

- Keep in same location and upgrade with new bus platform, shelter, lighting;
- Move to new upgraded bus stop on far side of intersection (approx. 100 – 200 ft.); or
- Remove/combine with another upgraded bus stop.

Timeline: Project Design: 2022 – 2025 • Construction: 2026 – 2027

Learn more and tell us what you think!
Scan the QR code below or go to alamedactc.org/sanpablo and click on "PROVIDE YOUR INPUT"

PROPOSED PROJECT BUS STOP CHANGES



La Comisión de Transporte del Condado de Alameda está desarrollando el Proyecto de Mejoras del Corredor de San Pablo Avenue para incrementar la seguridad de los peatones y ciclistas, y mejorar el servicio de autobús. El proyecto puede cambiar esta parada de autobus 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)
- Remover/combinar esta parada con otra parada de autobus mejorada

Cronograma: Diseño: 2022 – 2025 • Construcción: 2026 – 2027

阿拉米达县交通委员会 (Alameda County Transportation Commission) 正在领导 San Pablo Avenue 交车道和自行车道项目，旨提高交通安全并提升公交服务。该项目将通过以下某种方式改变这个公交车站：

- 升级原地点，添加新公交车站平台、新候车亭和更多照明；
- 搬迁至交叉路口远侧新升级的公交停靠站（约 100 至 200 英尺）；或者
- 删除公交车站/与另一个升级的公交车站合并。

時間表：项目设计：2022 至 2025 年 • 施工：2026 至 2027 年

For more information and to provide feedback on the project visit **alamedactc.org/sanpablo** or email **sanpabloave@alamedactc.org**.

Para obtener más información y brindar comentarios sobre el proyecto, visite **alamedactc.org/sanpablo** o envíe un correo electrónico a **sanpabloave@alamedactc.org**.

了解更多信息并告诉我们您的想法!
扫描下面的二维码或访问 **alamedactc.org/sanpablo** 并点击"提供您的意见"

(510) 891-5470 / Free language assistance / Asistencia gratuita en el idioma / 免費語言協助 / 免费语言协助 / Libreng tulong para sa wika / Hỗ trợ giúp thông dịch miễn phí / 무료 언어 지원 / मुफ़्त भाषा में सहयता / મફત માં ભાષા ની મદદ / 無料の言語支援 / زبان سے متعلق مفت اعانت / مفت لسانی معاونت / [illegible] /
Assistance linguistique gratuite / Assistência gratuita para idiomas / Бесплатная языковая помощь / บริการช่วยภาษาฟรี / ภาษาជំនួយឥតគិតថ្លៃ / ການຊ່ວຍເຫຼືອດ້ານພາສາຟຣີ

Post 3/18/24
Remove after 4/26/24

0073-24

0073-24 At-Stop Signage_ACTC San Pablo Ave Quick Build_TRI_D4.indd 1 3/12/24 10:04

B.4 Storefront Window Flyers

San Pablo Avenue

Bus Lanes and Bike Lanes Project

Spring 2024

We want to hear from you!

我們希望聽取您的意見！ ¡Queremos conocer su opinión!

What is proposed?

The project would create **dedicated bus lanes**, **curb-protected bike lanes**, and **safer street crossings** along San Pablo Ave. between 16th Street in Oakland and Heinz Ave. in Berkeley.

提案內容是什麼？

工程將在 Oakland 的 16th Street 和 Berkeley 的 Heinz Ave. 之間沿著 San Pablo Ave. 修建**公車專用道**、**路緣有防護自行車道**和**更安全的十字路口**。

¿Cuál es la propuesta?

El proyecto crearía **carriles exclusivos para autobuses**, **carriles bici protegidos por bordillos** y **cruces de calles más seguros** a lo largo de San Pablo Ave. entre 16th Street en Oakland y Heinz Ave. en Berkeley.

Proposed Design Concept　設計概念提案　Concepto de diseño propuesto

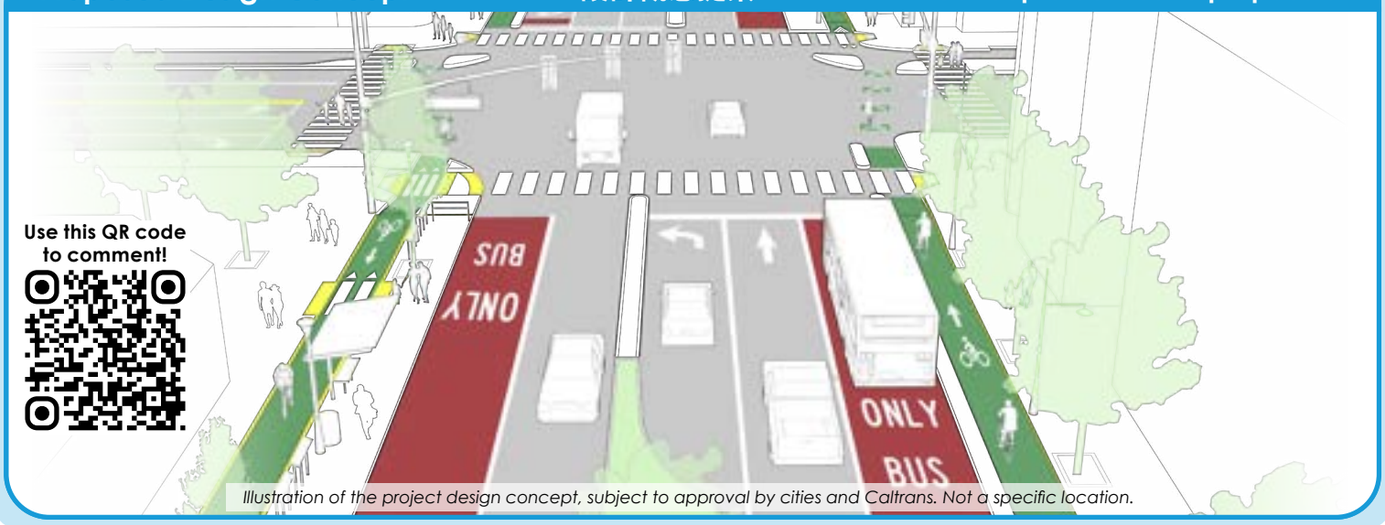


Illustration of the project design concept, subject to approval by cities and Caltrans. Not a specific location.

Provide your Input!

Use the QR code above or visit **sanpabloave.mysocialpinpoint.com**

- For in-person events information
- To review design details and give feedback
- For questions or to join the email list, contact **sanpabloave@alamedactc.org** or call **(510) 208-7490**

請踴躍發表意見！

使用上面的二維碼或造訪：**sanpabloave.mysocialpinpoint.com**

- 有關現場活動的資訊
- 查看設計細節並提供回饋
- 如有任何疑問或想加入電子郵件清單，請聯絡：**sanpabloave@alamedactc.org** 或致電 **(510) 208-7490**

¡Denos su opinión!

Utilice el código QR anterior o visite **sanpabloave.mysocialpinpoint.com**

- Para información sobre eventos presenciales
- Para revisar los detalles de diseño y dar su opinión
- Si tiene preguntas o desea inscribirse en la lista de correo electrónico, póngase en contacto con: **sanpabloave@alamedactc.org** o llame al teléfono **(510) 208-7490**

Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life (ECCL)
1100 47th St, Emeryville

開放參觀日

時間：下午 6 點至晚上 8 點

4 月 15 日星期一
Golden Gate Recreation Center
1075 62nd St, Oakland

4 月 17 日星期三
Emeryville Center for Community Life (ECCL)
1100 47th St, Emeryville

Eventos públicos

Hora: 6 p.m. a 8 p.m.

Lunes 15 de abril
Golden Gate Recreation Center
1075 62nd St, Oakland

Miércoles 17 de abril
Emeryville Center for Community Life (ECCL)
1100 47th St, Emeryville

In partnership with Cities of Oakland, Emeryville, and Berkeley, AC Transit, and the California Department of Transportation

B.5 Mailers

B.5.1 Standard Mailer

San Pablo Avenue

Bus Lanes and Bike Lanes Project

Spring 2024

We want your Input!

Share your feedback in person or online!

See reverse for details

Project Overview

The San Pablo Avenue Bus Lanes and Bike Lanes Project would make crossing San Pablo Ave 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 includes separate safety and transit improvement projects north of Heinz Avenue in Berkeley and Albany.

Design Proposal

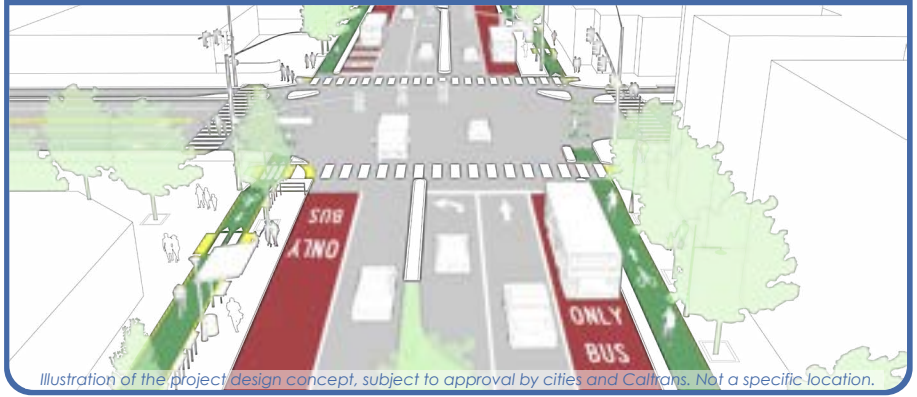


Illustration of the project design concept, subject to approval by cities and Caltrans. Not a specific location.

Project Changes

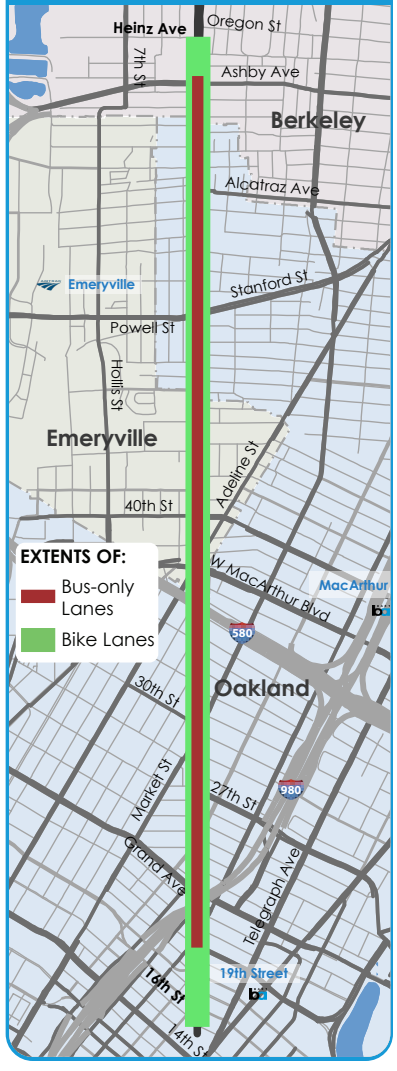
Pedestrian safety improvements: New and upgraded crosswalks, median refuge islands, signals and beacons to enhance safety for crossing pedestrians and cyclists. New and upgraded pedestrian lighting to improve visibility and safety at night.

Protected bike lanes: New 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.

Dedicated bus-only lanes: New bus-only lanes to make buses faster and more reliable. Consolidating some Local bus stops and making bus stop spacing more consistent to enhance bus reliability. This would change the location of some bus stops.

Traffic, parking and loading: These improvements would require repurposing one traffic lane in each direction for buses and 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.

Project Map



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

1.25” x 1.25”
stamp area

For questions or to join the project email list, please contact:
sanpabloave@alamedactc.org or call ***(510) 208-7490***

Provide your input!

Use the QR code below or visit
sanpabloave.mysocialpinpoint.com

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請踴躍發表意見!

使用左方的二維碼或造訪
sanpabloave.mysocialpinpoint.com

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!

Utilice el código QR a la izquierda o visite
sanpabloave.mysocialpinpoint.com

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Public Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Addressing & Postal Barcode
4.5” x 2.0”

B.5.2 Turn Restriction Postcard Mailer

San Pablo Avenue

Bus Lanes and Bike Lanes Project

Spring 2024

Share your feedback at upcoming outreach events

See reverse for in-person & online commenting opportunities

Project Overview

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

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It is the outcome of a multi-year planning effort that also includes separate safety and transit improvement projects north of Heinz Avenue in Berkeley and Albany.

Design Proposal

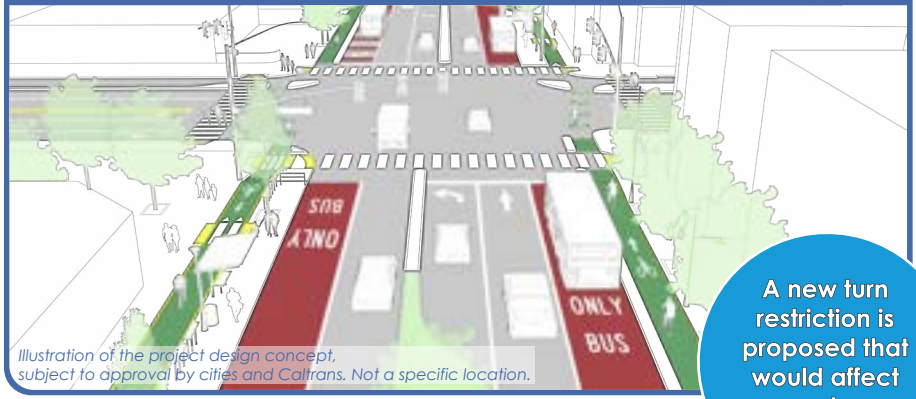


Illustration of the project design concept, subject to approval by cities and Caltrans. Not a specific location.

A new turn restriction is proposed that would affect access to your block!

Project Changes

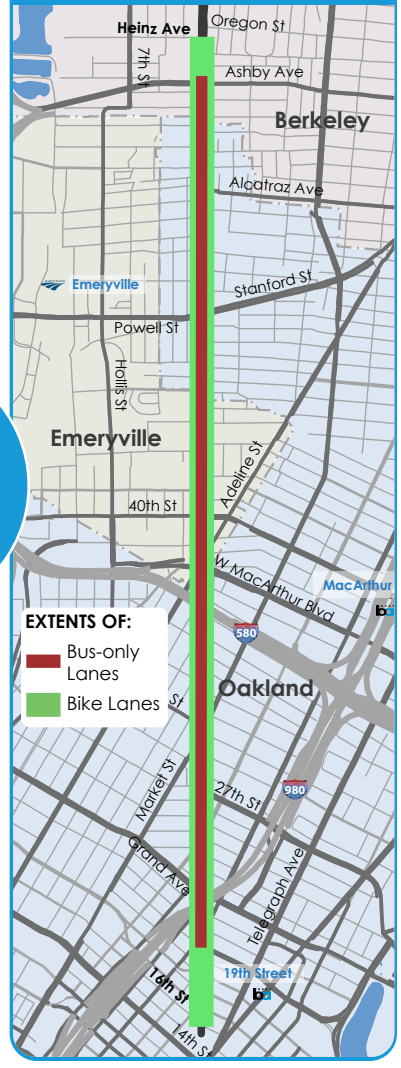
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Traffic, parking and loading: These improvements would require repurposing one traffic lane in each direction for buses and eliminating most parking spaces along San Pablo Avenue. Most on-street parking and loading activity will be relocated to side streets or existing parking lots.

Project Map



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

1.25” x 1.25”
stamp area

For questions or to join the project email list, please contact:
sanpabloave@alamedactc.org or call ***(510) 208-7490***

A new turn restriction is proposed that would affect access to your block!

Visit
sanpabloave.mysocialpinpoint.com
or contact us at
sanpabloave@alamedactc.org
to learn more.

Provide your input!

Use the QR code below or visit
sanpabloave.mysocialpinpoint.com

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請踴躍發表意見!

使用左方的二維碼或造訪
sanpabloave.mysocialpinpoint.com

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!

Utilice el código QR a la izquierda o visite
sanpabloave.mysocialpinpoint.com

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Public Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Addressing & Postal Barcode
4.5” x 2.0”

B.5.3 MacArthur Postcard Mailer

San Pablo Avenue

Bus Lanes and Bike Lanes Project

Spring 2024

Public Open Houses

Time: 6pm to 8pm

Monday, April 15th
Golden Gate Recreation Center
1075 62nd St, Oakland

Wednesday, April 17th
Emeryville Center for Community Life
1100 47th St, Emeryville

Design Proposal

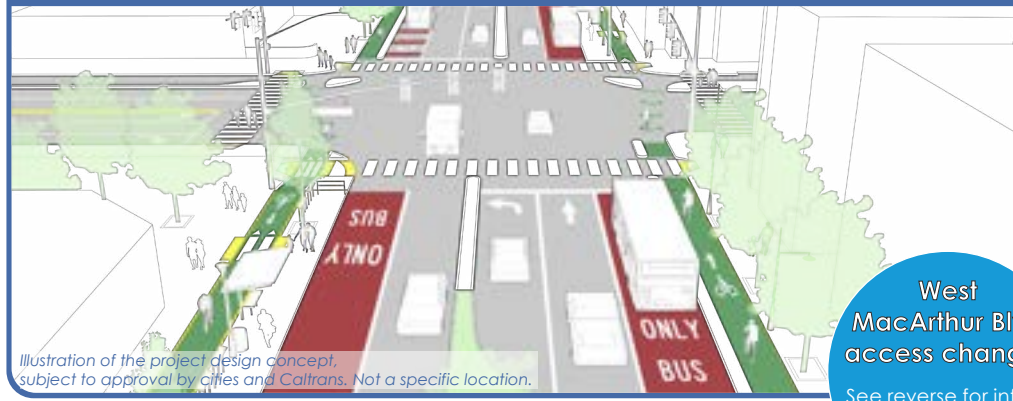


Illustration of the project design concept, subject to approval by cities and Caltrans. Not a specific location.

West MacArthur Blvd access changes

See reverse for info & online commenting opportunities

Project Overview

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

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Project Changes

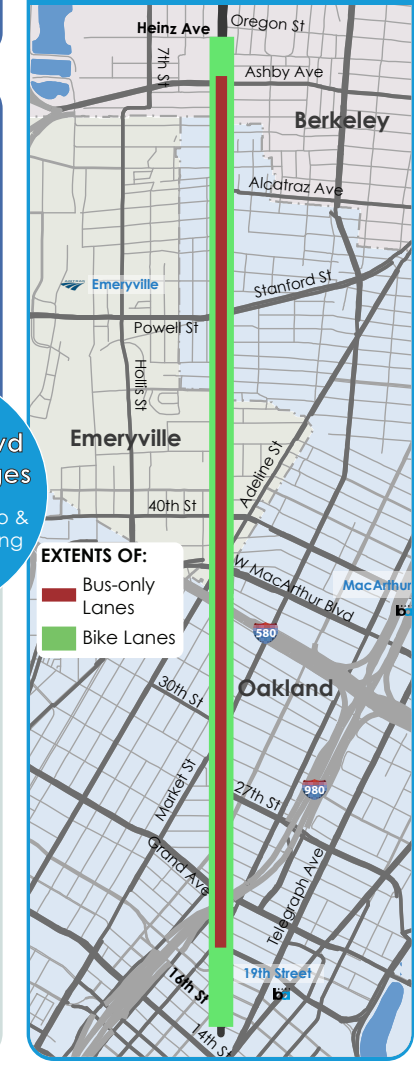
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Project Map



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

1.25” x 1.25” stamp area

Provide your input!

Use the QR code to the right or visit ***sanpabloave.mysocialpinpoint.com***

- For information about upcoming community events and comprehensive project details
- To provide feedback on the proposed design

請踴躍發表意見!

使用右方的二維碼或造訪 ***sanpabloave.mysocialpinpoint.com***

- 了解關於即將舉行的社區活動和詳細工程資訊
- 提供關於工程設計提案的意見

¡Denos su opinión!

Utilice el código QR a la derecha o visite ***sanpabloave.mysocialpinpoint.com***

- Para obtener más información sobre los próximos eventos comunitarios y detalles completos del proyecto
- Para dar su opinión sobre el diseño propuesto

Access Change Map



West MacArthur Blvd access changes

The Project proposes to close the West MacArthur Blvd connection to San Pablo Ave at Apgar St to improve pedestrian and bicycle safety and reduce congestion at the San Pablo Ave/Adeline St intersection. Traffic currently using West MacArthur Blvd to access San Pablo Ave would be directed to use Market St north to 40th St or south to 36th St.

Visit ***sanpabloave.mysocialpinpoint.com*** or contact us at ***sanpabloave@alamedactc.org*** to learn more.

For questions or to be added to the project email list, please contact:

sanpabloave@alamedactc.org
or call ***(510) 208-7490***

Addressing & Postal Barcode
4.5” x 2.0”

B.6 Digital Ads

Images below provide a sample of ads that ran on Facebook, Instagram and the Google Display network.





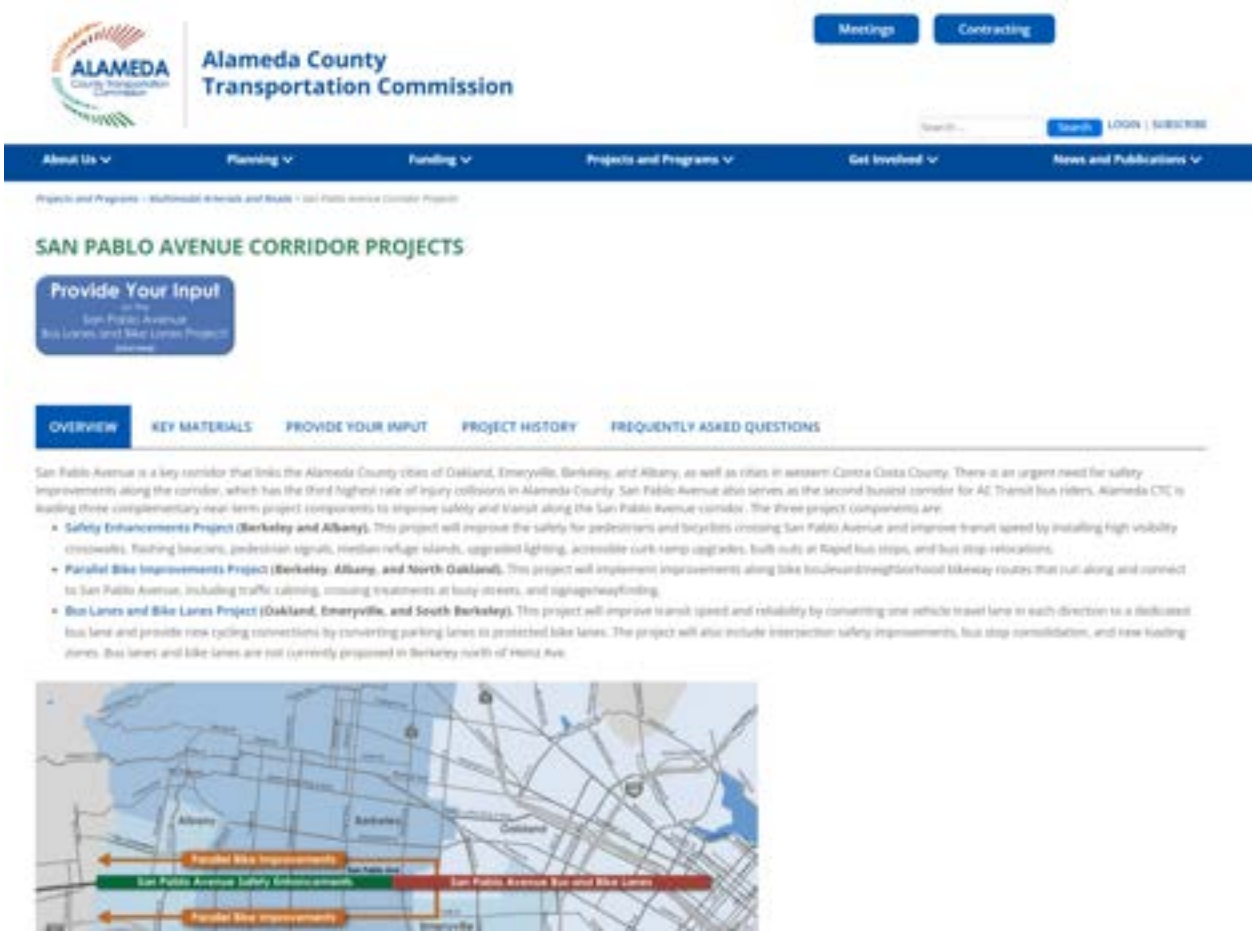








B.7 Alameda CTC Project Webpage



Appendix C -

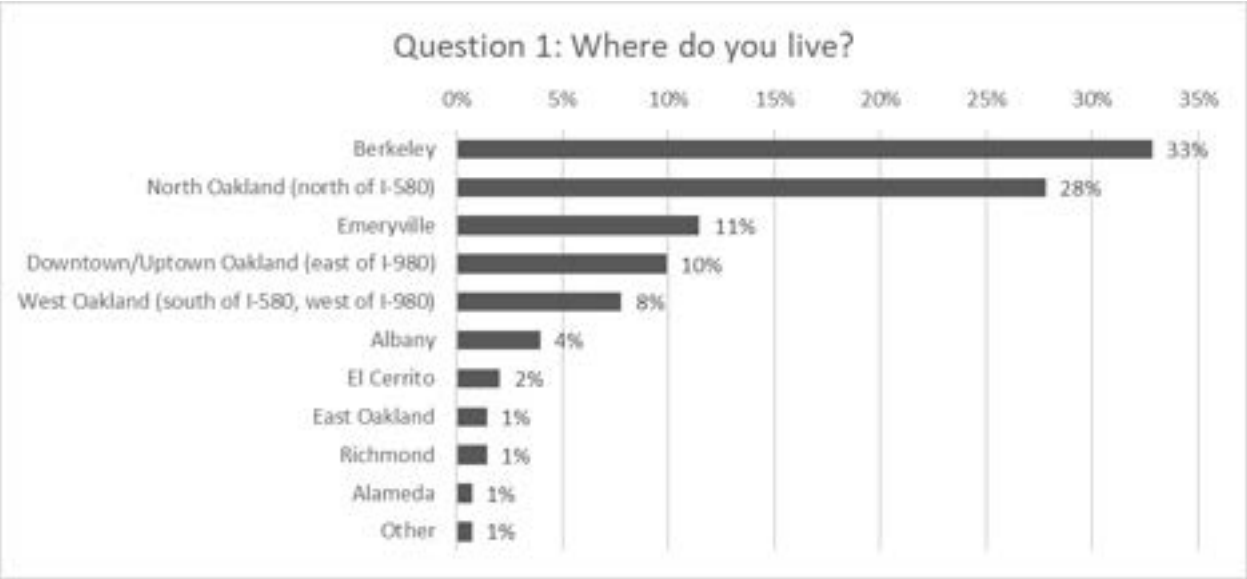
Demographics

C.1 Results from Social Pinpoint Questionnaire

On Social Pinpoint, a questionnaire was offered with the intent to capture the demographics and characteristics of visitors to the outreach website in relation to the San Pablo Avenue corridor. This data may be used to inform whether the project information and Interactive Map tool was accessed by a representative portion of the local community.

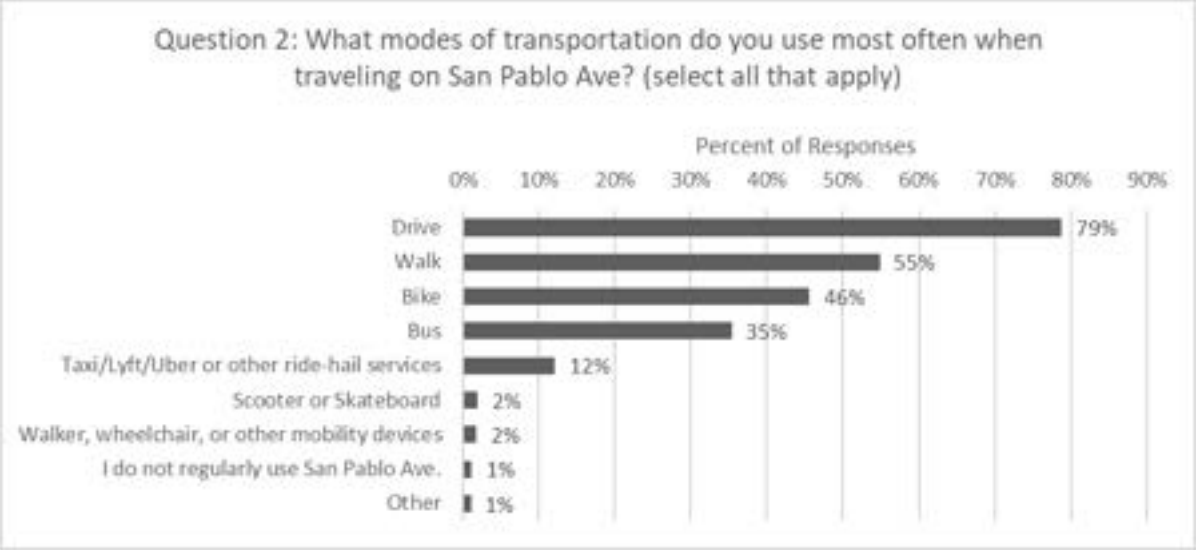
The questionnaire consisted of four questions about the respondent's travel habits on San Pablo Avenue, three questions about the respondent's demographics, one question about how they heard about the project, and request for contact information to receive future updates about the project. The questionnaire was open to the public between April 1 and June 11, 2024, which is the same period as the Interactive Map Tool. It received 840 total responses. Results from each question are summarized below.

Q1: Where do you live?
A majority of respondents (71%) reported living in the northern half of the corridor, with the top three options being Berkeley (33%), North Oakland (28%), and Emeryville (11%). Comparatively, the areas south of the I-580 only made up around 17% of respondents, which are composed of Downtown/Uptown Oakland (9%) and West Oakland (8%). This somewhat corresponds with the spatial distribution of Interactive Map comments with major emphasis on the northern half of the corridor. The results of this question show that the people engaged through Social Pinpoint are not representative of the population of the corridor. While Berkeley makes up less than 10% of the corridor length, it contains 33% of the respondents; conversely, while West Oakland contains about 30% of the corridor's length, it only contains 8% of the respondents.



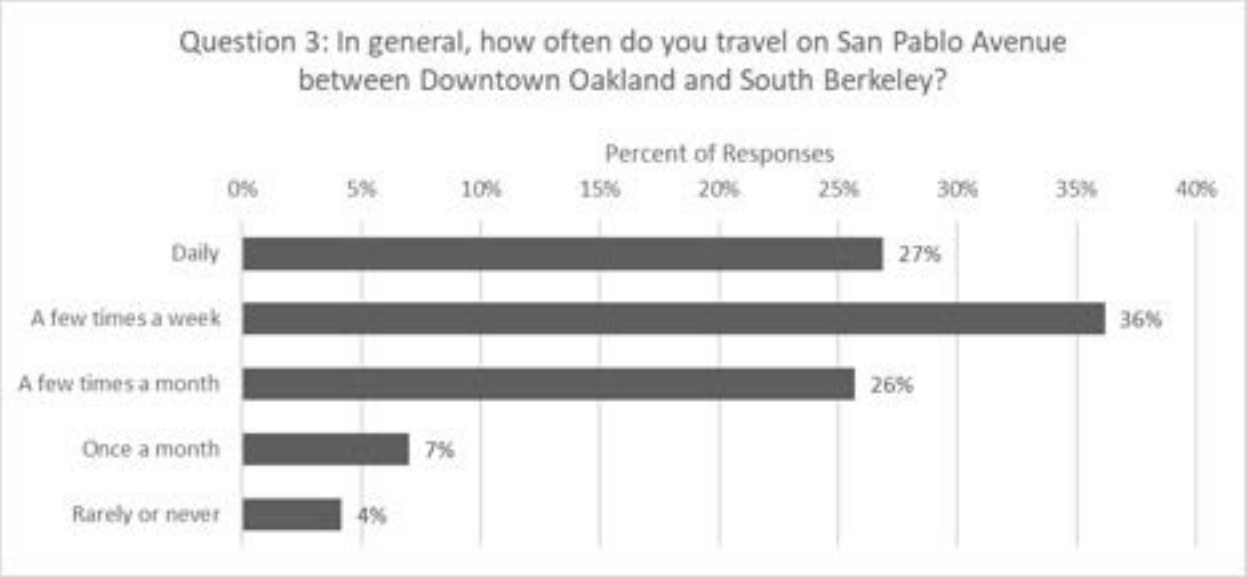
Q2: What modes of transportation do you use most often when traveling on San Pablo Ave? (select all that apply)

This question highlights the multimodal nature of the San Pablo Ave. corridor. While the most-selected option is driving (79%), a significant number of respondents also indicated that they use alternative modes of transportation, including walk (55%), bike (46%), and bus (35%). The results highlight the desire for safe facilities for all modes of transportation throughout the corridor.



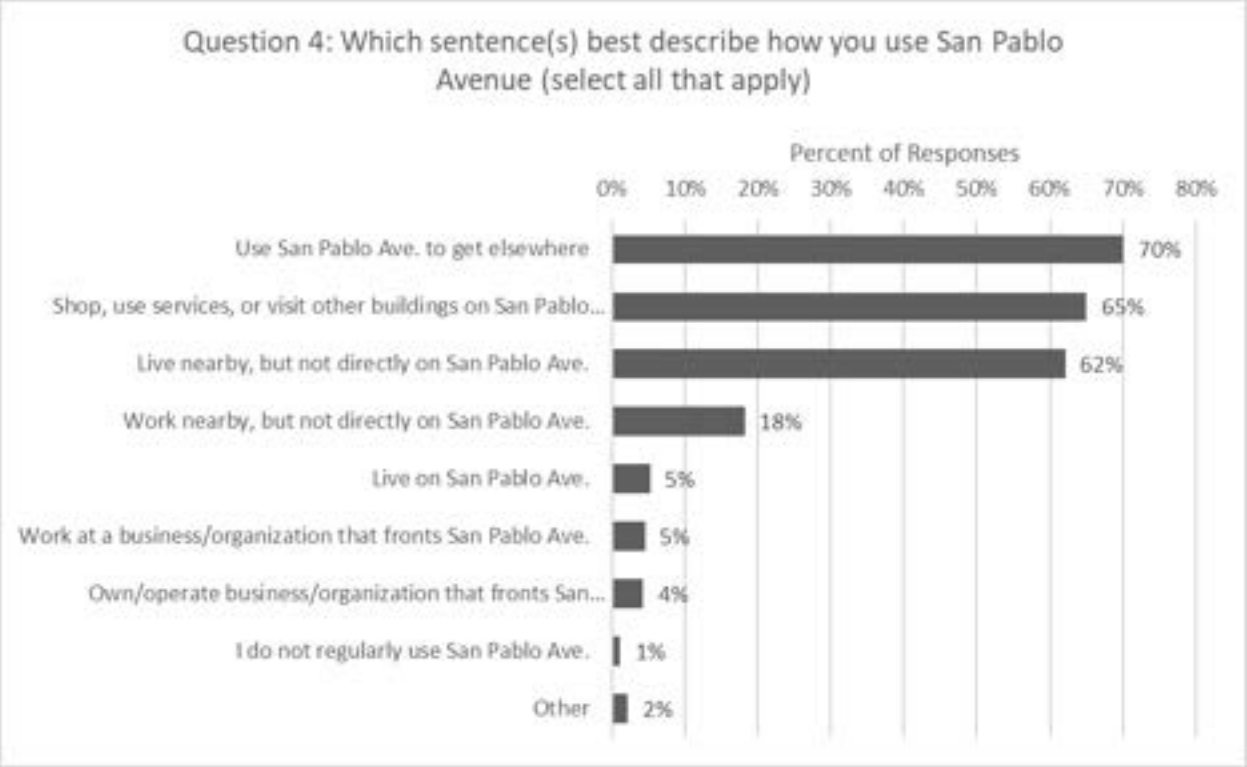
Q3: In general, how often do you travel on San Pablo Avenue between Downtown Oakland and South Berkeley?

Most respondents report traveling on San Pablo Ave. at least a few times a month (89%).



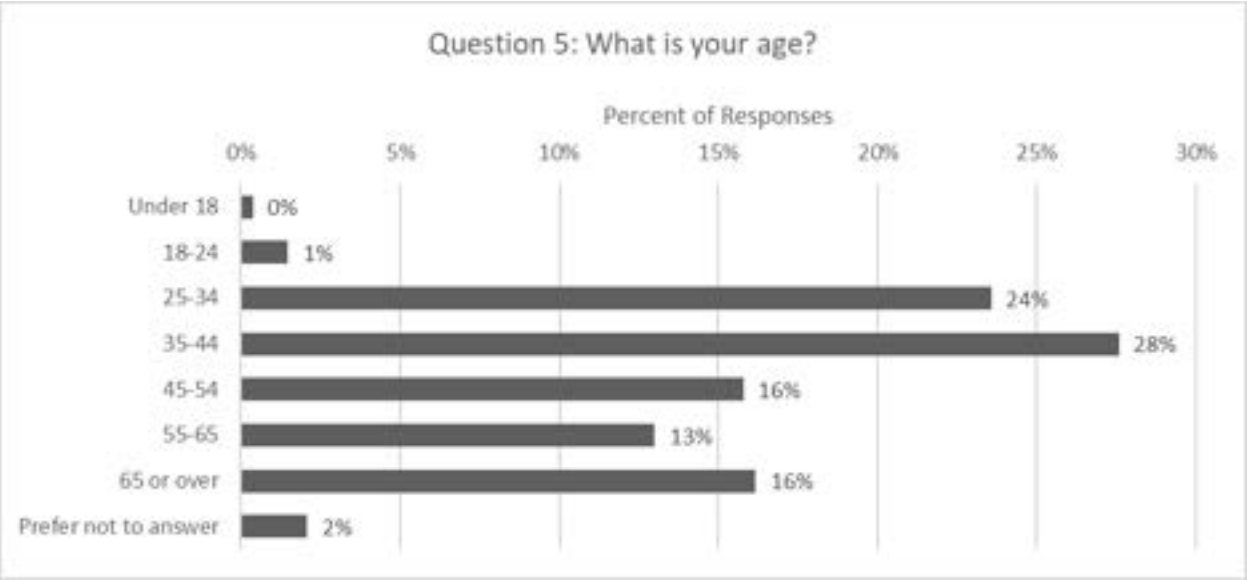
Q4: Which sentence(s) best describe how you use San Pablo Avenue (select all that apply)

The result highlights that San Pablo Ave. is simultaneously a major thoroughfare for regional travel (70%) and an important commercial corridor (65%). The surroundings are also a dense residential neighborhood, which also rely on San Pablo Ave. for travel (62%).

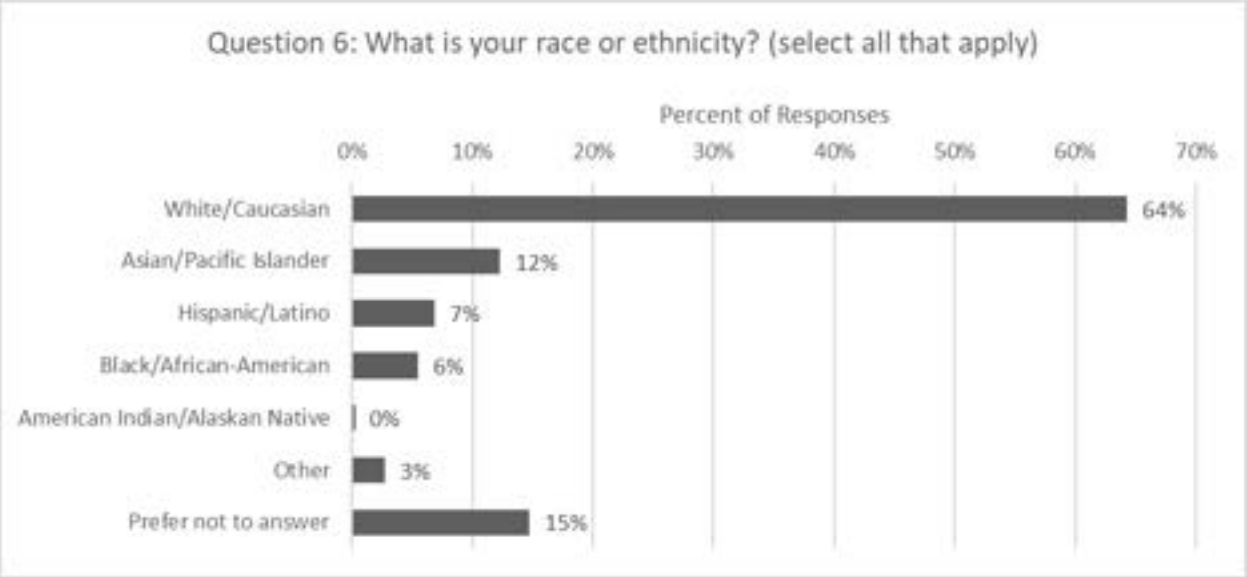


Q5: What is your age?

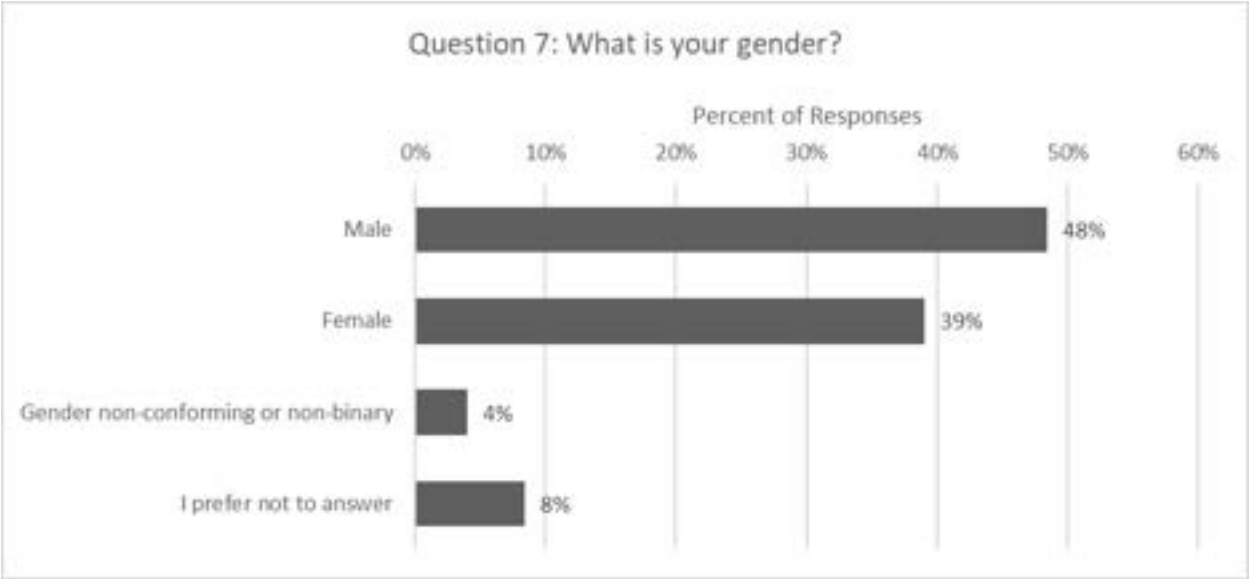
The top reported age groups are 35-44 years (28%), followed by 25-34 (24%). Youth that are under 24 years old are under-represented in the outreach results, which only compose of 1% of all respondents.



Q6: What is your race or ethnicity? (select all that apply)
The questionnaire results skew heavily White/Caucasian (64%), while other races or ethnicities only make up 28% of respondents. In the 2020 census, the population that reported as White Only is 27% in Oakland, 35% in Emeryville, and 50% in Berkeley. This indicates that the White/Caucasian population is over-represented in the outreach results, while minorities may be under-represented.

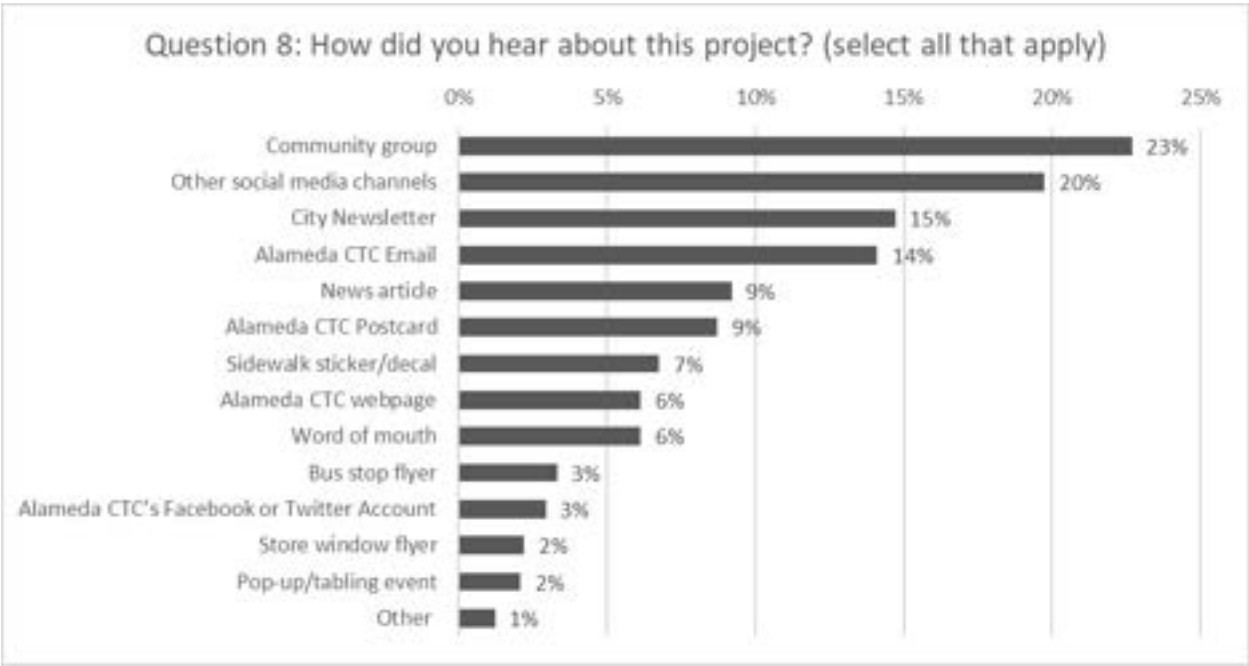


Q7: What is your gender?
Slightly more respondents reported being male (48%) than female (39%).



Q8: How did you hear about this project? (select all that apply)

The outreach website was advertised through multiple channels to attempt to maximize its reach to the local community. Out of the options presented, community groups (21%) and non-ACTC social media channels (19%) are the most effective.



C.2 Results from Demographic Survey Administered During Open Houses and Pop-ups

Demographics of participants who elected to take the demographic survey during pop-ups and open houses are as follows: There were slightly more males to females, accounting for 52% and 40% of survey respondents respectively. Nearly 6% of the sample were gender non-conforming, and 2% preferred not to answer.


San Pablo Ave. Bus Lanes & Bike Lanes Project
Demographic Information Survey
The following information is confidential and only used to ensure we are reaching people throughout the community.

Where do you live?
- Berkeley
- North Oakland (north of I-580)
- Emeryville
- West Oakland (south of I-580, west of I-980)
- Downtown/Uptown Oakland (east of I-980)
- Other: _____

What is your race/ethnicity? (Select all that apply)
- American Indian/Alaskan Native
- Asian/Pacific Islander
- Black/African American
- Hispanic/Latino
- White/Caucasian
- Prefer not to answer
- Other: _____

What is your gender?
- Female
- Male
- Gender non-conforming or non-binary
- I prefer not to answer
- Other: _____

What is your household income?
- Less than $35,000
- $35,000 - $74,999
- $75,000 - $99,999
- $100,000 - $124,999
- $125,000 - $149,999
- $150,000 or more
- I prefer not to say

In terms of race and ethnicity, 54% identified as White/Caucasian, 22% Asian/Pacific Islander, 11% Black/African American, 6% Hispanic/Latino, and 8% preferred not to answer. Survey participants were found to be located in various areas in the East bay, including 35% from North Oakland, 25% from West Oakland, 13% from Berkeley, 11% from Emeryville, 6% from downtown Oakland, and 10% in outer surrounding areas such as Fruitvale, Albany, Hayward, and El Cerrito. These survey results are significantly more representative of the 3.5 mile San Pablo Avenue corridor than online engagement demographic responses, indicating the value of meeting people where they are in-person.

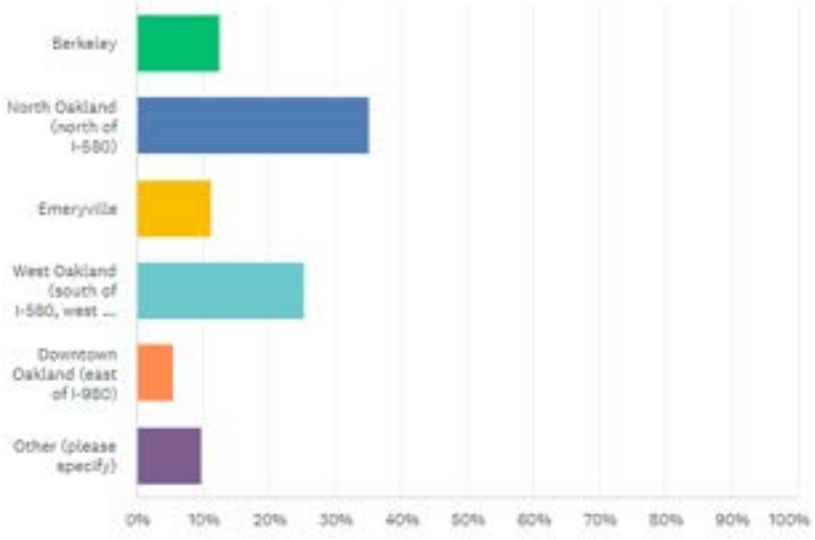
The household income of participants varied, with 35% reporting an annual income of $150,000 or more, 19% making $100,000-$149,999, 15% making $35,000-$74,999, 13% making $75,000-$99,999, 9% making less than $35,000 and 10% preferred not to answer.

Demographics	Count	Percentage
Gender:		
Female	57	40%
Male	74	52%
Gender non-conforming or non-binary	8	6%
I prefer not to answer	3	2%
Other	0	0%
Ethnicity:		

White/Caucasian	77	54%
Asian/Pacific Islander	31	22%
Black/African American	15	11%
Prefer not to answer	11	8%
Hispanic/Latino	9	6%
Other	5	4%
American Indian/Alaskan Native	0	0%
Location:		
North Oakland (north of I-580)	50	35%
West Oakland (south of I-580, west of I-980)	36	25%
Berkeley	18	13%
Emeryville	16	11%
Other	14	10%
Downtown Oakland (east of I-980)	8	6%
Income:		
Less than $35,000	13	9%
$35,000-$74,999	21	15%
$75,000-$99,999	18	13%
$100,000-$149,999	27	19%
$150,000 or more	49	35%
I prefer not to say	14	10%

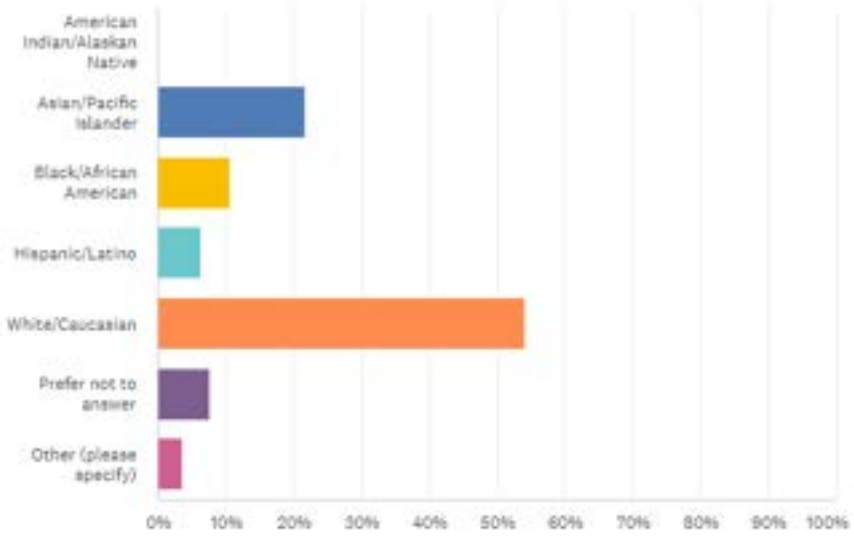
Where do you live?

Answered: 142 Skipped: 0



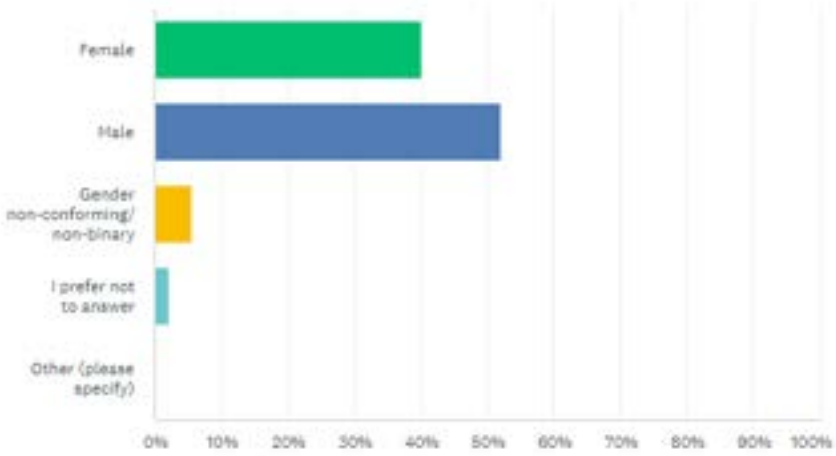
What is your race/ethnicity? (Select all that apply.)

Answered: 142 Skipped: 0



What is your gender?

Answered: 142 Skipped: 0



What is your household income?

Answered: 142 Skipped: 0

