



San Pablo Avenue Corridor Project

SEPTEMBER 2020

PROJECT OVERVIEW

San Pablo Avenue is an interjurisdictional roadway that traverses multiple cities in northern Alameda County and western Contra Costa County. It is the spine of a critical multimodal travel corridor that connects tens of thousands of people every day between residential communities, employment centers, schools, centers of public life and other activity hubs.

San Pablo Avenue provides north-south connections parallel to the BART Richmond Line and Interstate 80 (I-80) and is a reliever route for freeway traffic during incidents on I-80. It carries local, rapid and express/Transbay buses, includes many high-activity pedestrian areas and is designated as a bicycle route in many local jurisdiction plans. Demand for travel on San Pablo Avenue is projected to increase as jurisdictions concentrate growth along the corridor in several Priority Development Areas, with several higher-density, mixed-use developments recently completed and numerous others under consideration.

Improvements along San Pablo Avenue could include transit priority treatments such as dedicated bus lanes, queue jump lanes and signals to bypass congested segments and improve reliability, transit signal priority, signal modernization and coordination, and enhanced bus stops or stations. In addition, pedestrian safety improvements, such as pedestrian bulbs, crosswalk improvements, and curb ramps, as well as bicycle safety improvements and improved bicycle infrastructure will be evaluated. Near- and long-term improvements will be identified, with priority on moving feasible projects towards implementation the near-term.



PROJECT BENEFITS

- Improves safety for all modes and reduces conflicts
- Accommodates growth by improving efficiency and reliability, and by carrying more people within the existing right-of-way
- Improves comfort and quality of trip for all users
- Supports local land use and economic development priorities

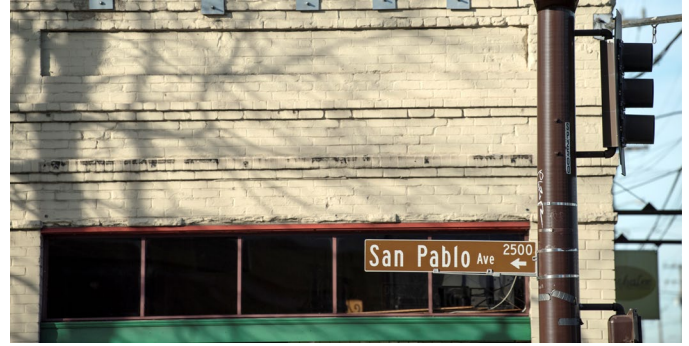


Alameda-Contra Costa Transit District bus traveling on San Pablo Avenue.

PROJECT NEED

- To better serve existing users and **accommodate growth** from new housing and jobs, the corridor must be able to effectively carry more people through increased efficiency and improved travel choices.
- The corridor has limited right-of-way and competing demands, which must be brought together to advance **“Complete Streets”** concepts of safety, quality, and convenience for all users and all modes.
- **Transit service** in this corridor suffers delays and poor on-time performance due to regular congestion at several key intersections, which undermines the competitiveness of transit as a travel choice for many users.
- The corridor has one of the highest collision rates in the county, affecting the **safety** of all users

Note: Information on this fact sheet is subject to periodic updates.



STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- Project Study Report - Project Development Support (PSR-PDS) anticipated spring 2022

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, Contra Costa Transportation Authority, Alameda-Contra Costa Transit District, the cities of Albany, Berkeley, Emeryville, Oakland, El Cerrito, Richmond and San Pablo

SCHEDULE BY PHASE

| | Begin | End |
|-------------------|-------------|-------------|
| Feasibility Study | Summer 2017 | Summer 2019 |

NEAR-TERM PROJECT

| | Begin | End |
|---|----------------|----------------|
| Scoping | Summer 2020 | Fall 2021 |
| Preliminary Engineering/ Environmental | Winter 2020/21 | Fall 2022 |
| Final Design | Fall 2021 | Fall 2022 |
| Construction | Fall 2022 | Winter 2023/24 |

Note: Long-term project will follow near-term project; exact schedule to be determined pending near-term project outcomes. Schedule subject to funding availability.