



# San Pablo Avenue Corridor Project

JULY 2021

## PROJECT OVERVIEW

San Pablo Avenue is the spine of a critical multimodal travel corridor that traverses multiple cities in northern Alameda County and western Contra Costa County. It 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). It carries local, rapid and 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 higher-density, mixed-use development along the corridor continues.

Near-term improvements are advancing along the Alameda County segment of San Pablo Avenue to test concepts and build towards a corridor-wide long-term improvement vision. Near-term improvements will include:

- Pedestrian safety improvements, such as pedestrian curb ramps and crossing improvements
- Bicycle safety improvements to provide a comfortable and continuous route along the corridor
- Transit priority treatments such as dedicated bus lanes to improve travel time and reliability, transit signal priority, signal modernization and coordination, and enhanced bus stops

Meanwhile, study of longer-term improvement concepts continues in Contra Costa County.



## 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 trips for all users
- Supports local land use and economic development priorities



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



## PROJECT NEED

- The corridor has one of the highest collision rates in the county, affecting the **safety** of all users.
- 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 key intersections, which undermines the competitiveness of transit as a travel choice for many users.
- 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.

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

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Scoping/Preliminary Engineering

- Major public engagement to review Alameda County near-term design options planned in fall 2021

## 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 2020

## 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.