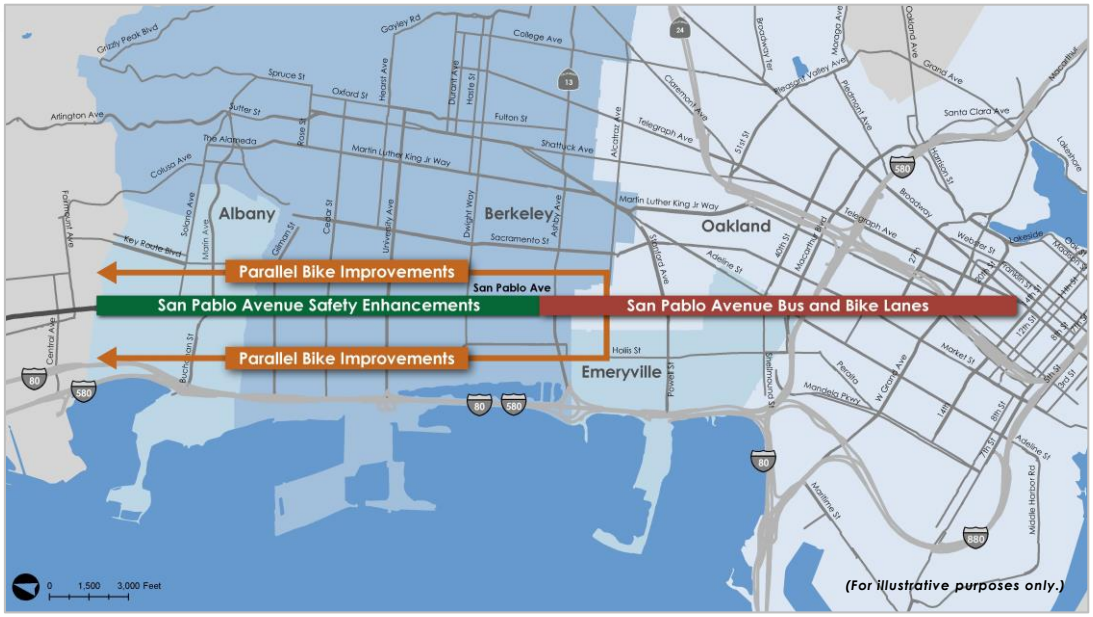
San Pablo Avenue Corridor Bus-Bike Lanes Project

JUNE 2024

PROJECT OVERVIEW

The San Pablo Avenue Bus-Bike Lanes Project proposes to construct side-running bus only lanes and protected bike lanes along San Pablo Avenue within Oakland, Emeryville, and South Berkeley. The project will extend 3.5-miles along San Pablo Avenue 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 project will convert one travel lane in each direction to a bus-only lane and convert the on-street parking lanes to protected bike lanes. Parking and loading activity will be relocated to side streets, existing off-street facilities and a limited number of new loading zones on San Pablo where alternatives are not available. The project was identified based on the first phase of San Pablo Avenue corridor planning and outreach from 2017-2020. It is part of a package of three discrete projects being advanced along San Pablo Avenue within Alameda County.



PROJECT NEED

- San Pablo Avenue is identified as a high injury route with the third highest number of collisions in Alameda County
- San Pablo Avenue is one of AC Transit's highest ridership corridors serving more than 10,000 riders per day but buses experience delay and are unreliable due to traffic congestion
- San Pablo Avenue has no dedicated bike facilities and there are no parallel facilities through West Oakland and Emeryville
- The San Pablo Avenue corridor is an Equity Priority Community and a Priority Development Area, which is planned for growth and increased density. Improved multimodal options are needed to accommodate growth and better serve residents that may rely on alternatives to driving

PROJECT BENEFITS

- Safer crossings along a busy, higher speed arterial street
- Faster, more reliable bus transit service that is more competitive with driving
- Multimodal network gap closures
- Environmental sustainability and equity benefits from improving non-driving options

FUNDING SOURCES ($ X 1,000)

Local - Measure BB	$8,076
Federal (OBAG)[1]	$10,000
Regional	$200
TBD	$55,900
Total Expenditures	**$74,176**

[1] One Bay Area Grant 3

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping	$657
PE/Environmental	$2,858
Final Design	$3,811
Right-of-Way	$750
Construction	$66,100
Total Expenditures	**$74,176**

Current AC Transit Rapid Bus along San Pablo Avenue.

SCHEDULE BY PHASE

	Begin	End
Planning/Scoping	2017	Spring 2022
Environmental/Design	Summer 2022	Winter 2025
Construction	Spring 2026	Spring 2028

Note: Public outreach occurs at each phase of the project.

STATUS

The project is currently in the planning, preliminary design, and environmental clearance phase. This phase includes securing necessary approvals from Caltrans, which owns portions of San Pablo Avenue (State Route 123). The local jurisdictions have adopted resolutions in support of the concept of dedicated bus and bike lanes along San Pablo Avenue.

RENDERING OF PROPOSED IMPROVEMENTS

FOR MORE INFORMATION OR TO GET INVOLVED

- Visit our project website at: **www.alamedactc.org/sanpablo**
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, please contact **sanpabloave@alamedactc.org**

- If you need this information in a different format, please call **(510) 208-7400** or email **contact@alamedactc.org**
- **如果您需要其他格式的信息，請致電 (510) 208-7400 或發送電子郵件至 contact@alamedactc.org**
- Si necesita esta información en un formato diferente, llame al **(510) 208-7400** o envíe un email a **contact@alamedactc.org**

PARTNERS AND STAKEHOLDERS

Cities of Oakland, Emeryville and Berkeley, AC Transit, and the California Department of Transportation

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