



Office of the City Manager

ACTION CALENDAR

November 14, 2023

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Liam Garland, Director, Public Works

Subject: Alameda County Transportation Commission San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects

RECOMMENDATION

Adopt a Resolution:

1. Approving Alameda County Transportation Commission (Alameda CTC's) conceptual designs for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancements and Parallel Bike Improvements Projects; as well as the Addison Street Bike Boulevard Connector, within the City of Berkeley (City);
2. Authorizing the City Manager to direct City staff to partner with the Alameda CTC on final design and implementation of these projects; and
3. Authorizing the City Manager to direct City staff to grant permits for construction activities within City right-of-way, contingent on City staff approval of final construction drawings and specifications from Alameda CTC.

SUMMARY

The Alameda CTC is leading the development of the San Pablo Avenue Multimodal Corridor Program, which consists of three projects to improve safety and multimodal access: the Safety Enhancements Project (Berkeley and Albany); the Parallel Bike Improvements Project (Berkeley, Albany, and North Oakland); and the Bus and Bike Lane Project (Oakland, Emeryville, and South Berkeley). The goals of the program are to enhance safety for all travel modes, improve comfort and quality of trips for all users, support a strong local economy and efficiently accommodate growth along the corridor while respecting local contexts, and promote equitable transportation and design solutions for diverse communities throughout the corridor. The three projects were identified as part of a multi-year corridor planning effort conducted from 2017-2021, which included multiple rounds of community engagement, concluding with the Alameda CTC adopting an overall San Pablo Avenue corridor concept in March 2022. Alameda CTC, in partnership with the City and other agency partners, has conducted preliminary

design and outreach on design details for the Safety Enhancements Project and Parallel Bike Improvements Project. However, preliminary design and outreach for the Bus and Bike Lane Project is being done separately and thus this project is not the subject of this report.

As a separate project, City Staff are leading the Addison Street Bike Boulevard Project, which would implement bicycle boulevard improvements along Addison Street between Aquatic Park and Sacramento Street and between Milvia Street and UC Berkeley Campus. Because the Addison Street Bike Boulevard overlaps with the Alameda CTC's Safety Enhancements Project at the intersection of San Pablo Avenue and Addison Street, City staff led a separate concept design development and outreach process for the Addison Street Bike Boulevard connection across San Pablo Avenue. Following concept design approval, Alameda CTC will include the Addison Street Bike Boulevard Connector at San Pablo Avenue as part of the Safety Enhancements Project. The City will implement the other portions of the Addison Street Bike Boulevard as a separate project.

Therefore, this report seeks Council approval for three concept designs: Alameda CTC's Safety Enhancements Project; Alameda CTC's Parallel Bike Improvements Project; and the City-led Addison Street Bike Boulevard Connector (to be implemented by Alameda CTC as part of the Safety Enhancements Project).

The concept designs have been developed and refined by Alameda CTC based on input from the public and City staff from Public Works; Parks, Recreation and Waterfront; and Fire. The concept designs are consistent with adopted City plans, including the 2017 Bike Plan, the 2020 Pedestrian Plan, the 2022 Transit First Implementation Plan, and the 2020 Vision Zero Action Plan.

City and Alameda CTC staff seek City Council approval for the three conceptual designs; authorization to proceed with detailed engineering design; issuance of construction permits contingent on City staff approval of final design; and authorization to grant permits for construction activities in the City right-of-way. Following City Council approval of concept designs, Alameda CTC will complete environmental clearance, secure necessary Caltrans approvals for improvements along San Pablo Avenue (State Route 123), and lead final design and construction of the projects, including the Addison Street Bike Boulevard Connector, in coordination with City staff.

Alameda CTC is seeking the City's concept approval for these two San Pablo Avenue Corridor Projects in order to keep the federally-funded engineering design and construction phases on schedule and not endanger Alameda CTC's federal aid grant funding. Alameda CTC plans to fast-track completion of detailed engineering design in order to seek allocation of construction funding in 2024.

### FISCAL IMPACTS OF RECOMMENDATION

Design and construction of the projects is funded by the Alameda CTC. Alameda CTC is utilizing various federal, state, and local funds for design, public outreach, and construction of the Safety Enhancement and Parallel Bike Improvements Projects. Therefore, the only direct fiscal impact is due to the allocation of City staff time to support this project.

### CURRENT SITUATION AND ITS EFFECTS

Alameda CTC has developed a conceptual design for the Safety Enhancements and Parallel Bike Improvements Projects, conducted public engagement, and refined the design based on input from the public and City staff. In addition, Public Works staff have developed a conceptual design and conducted internal and external stakeholder engagement for the related Addison Bike Boulevard Connector.

#### Safety Enhancements Project Description

The Safety Enhancements Project extends along San Pablo Avenue from Oregon Street in South Berkeley to the Contra Costa County line in Albany. San Pablo Avenue in both Berkeley and Albany is Caltrans right-of-way as part of State Route 123. The project is focused on improving safety for pedestrians and bicyclists crossing San Pablo Avenue and targeted improvements to bus speed and reliability. Specific project components include:

- High visibility crosswalks and striping
- Pedestrian signals (also called Pedestrian Hybrid Beacons (PHBs) or High-intensity Activated Crosswalk (HAWK) signals)
- Rectangular Rapid Flashing Beacons (RRFBs)
- Median refuges
- ADA compliant curb ramps
- Improved bicycle crossings of San Pablo Avenue at intersections with bike routes, particularly offset crossings of San Pablo Avenue
- Bus bulbs at AC Transit Rapid stops
- Bus stop relocations from nearside to far side of intersection to reduce delays for buses and improve sightlines between motorists and pedestrian crossings
- Bus stop length adjustments to accommodate frequent bus arrivals
- Sidewalk repair within bus stop areas
- Targeted lighting improvements at crosswalks and bus stops
- Leading pedestrian intervals
- Accessible pedestrian signal upgrades

Attachment 2 includes the concept design and provides more details on the proposed improvements.

#### Parallel Bike Improvements Project Description

The Parallel Bike Improvements Project seeks to provide upgraded and contiguous biking facilities along local streets parallel and leading to San Pablo Avenue in Albany, Berkeley, and North Oakland. In Berkeley, the project includes improvements to Kains Avenue between the Albany border and Camelia Street, Harrison Street between 8th and 10th streets, Camelia Street between Stannage Avenue and 9th Street, Stannage Avenue between Camelia and Virginia Streets, portions of 9th Street in Berkeley between Harrison and Heinz Streets, Mabel Street from Ward Street to 66<sup>th</sup> Street, Idaho Street from 66<sup>th</sup> Street to the Oakland border, and 66<sup>th</sup> Street between Mabel Street and Idaho Street. The project takes advantage of the existing and planned bicycle boulevard/neighborhood bike route networks as defined in the 2017 Bike Plan. Specific project elements include:

- Speed management traffic calming measures (traffic circles, speed tables)
- Volume management traffic calming measures (diverters)
- Improvements at bikeway crossings of major streets (arterial and collector streets) including PHBs/RRFBs, bulbouts, and median refuges
- Wayfinding improvements

Attachment 2 includes the concept design and provides more details on the proposed improvements.

#### Addison Street Bike Boulevard Connector Description

San Pablo Avenue has been identified as a high-injury street in the 2020 Berkeley Vision Zero Action Plan. The City-led Addison Street Bike Boulevard Connector would construct a Class IV separated bikeway connector across San Pablo Avenue to reduce future collision risk for vulnerable users crossing the street and will address a key barrier to east-west bicycle connectivity in the City.

City staff worked with a consultant, Alta Planning and Design, on a conceptual design and public outreach process for the Addison Street Bike Boulevard Connector. Two conceptual designs were developed: a one-way protected cycle track on both the west and east sides of San Pablo Avenue; and a two-way protected cycle track on the east side of San Pablo Avenue. Attachment 3 includes the concept design and provides more details on the proposed improvements.

Public outreach for the Addison Street Bike Boulevard Connector included postcards sent to residents within 300 feet of the project area informing them of the project and providing directions for how to attend a public meeting to provide feedback. Staff also distributed postcards in person to affected businesses along San Pablo Avenue. The conceptual designs were presented to the public, including representatives from the Office of Economic Development, and Walk Bike Berkeley, during a virtual meeting on

September 26, 2023. In general, comments during the virtual meeting were related to parking, trees, and circulation impacts. One member of the public suggested an alternative bike boulevard route. Overall, external stakeholders present at the meeting generally preferred the one-way protected cycle track option because, while it would remove 8 parking spots compared to 4 under the two-way cycle track option, it would preserve a mature London Plane street tree (*Platanus x hispanica*) and maintain the right turn movement for vehicles turning east onto Addison Street. While City staff agrees with external and internal stakeholders that the one-way protected cycle track option is the preferred option, Alameda CTC will be analyzing the preferred concept design as part of the upcoming detailed engineering design phase for the larger corridor study. In the event Alameda CTC determines the one-way cycle track infeasible based on technical analysis during the subsequent detailed engineering design phase, they may choose to carry forward the two-way cycle track for detailed engineering and construction. Therefore, Public Works is recommending that Council approve the one-way cycle tracks as the preferred option, with the two-way cycle track as a fallback option. In the event that the fallback option is needed, Public Works would return to City Council with an update on the Alameda CTC detailed engineering design phase process at that time.

If this item is approved, Alameda CTC would shepherd the concept design described herein for the Addison Street Bike Boulevard Connector through the environmental clearance and Caltrans approvals and detailed engineering phases and would ultimately construct the project as part of the Safety Enhancements Project.

#### Inter-Agency and Internal Stakeholder Coordination

Since 2017, beginning with the initial scoping of the San Pablo Avenue Multimodal Corridor Program of Projects, Staff worked closely with Alameda CTC staff. Throughout the development of these projects, Staff has asked Alameda CTC staff to follow established City and Department of Public Works processes and workflow, including internal and external technical agency stakeholder review, public stakeholder engagement, Transportation and Infrastructure Commission review, and eventual City Council conceptual approval.

Alameda CTC staff have engaged Staff as well as colleagues from other cities along the project corridor, Alameda-Contra Costa Transit District (AC Transit), and Caltrans in seeking technical review and comment. As is typical for City-led transportation projects, Alameda CTC engaged multiple City departments through a series of design review and comment meetings. Where necessary, Alameda CTC and Staff have collaborated to solicit follow-up input and organized focused follow-up meetings to ensure engagement with all necessary City technical stakeholders. Staff comments have been incorporated through changes to the conceptual project design.

On September 5 and 28, 2023, City staff presented the concept design for the Addison Street Bike Boulevard Connector to internal City Department stakeholders from Public Works, Fire, and Parks, Recreation and Waterfront. Feedback from the internal City stakeholders have been incorporated into the conceptual design for this City-led project.

Parking

The projects include several elements that will modify parking. These elements are described here and also depicted in Attachment 2 and Attachment 3. The majority of parking impacts are a result of intersection safety “daylighting”. Daylighting consists of eliminating on-street parking spaces at an intersection (up to 8 spaces at each intersection may be restricted) so that all road users have improved visibility at the intersection. Daylighting was recommended in the 2020 Berkeley Pedestrian Plan and was prioritized through a February 28, 2023 Council referral to develop a comprehensive intersection daylighting policy.<sup>1</sup> California Assembly Bill 413 (AB-413), which was signed into law on October 10, 2023, makes it unlawful to park within 20 feet of a marked or unmarked crosswalk.

The Safety Enhancements Project includes changes to parking along San Pablo Avenue associated with relocating/lengthening bus stops and with daylighting intersections. Parking changes will typically remove between 1 and 3 spaces along any particular block, and in cases where parking spaces are removed due to a bus stop relocation, the parking removal will be at least partially offset by adding back some spaces in the vacated stop location. Where possible, color curbs will be replaced in a nearby location. Parking changes along San Pablo Avenue have been reviewed with adjacent businesses through door-to-door direct outreach and follow-up phone outreach. Based on their feedback, some proposed bus stop relocations and bus stop lengths were refined, as described in Attachment 2. As shown in **Table 1**, an estimated 14 spaces in 11 commercial areas on San Pablo Avenue within the City would be removed as a result of this project.

**Table 1: Net Parking Change in the City of Berkeley**

Project	Net Parking Change	
	On San Pablo Ave	On other Residential and Non-residential Streets
Safety Enhancements Project	-14	0
Parallel Bike Improvements Project	0	-152
Addison Street Bike Boulevard Connector (one-way cycletrack option)	-7	-1
TOTAL	-21	-153

The Parallel Bike Improvements Project includes changes to parking at intersections along bicycle boulevards primarily from daylighting of intersections and installation of traffic calming. An estimated 152 spaces in 33 locations on residential and non-residential streets parallel or nearby to San Pablo Avenue within the City would be removed as a result of this project.

<sup>1</sup> Referral: Creation of an Intersection Daylighting Policy, Item 14, Berkeley City Council Meeting Agenda, February 28, 2023.

The Addison Street Bike Boulevard Connector would remove parking spaces in order to install a cycle track and daylight the intersection. The preferred One-way Cycle Track option for the Addison Street Bike Boulevard Connector would eliminate a total of 8 parking spaces. The Two-way Cycle Track option would eliminate a total of 4 parking spaces.

In total, approximately 190 parking spaces would be removed throughout the project area. The project area is extensive, consisting of improvements along more than 2 miles of San Pablo Avenue and 3.4 miles of residential and non-residential streets within the City. Given the extremely large size of the project area, the comparatively small number of parking spaces that are impacted, and the intensive level of engagement, public notification, and direct outreach to affected residents and businesses, Alameda CTC has not completed a comprehensive parking inventory and occupancy study of the project area at this time.

#### Traffic Circulation

The Safety Enhancements Project includes circulation changes due to median closures at the intersections of San Pablo Avenue/Virginia Street, San Pablo Avenue/Channing Way, San Pablo Avenue/Pardee Street, and San Pablo Avenue/Blake Street. The proposed median closures would prohibit left turns into and out of the side street from San Pablo Avenue. The purpose of the median closures is to improve safety for all road users by eliminating motorists turning across multiple lanes of traffic at unsignalized intersections. At the intersections of San Pablo Avenue/Virginia Street and San Pablo Avenue/Channing Way, the median closures will also provide space for pedestrian and cyclist refuges while crossing San Pablo Avenue and will help manage traffic volumes along bicycle boulevard routes by preventing through-traffic from crossing San Pablo Avenue to continue along the Bicycle Boulevard routes.

The Parallel Bike Improvements Project includes circulation changes due to installation of new diverters at the intersections of Curtis Street/Channing Way and 9<sup>th</sup> Street/Jones Street as well as a modification to the existing diverter at 9<sup>th</sup> Street/Delaware Street. Diverters are a common traffic calming treatment to manage volumes along residential streets in the City. Examples of diverters are common in the City and are used to prohibit motorists from using neighborhood streets as cut-through routes by forcing motorists to turn instead of proceeding through an intersection.

Alameda CTC has reviewed proposed circulation changes (median closures and diverters) with Public Works Staff and determined that viable alternate circulation routes are available. Alameda CTC also reviewed the proposed circulation changes with Berkeley Unified School District.

Alameda CTC has reviewed the proposed median closure and diverter locations with Fire and Zero Waste staff. Alameda CTC has incorporated Fire and Zero Waste requests for mountable diverters that permit passage for Fire and Zero Waste vehicles into the concept designs.

The preferred option for the Addison Street Bike Boulevard Connector (the one-way cycle track option) would not involve any changes to vehicle turning movements. However, the two-way cycle track would likely involve a right turn restriction for vehicles turning east onto Addison Street from San Pablo Avenue. Fire and Zero Waste staff reviewed this design option and requested that any new curbs in the public right-of-way include a chamfered edge and be mountable by Fire and Zero Waste vehicles. If the two-way cycle track is determined by Alameda CTC to be the only feasible design option after undergoing detailed technical analysis, a mountable curb at the right turn restriction bulb-out will be incorporated into the final design.

### Public Engagement

Alameda CTC led a multi-year corridor planning effort conducted from 2017-2021 which included multiple rounds of community engagement and identified the basic scope elements of the Safety Enhancement and Parallel Bike Improvement projects. This outreach effort included a variety of methods including pop-up events, focus groups, intercept surveys, online surveys, open houses, and presentations to a project Active Transportation Working Group that garnered input from more than 4,900 people. Between December 2022 and Summer 2023, through online, mailing, and in-person outreach activities, Alameda CTC has sought feedback from hundreds of merchants, residents, and others who rely on the San Pablo Avenue Corridor on the concept designs for the Safety Enhancement and Parallel Bike Improvement Projects. In total, public outreach generated more than 700 detailed comments on the two projects. Public outreach activities and meetings with stakeholders included:

- On January 14, 2023, an Alameda CTC presentation to the Berkeley Neighborhood Council;
- On January 25, 2023, an Alameda CTC presentation to the San Pablo Active Transportation Working Group comprised of multimodal advocacy groups including representatives from Walk Bike Berkeley;
- From December 5-16, 2022, door-to-door outreach to all businesses along San Pablo Avenue that front proposed parking changes and follow-up phone outreach was conducted;
- In spring, 2023, two rounds of post-card mailers were distributed to those on the same block or within 300 feet of proposed improvements, which informed residents and property owners of the projects and announced the availability of a project website and upcoming open house;
- A project website, including an interactive project webmap with comment features that enabled users to view location-specific improvements;<sup>2</sup>

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<sup>2</sup> Alameda CTC, San Pablo Avenue Corridor Project, <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave>.



- On February 9, 2023, an Alameda CTC presentation to the Alameda CTC Bicycle and Pedestrian Advisory Committee;
- On March 30, 2023, an in-person open house at the Berkeley Adult School on San Pablo Avenue in Berkeley hosted by the Alameda CTC and attended by more than 100 people; and
- Email updates to a project mailing list.

Key themes from public engagement included suggestions for parallel bike boulevard routing, changes to bikeway facility type, traffic control devices at bike crossing of major streets, suggestions for more stop-control changes and traffic calming to minimize the need for cyclists to stop and slow traffic, signal operations changes, additional improvements on non-project streets, importance of accessibility for people with disabilities, implications from traffic redistribution where local circulation changes are proposed, parking, bus stop nuisance issues such as trash and crime, materials and landscaping, and comments related to other ongoing City projects. A summary of outreach activities, comment themes, and actions taken in response to comments is provided in Attachment B in Attachment 2.

Many public comments were incorporated through changes to the conceptual project design, which were subsequently reviewed by City staff for consistency with the City's previous comments and with Council adopted plans, policies, and Public Works engineering design practices.

Staff have led a separate outreach process for the conceptual design of the Addison Street Bike Boulevard Connector. Staff and consultants with Alta Planning and Design led an online public meeting on September 26, 2023. In the leadup to this meeting, the project consultants mailed postcards regarding the project, including input opportunities and notification of the online public meeting to every address within 300 feet of the project area. In addition, City staff canvassed the area, reaching out directly to local businesses and properties with leave-behind postcards regarding the project. Public comment, combined with the technical input from City internal stakeholders, was a key input into the selection of the recommended concept design.

#### Transportation and Infrastructure Commission

On July 20, 2023, Alameda CTC staff presented the conceptual design for the San Pablo Avenue Multimodal Corridor Program Safety Enhancements and Parallel Bike Improvements projects to the Transportation and Infrastructure Commission. The Transportation and Infrastructure Commission passed a motion to recommend approval of the conceptual designs for the Safety Enhancements and Parallel Bike Improvements projects by the Berkeley City Council, as follows:

***Item B1 - ACTC San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects***

*It was Moved / Seconded (Fixler / Raffanti) that the Transportation and Infrastructure Commission recommends City Council approve the Alameda County Transportation Commission concept design within Berkeley for the San Pablo Avenue Multimodal Corridor Program with the following adjustments and considerations:*

- *Explore the potential funding for greening San Pablo Ave as part of this project, contribute to the overall urban design perspective in project scope, for example, bike racks, benches, bus stations, or other designs.*
- *Speed tables can be unpleasant for cyclists, the preferable design is diverters to remove thru traffic from bicycle boulevards altogether. If speed tables are added, a wheel gap for cyclist convenience is recommended.*

*Additionally, the Transportation and Infrastructure Commission recommends that the City Council direct City staff to partner with the Alameda County Transportation Commission on final design and implementation of these projects.*

*Outside of the scope of the San Pablo Avenue Multimodal Corridor Program, the Transportation and Infrastructure Commission recommends the Alameda County Transportation Commission investigate the following items for projects in the future:*

- *Ensuring robust connections between cities that are hard to plan between, for example the Adams Street discontinuity between Berkeley and Albany.*
- *Explore future efforts to ensure Google, Apple Maps, Waze, and other direction apps do not lead drivers on bike boulevards and other designated bike routes.*

*Ayes: Fixler, Ghosh, Leung, Nesbitt, Raffanti, Walton, Yep; Noes: None; Abstain: None; Absent: Parolek, Lutzker; Recused: None*

***Motion passed 7-0-0-2-0***

Due to the timing of Council and Commission meetings, and the need for the Alameda CTC to continue to move forward on the San Pablo Avenue Multimodal Corridor Program projects, City staff have not yet presented the Addison Bike Boulevard Connector to the Transportation and Infrastructure Commission. Staff plans to brief the Commission on the project at an upcoming meeting, and given that the recommended concept design is consistent with the 2017 Berkeley Bicycle Plan and with other recent transportation projects, City staff does not anticipate this will substantially alter the selected conceptual design for this intersection. If Commission comments require substantial revisions to the concept design, City staff would return to City Council at a future meeting for approval of the updated intersection concept design.

Environmental Clearance and Project Delivery Next Steps

Alameda CTC is the lead agency for environmental clearance of the projects that comprise the San Pablo Avenue Multimodal Corridor Program. Alameda CTC will also include the Addison Street Bike Boulevard Connector in environmental documents as part of the Safety Enhancements Project. The Albany City Council approved the concept designs for the Safety Enhancements and Parallel Bike Improvement projects in July 2022. Upon receipt of approval from the Council, the Alameda CTC will advance the Safety Enhancements (including the Addison Bike Boulevard Connector) and Parallel Bike projects to subsequent project development phases. This includes obtaining necessary state and federal environmental clearance and developing final plans, specifications, and estimates. In addition, the Safety Enhancements Project, including the Addison Street Bike Boulevard Connector, require Caltrans' approval of a Caltrans Project Report, which would be completed by the Alameda CTC.

BACKGROUND

The San Pablo Avenue Multimodal Corridor Program is a central program to achieving the goals and strategies adopted in the 2020 Countywide Transportation Plan. San Pablo Avenue is on the countywide High-injury Network and is identified in the 2020 Vision Zero Action Plan as a high-injury street. San Pablo Avenue has the third highest incidence of injury collisions in Alameda County. San Pablo Avenue is also one of the streets with the highest bus ridership in the East Bay. Therefore, the three projects that comprise the San Pablo Avenue Multimodal Corridor Program are being implemented to enhance safety for all travel modes and to improve comfort and quality of trips for all users. The three projects are:

- Safety Enhancements Project (Berkeley and Albany);
- Parallel Bike Improvements Project (Berkeley, Albany, and North Oakland); and
- Bus and Bike Lane Project (Oakland, Emeryville, and South Berkeley).

The Bus and Bike Lane Project will provide side-running bus lanes and protected bike lanes along San Pablo Avenue from Downtown Oakland (16th Street) to Russell and Heinz Streets in South Berkeley. This project is not the subject of this report and outreach on design details will be conducted separately.

These projects were identified as part of a multi-year planning effort that began in 2017 and were approved by the Alameda CTC in March 2022. The fundamental purpose of the three projects is to implement safety and transit reliability improvements, including project recommendations from the City's adopted plans, among them the 2017 Bike Plan, the 2020 Pedestrian Plan, the 2022 Transit First Implementation Plan, and the 2020 Vision Zero Action Plan.

In addition, the two projects support the City Strategic Plan because they advance our goals to: provide state-of-the-art, well-maintained infrastructure, amenities, and facilities; foster a dynamic, sustainable, and locally-based economy; create a resilient, safe,

connected, and prepared city; and be a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

### ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The projects would result in a safer pedestrian environment, more efficient transit operations, improved bicycle routes, and would encourage more people to use public transportation and engage in active modes of transportation instead of driving. The Safety Enhancements and Parallel Bike Improvements Projects and the Addison Street Bike Boulevard Connector are consistent with the City's 2009 Climate Action Plan Policy 5.a. that calls for expanding and improving the City's bicycle and pedestrian infrastructure. The Climate Action Plan states that transportation modes such as public transit, walking, and bicycling must become the primary means of fulfilling the City's mobility needs to meet the plan's transportation sector emissions targets.

### RATIONALE FOR RECOMMENDATION

The City has adopted numerous plans and policies, including the Bicycle Plan, Pedestrian Plan, Vision Zero Action Plan, Transit-First Policy, and Complete Streets Policy which call for transportation safety infrastructure investments. Approval of the concept design will keep the Parallel Bike Improvements Project on track to advertise for construction by Summer 2024, and the Safety Enhancements Project, including the Addison Street Bike Boulevard Connector, to advertise for construction in Spring 2025 consistent with grant requirement deadlines.

### ALTERNATIVE ACTIONS CONSIDERED

Alameda CTC is seeking the City's concept approval for these two San Pablo Avenue Corridor Projects in order to keep the federally-funded engineering design and construction phases on schedule and not endanger Alameda CTC's federal aid grant funding. Alameda CTC plans to fast-track completion of detailed engineering design in order to seek allocation of construction funding in 2024. City Council could opt not to approve the conceptual designs and/or defer the item to a future Council agenda. This decision would delay the subsequent detailed engineering design and construction phases of the project and a delay could endanger Alameda CTC federal aid grant funding deadlines.

### CONTACT PERSON

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Eric Anderson, Principal Planner (510) 981-7062  
Elliott Schwimmer, Associate Planner (510) 981-7066

Attachments:

1: Resolution

- 2: Memo from the Alameda CTC to the Berkeley Transportation and Infrastructure Commission
  - A. Concept Design Boards
  - B. Outreach Summary Report
  - C. City of Berkeley Location-Specific Design Issues Technical Appendix
  - D. Project Fact Sheets
- 3: Addison Street Bike Boulevard Connector Concept Design

RESOLUTION NO. ##,###-N.S.

SAN PABLO AVENUE MULTIMODAL CORRIDOR PROGRAM: SAFETY ENHANCEMENTS AND PARALLEL BIKE IMPROVEMENT PROJECTS

WHEREAS, the San Pablo Avenue Multimodal Corridor Program is a central program to achieving the goals and strategies adopted in the 2020 Countywide Transportation Plan; and

WHEREAS, San Pablo Avenue is on the countywide High-injury Network and is identified in the City's 2020 Vision Zero Action Plan as a high-injury street. San Pablo Avenue has the third highest incidence of injury collisions in Alameda County; and

WHEREAS, promoting environmentally beneficial alternatives to driving, including bicycling, walking, and taking transit, supports the goals of the City's Climate Action Plan and City's Strategic Plan and may also lead to improved public health outcomes; and

WHEREAS, 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; and

WHEREAS, in order to enhance safety for all travel modes and to improve comfort and quality of trips for all users, Alameda County Transportation Commission staff have developed conceptual designs for the Safety Enhancements Project and the Parallel Bike Improvements Project, and Staff have developed a conceptual design for the Addison Bike Boulevard Connector; and

WHEREAS, if this item is approved, Alameda County Transportation Commission would implement the Addison Street Bike Boulevard Connector as part of the Safety Enhancements Project.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the conceptual designs for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancements and Parallel Bike Improvements projects and the Addison Street Bike Boulevard Connector within the City of Berkeley are approved; and

BE IT FURTHER RESOLVED that the Council of the City of Berkeley authorizes the City Manager to direct Staff to partner with the Alameda County Transportation Commission on final design and implementation of these projects; and

BE IT FURTHER RESOLVED that the Council of the City of Berkeley authorizes the City Manager to direct staff to grant permits for construction activities within City right-of-way, contingent on City staff approval of final construction drawings and specifications from Alameda County Transportation Commission.



# Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** July 20, 2023

**TO:** Berkeley Transportation and Infrastructure Commission

**FROM:** Matt Bomberg, Senior Transportation Engineer  
Colin Dentel-Post, Principal Transportation Planner

**SUBJECT:** San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects

## Recommendation

It is recommended that the Transportation and Infrastructure Commission recommend that the Berkeley City Council:

1) Approve the conceptual design for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects within the City of Berkeley

2) Direct City staff to partner with the Alameda County Transportation Commission (Alameda CTC) on final design and implementation of these projects.

## Summary

Alameda CTC is leading the development of the San Pablo Avenue Multimodal Corridor Program, which consists of three projects to improve safety and multimodal access. The three projects were identified as part of a multi-year planning effort that began in 2017 and were approved by Alameda CTC's Commission in March 2022. This TIC item concerns the Safety Enhancement and Parallel Bike Improvement projects, which are both partially within the City of Berkeley. Alameda CTC, in partnership with the City of Berkeley, other cities along the corridor, and AC Transit, has completed community engagement on the concept designs of the Safety Enhancement and Parallel Bike Improvements projects, including the parking and circulation implications of the projects.

Approval of the conceptual designs will provide Alameda CTC with firm direction on project scope to advance to subsequent project development phases. Following approval of the concept designs, the projects will proceed to environmental clearance, final design, and



construction. The Safety Enhancement Project also requires Caltrans approval through the Project Report process for the conceptual design.

## Background

Alameda CTC is leading the San Pablo Avenue Multimodal Corridor Program, which is central to achieve the goals and strategies that were adopted in the 2020 Countywide Transportation Plan (CTP). San Pablo Avenue is on the countywide High-injury Network (HIN) and has the third highest incidence of injury collisions in Alameda County. There is an urgent need to improve safety for all users.<sup>1</sup> San Pablo Avenue is also one of the streets with the highest bus ridership in the East Bay. However, due to congestion, buses are often slow and unreliable. The entire length of San Pablo Avenue within Alameda County is a Priority Development Area (PDA, or locally-nominated area for focused housing and job growth) and significant stretches are regionally-identified Equity Priority Communities (EPCs). With ongoing residential and commercial growth in the corridor, reliable, attractive bus service is critical to efficiently move more people.

The goals of the San Pablo Avenue Multimodal Corridor Program are to:

- Enhance safety for all travel modes
- Improve comfort and quality of trips for all users
- Support a strong local economy and efficiently accommodate growth along the corridor while respecting local contexts
- Promote equitable transportation and design solutions for diverse communities throughout corridor

San Pablo Avenue traverses four cities in northern Alameda County: Oakland, Emeryville, Berkeley and Albany. The State owns the right-of-way just north of I-580 (where San Pablo Avenue is designated as State Route 123), while the City of Oakland owns the right-of-way south of I-580. Caltrans is responsible for improvements on the State Highway System.

Alameda CTC and partner agencies initiated a robust planning process for San Pablo Avenue in 2017. Phase 1 of the project evaluated potential long-term concepts for the corridor in Alameda and Contra Costa Counties – including bus rapid transit and protected bike facilities – through extensive outreach and technical analysis. Phase 1 of the project entailed multiple rounds of engagement with the community, including residents, businesses, and community-based organizations, and garnered input from more than 4,900 individuals. The Phase 1 Summary Report and materials are documented on the Project History tab of the project webpage: [www.alamedactc.org/sanpablo](http://www.alamedactc.org/sanpablo). Due to the complex and constrained nature of the corridor every concept that was considered entailed notable trade-offs,

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<sup>1</sup> The Countywide High Injury Networks (HIN) were developed as part of the 2019 Countywide Active Transportation Plan and consists of focused portions of the countywide roadway network which account for an outsize share of severity-weighted crashes. The biking high injury network consists of 4% of street miles that saw 59% of bicycle-involved crashes and the pedestrian high injury network consists of 4% of street miles that saw 65% of pedestrian-involved crashes.

especially at intersections. At the end of Phase 1, there was not consensus around a single long-term vision to advance throughout the corridor.

At the conclusion of Phase 1, in March 2022, Alameda CTC's Commission adopted an overall corridor concept which includes three projects within Alameda County. These projects differ between jurisdictions based on the local preferences and technical considerations and are intended to be near-term improvements which can be delivered within 3-5 years. Collectively the three projects comprise the San Pablo Avenue Multimodal Corridor Program. The projects are described in subsequent sections and include:

- Safety Enhancements Project (Berkeley and Albany)
- Parallel Bike Improvements Project (Berkeley, Albany, and North Oakland)
- Bus and Bike Lane Project (Oakland, Emeryville, and South Berkeley)

### Safety Enhancement Project

The Safety Enhancements project extends along San Pablo Avenue from Oregon Street in South Berkeley to the Contra Costa County line in Albany. The project is focused on improving safety for pedestrians and bicyclists crossing San Pablo Avenue and targeted improvements to bus speed and reliability. This project is intended to target near-term safety enhancements and was developed with the intention of including priority improvements that can be implemented quickly to address the urgent safety needs on the corridor. The Safety Enhancements project seeks to avoid adjustments to curb lines in order to preserve longer-term design options along the corridor and minimize utility and drainage adjustments which would increase project cost and schedule. As such, bulbouts are generally only included at bus bulb locations and where needed to feasibly fit an ADA compliant curb ramp.

Specific project components include:

- High visibility crosswalks and striping
- Pedestrian signals (also called Pedestrian Hybrid Beacons (PHBs) or High-intensity Activated Crosswalk (HAWK) signals)
- Rectangular Rapid Flashing Beacons (RRFBs)
- Median refuges
- ADA compliant curb ramps
- Improved bicycle crossings of San Pablo Avenue at intersections with bike routes, particularly offset crossings of San Pablo Avenue
- Bus bulbs at AC Transit Rapid stops
- Bus stop relocations from nearside to farside of intersection
- Sidewalk repair within bus stop areas
- Targeted lighting improvements at crosswalks and bus stops
- Leading pedestrian intervals
- Accessible Pedestrian Signal (APS) upgrades

Attachment A provides more details on the improvements proposed at different project locations and the conceptual design of key project locations.

### Parallel Bike Improvements Project

The Parallel Bike Improvements project seeks to provide all ages and abilities biking facilities along local streets parallel and leading to San Pablo Avenue in Albany, Berkeley, and North Oakland. The project takes advantage of the existing and planned bicycle boulevard/neighborhood bike route networks in these jurisdictions. Specific project elements include:

- Speed management traffic calming measures (traffic circles, speed tables)
- Volume management traffic calming measures (diverters)
- Improvements at bikeway crossings of major streets (arterial and collector streets) including PHBs/RRFBs, bulbouts, and median refuges
- Wayfinding improvements

Attachment A provides more details on the improvements proposed at different project locations and the conceptual design of key project locations.

### Coordinated City of Berkeley Projects

The City of Berkeley has several funded projects that are being coordinated with the Safety Enhancement and Parallel Bike Improvement projects as described below:

- Addison Street Bicycle Boulevard – the project would implement bicycle boulevard improvements along Addison St between Aquatic Park and Sacramento Street and between Milvia Street and UC Berkeley Campus and has funding through the state Active Transportation Program. The project overlaps with Alameda CTC's Safety Enhancements project at the intersection of San Pablo Ave/Addison St. The City of Berkeley has been selected to participate in a Complete Streets Leadership Academy which is being hosted by Caltrans and the National Complete Streets Leadership Academy. As part of its participation in the Leadership Academy, Berkeley will implement a quick build pilot on the state highway system. Berkeley will use the quick build pilot to test a concept design and receive stakeholder feedback on bike crossing improvements at San Pablo Ave and Addison St. This quick build is planned to be installed in Summer 2023. Following the conclusion of the quick build, the concept design will be incorporated as part of the Alameda CTC Safety Enhancements project. This will allow the location to obtain necessary Caltrans approvals and be designed and constructed along with the Alameda CTC project, which already involves Caltrans coordination.
- Parker Street to Addison Street Bikeway Project – project includes bicycle boulevard upgrades generally along Bonar St, Mabel St, and Parker St between Strawberry Creek Park/West St Pathway and San Pablo Park and has funding through the Affordable Housing and Sustainable Communities grant program. The project is being developed and implemented by the City of Berkeley separately from Alameda

CTC's projects. The project will work in concert with Alameda CTC's Parallel Bike Improvements project to create a complete north-south bicycle boulevard route along the east side of San Pablo Avenue.

- Ohlone Greenway Safety Improvements project – the project will improve existing sections and close gaps in the Ohlone Greenway between Virginia Gardens and Santa Fe Avenue. The project is being developed and implemented by the City of Berkeley separately from Alameda CTC's projects. The project will work in concert with Alameda CTC's Parallel Bike Improvements project to create a complete north-south cycling route along the east side of San Pablo Avenue.

### Bus and Bike Lanes Project

The Bus and Bike Lanes Project will provide side-running bus lanes and protected bike lanes along San Pablo Avenue from Downtown Oakland (17<sup>th</sup> St) to Russell/Heinz in South Berkeley. This project is not the subject of this TIC item; information is provided for background only. Advancement of the currently scoped near-term project does not preclude additional multimodal improvements on San Pablo Avenue in Berkeley or Albany in the future.

### Safety Enhancement and Parallel Bike Projects Community Engagement

Alameda CTC, in partner with local jurisdictions and AC Transit, conducted engagement from December 2022 to May 2023 to seek input on the design details of the Safety Enhancement and Parallel Bike Improvements Projects. Engagement utilized a variety of methods, including:

- Direct outreach to storefronts along San Pablo Avenue
- Mailers (two rounds)
- Interactive webmap and survey
- Bus stop flyers
- E-blasts to community groups
- Presentations to Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC) and San Pablo Active Transportation Working Group (ATWG) comprised of multimodal advocacy groups including representatives from Walk Bike Berkeley
- Presentations to community groups including Berkeley Neighborhoods Council and Albany Chamber of Commerce
- In-person open house specifically on the Safety Enhancement and Parallel Bike Improvement Projects attended by more than 100 people
- Information including project open house boards and Frequently Asked Questions on project website

The attached outreach summary report (Attachment B) provides more details on the outreach methods utilized, materials, and level of feedback.

Project outreach generated more than 700 detailed comments on the Safety Enhancements and Parallel Bike Improvements Projects. The attached outreach summary report distills these

detailed comments down to a series of key themes and provides information on how the key themes have been considered.

In addition, based on the input from community engagement, a number of location-specific refinements were made to the concept designs. The Location-Specific Design Issues Technical Appendix provides more details on specific comments and design refinements made in response to public feedback. Examples of design changes made within the City of Berkeley in response to public feedback include changes to the parallel bike routing to avoid the complex intersection of Kains St/Cedar St/Hopkins St, additional crossing improvements at Kains St/Gilman St, addition of speed tables along parallel bike streets, and removing the diverter at 9<sup>th</sup> St/Pardee St due to conflicts with nearby delivery truck activity.

### Schedule and Next Steps

Upon receipt of approval from key partner agencies, described above, Alameda CTC will advance the Safety Enhancement and Parallel Bike projects to subsequent project development phases, including obtaining necessary state and federal environmental clearance and developing final plans, specifications, and estimates. In addition, the Safety Enhancement project will require developing and gaining approval of a Caltrans Project Report, which is Caltrans' formal approval of the project scope and design.

Alameda CTC has secured a combined \$44 million in competitive grant funding from One Bay Area Grant, regional Active Transportation Program Cycle 6, and federal Safe Streets for All programs. These grant funds awarded \$29 million for the Safety Enhancements project and \$15 million for the Parallel Bike Improvements project and are programmed for the construction phase of the project. The project schedules are for the Parallel Bike Improvements project to be ready to advertise for construction by Spring 2024 and the Safety Enhancements project to be ready to advertise for construction by Fall 2024.

### **Attachments:**

- A) Concept Design Boards
  - Overview Handout
  - Map Boards
- B) Outreach Summary Report
- C) City of Berkeley Location-Specific Design Issues Technical Appendix
- D) Project Fact Sheets
  - [Safety Enhancements Project](#)
  - [Parallel Bike Improvements Project](#)
  - [Bus and Bike Lanes Project](#)



# Welcome to the Community Open House!

## San Pablo Ave Safety Enhancements and Parallel Bike Improvements

**Thank you for participating in today's open house!**

The Community Open House is an opportunity to discuss the roadway changes proposed to make walking and biking safer along the San Pablo Avenue Corridor in Albany, Berkeley and North Oakland.

### Why is this Project Important?

San Pablo Avenue is a key multi-modal arterial street linking the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County.

San Pablo Ave is one of the streets with the most collisions and traffic injuries in all of Alameda County, is one of AC Transit's major corridors, is a Caltrans state highway route, and traverses regionally and locally identified Equity Priority Communities and Priority Development Areas.

### Project Overview Map



### Project Background

Alameda CTC conducted an extensive planning process for the San Pablo Avenue corridor from 2017-2020 which included multiple phases of public outreach that reached nearly 5000 individuals. This effort led to the adoption of a corridor concept in March 2022 by the Alameda County Transportation Commission which includes three projects along San Pablo Avenue within Alameda County. Tonight's open house covers two of the three projects.

The **San Pablo Avenue Safety Enhancements Project** will construct improvements to make it safer and easier to cross the street and make transit faster and more reliable along San Pablo Ave in Albany and Berkeley north of Heinz Ave. The project will maintain two traffic lanes and most parking spaces along both sides of the street.

The **Parallel Bike Improvement Project** will construct bike safety and connectivity improvements along streets parallel to and across San Pablo Ave from 63rd Street in North Oakland through Berkeley and Albany. Together with improvements being led by local jurisdictions, this will result in a fully connected bicycle network along the corridor.

### San Pablo Improvements to the South

The **Bus and Bike Lanes Project**, will construct bus and bike lanes as well as safety improvements from south of Heinz Avenue in Berkeley through Oakland and Emeryville.

The next phase of public engagement for that project will begin in Fall 2023.

### Project Schedule

#### San Pablo Ave Safety Enhancement Project

- Design/Environmental finalized by Winter 2025
- Construction Spring 2025 - Winter 2026

#### Parallel Bike Improvement Project

- Design/Environmental finalized by Spring 2024
- Construction Summer 2024 - Winter 2026

### More Information

To learn more about these efforts, please go to [www.alamedactc.org/sanpablo](http://www.alamedactc.org/sanpablo).



**Draft Proposals Subject to Approval by Cities and Caltrans**




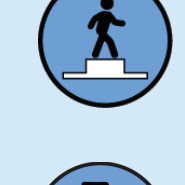
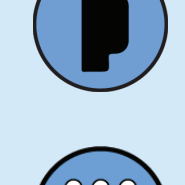
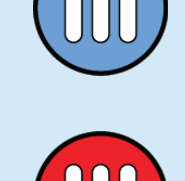
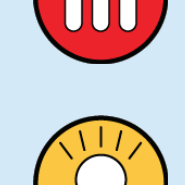

# Welcome to the Community Open House!

## San Pablo Ave Safety Enhancements and Parallel Bike Improvements

Use your handout to help guide you through the benefits and definitions of the proposed improvements.

### Bicycle and Pedestrian Crossing Improvements

Improvements focused on the safety of crossings for pedestrians and cyclists at existing and new street crossings. This category includes:

-  Pedestrian/ Bicycle Crossing Beacons
-  Pedestrian Signals
-  Traffic Signal Upgrades for Pedestrians
-  Median/ Pedestrian Refuge Island
-  Bulbout
-  New Pedestrian Crosswalks
-  Existing Crosswalk Removal
-  Improved Lighting

### Parking and Auto Circulation Changes

The improvements discussed in the other sections will contribute to greater user safety and bus reliability. In order to achieve those goals, some modifications are needed to redirect vehicles and change where on-street parking is provided.

-  Turning Movement Restriction/ Reassignment
-  Parking Removal

### Bicycle Network Improvements and Traffic Calming

Improvements proposed largely along streets near San Pablo Ave to create a connected and comfortable bicycle network that provides an alternative route to San Pablo Ave and improves connections to businesses and residences. Also includes some improvements on San Pablo Ave.

-  Diverter
-  Traffic Circle
-  STOP Control Modification
-  Yield Control Modification
-  Speed Hump/Table
-  Vertical Separation for Bicycles



Speed Table in Residential Neighborhood



Diverter in Residential Neighborhood






### Associated Changes

At all locations with project improvements identified, additional upgrades not shown on the maps include:

- Curb Ramp Upgrades
- Improvements to Existing Pedestrian Crosswalks
- Bike Pavement Markings

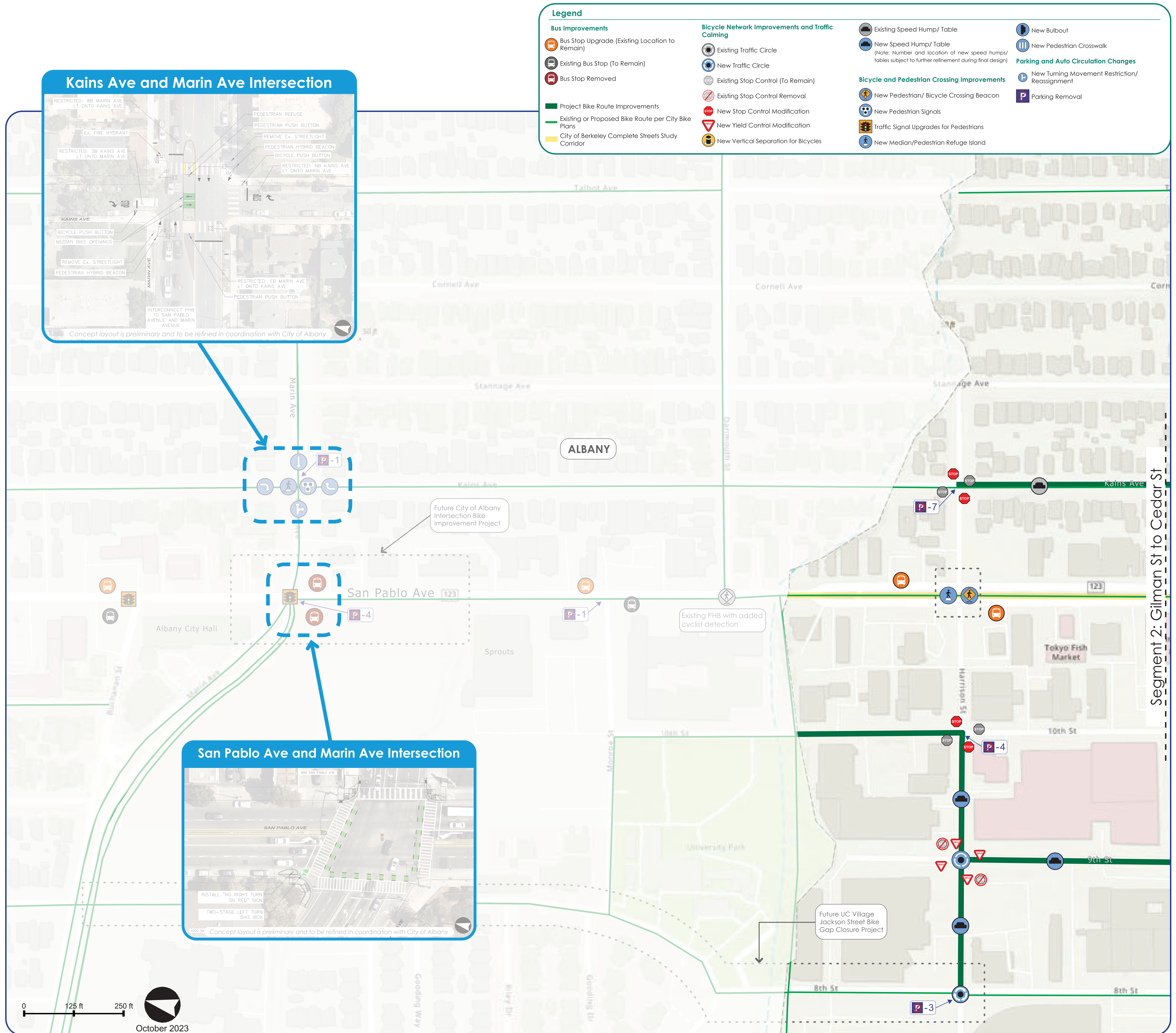
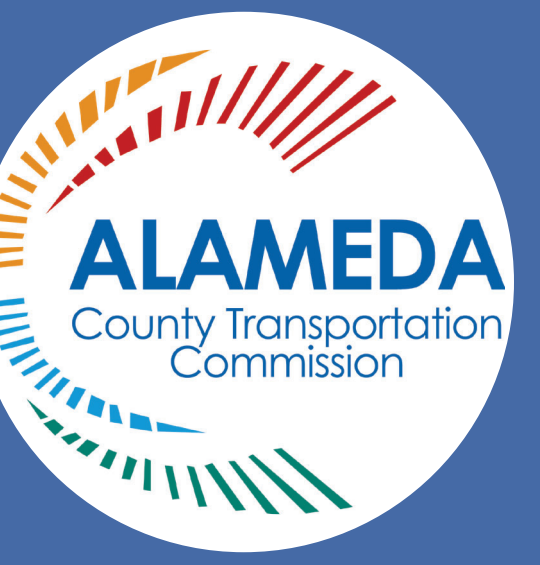
### Bus Stop Improvements

Changes are proposed to bus stops to make the transit service more effective and reliable, and to improve pedestrian safety. This includes upgrading and, in some cases relocating, existing stops and limited stop removal.

-  New Bus Bulbs
-  Bus Stop Moved to Adjacent Location
-  New Bus Stop Location
-  Bus Stop Removed
-  Bus Stop Upgrades

# San Pablo Ave Safety Enhancements and Parallel Bike Improvements

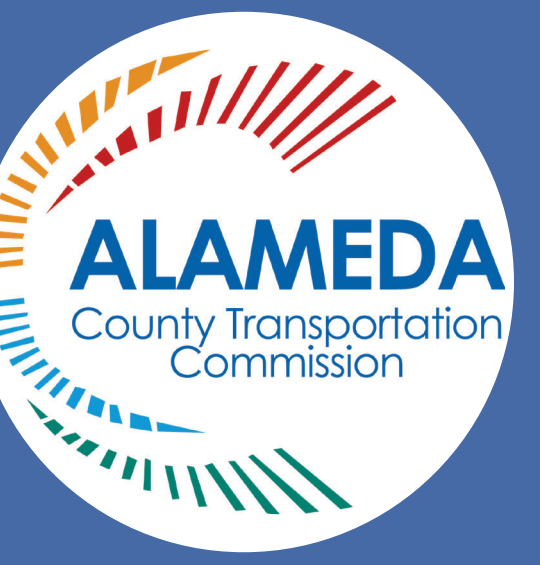
## Berkeley Segment 1: Buchanan St to Harrison St





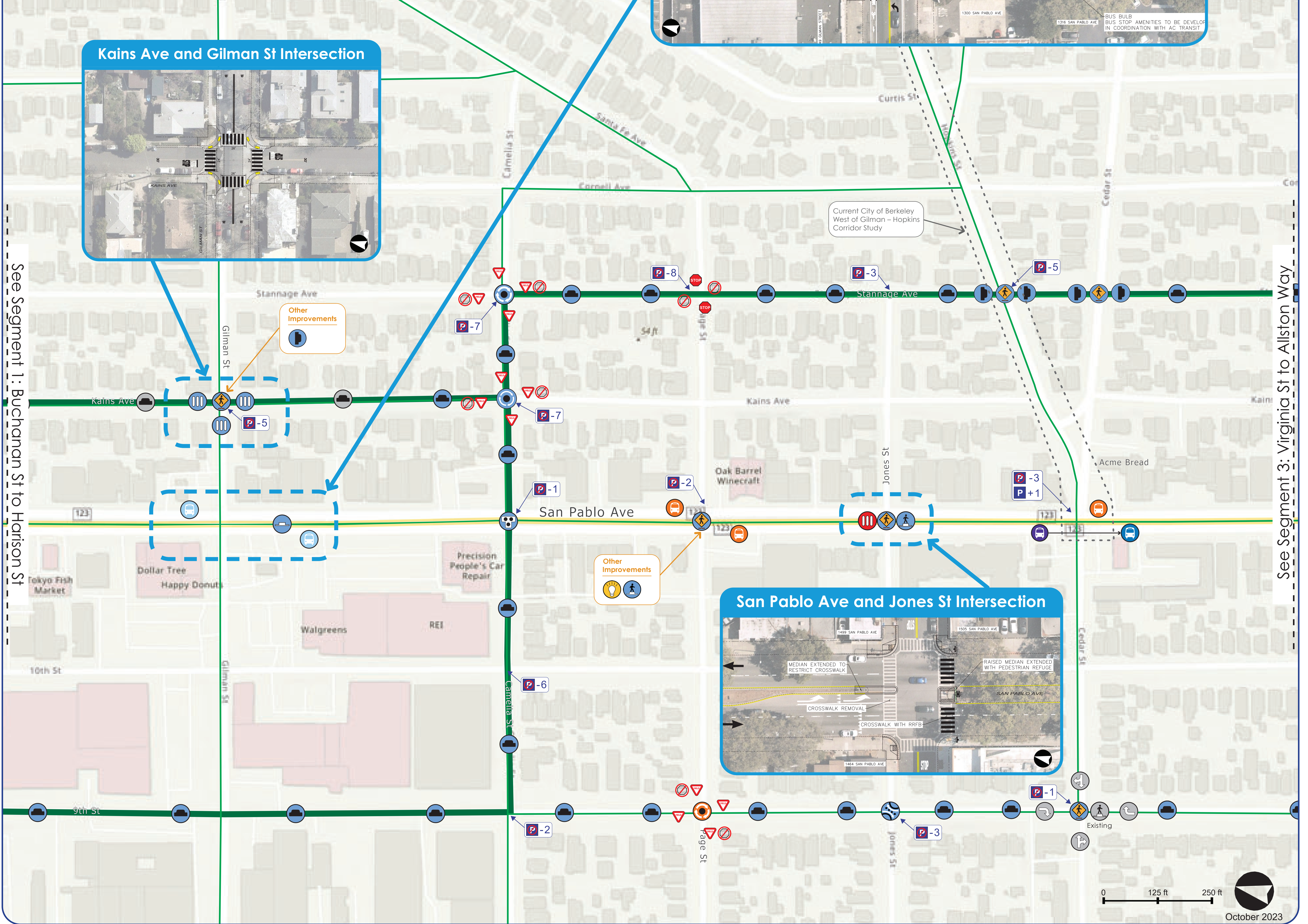
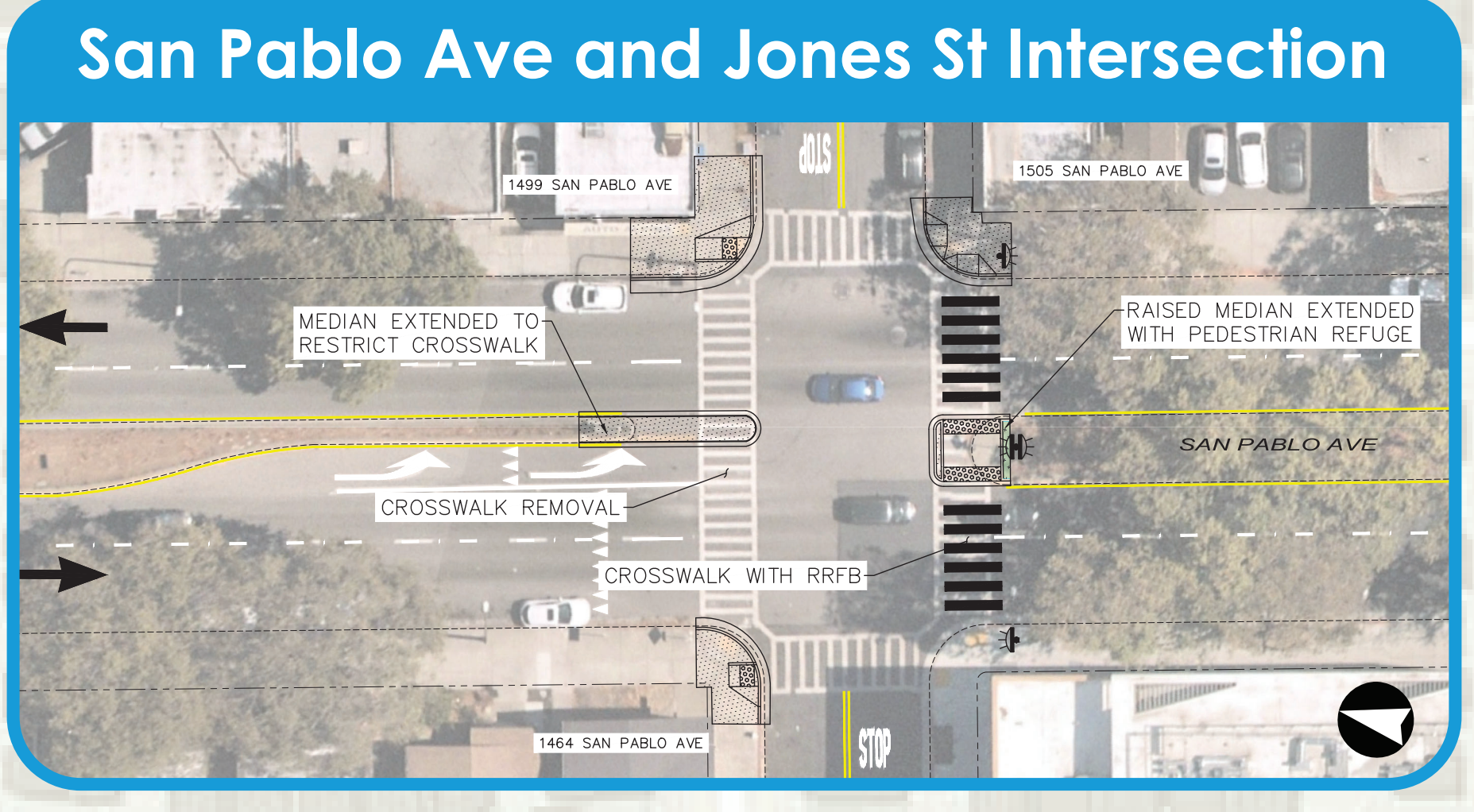
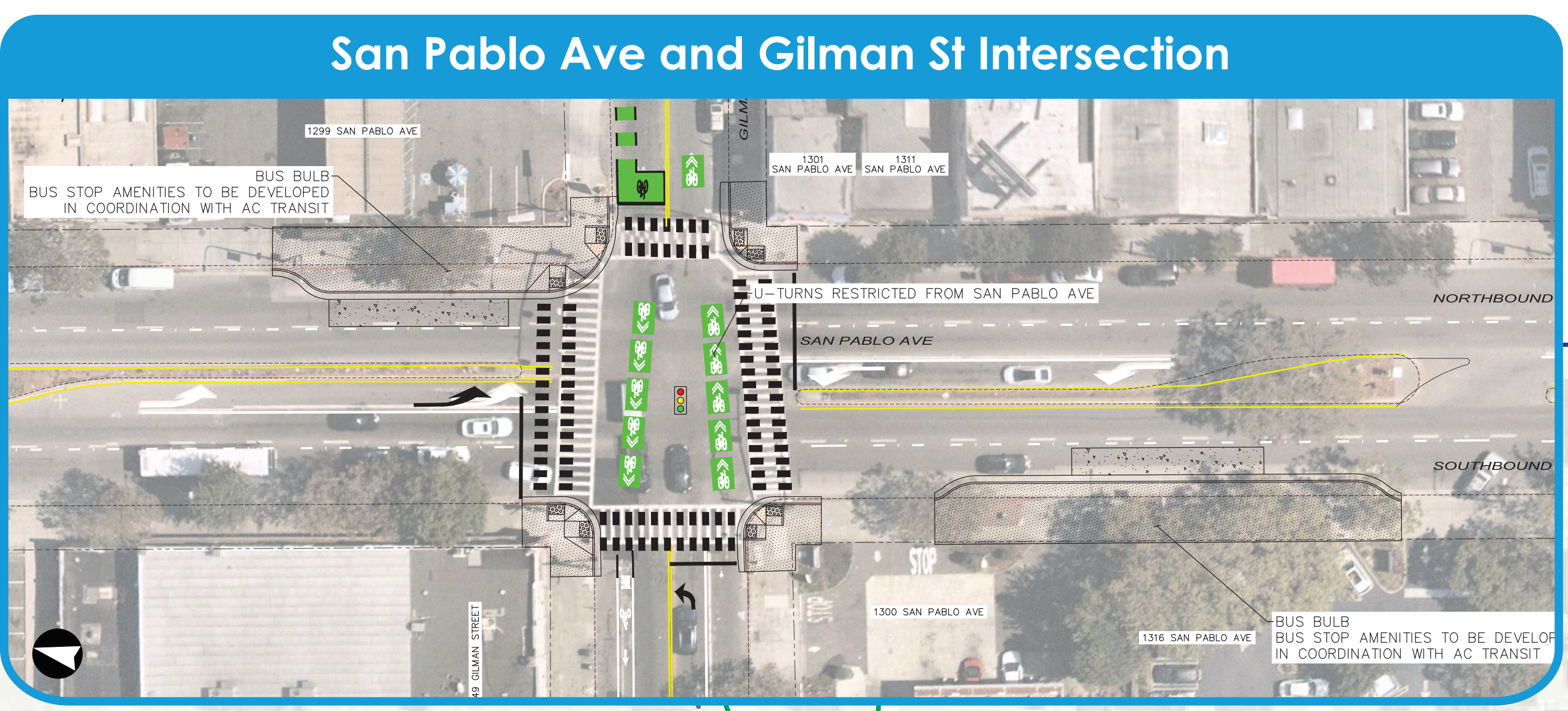
# San Pablo Ave Safety Enhancements and Parallel Bike Improvements

## Berkeley Segment 2: Gilman St to Cedar St



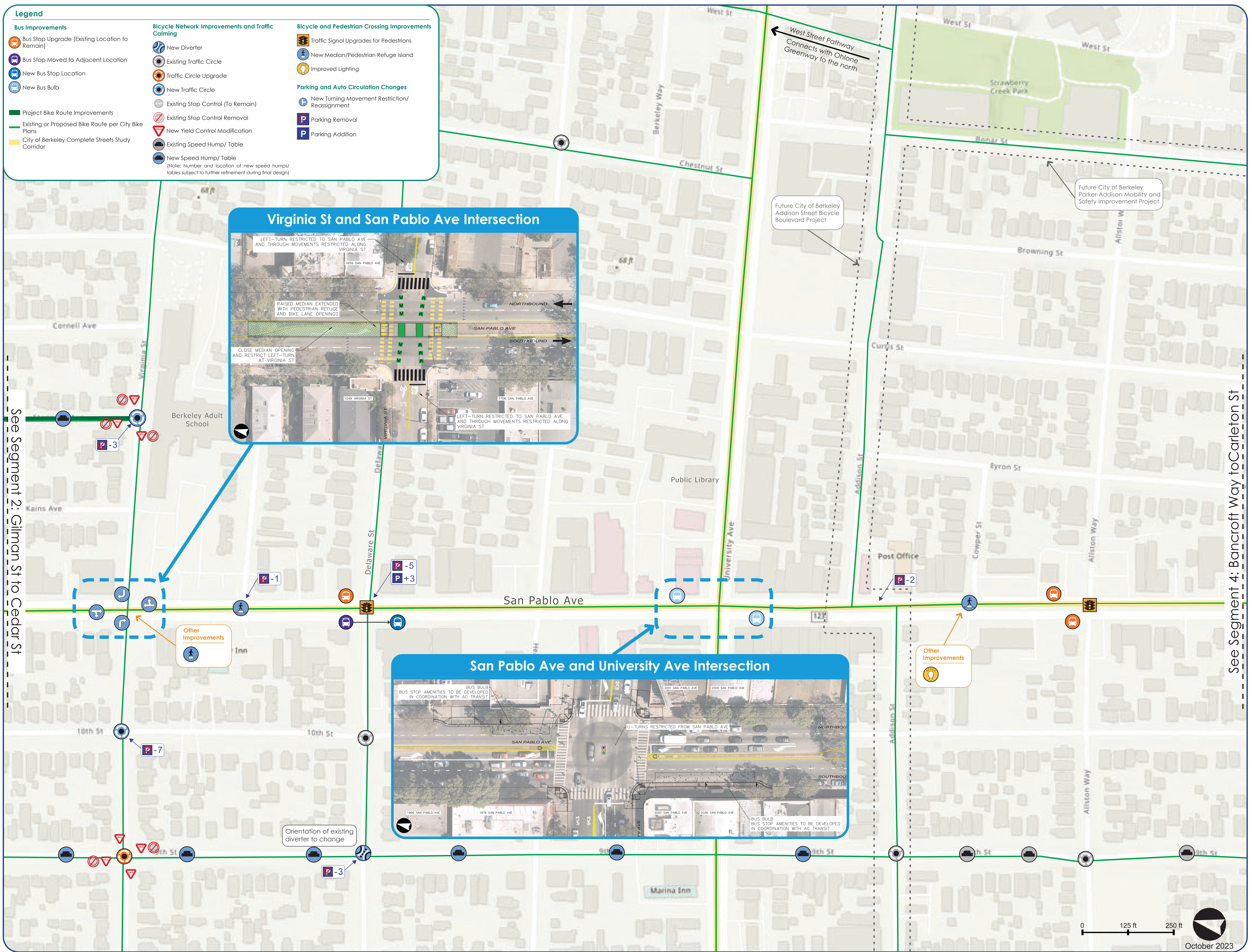
**Legend**

<b>Bus Improvements</b>	<b>Bicycle Network Improvements and Traffic Calming</b>	<b>Existing Speed Hump/ Table</b>	<b>New Pedestrian Crosswalk</b>
Bus Stop Upgrade (Existing Location to Remain)	New Diverter	New Speed Hump/ Table	Existing Crosswalk Removal
Bus Stop Moved to Adjacent Location	Existing Traffic Circle	(Note: Number and location of new speed humps/ tables subject to further refinement during final design)	Improved Lighting
New Bus Stop Location	Traffic Circle Upgrade	<b>Bicycle and Pedestrian Crossing Improvements</b>	<b>Parking and Auto Circulation Changes</b>
New Bus Bulb	New Traffic Circle	New Pedestrian/ Bicycle Crossing Beacon	New Turning Movement Restriction/ Reassignment
	Existing Stop Control (To Remain)	New Pedestrian Signals	Existing Turning Movement Restriction
<b>Project Bike Route Improvements</b>	Existing Stop Control Removal	Traffic Signal Upgrades for Pedestrians	Parking Removal
Existing or Proposed Bike Route per City Bike Plans	New Stop Control Modification	New Median/Pedestrian Refuge Island	Parking Addition
City of Berkeley Complete Streets Study Corridor	New Yield Control Modification	New Median Modification	
	New Vertical Separation for Bicycles	New Bulbout	



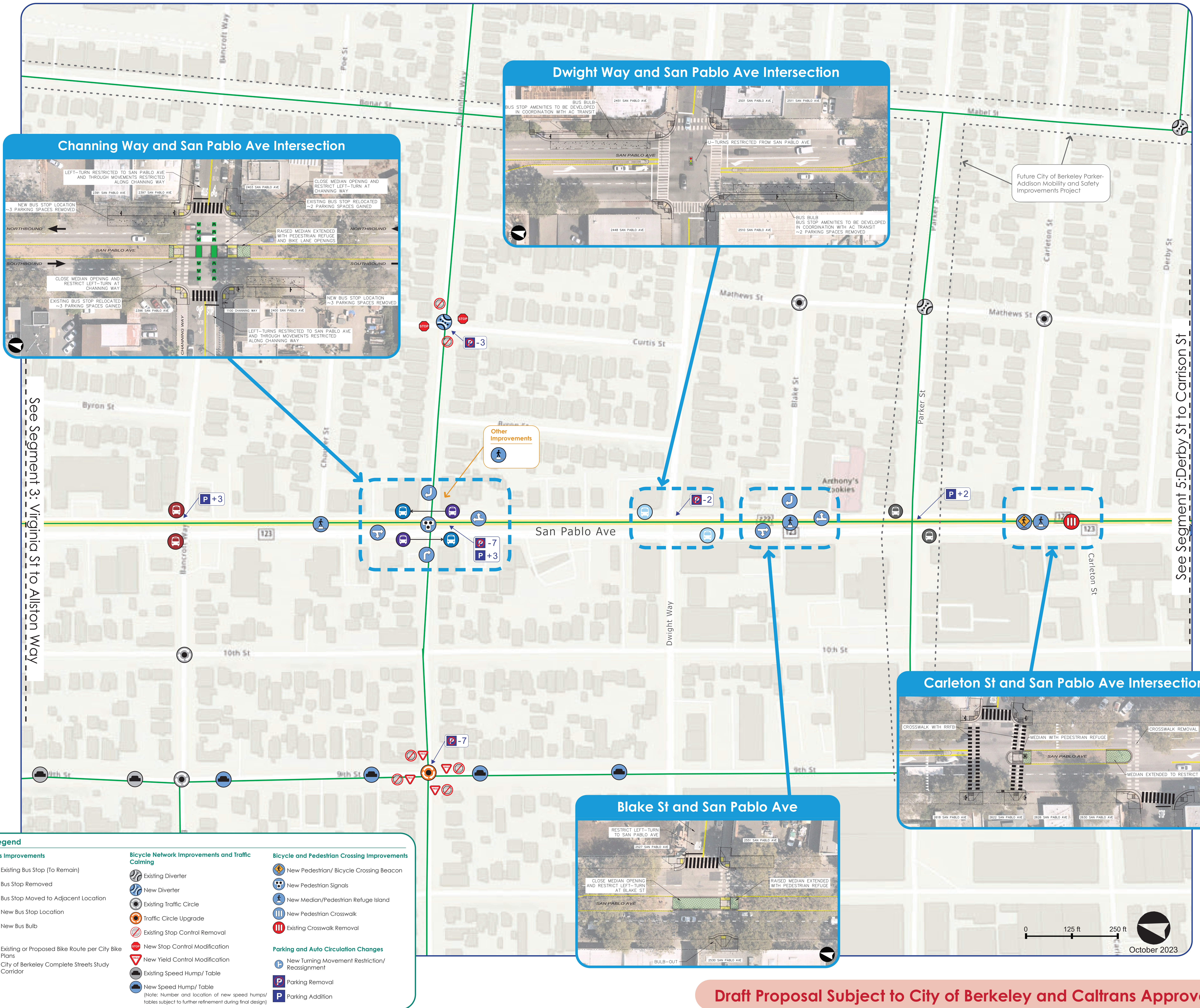
# San Pablo Ave Safety Enhancements and Parallel Bike Improvements

## Berkeley Segment 3: Virginia St to Allston Way



# San Pablo Ave Safety Enhancements and Parallel Bike Improvements

## Berkeley Segment 4: Bancroft Way to Carleton St



### Channing Way and San Pablo Ave Intersection

LEFT-TURN RESTRICTED TO SAN PABLO AVE AND THROUGH MOVEMENTS RESTRICTED ALONG CHANNING WAY

NEW BUS STOP LOCATION ~3 PARKING SPACES REMOVED

CLOSE MEDIAN OPENING AND RESTRICT LEFT-TURN AT CHANNING WAY

EXISTING BUS STOP RELOCATED ~2 PARKING SPACES GAINED

RAISED MEDIAN EXTENDED WITH PEDESTRIAN REFUGE AND BIKE LANE OPENINGS

NEW BUS STOP LOCATION ~3 PARKING SPACES REMOVED

EXISTING BUS STOP RELOCATED ~3 PARKING SPACES GAINED

LEFT-TURNS RESTRICTED TO SAN PABLO AVE AND THROUGH MOVEMENTS RESTRICTED ALONG CHANNING WAY

### Dwight Way and San Pablo Ave Intersection

BUS STOP AMENITIES TO BE DEVELOPED IN COORDINATION WITH AC TRANSIT

BUS BULB BUS STOP AMENITIES TO BE DEVELOPED IN COORDINATION WITH AC TRANSIT ~2 PARKING SPACES REMOVED

U-TURNS RESTRICTED FROM SAN PABLO AVE

BUS BULB BUS STOP AMENITIES TO BE DEVELOPED IN COORDINATION WITH AC TRANSIT ~2 PARKING SPACES REMOVED

### Carleton St and San Pablo Ave Intersection

CROSSWALK WITH RRFB

MEDIAN WITH PEDESTRIAN REFUGE

CROSSWALK REMOVAL

MEDIAN EXTENDED TO RESTRICT CROSSWALK

### Blake St and San Pablo Ave

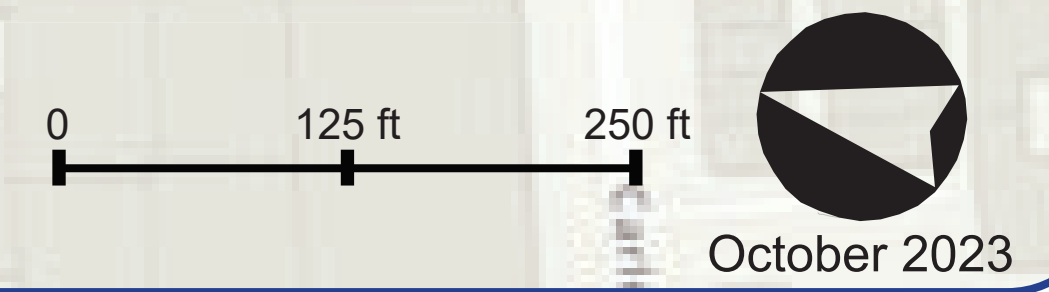
RESTRICT LEFT-TURN TO SAN PABLO AVE

CLOSE MEDIAN OPENING AND RESTRICT LEFT-TURN AT BLAKE ST

RAISED MEDIAN EXTENDED WITH PEDESTRIAN REFUGE

BULB-OUT

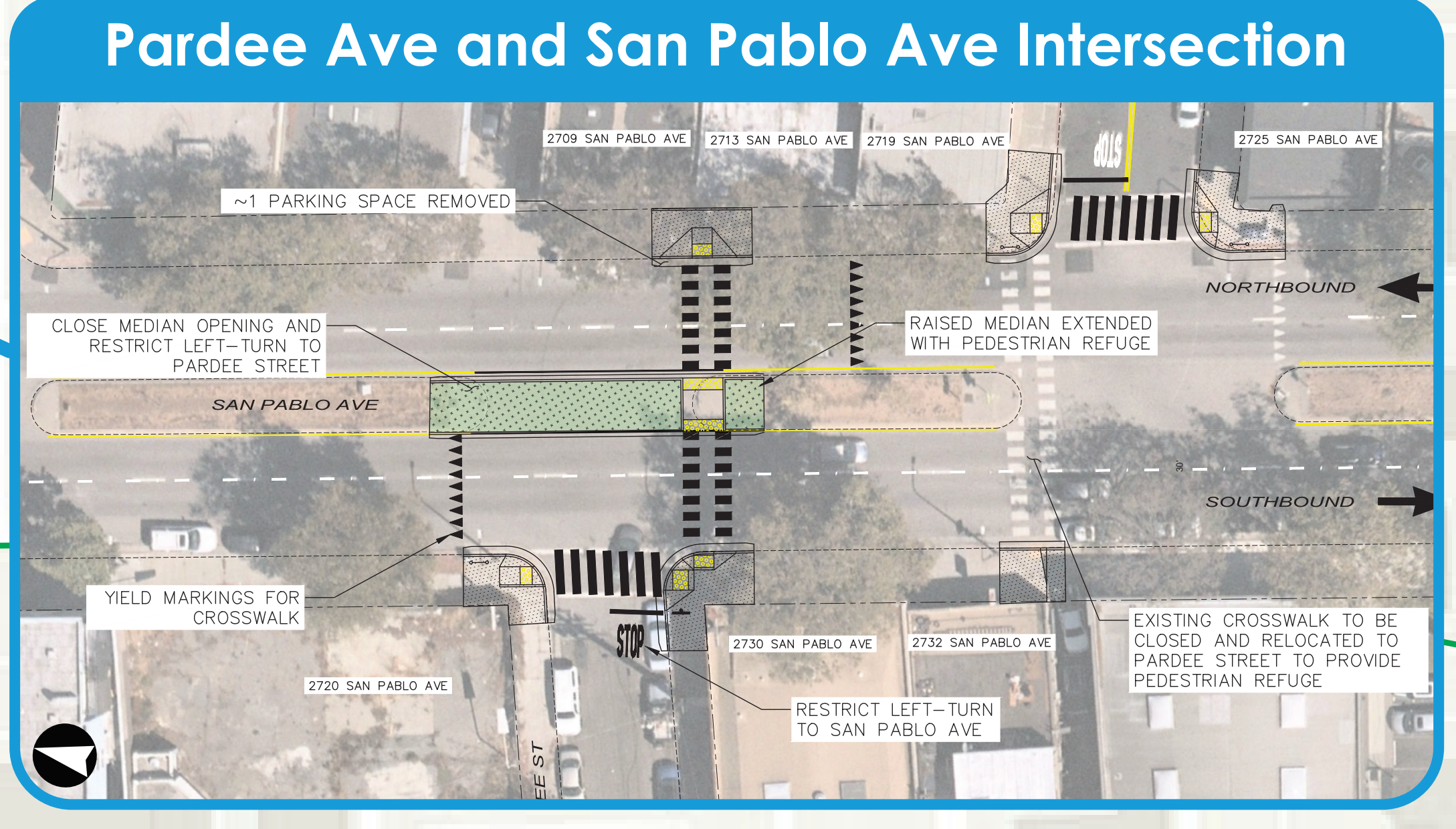
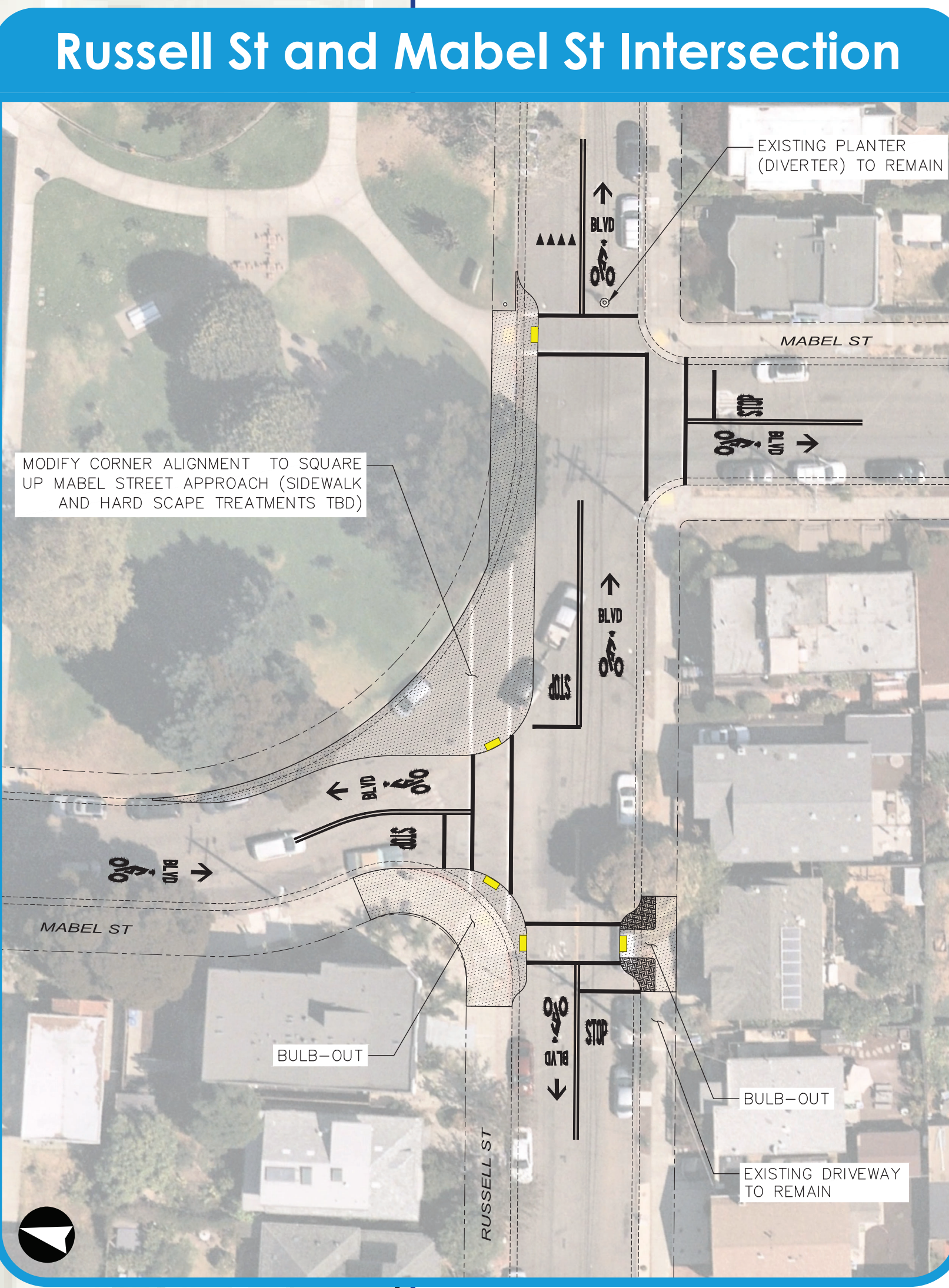
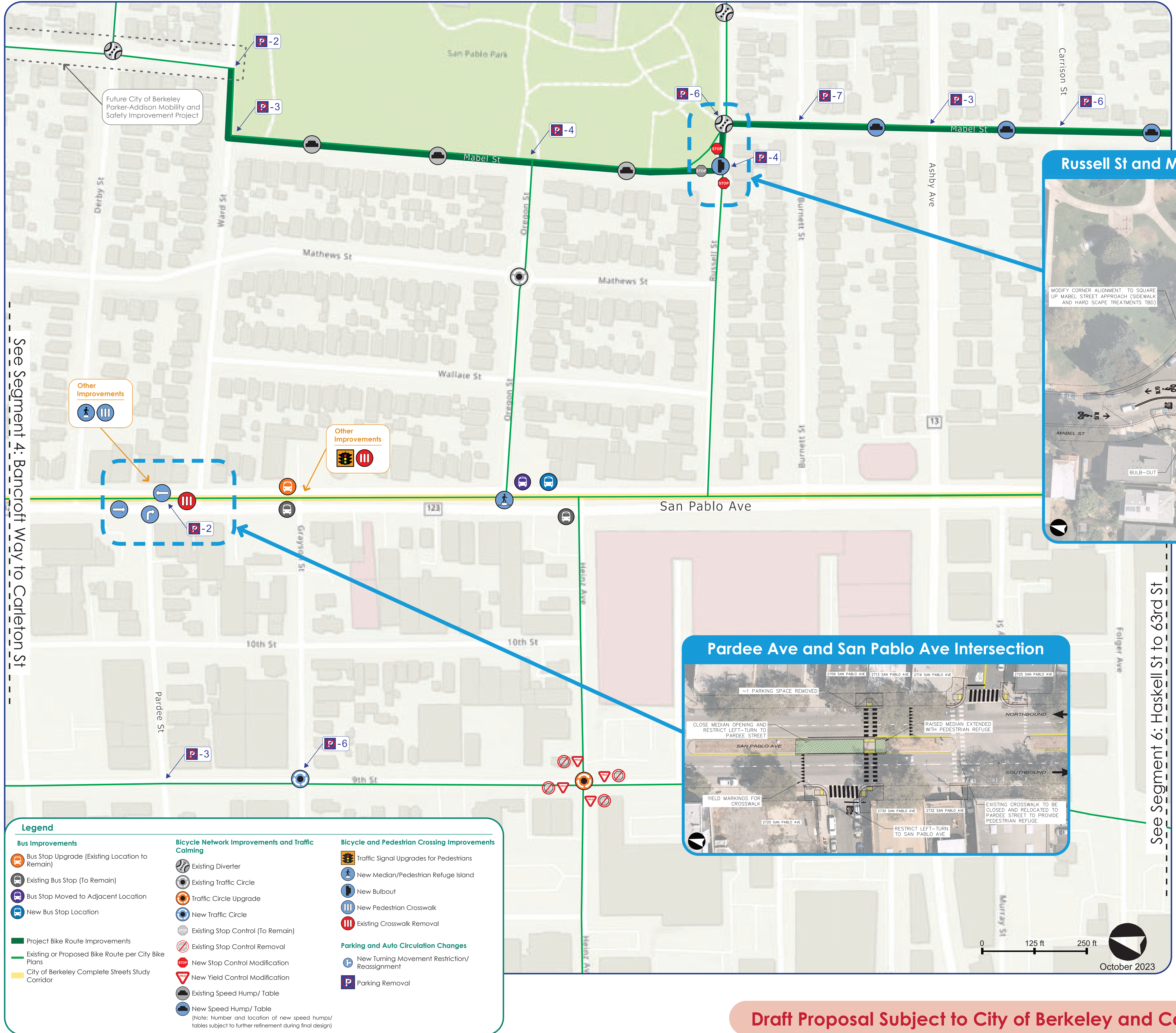
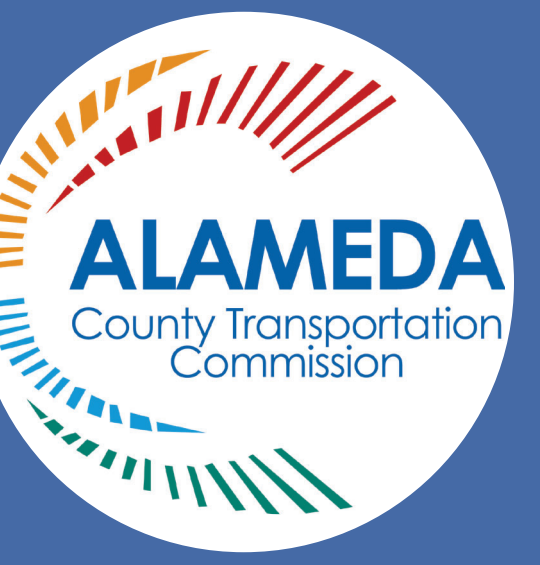
Bus Improvements	Bicycle Network Improvements and Traffic Calming	Bicycle and Pedestrian Crossing Improvements
Existing Bus Stop (To Remain)	Existing Diverter	New Pedestrian/Bicycle Crossing Beacon
Bus Stop Removed	New Diverter	New Pedestrian Signals
Bus Stop Moved to Adjacent Location	Existing Traffic Circle	New Median/Pedestrian Refuge Island
New Bus Stop Location	Traffic Circle Upgrade	New Pedestrian Crosswalk
New Bus Bulb	Existing Stop Control Removal	Existing Crosswalk Removal
Existing or Proposed Bike Route per City Bike Plans	New Stop Control Modification	<b>Parking and Auto Circulation Changes</b>
City of Berkeley Complete Streets Study Corridor	New Yield Control Modification	New Turning Movement Restriction/Reassignment
	Existing Speed Hump/ Table	Parking Removal
	New Speed Hump/ Table <small>(Note: Number and location of new speed humps/tables subject to further refinement during final design)</small>	Parking Addition



**Draft Proposal Subject to City of Berkeley and Caltrans Approval**

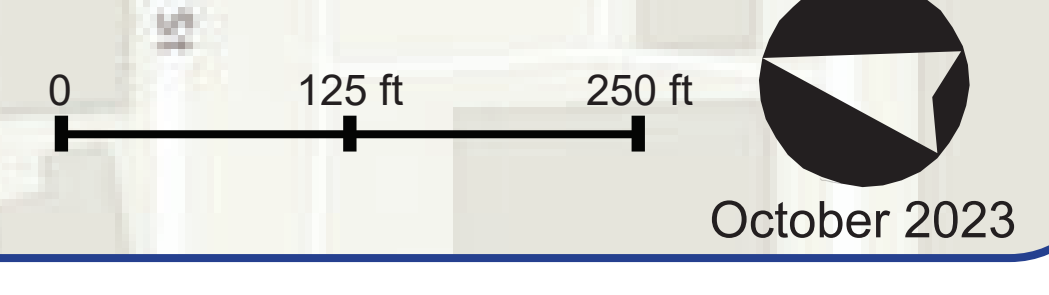
# San Pablo Ave Safety Enhancements and Parallel Bike Improvements

## Berkeley Segment 5: Derby St to Carrison St



Legend		
<b>Bus Improvements</b>	<b>Bicycle Network Improvements and Traffic Calming</b>	<b>Bicycle and Pedestrian Crossing Improvements</b>
Bus Stop Upgrade (Existing Location to Remain)	Existing Diverter	Traffic Signal Upgrades for Pedestrians
Existing Bus Stop (To Remain)	Existing Traffic Circle	New Median/Pedestrian Refuge Island
Bus Stop Moved to Adjacent Location	Traffic Circle Upgrade	New Bulbout
New Bus Stop Location	New Traffic Circle	New Pedestrian Crosswalk
Project Bike Route Improvements	Existing Stop Control (To Remain)	Existing Crosswalk Removal
Existing or Proposed Bike Route per City Bike Plans	Existing Stop Control Removal	<b>Parking and Auto Circulation Changes</b>
City of Berkeley Complete Streets Study Corridor	New Stop Control Modification	New Turning Movement Restriction/Reassignment
	New Yield Control Modification	Parking Removal
	Existing Speed Hump/ Table	
	New Speed Hump/ Table	

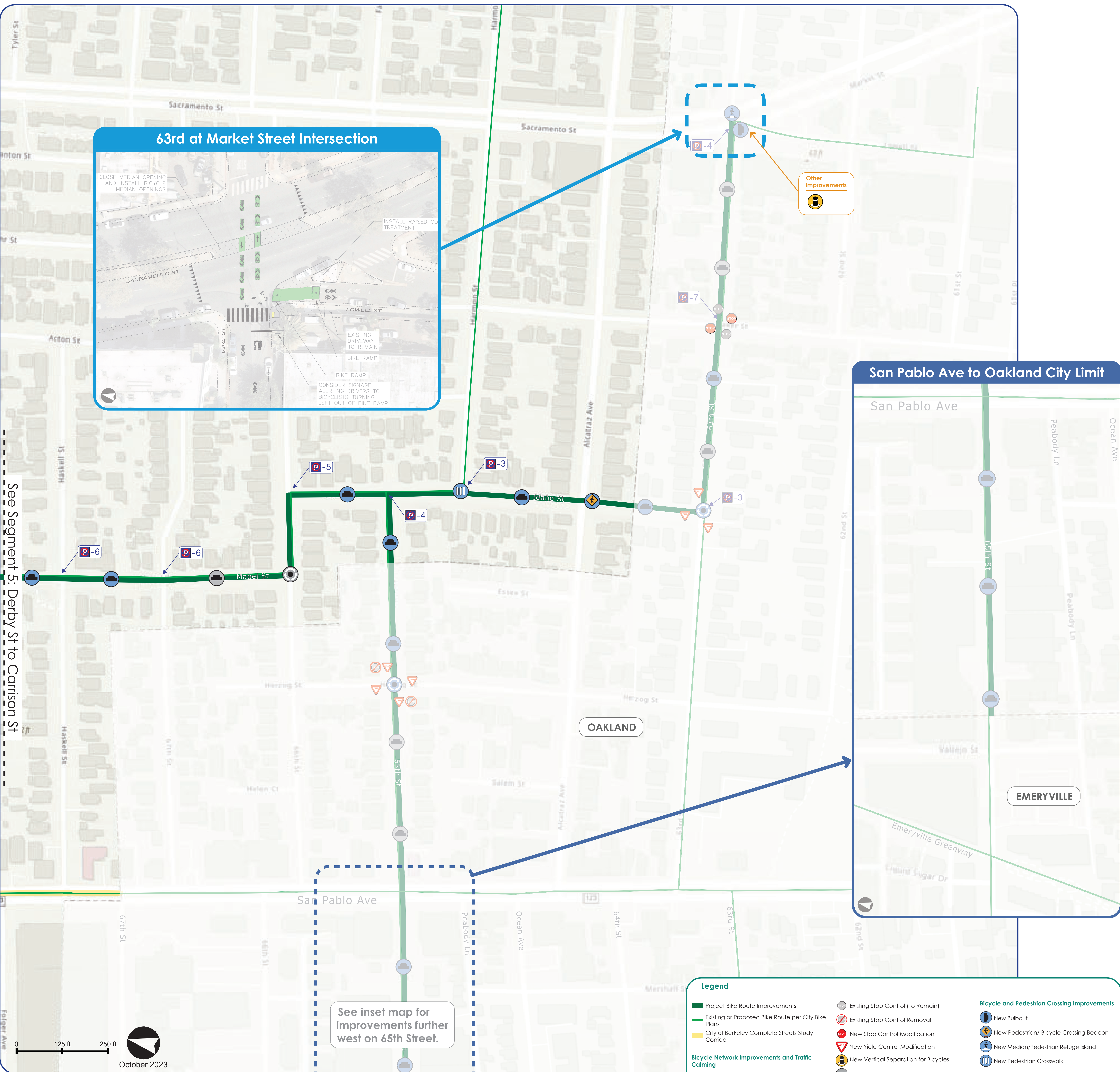
(Note: Number and location of new speed humps/tables subject to further refinement during final design)



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# San Pablo Ave Safety Enhancements and Parallel Bike Improvements

## Berkeley Segment 6: Haskell St to 63rd St



## San Pablo Avenue Safety Enhancements and Parallel Bike Improvements 2022-2023 Outreach Summary

### 1. History of outreach on SPA Corridor

San Pablo Avenue is a key multimodal arterial street linking the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County. It is one of the streets with the most collisions and traffic injuries in all of Alameda County, is one of AC Transit's major corridors, is a Caltrans state highway route, and traverses regionally and locally identified Equity Priority Communities and Priority Development Areas.

Since 2017, Alameda CTC has worked with cities, AC Transit, Caltrans and thousands of storefronts, residents and others who rely on the San Pablo Avenue Corridor. Phase 1 of this outreach effort, which ended in 2020, evaluated a wide variety of configurations for San Pablo Avenue, exploring what transportation modes could be accommodated within the limited right-of-way and trade-offs between different concepts.

That in-depth public engagement process revealed that participants placed the highest priorities on making walking safer and the bus 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.

By the conclusion of Phase 1 of the San Pablo Avenue Corridor project in 2020, decision-makers in Alameda County determined that the project would eventually include safety enhancements for pedestrians throughout the corridor, dedicated bus lanes and bike lanes in Oakland and Emeryville, and improvements to nearby parallel bike routes in Berkeley and Albany.<sup>1</sup> This project scope was formally adopted by Alameda CTC's Commission in March of 2022.

### 2. Purpose of this round of outreach

Phase 2 of San Pablo Avenue Corridor project outreach consists of sharing and getting input on the conceptual design details of proposed improvements. Phase 2 outreach is being undertaken in two rounds, with the first round focused on Safety Enhancements and Parallel Bike improvements in Berkeley, Albany, and North Oakland and the second round to focus on Bus and Bike Lane improvements to the south. The first round of Phase 2 of the San Pablo Avenue Corridor outreach process was in 2022-2023. Key stakeholders in this round of outreach included storefronts along San Pablo Avenue, nearby residents, bus-riders and others who travel in the corridor.

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<sup>1</sup> Note that none of these geographies are exact; the Bus and Bike Lane project and parallel bikeways extend slightly into adjacent cities in order to end at logical locations.

### 3. Outreach activities

Project team-members organized, publicized and participated in several activities and gatherings to discuss proposed safety enhancements and parallel bike improvements with stakeholders along the corridor, as follows. Please see Appendix A for notes of these activities:

- **Storefronts:** Proposed safety enhancements on San Pablo Avenue will remove and, in some cases add, on-street parking in front of 62 businesses in Albany and Berkeley. During the weeks of December 5 and 12, 2022, Alameda CTC and consultant staff visited each of these storefronts in person, shared plans of the proposed changes and recorded responses. Additional follow-up with businesses was conducted via phone. Sixteen businesses objected to proposed parking losses, and these businesses were contacted to inform them of decisions regarding their objections.
- **Berkeley Neighborhood Council (BNC):** According to the BNC website, the organization is dedicated to improving the quality of life for all by creating a unified neighborhood voice for promoting livability and resolving problems. On Jan. 14, 2023, Alameda CTC staff met virtually with approximately 20 members of this group. Questions included impacts to trees and emergency access. Appendix A contains notes of the meeting and the online chat interchange.
- **Alameda CTC Active Transportation Working Group (ATWG):** The ATWG includes representatives of walk and bike advocacy groups from throughout Alameda County and is a forum to discuss issues that affect active transportation in the county, including projects like the San Pablo Avenue Corridor project. On Jan. 25, 2023, this project was presented to nine ATWG members, including representatives of Albany Strollers & Rollers, Walk Bike Berkeley and Bike East Bay. Comments about the Safety Enhancements/Parallel Bike Improvements project in Albany and Berkeley included suggesting temporary barriers at daylight curbs, raised crosswalks (none on SPA to avoid interfering with emergency vehicles) and bulbouts on SPA (not included to avoid conflicting with potential for future bike lanes).
- **Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC):** This group advises Alameda CTC on projects that affect bicycle and pedestrian transportation being planned throughout Alameda County. All ten BPAC members participated in the February 9, 2023 meeting. Comments about the project included support for designing median closures to allow emergency access, a request for automatic detection of bikes at pedestrian-activated signals because push-buttons are often difficult for cyclists to reach, and a suggestion that the Brighton/Clay separated bike lanes be at sidewalk level consistent with the existing similar facility farther south on SPA.
- **Albany Chamber of Commerce:** This is a group of businesses in Albany, including many on San Pablo Avenue. On Mar. 1, 2023, Alameda CTC staff discussed the project with 30-40 members of this business group at the Solano Oriental Rug Gallery. Most comments and questions were about changes to bus stops that could reduce on-street parking and places used for informal loading. General concerns about losing on-street parking were also expressed. Staff cleared up confusion that a

lane of traffic would be replaced with a dedicated bus lane, as is proposed in Oakland in Emeryville.

- **Open house:** On Mar. 30, 2023, Alameda CTC hosted a two-hour open house at the Berkeley Adult School on San Pablo Avenue in Berkeley. At this gathering, approximately 100 participants viewed two welcome/overview boards and maps of the corridor through Albany and Berkeley divided into seven zoomed-in boards. Alameda CTC and consultant staff transcribed verbal comments, and participants affixed 234 sticky notes to specific map locations.

#### 4. Communication materials

A variety of materials were developed to communicate plans for San Pablo Avenue and parallel routes in Albany and Berkeley, including the following (see Appendix B):

- Mailer sent to 8,588 households and properties that informed recipients of the projects, directed them to a project website and interactive map (described below), and provided information on how to provide feedback. Mailing radii were based on the City of Berkeley's Public Works Public Engagement Policy (2021).
- Email communicating the same information as the mailer, sent to stakeholders by Alameda CTC, City Council members in Albany and Berkeley and AC Transit
- Flyer left at storefronts that were closed or where no one was available to talk
- Flyers posted at every San Pablo Avenue bus stop in Albany and Berkeley
- Mailer publicizing the Mar. 30, 2023 open house sent to 4,032 households near proposed improvements that alter traffic circulation
- Simplified/non-technical boards showing all planned improvements in Albany and Berkeley and handout explaining the icons used on the boards

#### 5. Feedback tools

Input on the planned safety enhancements and parallel bike improvements was gathered using several mechanisms, including:

- In-person survey of storefront owners and managers
- Online interactive map survey
- Notes of in-person meetings
- Physical sticky notes on project boards
- Chat and recordings of virtual meetings

#### 6. Key themes

The project team received a wide range of input across the various outreach activities, including both general and location-specific comments, input, and concerns. Table 1 below summarizes key themes related to the Safety Enhancements and Parallel Bike projects that emerged across this breadth of feedback. The table also provides information on considerations and actions taken (or to be taken) based on each theme.

The project team also received comments related to other parts of the San Pablo Avenue corridor and other ongoing projects. Table 2 summarizes key themes and considerations related to other comments.



A companion Location-Specific Design Issues Technical Appendix document provides further details on comments and design refinements made at specific locations.

Table 1: Safety Enhancements and Parallel Bike Comments

Comment Theme	Considerations/Action Taken
Suggestions for changes to routing of parallel bike improvements (e.g. Kains vs Stannage vs Cornell, Idaho vs. Herzog, 10 <sup>th</sup> vs 9 <sup>th</sup> ); concerns about legibility/ directness of parallel routes east of San Pablo	The parallel bike project streets/routing are based on City's adopted Bicycle Master Plans and prior coordination with City staff and public engagement and analysis from Phase 1, including review by a project Active Transportation Working Group comprised of multimodal transportation advocacy organizations. Routing was revised in several locations based on feedback and coordination with cities (and cities will incorporate revised routing in future Bike Plan updates).
Suggestions for changes to bikeway facility type along parallel routes (e.g. Class II bike lane vs. Class III bike route)	The parallel bike project streets/routing are based on City's adopted Bicycle Master Plans and prior coordination with City staff.
Comments related to level of traffic control device at bike crossings of major/busy streets (e.g. Kains/Marin, Kains/Gilman). Concerns regarding adequacy of flashing beacons at multi-lane crossings, requests to replace RRFBs with PHBs.	Level of traffic control device revised (from RRFB to PHB) and/or additional crossing treatment measures (bulbouts) added at several locations
Suggestions to add more stop-control changes and speed humps to parallel bike streets, to minimize need for cyclists to stop and slow traffic	Stop-control changes and speed humps were included (or not included) in accordance with local design guidelines/adopted policies and design direction from local jurisdiction staff.
Suggestions for signal operations changes (pedestrian recall (no "beg buttons), timing, detection issues)	Suggestions/comments related to signal operations have been shared with cities who operate the signals. At signals to be modified by Alameda CTC, bike detection and signal timing/phasing will be implemented in accordance with the agency responsible for signal operations.
Suggestions for additional improvements at other locations that are not along project streets (e.g. San Pablo/Curtis crossing, Gilman/10 <sup>th</sup> Crossing, Cerrito Creek bridge)	These suggestions are outside of the geographic scope of Alameda CTC's projects and have been forwarded to the applicable city. In some cases, they overlap with ongoing City projects.
Comments related to ensuring designs are accommodating to people in wheelchairs, mobility devices, and with other disabilities	Design will be in accordance with all applicable laws and codes related to universal design. Project elements such as median refuges, ADA ramp upgrades, and Accessible Pedestrian Signals will improve access for these users.
Concerns regarding traffic redistribution from local circulation changes (diverters, median closures)	Streets proposed for diverters and median closures are low-volume residential streets so the amount of traffic that would use other routes is low.
Location-specific concerns related to parking changes from bus stop relocation and lengthening and new bus stop locations	Considered and incorporated as part of Design Changes listed below. Some bus bulbs shortened to balance lengthening of bus stops with business parking needs. Some stop relocations at signalized intersections not pursued based on existing side street parking prohibitions and driveway constraints siting new farside bus stops.
Location-specific concerns related to crossing designs (e.g. San Pablo/Washington)	Considered and incorporated as part of Design Issues Technical Appendix

Location-specific concerns related to vehicular routing from diverters/median closures (e.g. Pardee/9 <sup>th</sup> )	Considered and incorporated as part of Design Issues Technical Appendix.
Concerns regarding bus stop nuisance issues (trash, crime).	Project will explore replacing Rapid stop shelters with more open, canopy style shelter that promotes better visibility. Potential for trash receptacles to be discussed with cities during final design. When raised as an objection to a proposed bus stop relocation was not considered a reason not to pursue relocation.
Suggestions related to striping, materials, landscaping, ease of detection of cyclists, and other design details	Will be considered as part of detailed design

Table 2: Other Comments

Comment Theme	Considerations/Action Taken
Support and opposition for extending Bus/Bike Lanes through the entirety of Berkeley and Albany	The San Pablo Avenue Corridor Concept approved by Alameda CTC's Commission in March 2022 calls for bus and bike lanes only in Oakland, Emeryville, and South Berkeley south of Russell/Heinz.
Comments and concerns related to San Pablo Avenue south of Russell/Heinz (Bus/Bike improvements)	Comments will be revisited as part of Bus/Bike project outreach in late 2023.
Comments indicating misconception that traffic and parking lanes would be removed throughout Berkeley/Albany, including concerns related to additional traffic from development, San Pablo Avenue's function as a reliever route, emergency evacuations, and business impacts	Comments generally related to removal of traffic and parking lanes, which are not proposed as part of the Safety Enhancements or Parallel Bike projects.
Comments related to other ongoing City projects (Hopkins St separated bike lanes, Parker-Addison Safety and Mobility Project, Addison St Bike Boulevard, Kains-Adams Bike Boulevard pilot)	Shared with City staff

## 7. Appendices

- Project mailers (attached)
- Storefront outreach flyer (attached)
- Bus stop flyer (attached)
- Online interactive map and survey screen captures (attached)
- Open House boards and handouts (available online at [www.alamedactc.org/sanpablo](http://www.alamedactc.org/sanpablo) under Key Materials tab)

# San Pablo Avenue Corridor Project

Page 35 of 50

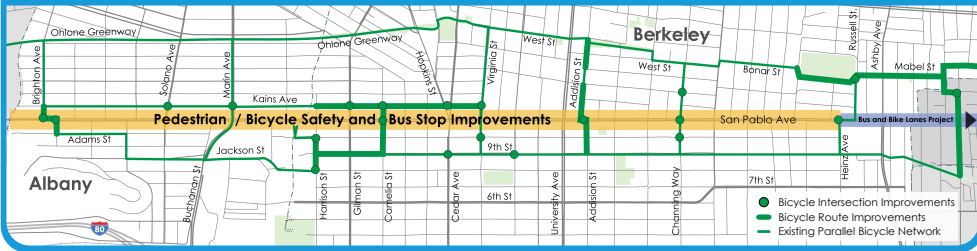
## Safety Enhancements & Parallel Bike Improvements



San Pablo Ave. **has the third highest number of collisions** in Alameda County and is the **second-busiest bus corridor** in the County.

Enhancements to make **the street safer and easier to cross** for people walking, biking, and taking the bus, **bus stop improvements**, and **upgraded routes for bikes on parallel streets** are coming soon!

## Project Map



For more info:  
sanpablo@alamedactc.org  
510-208-7400

Si necesita esta información en un formato diferente, llame al (510) 208-7400 o envíe un email a sanpablo@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 sanpablo@alamedactc.org.

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Go to [WWW.ALAMEDACTC.ORG/SANPABLO](http://WWW.ALAMEDACTC.ORG/SANPABLO)  
to see what's planned for your block and  
provide input on proposed improvements!



### **The project includes:**

---

- Pedestrian and bicycle crossing improvements
- Bus stop upgrades and relocations
- Parallel street improvements, calm traffic and to make biking safer and more comfortable

# San Pablo Avenue Safety Enhancements & Parallel Bike Improvements

## Community Open House Announcement



San Pablo Ave. **has the third highest number of collisions** in Alameda County and is the **second-busiest bus corridor** in the County.

Proposed enhancements will make **the street safer and easier to cross** for people walking, biking, and taking the bus, **improve bus stops**, and **upgrade routes for bikes on parallel streets**. In specific locations, the improvements will change traffic routes and remove parking. Preliminary design plans are ready for your review and comment!

**We want to hear from you!**

**Community Open House**

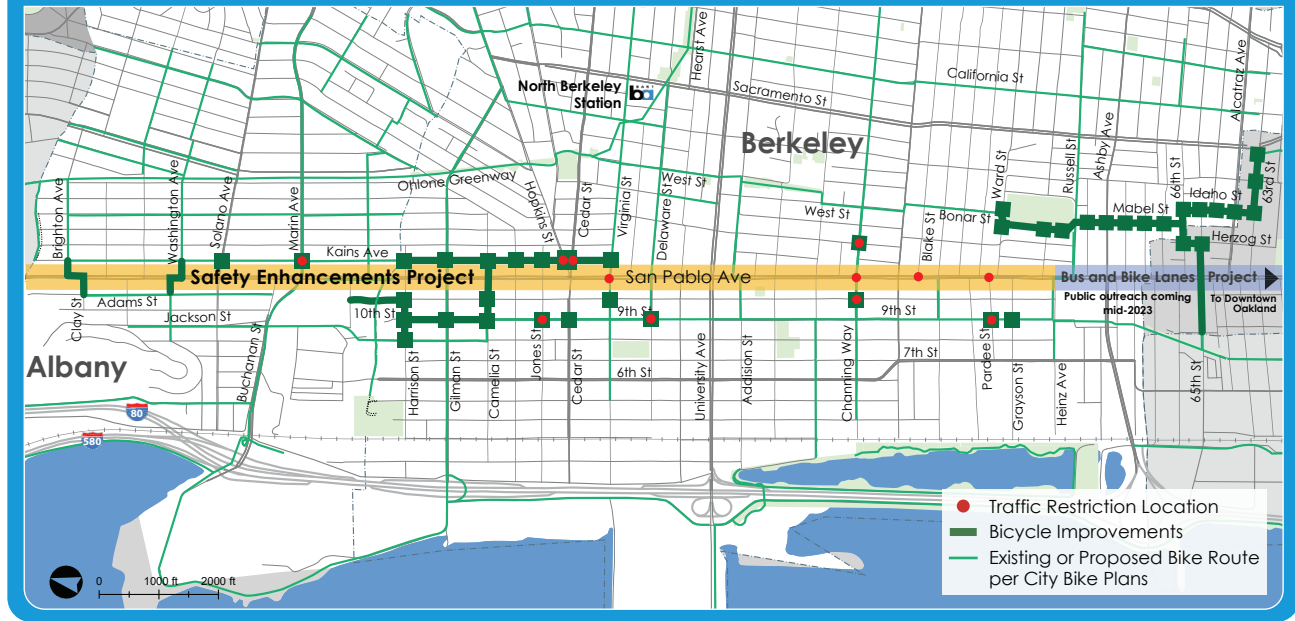
**March 30, 2023**

**at Berkeley Adult School**

See reverse for info & online commenting opportunities.



### Project Map



For more info:  
sanpablo@alamedactc.org  
510-208-7400

Si necesita esta información en un formato diferente, llame al (510) 208-7400 ó envíe un email a sanpablo@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 sanpablo@alamedactc.org.

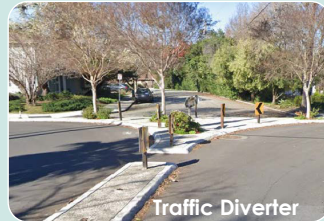
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stamp area



Go to [WWW.ALAMEDACTC.ORG/SANPABLO](http://WWW.ALAMEDACTC.ORG/SANPABLO) to see what's planned for your block and provide input on proposed improvements!

## Project Improvements Include:

**Traffic Diverter on Residential Streets:** Restricts through auto passage to calm traffic on bike boulevards.



**Median Closure:** Restricts left-turns to provide improved crossings for bicycles and pedestrians.



**Bus Stop Improvements:** Relocates and improves bus stops to make the bus more reliable and safer to access.

**Crosswalk Improvements:** Provides signals and flashing lights at crosswalks to improve safety.

Other improvements include enhanced lighting at crosswalks, traffic circles to slow traffic and curb ramps to increase accessibility.



## You're Invited to an In-Person Open House!

Please come to a community open house to discuss roadway changes proposed to make it safer to walk and bike in the San Pablo Avenue corridor. This event is open to the public.

**When:**  
**Thursday,**  
**March 30, 2023**  
**6:00 pm - 8:00 pm**

**Where:**  
**Berkeley Adult School**  
1701 San Pablo Ave  
Between Virginia and Francisco  
Streets. (Enter through San Pablo  
Ave. or Curtis St. parking lots.)

Addressing & Postal Barcode  
4.5" x 2.0"

# San Pablo Avenue Corridor Safety Enhancements

## Storefront Outreach - Project Overview

December 2022



### Need for Project

- San Pablo Ave. has one of the highest incidents of injury collisions in Alameda County. **We need to improve safety for all users**, and especially the most vulnerable: people walking and biking, seniors, and children.
- San Pablo Ave. serves as a main commercial street for many diverse communities. **The local economy and growth along the corridor need a street that supports a range of transportation choices.**
- San Pablo Ave. is one of the highest-ridership bus corridors in the East Bay. However, due to congestion, buses are often slow and unreliable because they are stuck in traffic. **Reliable, attractive bus service is critical to efficiently move more people, while minimizing environmental impacts.**

### Pedestrian Safety Improvements

Safety treatments for pedestrian crossings will improve visibility and reduce speeding along San Pablo Ave.

**Pedestrian Refuges** will provide space in the center median for pedestrians to wait to safely cross the second half of the street, while **High Visibility Pavement Markings** will make crossings more visible to drivers. Additional crosswalk signals and beacons will increase the number of drivers that stop for people crossing the street.



**Pedestrian Hybrid Beacons** are traffic signals that pedestrians or bicyclists activate to turn the signal red for motorists.



**Rectangular Rapid Flashing Beacons** are flashing lights that warn drivers when pedestrians are in the crosswalk.

### Project Map



- Legend**
- New Bus Bulb (Existing Rapid Stop)
  - New Bus Stop Location
  - Existing Bus Stop (To Remain)
  - ⊗ Bus Stop Moved to Adjacent Location
  - Bus Stop Removed
  - Pedestrian/ Bicycle Crossing Improvements

### We Want to Hear From You!

We're doing outreach to storefronts where planned safety and bus improvements will affect curb space to discuss the project and better understand your loading, parking, and access needs. Please contact us at: **sanpabloave@alamedactc.org | (510) 208-7400**

# San Pablo Avenue Corridor Safety Enhancements

## Storefront Outreach - Project Improvements

December 2022



### Bus Bulbs Improve Transit and Sidewalk Space

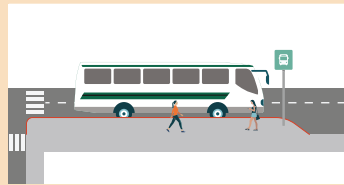


**Bus bulbs increase sidewalk space for pedestrians**, providing room for a bus shelter and other stop facilities, while increasing sidewalk space for people walking, outdoor seating, or other space for adjacent businesses. The bulb out brings the curb into the street and shortens pedestrian crossing distances.

Images: Google Maps/ Street View

### Reduce Bus Travel Time and Enhance Reliability

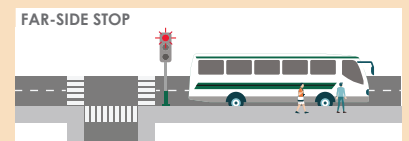
The project proposes improvements that improve bus speed, reliability, convenience and safety for all users along San Pablo Ave. Bus stop improvements include:



**Bus bulbs allow buses to spend less time stopped**, since they do not need to wait to pull back into traffic. It also increases sidewalk space for pedestrians.

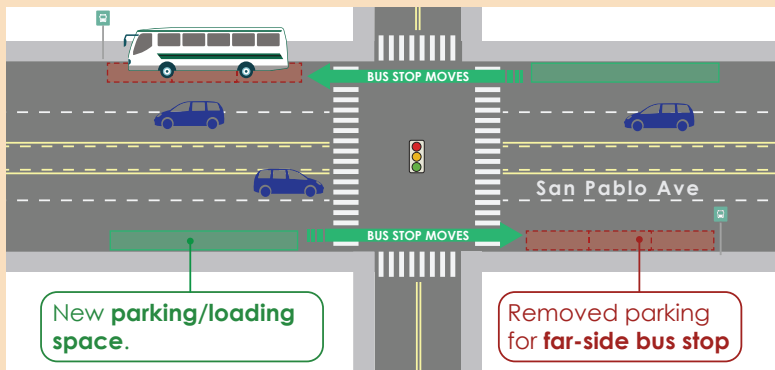


**Moving bus stops from near-side to far-side** allows buses to get through intersections before stopping, reducing delays for passengers. Other drivers have increased visibility of pedestrians crossing the street as the bus does not block their view anymore.



### Changes to Parking & Loading

At locations with relocated or new bus stops, Pedestrian Hybrid Beacons, and/or offset bicycle crossings, some parking and loading spaces will be relocated or removed. New red curbs in advance of pedestrian crossings will improve the overall visibility, which results in some parking loss.

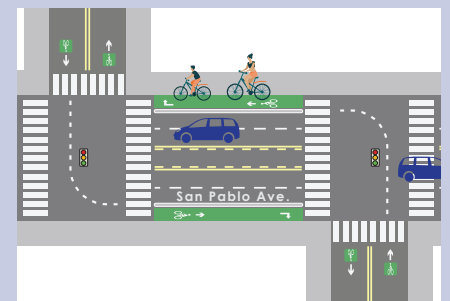


MOVING BUS STOPS FROM NEAR-SIDE TO FAR-SIDE

New space for parking and loading can result when relocating bus stops from the near side to the far-side of the intersection. Bus stop relocations in combination with crosswalk and bicycle improvements will increase pedestrian safety, benefiting customers and everyone else in the community.

### Off-Set Bicycle Crossing

At two locations within the project area, bicycle boulevards cross San Pablo Ave. at offset intersections. The proposed improvements provide safer, protected bikeways on San Pablo Ave. between the intersections, creating a continuous, all ages and abilities bicycle crossing of San Pablo Avenue.



OFF-SET CROSSING DIAGRAM



DRAFT

# 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 development of the San Pablo Avenue Corridor Improvements Project to improve safety for pedestrians and bicyclists, and to enhance bus service.\*

This stop may change in one or more of the following ways:

- Extension of curb and widened sidewalk
- Relocation to far side of intersection (approx. 100 – 200 ft.)

### Timeline

Design: 2022 – 2024 • Construction: 2024 – 2026

La Comisión de Transporte del Condado de Alameda está liderando el desarrollo del Proyecto de Mejoras del Corredor de San Pablo Avenue para mejorar la seguridad de los peatones y ciclistas, y potenciar el servicio de autobús. Esta parada puede cambiar 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)

### Cronograma

Diseño: 2022 – 2024 • Construcción: 2024 – 2026

阿拉米达县交通委员会正带领开发圣巴勃罗大道走廊改善项目 ( San Pablo Avenue Corridor Improvements Project )，以加强行人和骑行者的安全，并改善公交服务。此停靠站可能以下列一种或多种方式进行变更：

- 延长路缘，加宽人行道
- 搬迁至交叉路口远侧 (约 100 - 200 英尺)

### 时间线

设计：2022 年至 2024 年 • 施工：2024 年至 2026 年

\*This project is separate and distinct from AC Transit’s signal work that is currently underway.

\*Este proyecto es independiente y distinto de las obras de señalización de AC Transit que se están llevando a cabo actualmente.

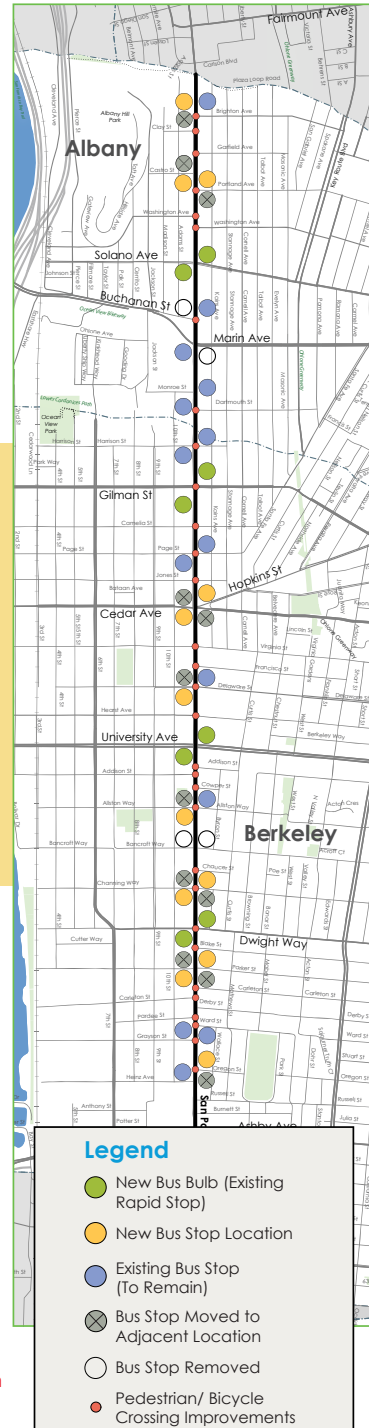
\*此项目与正在施工的 AC Transit 信号工程属于完全不同的项目。



For more information and to provide feedback on the project visit [alamedactc.org/sanpablo](http://alamedactc.org/sanpablo) or email [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org).

Para obtener más información y brindar comentarios sobre el proyecto, visite [alamedactc.org/sanpablo](http://alamedactc.org/sanpablo) o envíe un correo electrónico a [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org).

想了解更多信息并对该项目提供反馈，请访问 [alamedactc.org/sanpablo](http://alamedactc.org/sanpablo) 或发送电子邮件至 [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org).



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무료 언어 지원 / मुफ्त भाषा मे सहायता / મફત માં ભાષા ની મદદ / 無料の言語支援 / زبان سے متعلق مفت اعانت / مفت لسانی معاونت / مساعدة لغوية مجانية /

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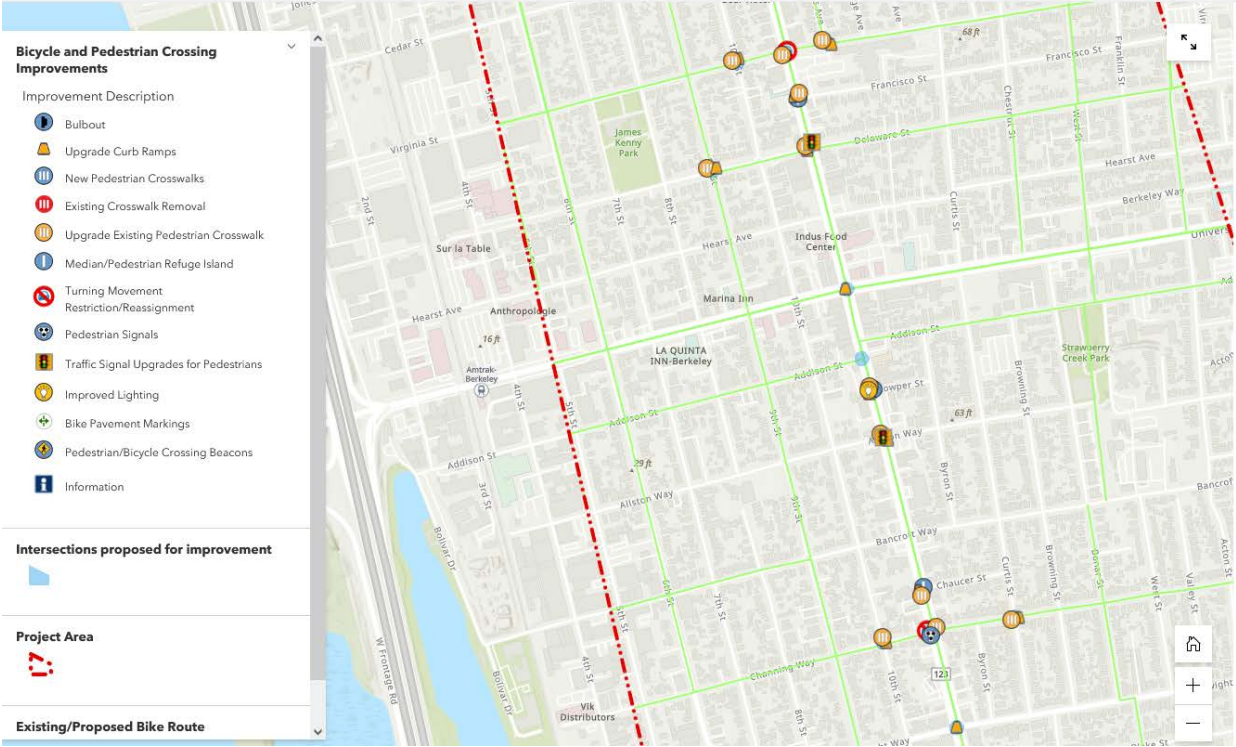
0429-22

# San Pablo Avenue Safety Enhancements/Parallel Bike Improvements Projects

## Interactive Webmap Screen Capture

ALAMEDA San Pablo Ave Safety Enhancements/Parallel Bike Improvements

- Welcome!
- Project Background
- Crossing Improvements**
- Bicycle Network Improvements
- Bus Stop Changes
- Parking & Auto Changes
- Overall Map and Survey
- For More Information



Sample photos of Improvements:

### Bulbout



### Curb Ramp Changes



## San Pablo Avenue Safety Enhancements and Parallel Bike Improvements City of Berkeley Design Issues Technical Appendix

### Introduction

The Alameda County Transportation Commission (Alameda CTC) conducted community outreach to seek input on the design details of the San Pablo Avenue Safety Enhancements and Parallel Bike Improvements projects from December 2022-May 2023. This outreach effort, which was conducted in partnership with the cities of Albany, Berkeley, and Oakland and AC Transit, yielded a number of location-specific suggestions and comments related to the design. This document summarizes these comments and design changes that were made in response to the feedback. The document focuses on locations within the City of Berkeley that generated a significant volume of comments and comments that appeared multiple times and is not intended to be a comprehensive log of all comments received across all project outreach.

### City of Berkeley Design Issues

- SB Bus bulbs at Dwight and University – the bus bulb lengths were shortened to 130' of red curb (110' of stop length) to reduce parking loss. At University, the 130' length means no additional parking will be removed. At Dwight, parking loss was reduced from 3 spaces to 2 spaces. The 110' length provides future operational flexibility for multiple bus arrivals, including articulated buses.
- NB bus stop at Cedar and SB bus stop at Allston – the bus stops were retained at their current nearside location, due to existing side street parking prohibition (at Cedar) and driveways in the bus stop area (at Allston). An additional consideration is that these intersections are signalized so there is no concern related to a bus blocking the line of sight to a pedestrian crossing in front of the bus.
- NB bus stop at Oregon – the proposed bus stop location was changed from farside of Oregon to farside of Heinz due to driveway constraints in the bus stop area.
- NB and SB Channing bus stop locations – one or more businesses objected to parking removal associated with a bus stop relocation. It was determined that the benefits to safety and bus operations outweigh the potential business impacts. Considerations include that the intersection is an uncontrolled pedestrian crossing where the nearside stop creates a multiple threat collision scenario.
- Bike boulevard routing between Virginia and Camelia (Kains/Cedar/Hopkins) – the bike boulevard routing was changed from Virginia – Kains to Virginia – Stannage – Camelia – Kains. New traffic circles were added at Virginia/Stannage and Camelia/Stannage and new flashing beacons/bulbouts were added at Stannage/Cedar and Stannage/Hopkins. Proposed traffic circles at Virginia/Kains and bikeway crossing treatments at Kains/Cedar/Hopkins were removed. Considerations included challenges with sight lines and complex, closely spaced traffic movements at the intersections of Kains/Cedar/Hopkins.
- Kains/Gilman– bulbouts were added to supplement the proposed RRFB. It is also noted that the project will change the lane configuration along eastbound San Pablo at Gilman which will eliminate the current merge that happens just east of Gilman (approaching Kains).

- Pardee/9<sup>th</sup> diverter – although recommended in the 2017 Bike Plan, the diverter was removed due to traffic operations issues with routing more traffic near the Acme bakery which is along a narrow street and has numerous delivery trucks staged.
- Channing/10<sup>th</sup> diverter – although recommended in the 2017 Bike Plan, this was not included due to the presence of a new proposal for a diverter median closure on San Pablo Avenue which was not anticipated by the Bike Plan. The San Pablo Ave diverter serves the purpose of the Channing/10<sup>th</sup> diverter originally envisioned in the Bike Plan.
- 9<sup>th</sup> St n/o Cedar – several comments were received that the bikeway facility should be changed from a Class III to a Class II bikeway north of Cedar Street. The Class III bikeway facility was retained based on the existing good pavement condition and need to do additional pavement surface treatments if striping changes were to be implemented.
- Stop-control changes along bicycle boulevard streets – several comments were received that the project should change stop-control along bicycle boulevard streets. Several additional intersections were changed to be side-street stop control in which traffic along a bicycle boulevard can proceed without stopping. In addition, traffic circle intersections were changed from stop-control to yield-control.
- Additional speed humps – several comments were received that the project should install additional speed humps along bicycle boulevard streets. Speed tables were added along bicycle boulevard streets including Kains St, Camelia St, Stannage St, Mabel St, Idaho St, Harrison St, and 9<sup>th</sup> Street.
- Mabel/65<sup>th</sup> St bikeway routing – the parallel bike network routing was changed in the vicinity of Mabel/65<sup>th</sup>. Parallel Bike segments between along 66<sup>th</sup> between Mabel and Herzog and along Herzog between 66<sup>th</sup> and 65<sup>th</sup> were deleted and a segment was added along 65<sup>th</sup> between Herzog and Idaho. The change in routing provides for a more direct east-west connection between 65<sup>th</sup> St and Harmon St, which is a planned City of Berkeley Bike Boulevard route.



Department of Public Works  
Transportation Division

July 20, 2023

To: Berkeley Transportation and Infrastructure Commission

From: Eric Anderson, Acting Principal Transportation Planner  
Elliott Schwimmer, Associate Transportation Planner

Re: San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects

## Staff Recommendation

Recommend that the Transportation and Infrastructure Commission (TIC) recommend that the City Council:

1. Approve the conceptual designs for the San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects within the City of Berkeley, and
2. Direct city staff to partner with the Alameda County Transportation Commission on final design and implementation of these projects.

## Background

The memorandum and materials from the Alameda County Transportation Commission (Alameda CTC) staff report provide extensive background and discussion on this item. As stated in the report, Alameda CTC is leading the development of the San Pablo Avenue Multimodal Corridor Program, which consists of three projects to improve safety and multimodal access. This TIC item concerns the Safety Enhancement and Parallel Bike Improvement projects, which are both partially within the City of Berkeley.

The three projects were identified as part of a multi-year planning effort that began in 2017 and were approved by the Alameda CTC in March 2022. The fundamental purpose of the three projects is to implement project recommendations from Berkeley City Council adopted plans, including the 2017 Bike Plan, the 2020 Pedestrian Plan, the 2022 Transit First Implementation Plan, and the 2020 Vision Zero Action Plan.

Since 2017, beginning with the initial scoping of these projects, City staff has worked closely with Alameda CTC. Throughout the development of these projects, City staff has asked Alameda CTC staff to follow established City of Berkeley and Department of

Page 2

July 13, 2023

Re: San Pablo Avenue Multimodal Corridor Program: Safety Enhancement and Parallel Bike Improvements Projects

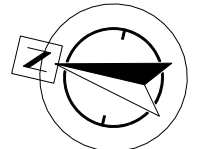
Public Works processes and workflow, including internal and external technical agency stakeholder review, public stakeholder engagement, TIC review, and eventual recommendation for Berkeley City Council conceptual approval.

Alameda CTC staff have engaged City of Berkeley staff as well as other cities's staff, AC Transit, and Caltrans in seeking technical review and comment. As is typical for City-led transportation projects, Alameda CTC engaged multiple City departments through a series of design review and comment meetings. Where necessary, Alameda CTC and City staff have collaborated to solicit follow-up input and in some cases organized focused follow-up meetings to ensure engagement with all necessary City of Berkeley technical stakeholders. City of Berkeley comments have been incorporated through changes to the conceptual project design.

Through online, mailing, and in-person outreach activities, Alameda CTC has sought feedback from hundreds of merchants, residents, and others who rely on the San Pablo Avenue Corridor. Alameda CTC has hosted outreach activities with stakeholders that have a particular interest in the projects, including the Berkeley Neighborhood Council, the Alameda CTC Bicycle and Pedestrian Advisory Committee, and, on March 30, 2023, a two-hour public open house at the Berkeley Adult School on San Pablo Avenue in Berkeley that included approximately 100 participants, including City of Berkeley and other agency staff. Many public comments were also incorporated through changes to the conceptual project design, which changes were subsequently reviewed by City staff for consistency with the City's previous comments and with City Council adopted plans, policies, and Public Works engineering design practices.

Alameda CTC staff is seeking Berkeley City Council approval of the conceptual project designs before entering the subsequent engineering design phases. City staff anticipates that continued partnership with Alameda CTC on the San Pablo Avenue Multimodal Corridor Program will support the delivery of much-needed traffic safety and transit operations improvements along the San Pablo Avenue corridor.

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Scale: 1" = 40'

PROJECT MANAGER	DATE
FOR REDUCED PLANS - ORIGINAL SCALE IS IN INCHES	

DEPICTION OF MONUMENTS:	DATE
SURVEY PARTY CHIEF	
WATERSHED REVIEW:	DATE

SUBMITTED:	DATE
SUPERVISING ENGINEER	REGISTR. EXP.
APPROVED:	DATE R.C.E. EXP.
MANAGER OF ENGINEERING	

DESIGN	HORIZ.
DRAWN	VERT.
CHECK	BOOK
AS BUILT	DATE 9/12/2023

CITY OF BERKELEY  
DEPARTMENT OF PUBLIC WORKS

ADDISON ST. BIKEWAY  
AT SAN PABLO AVE.  
CONCEPT PLAN - NOT FOR CONSTRUCTION



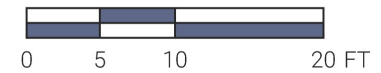
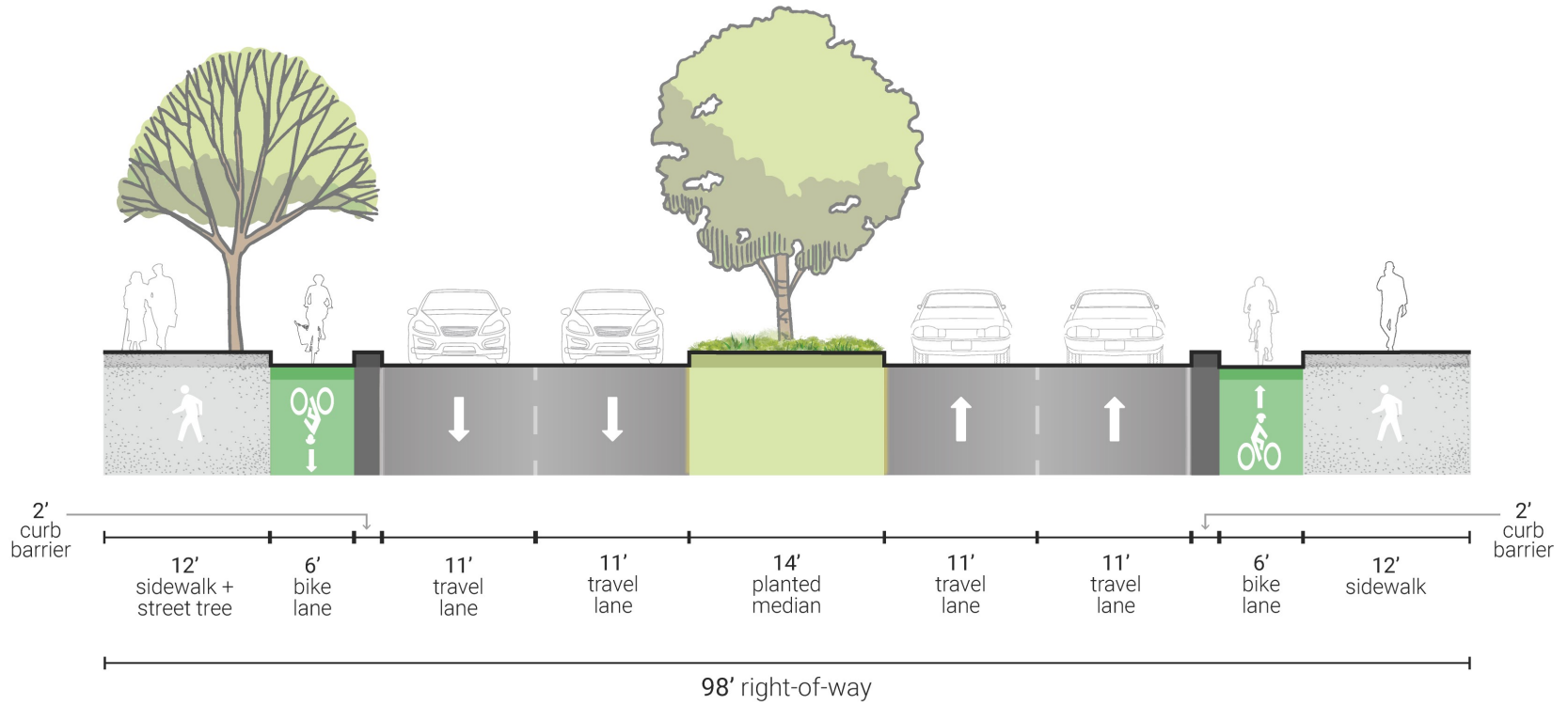
304 12th Street, Suite 2A | Oakland, CA 94607  
510-540-5008 | alta.co

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN FILE  
SHEET \_\_\_ OF \_\_\_

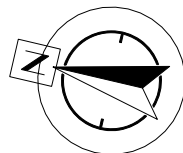
# ONE-WAY CONCEPT CROSS SECTION

LOOKING SOUTHEAST





N:\Shared\PROJECTS\2023\176 Berkeley, CA Addison St Bicycle Blvd\CAD\03\_References\2023-176\_I-BRD\_City.dwg [Model] 9-01-23 12:34:43 PM AshleyHaire



Scale: 1" = 40'

PROJECT MANAGER _____ DATE _____ SURVEY PARTY CHIEF _____ WATERSHED REVIEW: _____ DATE _____		SUBMITTED: _____ DATE _____ SUPERVISING ENGINEER _____ APPROVED: _____ MANAGER OF ENGINEERING _____		DESIGN _____ DRAWN _____ CHECK _____ AS BUILT _____		HORIZ. _____ VERT. _____ BOOK _____ DATE 9/12/2023		CITY OF BERKELEY DEPARTMENT OF PUBLIC WORKS		ADDISON ST. BIKEWAY AT SAN PABLO AVE. CONCEPT PLAN - NOT FOR CONSTRUCTION		PLAN FILE _____ SHEET _____ OF _____		
										REVISION	MARK	DATE	DESCRIPTION	APPROVAL



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# TWO-WAY CONCEPT CROSS SECTION

LOOKING SOUTHEAST

