

San Pablo Avenue Corridor



San Pablo Avenue Corridor Project

Legend:

- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- San Pablo Avenue Corridor
- Freeways
- Water
- Parks/Open Space

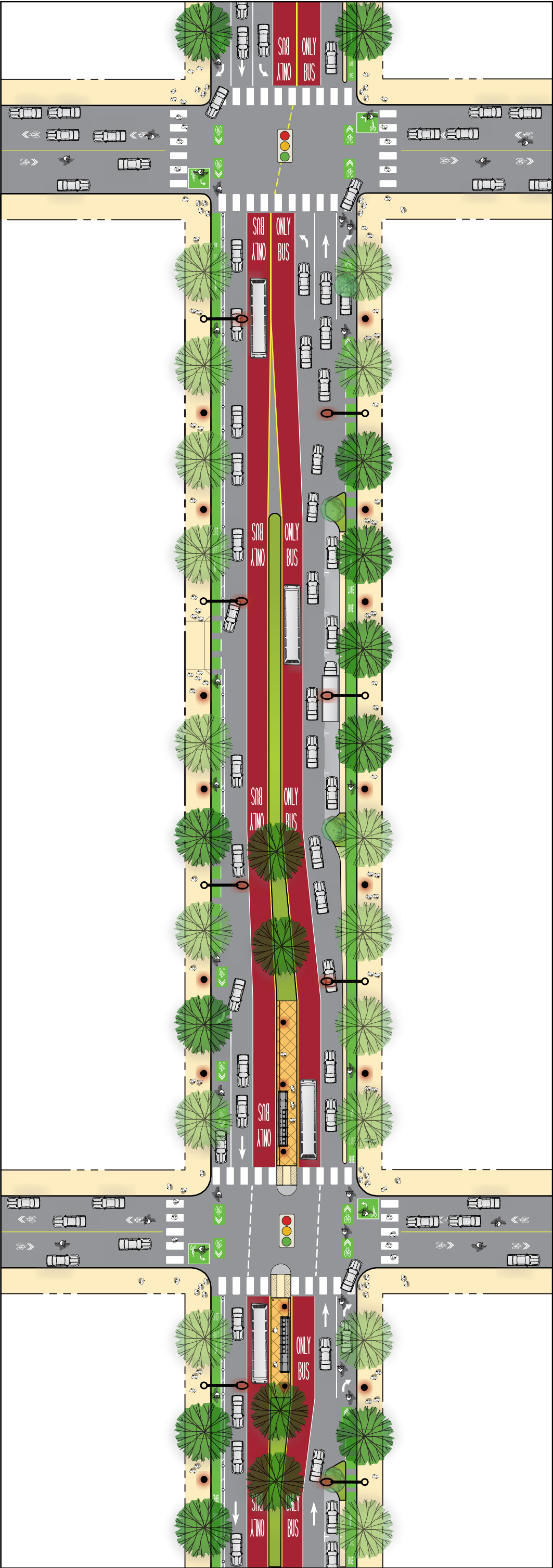
Project Purpose and Goals

The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.

Goals

- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

Concept A: Bus and Bike Lanes on San Pablo



LEGEND

PROPERTY LINE

EXISTING TREE

NEW TREE

TRAFFIC SIGNAL

ROADWAY LIGHT FIXTURE

PEDESTRIAN-SCALE LIGHT FIXTURE

SOFT HIT POST

BIKE LANE

LANDSCAPING/
GREEN INFRASTRUCTURE*

BUS LANE

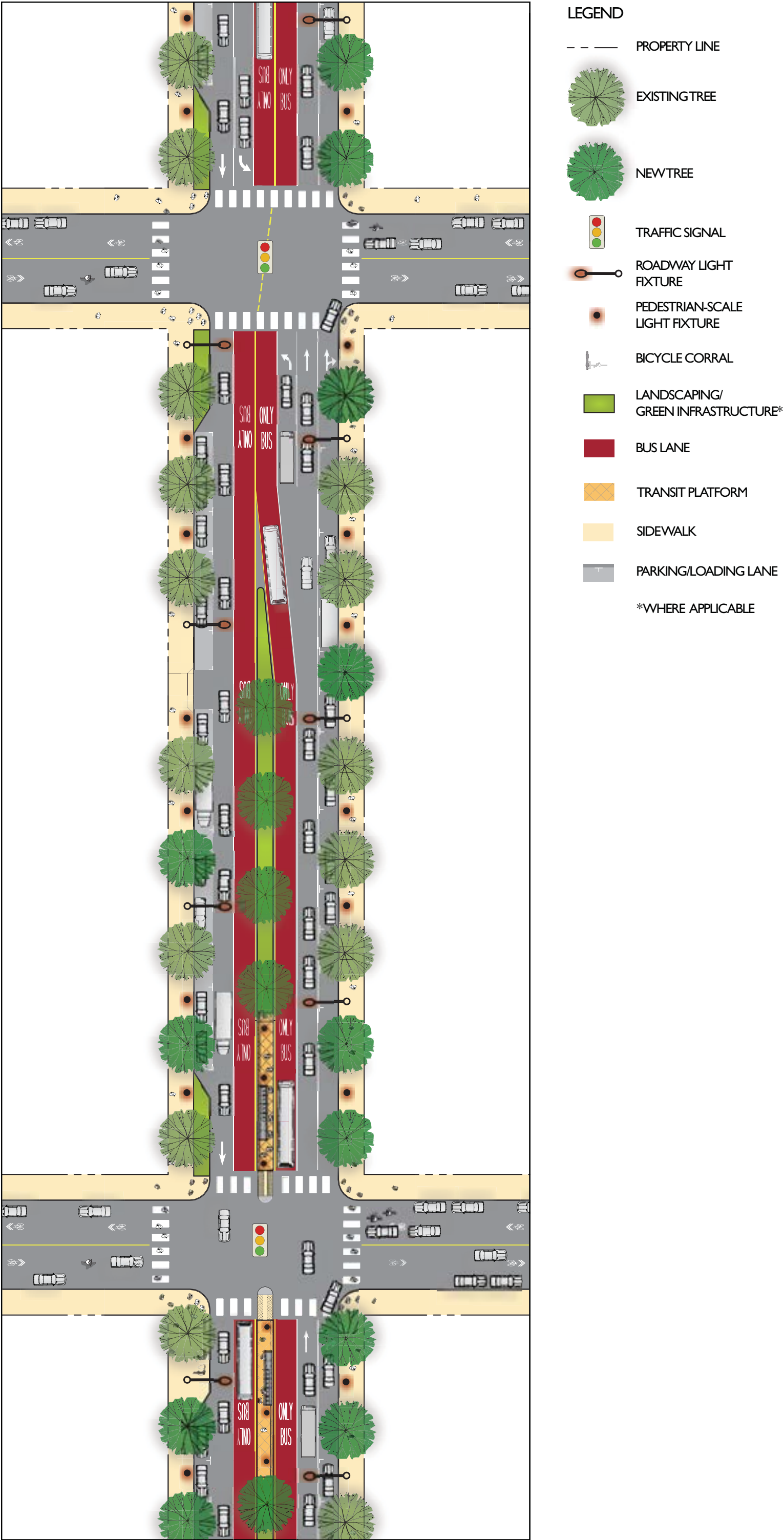
TRANSIT PLATFORM

SIDEWALK

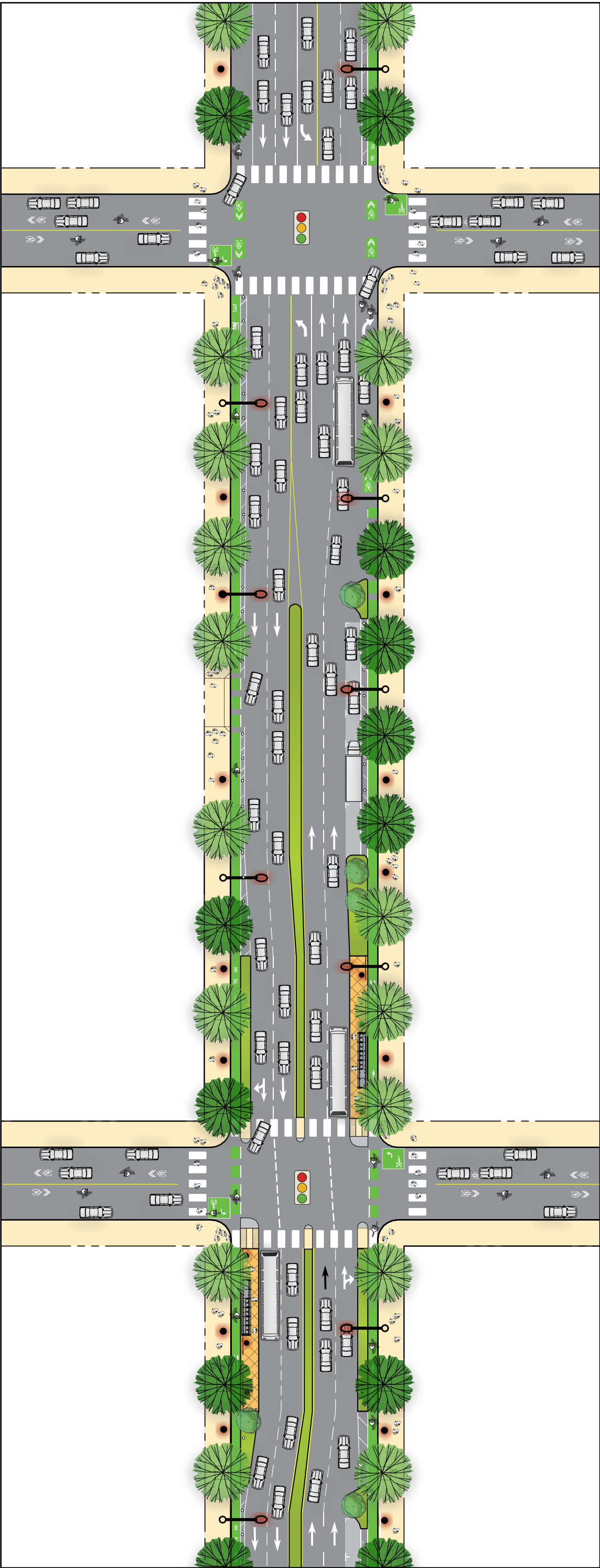
PARKING/LOADING LANE

*WHERE APPLICABLE

Concept B: Bus and Managed Lane on San Pablo, Bike on Parallel Facility



Concept C: Bike Lane on San Pablo



LEGEND

PROPERTY LINE

EXISTING TREE

NEW TREE

TRAFFIC SIGNAL

ROADWAY LIGHT FIXTURE

PEDESTRIAN-SCALE LIGHT FIXTURE

SOFT HIT POST

BIKE LANE

LANDSCAPING/
GREEN INFRASTRUCTURE*



































TRANSIT PLATFORM

SIDEWALK

PARKING/LOADING LANE

*WHERE APPLICABLE

Key Benefits and Challenges of Concepts for San Pablo Avenue Corridor Project

	CONCEPT A Bus and Bike Lanes on San Pablo Ave	CONCEPT B Bus and Managed Lane on San Pablo Ave; Bike facility on parallel street	CONCEPT C Bike Lanes on San Pablo Ave
	 <ul style="list-style-type: none"> Less potential for speeding 	 <ul style="list-style-type: none"> Less potential for speeding 	 <ul style="list-style-type: none"> Does not change potential for speeding
	 <ul style="list-style-type: none"> Faster and more reliable transit service More transit riders  <ul style="list-style-type: none"> 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  <ul style="list-style-type: none"> Transit stations off-set from major intersections 	 <ul style="list-style-type: none"> Faster and more reliable transit service More transit riders  <ul style="list-style-type: none"> 72 Local and 72 Rapid combined into one service with 1/3-mile spacing  <ul style="list-style-type: none"> Transit stations off-set from major intersections 	 <ul style="list-style-type: none"> 72 Local and 72 Rapid services remain  <ul style="list-style-type: none"> Slower and less reliable bus service
	 <ul style="list-style-type: none"> Bikes travel adjacent to sidewalk  <ul style="list-style-type: none"> Very limited opportunities to shorten crossing distance 	 <ul style="list-style-type: none"> Most opportunities to shorten pedestrian crossing distance and create pedestrian refuges 	 <ul style="list-style-type: none"> Some opportunities to shorten pedestrian crossing distance and create pedestrian refuges
	 <ul style="list-style-type: none"> Safer for bicyclists, but <u>not</u> low-stress environment 	 <ul style="list-style-type: none"> Parallel streets create low-stress comfortable facility  <ul style="list-style-type: none"> Less comfortable for those who may continue to ride on San Pablo Ave 	 <ul style="list-style-type: none"> Safer for bicyclists, but <u>not</u> low-stress environment
	 <ul style="list-style-type: none"> Significant reduction of loading and parking spaces 	 <ul style="list-style-type: none"> Least reduction of loading and parking spaces 	 <ul style="list-style-type: none"> Some reduction of loading and parking spaces
	 <ul style="list-style-type: none"> Potential for additional delay at intersections  <ul style="list-style-type: none"> Some traffic diverted to I-80 and other streets 	 <ul style="list-style-type: none"> Managed lane is a new traffic pattern  <ul style="list-style-type: none"> Potential for additional delay at intersections  <ul style="list-style-type: none"> Some traffic diverted to I-80 and other streets 	 <ul style="list-style-type: none"> Least impact on future delay and congestion