

Appendix D: Street Improvements

San Pablo Avenue Specific Plan

- Public Review Draft -

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Overview

This appendix provides an overview of transportation projects that are already underway at the time of the Specific Plan’s publication, along with recommended improvements at key locations identified through the planning and community engagement process. Many of these projects are expected to be implemented in the coming years and will significantly reshape travel conditions in the area. The Specific Plan’s proposed improvements are designed to build upon this ongoing work, treating these near-term changes as the new baseline for future transportation planning and investment.

Comprehensive List of Existing Projects

City of Berkeley Projects

Current Projects (2025)

Parker-Addison Mobility and Safety Improvements Project¹

This project will provide a bike boulevard and associated improvements to connect the West Street multiuse pathway to San Pablo Park via Bonar and Mabel Streets. The project also includes a new bike boulevard on Parker Street from San Pablo Avenue to Mabel Street.

Addison Street Bike Boulevard Connector Project²

The Addison Bike Boulevard will provide an east-west connection between Milvia Street and Sacramento Street to connect West Berkeley to Downtown Berkeley. The Project proposes a Class III bike boulevard on Addison Street from the Aquatic Park eastward to Sacramento Street and from Martin Luther King Jr. Way through downtown to Oxford Street. It would connect to the previously-constructed (phase 1) portion of this project between Sacramento Street and Martin Luther King Jr. Way, thereby creating a continuous bike boulevard from the Aquatic Park to the western edge of the UC Berkeley campus. The project also includes construction of 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; this connector on San Pablo Avenue will be implemented as part of the Alameda CTC Safety Enhancements Project, described below.

Street Rehabilitation - Hopkins Corridor Improvements³

This project includes Hopkins Street from San Pablo Avenue to Sutter Street. The project began in 2020 and was put on hold in 2023. As of the fall of 2025 there is no definitive timeline has been established for restarting the effort.

Other Currently Planned Projects

Ashby/San Pablo Traffic Improvements – Design is currently underway for this intersection improvement project, which includes a dedicated left-turn lane with a signal phase and upgraded curbs to enhance safety and traffic flow. Construction is anticipated in Fiscal Year 2027.

¹ City of Berkeley. [Parker-Addison Mobility and Safety Improvements Project](#). City of Berkeley. Accessed 6 May 2025.

² City of Berkeley. [Addison Street Bike Boulevard Connector Project](#). City of Berkeley. Accessed 6 May 2025.

³ City of Berkeley. [Street Rehabilitation – Hopkins Corridor Improvements](#). City of Berkeley. Accessed 6 May 2025.

Alameda CTC Projects

The Specific Plan will not focus on making transportation improvements to San Pablo Avenue, because the Alameda Transportation Commission (Alameda CTC) has completed a multimodal planning study for San Pablo Avenue throughout Alameda County. The study has led to three improvement projects that will result in construction of safety improvements for all users, bus stop improvements, and parallel bicycle facility improvements, as well as a short segment of bicycle and bus lanes on the southern end of San Pablo Avenue in Berkeley:

The Parallel Bike Improvement Project

This will construct bike safety and connectivity improvements and pedestrian, ADA upgrades along streets parallel to San Pablo Avenue, as well as creates safer bicycle crossings for existing or proposed bicycle routes as designated in the Berkeley Bike Plan (2017). Improvements on parallel streets will create or enhance bike boulevards consist of diverters, traffic circles, modifications to existing stop controls, speed humps, and wayfinding improvements for bicycles. This project is expected to start construction in Spring 2026. See Chapter 5 – Streets, Figure 5.8 *Connections Map*.

The Safety Enhancements Project

This will construct improvements for pedestrians and cyclists to cross San Pablo Avenue more easily and improve transit speed and reliability along San Pablo Avenue. Pedestrian and bicycle crossing improvements on San Pablo Avenue include median islands, and crossing beacons; and the Class IV separated bikeway on San Pablo Avenue between the off-set intersections with Addison Street. This project will also include ADA upgrades to curb ramps. Transit improvements include bus stop bulb-outs for high-use stops, intersection lighting upgrades, and some bus stop relocations to improve safety and bus operations. Within Berkeley, improvements will extend between Heinz Avenue and the northern city limit. This project is expected to start construction in mid 2026.

The Bus and Bike Lanes Project

This project is located primarily within the Cities of Oakland and Emeryville, and will convert one travel lane in each direction on San Pablo Avenue to a bus-only lane and convert on-street parking lanes to separated bike lanes. In Berkeley, the Project's bicycle improvements will extend along San Pablo Avenue from the southern city limit to Heinz Avenue, approximately 0.25 miles, and the bus improvements will end at the Ashby Avenue intersection. This project is currently in the conceptual design phase.

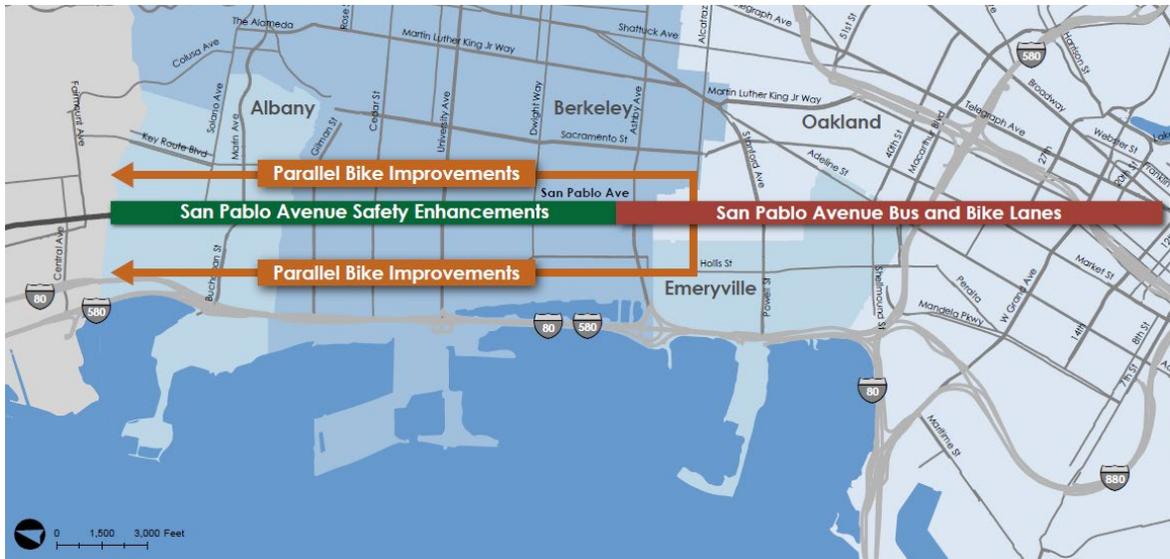


Figure D. 1 Alameda CTC. San Pablo Avenue Multimodal Corridor Overview Map

Alameda Countywide Bikeways Network

In December 2022, the Commission adopted a resolution establishing an All Ages and Abilities (AAA) bikeways policy and standard. The policy directs that Countywide Bikeway Facilities incorporate AAA design principles, as defined by the [National Association of City Transportation Officials \(NACTO\) Contextual Guidance for Selecting All Ages and Abilities Bikeways](#). This policy aligns with the Metropolitan Transportation Commission’s existing standards for the regional [Active Transportation Network](#), of which the Countywide Bikeways Network is a subset. As San Pablo Avenue is designated as a major bus and bikeway corridor within the Countywide Network, it is subject to these design expectations.

Proposed Improvements

The Specific Plan summarizes a set of recommended improvements that are not currently addressed by existing or planned projects from the City of Berkeley and Alameda CTC. The methodology for summarizing these recommendations integrates proposals from the Pedestrian Plan (2020) and the Berkeley Bike Plan Update (2025), and was further refined through input from City of Berkeley staff and accident history. The **Table D.1 List of Intersection Improvements** providing an overview of these proposed improvements, listing strategies to address existing mobility gaps and plan for enhancements beyond currently planned projects. This list is intended to be a living document and updated periodically as conditions change, evolving safety needs, community input, and coordination with future planning and capital improvement efforts. For example, the city will likely be updating the Pedestrian Plan in the next couple of years. Many of intersection improvements listed below align with Policies and Standards presented in Chapter 5 – Streets, *Continue to improve Intersections*, page X of the Plan.

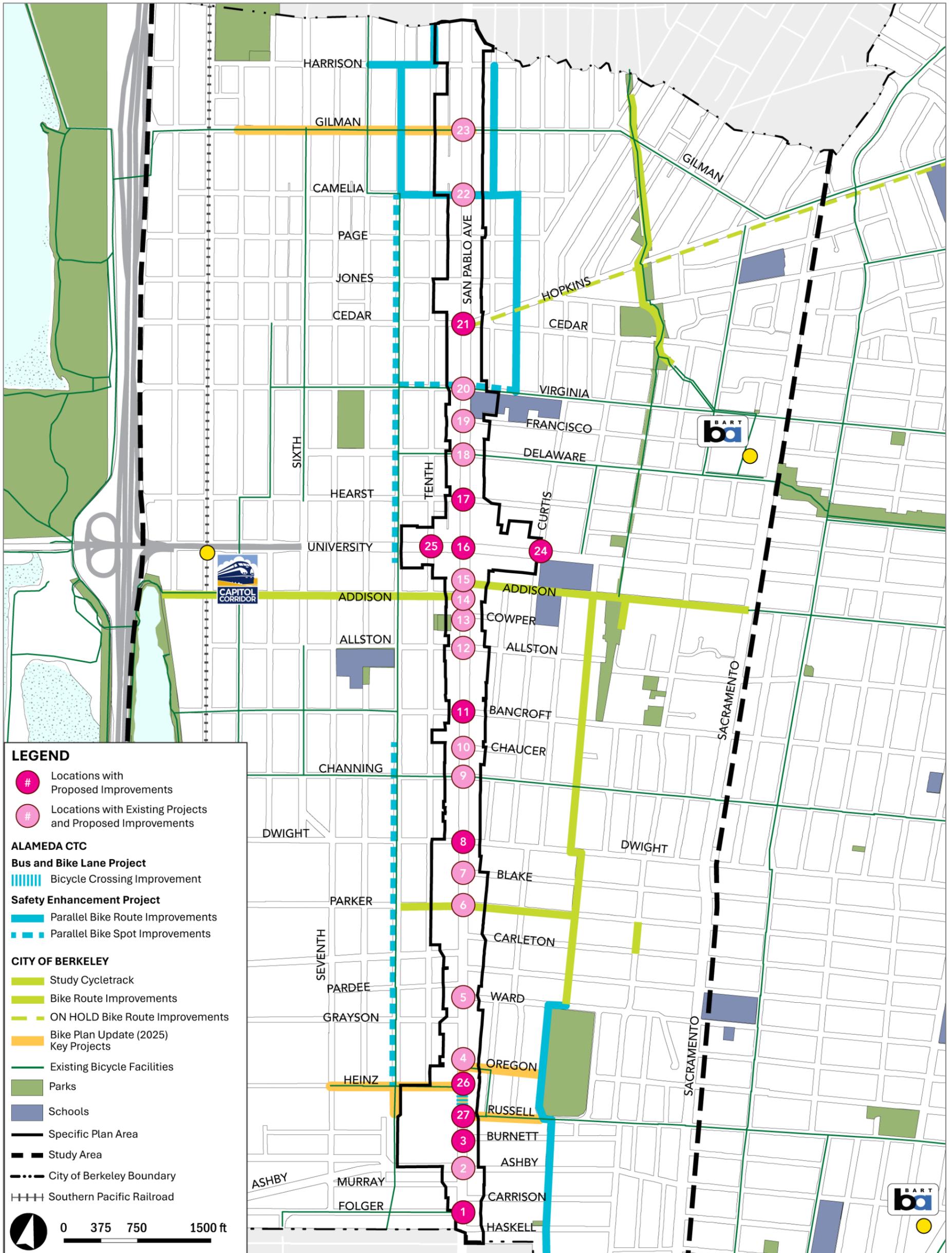
Figure D.2: Connections & D3 Mid-Block and Side-Street Plaza Options presents a consolidated overview of potential pedestrian crossing locations based on Pedestrian Crossing Frequency Standards described in T-S.1. It also provides an overview of potential side-street plaza sites, policy PR-P.14.

Table D.1 List of Intersection Improvements

No.	Existing Project	Proposed Improvement	Nearest Intersection	Source
1		RRFB and Ped Refuge Island	Folger Ave and San Pablo Ave	City Staff
2	Others	Restrict Right Turn on Red, Median Refuge Island, Curb Extension, Widen Sidewalk at Bus Stop Pedestrian Plan (2020): High-Visibility Crosswalk, Hardened Centerline	Ashby Ave and San Pablo Ave	City Staff
3		RRFB and Ped Refuge Island	Burnett St and San Pablo Ave	City Staff
4	Alameda CTC And City of Berkeley	RRFB at South Leg (where Safety Enhancement Project is implementing a Pedestrian Refuge Island) Potential Protected Intersection improvements connecting with Separated Bike Lanes on San Pablo Ave. to Heinz St. (see Intersection 26)	Oregon St and San Pablo Ave	City Staff Bike Plan Update (2025)
5	Alameda CTC	RRFB at North Leg	Ward St and San Pablo Ave	City Staff
6	City of Berkeley	Bike Crossing	Parker St and San Pablo Ave	City Staff
7	Alameda CTC	RRFB at South Leg	Blake St and San Pablo Ave	City Staff
8		Median Refuge Island	Dwight Way and San Pablo Ave	City Staff Bike Plan Update (2025)
9	Alameda CTC	Raised Crosswalk PHB	Channing Way and San Pablo Ave	City Staff Bike Plan Update (2025)
10	Alameda CTC	RRFB	Chaucer St and San Pablo Ave	City Staff
11		Widen Sidewalk at Bus Stop, High-Visibility Crosswalk, Curb Extension, Median Refuge Island	Bancroft Way and San Pablo Ave	City Staff Pedestrian Plan (2020)
12	Alameda CTC	High-Visibility Crosswalk, Consolidate Driveways, Curb Extension, Median Refuge Island, Widen Sidewalk at Bus Stop	Allston Way and San Pablo Ave	Pedestrian Plan (2020)
13	Alameda CTC	RRFB, Curb Extension	Cowper St and San Pablo Ave	City Staff Pedestrian Plan (2020)
14	City of Berkeley	Median Refuge Island on Southern Addison 2-Way Cycle track Connector	Southern Addison St and San Pablo Ave	City Staff Bike Plan Update (2025)

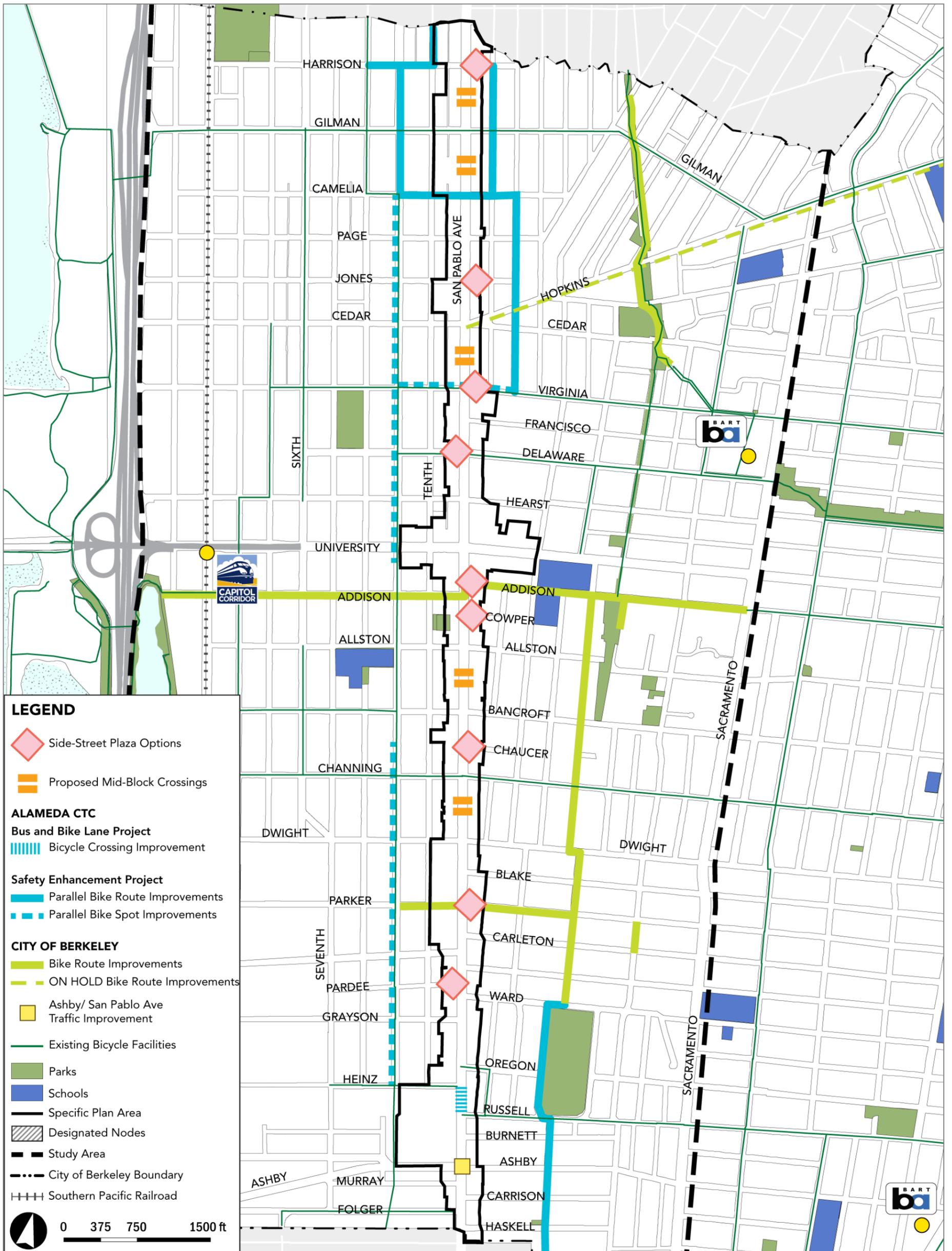
No.	Existing Project	Proposed Improvement	Nearest Intersection	Source
15	City of Berkeley	Bike Box for left-turning North bikes turning onto San Pablo. Bike signal detection and RRFB/PHB for peds and bikes coming from the northern Addison who will then turn left going SB on San Pablo and then turning right to head WB on Addison. Raised Crossing for ped/ bikes 2-Way Cycle track Connector	Northern Addison St and San Pablo Ave	City Staff Bike Plan Update (2025)
16		Restrict Right Turn on Red, Median Refuge Island, Curb Extensions	University Ave and San Pablo Ave	City Staff Pedestrian Plan (2020)
17		Ped Refuge Islands	Hearst Ave and San Pablo Ave	City Staff
18	Alameda CTC	Ped Refuge Islands. Tighten Intersection	Delaware St and San Pablo Ave	City Staff
19	Alameda CTC	RRFB	Francisco St and San Pablo Ave	City Staff
20	Alameda CTC	Raised Intersection	Virginia St and San Pablo Ave	City Staff
21		Median Refuge Island, Widen Sidewalk at Bus Stop	Cedar St and San Pablo Ave	Bike Plan Update (2025)
22	Alameda CTC	Raised Intersection PHB	Camelia St and San Pablo Ave	City Staff Bike Plan Update (2025)
23	Alameda CTC and City of Berkeley	Ped Refuge Islands Potential Protected Intersection Treatments on west side and shortening of pedestrian crossing of Gilman St	Gilman St and San Pablo Ave	City Staff Bike Plan Update (2025)
24		Curb Extension, Consolidate driveways, Median Refuge	Curtis St and University Ave	City Staff
25		Curb Extension, Median Refuge	10 th St and University Ave	City Staff
26	Alameda CTC or City of Berkeley	2-Way Cycle track Connector either to Oregon St (Intersection 4) or Russell St (Intersection 27), Protected Intersection on west side, and Shortened Pedestrian Crossing.	Heinz St and San Pablo Ave	Bike Plan Update (2025)
27	Alameda CTC or City of Berkeley	2-Way Cycle track Connector to Heinz St (Intersection 26), Protected Intersection on east and west sides, and Shortened Pedestrian Crossing of Russel St, Median Refuge	Russell St and San Pablo Ave	Bus and Bike Lanes Project Bike Plan Update (2025)
Ped = Pedestrian; RRFB = Rectangular Flashing Beacons; PHB = Pedestrian Hybrid Beacons				

Figure D.2: Connections & Intersection Improvements



Source: City of Berkeley, Alameda CTC, CD+A. 2025.

Figure D.3: Connections & Mid-Block and Side Street Plaza Options



Source: City of Berkeley, Alameda CTC, CD+A. 2025.