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# San Pablo Avenue Multimodal Corridor Study Phase 2

## Concept Alternatives



Kimley»Horn

# San Pablo Ave – Concept Locations

1. El Cerrito - Fairmount Ave to Eureka Ave
2. El Cerrito - Schmidt Ln to Potrero Ave
3. El Cerrito/Richmond - Wall Ave to I-80, Non-Caltrans Section
4. Richmond - Solano Ave to Rheem Ave
5. San Pablo - Vale Rd to Road 20
6. San Pablo - Lovegrove St to Rumrill Blvd
7. San Pablo/Richmond - Lake St to Rivers St



## PRIORITIES BY ALTERNATIVE

### Alternative 1

1. Side-running Transit Lane
2. Bike Facility
3. Parking Facility
4. Auto Lane



### Alternative 2

1. Center-running Transit Lane
2. Bike Facility
3. Parking Facility
4. Managed Parking/Auto Lane



### Alternative 3

1. Maintain 2 Auto Lane per direction
2. Bike Facility
3. Side-running Transit Lane (with QJ)
4. Parking Facility



### Alternative 4

1. Side-running Transit Lane
2. Parking Facility
3. Auto Lane
4. Bike Facility



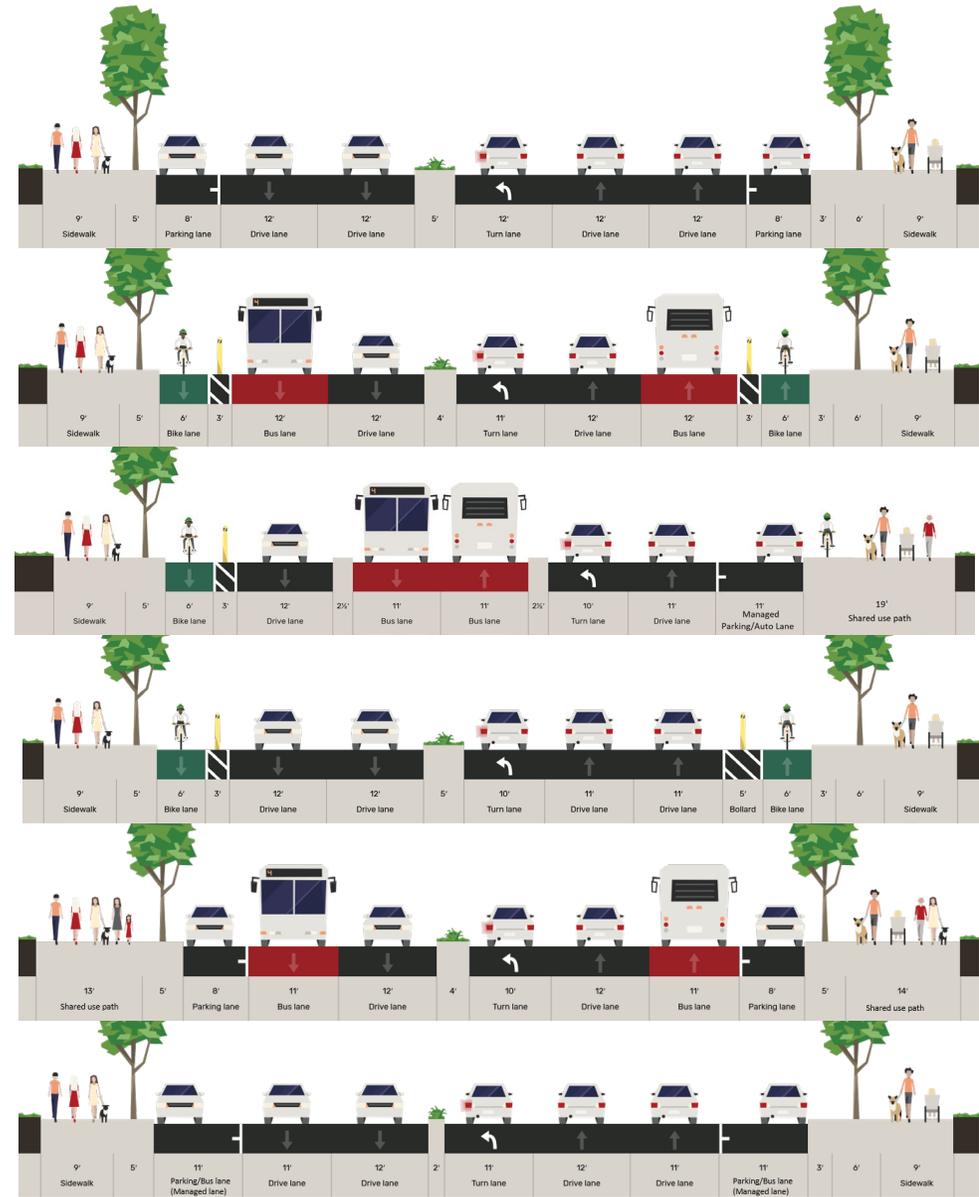
### Alternative 5

1. Auto Lane (maintain 2 per direction)
2. Parking Facility
3. Managed Parking and Side-running Transit Lane
4. Bike Facility



# 1. El Cerrito - Fairmount Ave to Eureka Ave (Curb-to-Curb 81')

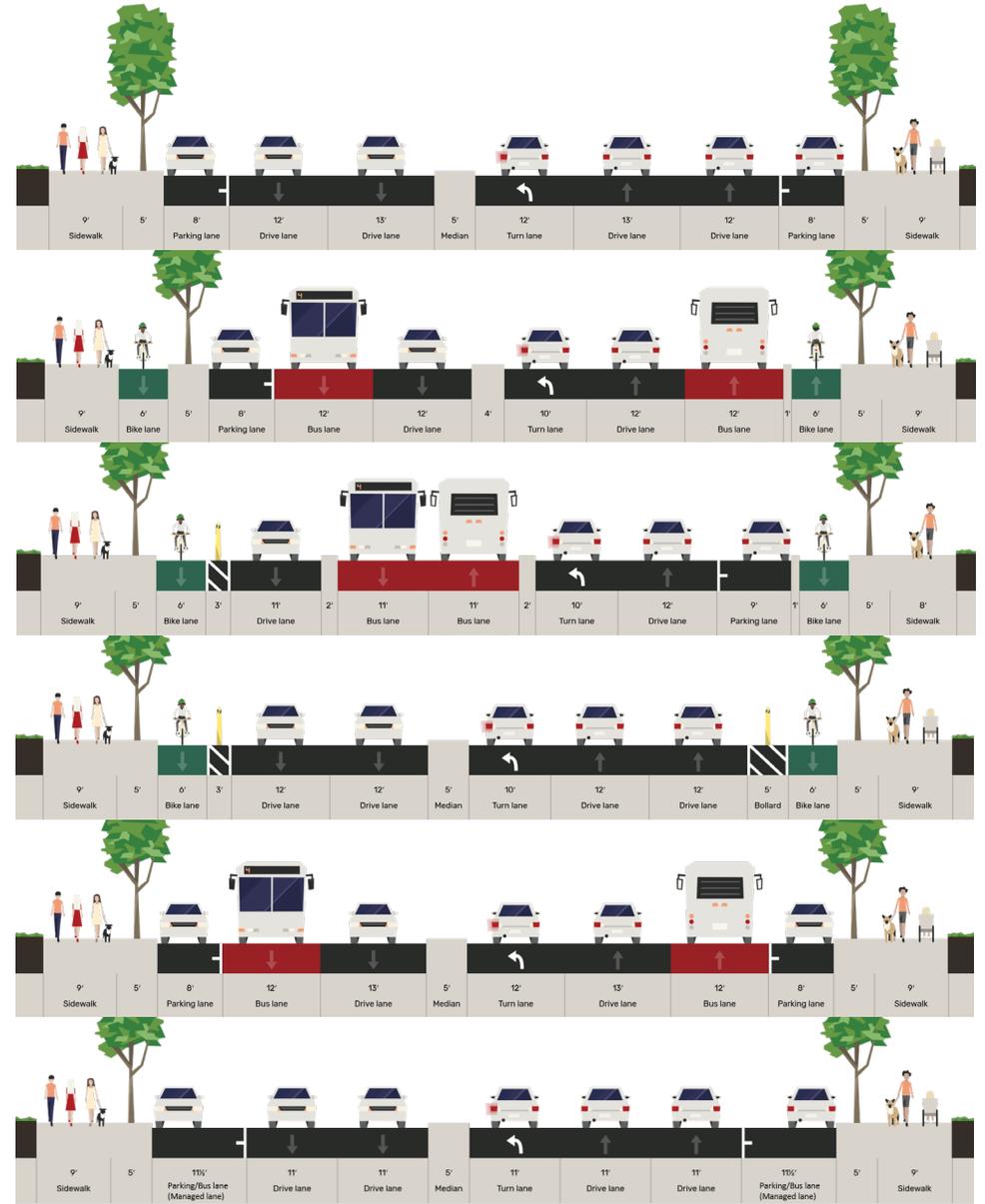
Alternative	Prioritization	Pedestrian Realm	Bicycle Facility	Bus Stop	Transit Lane	Parking / Loading	Lanes (each direction)	Managed Lane
Existing		-	-	Curb-side	-	Both sides	Two	-
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Bus island	Side	None	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Median	Center	One side	One	Parking / Auto
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class IV	Bus island	Queue jump	None	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	Shared-use path	Shared-use path	Bus bulb	Side	Both sides	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Curb-side	Side (peak period only)	Both sides (excludes peak periods)	Two	Parking / Bus



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# 2. El Cerrito - Schmidt Ln to Potrero Ave (Curb-to-Curb 83')

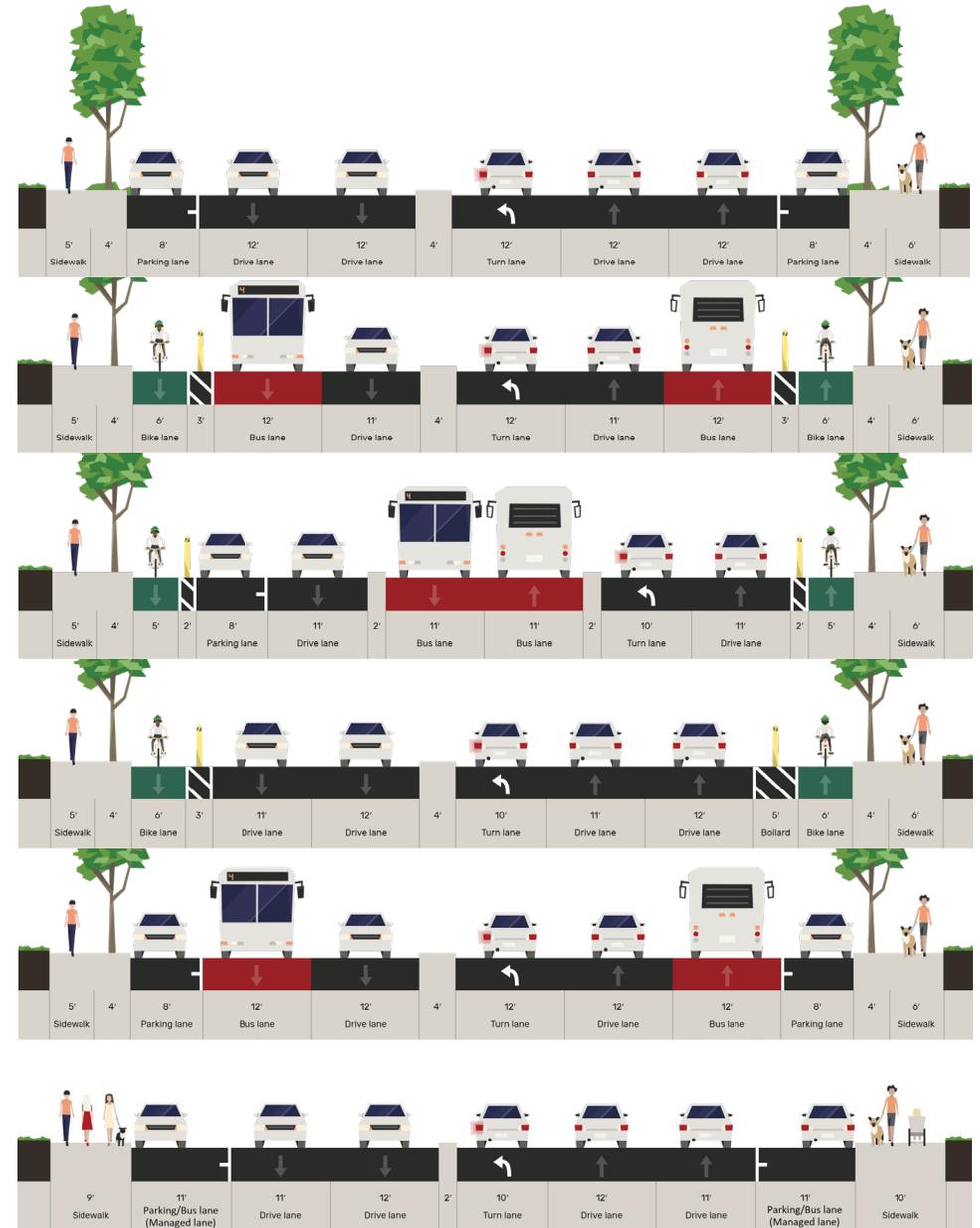
Alternative	Prioritization	Pedestrian Realm	Bicycle Facility	Bus Stop	Transit Lane	Parking / Loading	Lanes (each direction)	Managed Lane
Existing		-	-	Curb-side	-	Both sides	Two	-
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Bus island	Side	One side	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Median	Center	One side	One	Parking / Auto
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class IV	Bus island	Queue jump	None	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Bus bulb	Side	Both sides	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Curb-side	Side (peak period only)	Both sides (excludes peak periods)	Two	Parking / Bus



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# 3. El Cerrito/Richmond - Wall Ave to I-80, Non-Caltrans Section (Curb-to-Curb 80')

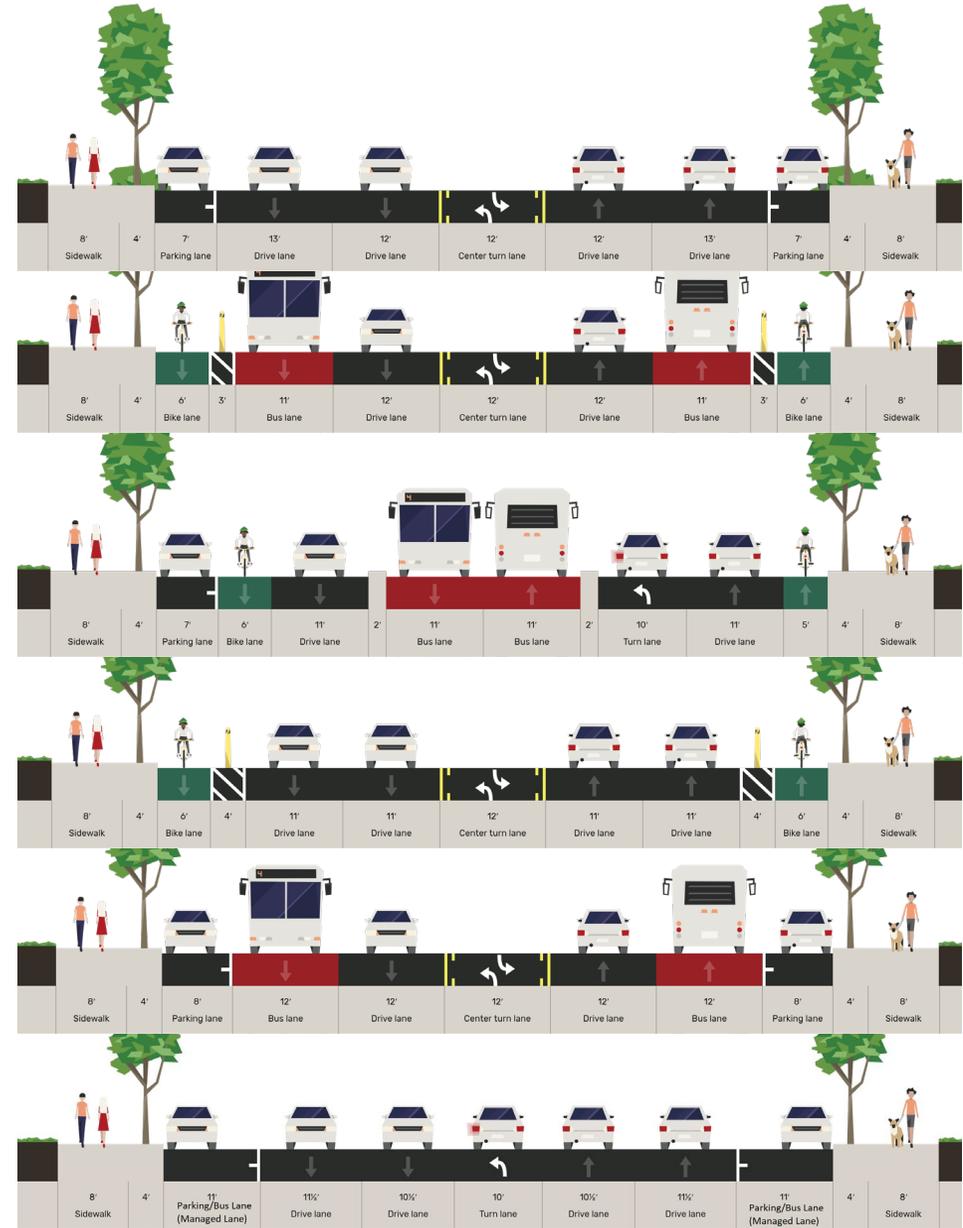
Alternative	Prioritization	Pedestrian Realm	Bicycle Facility	Bus Stop	Transit Lane	Parking / Loading	Lanes (each direction)	Managed Lane
Existing		-	-	Curb-side	-	Both sides	Two	-
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Curb-side	Side	None	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Median	Center	One side	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class IV	Curb-side	Queue jump	None	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Bus bulb	Side	Both sides	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Curb-side	Side (peak period only)	Both sides (excludes peak periods)	Two	Parking / Bus



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# 4. Richmond - Solano Ave to Rheem Ave (Curb-to-Curb 76')

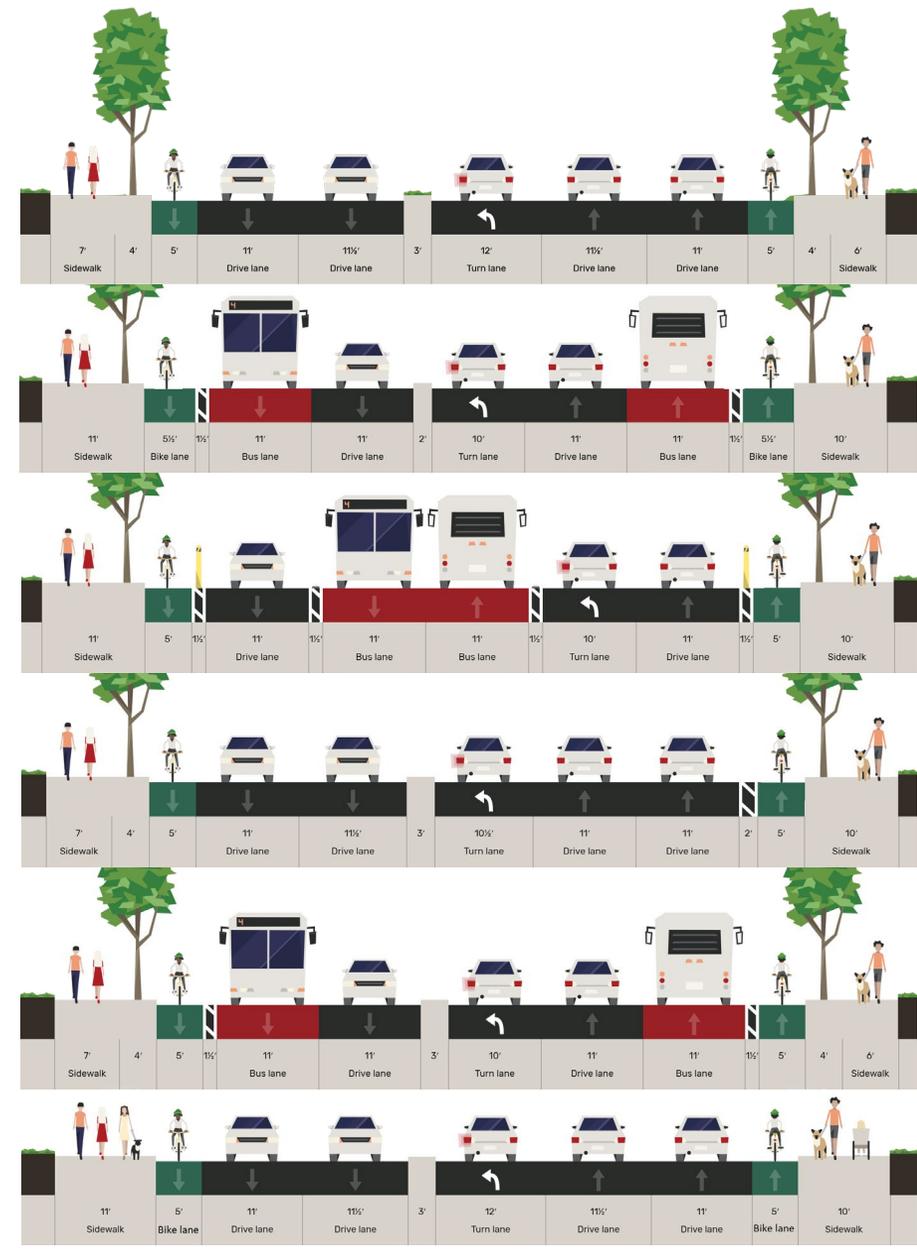
Alternative	Prioritization	Pedestrian Realm	Bicycle Facility	Bus Stop	Transit Lane	Parking / Loading	Lanes (each direction)	Managed Lane
Existing		-	-	Curbside	-	Both sides	Two	-
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class IV	Bus island	Side	None	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class II	Median	Center	One side	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class IV	Curbside	Queue jump	None	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Bus bulb	Side	Both sides	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	-	Curbside	Side (peak period only)	Both sides (excludes peak periods)	Two	Parking / Bus



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# 5. San Pablo - Vale Rd to Road 20 (Curb-to-Curb 70')

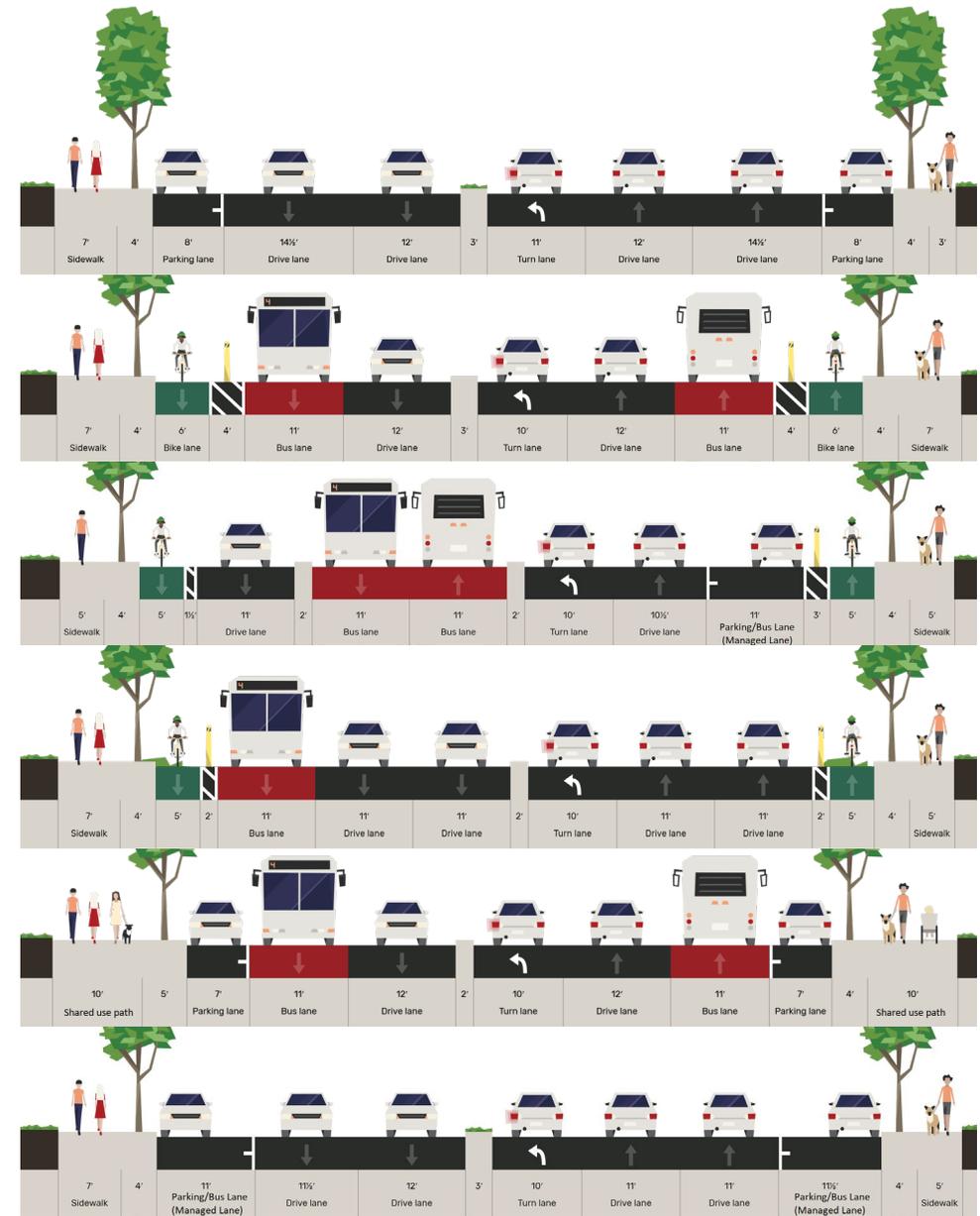
Alternative	Prioritization	Pedestrian Realm	Bicycle Facility	Bus Stop	Transit Lane	Parking / Loading	Lanes (each direction)	Managed Lane
Existing		-	Class II	Curbside	-	-	Two	-
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class II – buffered	Curbside	Side	None	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	-	Class II	Median	Center	None	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	-	Class II – buffered	Curbside	-	None	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class IV	Curbside	Side	None	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class II	Curbside	-	None	Two	-



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# 6. San Pablo - Lovegrove St to Rumrill Blvd (Curb-to-Curb 83')

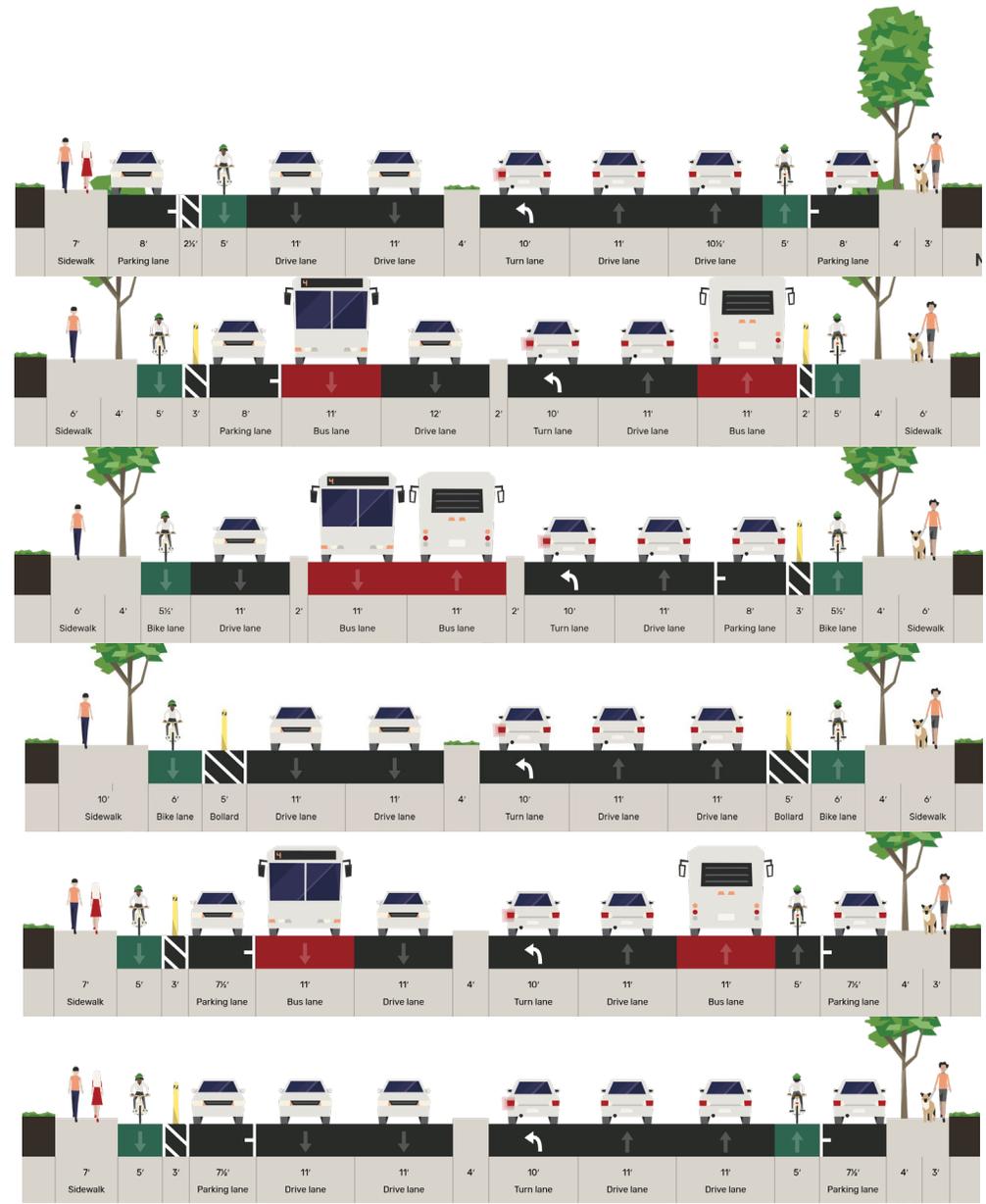
Alternative	Prioritization	Pedestrian Realm	Bicycle Facility	Bus Stop	Transit Lane	Parking / Loading	Lanes (each direction)	Managed Lane
Existing		-	-	Curbside	-	Both sides	Two	-
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Widened	Class IV	Bus island	Side	None	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Widened	Class IV	Median	Center	One side	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	Widened	Class IV	Curbside	Side	None	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	Widened	Shared-use path	Bus bulb	Side	Both sides	One	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	Widened	-	Curbside	Side (peak period only)	Both sides (excludes peak periods)	Two	Parking / Bus



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# 7. San Pablo/Richmond - Lake St to Rivers St (Curb-to-Curb 86')

Alternative	Prioritization	Pedestrian Realm	Bicycle Facility	Bus Stop	Transit Lane	Parking / Loading	Lanes (each direction)	Managed Lane
Existing		-	Class II	Curb-side	-	Both sides	Two	-
1	1st - Side-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Widened	Class IV	Curb-side	Side	One side	One	-
2	1st - Center-running Transit Lane 2nd - Bike Facility 3rd - Parking Facility 4th - Auto Lane	Widened	Class II / Class IV	Median	Center	One side	One	-
3	1st - Auto Lane (maintain 2 per direction) 2nd - Bike Facility 3rd - Side-running Transit Lane (with bus queue jump) 4th - Parking Facility	Widened	Class IV	Curb-side	-	None	Two	-
4	1st - Side-running Transit Lane 2nd - Parking Facility 3rd - Auto Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class II / Class IV	Bus island / Curb-side	Side	Both sides	Two	-
5	1st - Auto Lane (maintain 2 per direction) 2nd - Parking Facility 3rd - Managed lane for Parking and Side-running Transit Lane 4th - Bike Facility (maintain existing facility at the minimum)	-	Class II / Class IV	Bus island / Curb-side	-	Both sides	Two	Parking / Bus



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