Gilman Interchange Project: Active Transportation Overpass Context

Context: population N vs. S of Gilman
Context: facilities N vs. on Gilman

Future railroad underpass

Cycling lanes in construction
Cycletrack completion funded
Cycling signal
500 cars/day
HAWK signal
0 cars/day
10,000 cars/day
20,000 cars/day
Cycletrack completion funded
Cycling signal
500 cars/day
HAWK signal
0 cars/day
10,000 cars/day
20,000 cars/day
Future railroad underpass
Context: facilities N vs. on Gilman

- Future railroad underpass
- Currently proposed overpass
- BCAC TWG and AS&R supported overpass
- Future path connection

Cycling lanes in construction
Cycletrack completion funded
- Cycling signal 500 cars/day
- HAWK signal 0 cars/day
- Future railroad underpass 10,000 cars/day

Cycling signal 20,000 cars/day

Level of Traffic Stress

<table>
<thead>
<tr>
<th>LTS 1</th>
<th>LTS 2</th>
<th>LTS 3</th>
<th>LTS 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOW STRESS</td>
<td>LOW STRESS WITH ATTENTION REQUIRED</td>
<td>HIGH STRESS</td>
<td>MOST STRESSFUL</td>
</tr>
<tr>
<td>Suitable for all ages &amp; abilities, including children</td>
<td>Indicate to drivers that most drivers will slow down</td>
<td>Requires attention, suitable for adults with confidence to cycle</td>
<td>Not suitable for most traffic-fearing riders</td>
</tr>
</tbody>
</table>

Comfortable up to % of Biking Residents*

- Northside “L” 90%
- Northside “U” 79%
- Southside “U” 16%
- Southside “L” 3%

*According to the Berkeley Bicycle Plan Public Survey
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