I-80 Gilman Interchange Improvements

Presented to
Alameda CTC Programs and Projects Committee (PPC)
May 14, 2018

Project Highlights

- **November 2014** Named Project in 2014 Transportation Expenditure Plan (TEP), earmarked $24 M
- **June/July 2015** Parsons Transportation Group (PTG) selected to provide Project Approval & Environmental Document (PA&ED) and Plans Specifications & Estimates (PS&E) (optional task); $2.6 M contract for PA&ED executed
- **April 2016** Environmental scoping meeting held for alternatives/options
- **December 2017**
  - Awarded $4.152 M in funding from the Active Transportation Program (ATP)
  - State Transportation Improvement Program (STIP) exchange of $12 M
  - $1 M amendment to PTG for additional preliminary engineering
- **February 2018** Extensive public meetings/briefings

**Ongoing stakeholder workshops (weekly/monthly)**
Collision Data 2012-2015

Interchange is also identified by the City of Berkeley as “high stress” for bicyclists.
(Source: 2017 City of Berkeley Bicycle Plan)

Illustrations are conceptual drafts and are subject to change.

Past Studies

- **1998** West Berkeley Parking and Circulation Study
- **2005** Gilman Street Interchange Improvement Study
- **2005** Draft Project Study Report (PSR)
- **2009** West Berkeley Circulation Master Plan Report
- **2014** Project Study Report-Project Development Support (PSR-PDS)

**These studies concluded:**
- Signalization and stop signs would both fail.
- No room for diamond interchange.

**Only workable solution is roundabouts.**
Roundabout Operations

» Only need to watch for traffic coming from one direction at a time
» Shorter, simpler pedestrian crossings
» Slower traffic
» Pedestrian refuges
» Landscape separation
» Shared-use path

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Design Elements

» Two roundabouts
  • Landscaped areas
  • Modified access to Golden Gate Fields stables
  • Change in access from Gilman to Eastshore Highway
» Pedestrian/bike overcrossing (POC) over I-80 to the south
» Sidewalks and at-grade path through interchange
» Pedestrian/bike from Tom Bates Complex to Codornices Creek
  • Gilman Street cycle track to new signal at Fourth Street
  • Bike improvements from Gilman/Fourth Street to Codornices Creek
» Bay Trail gap closure at foot of Gilman Street

Illustrations are conceptual drafts and are subject to change.
Travel Paths Through Roundabouts

From Gilman St. to I-80 West and
From Gilman St. To Golden Gate Fields and Eastshore State Park

Illustrations are conceptual drafts and are subject to change.

Travel Paths Through Roundabouts

From Eastshore State Park to I-80 East and
From West Frontage Road south of Gilman Street to I-80 East

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Travel Paths Through Roundabouts

From I-80 West to Gilman Street and
From I-80 East to Gilman Street

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Pedestrian Overcrossing: Southern POC Option

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Bike/Ped Connection from Tom Bates Sports Complex to Codornices Creek

Existing Codornices Creek Bridge

Restriped 5th St. crosswalks and new bicycle sharrows

New 4th St. bicycle sharrows

New traffic signal at Gilman at 4th St.

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Gilman Street Cycle Track

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Gilman Street to Codornices Creek Connection

Restriped 5th St crosswalks and new bicycle sharrows

New bicycle sharrows

New traffic signal at Gilman and 4th Streets

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Bay Trail Gap Closure

New Bay Trail to be installed by Project

Existing Bay Trail

Tom Bates Regional Sports Complex

Golden Gate Fields Stables

San Francisco Bay

New Bay Trail to be installed by EBRPD

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Change in Vehicular Access to Eastshore Highway

From I-80/Gilman St. to Northbound Eastshore Highway

From Southbound Eastshore Highway to Gilman St./I-80 ramps

New paving, enhanced streetscape and signage

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Second St. to Eastshore Hwy

City of Berkeley Recycling Center

Harrison St. to Eastshore Hwy
### Project Schedule

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**Legend:**
- DED: Draft Environmental Document
- PA/ED: Project Approval / Environmental Document (Preliminary Design / Environmental Document)
- PS&E: Plans, Specifications, and Estimates (Final Design)
- ROW: Right of Way

We are here

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