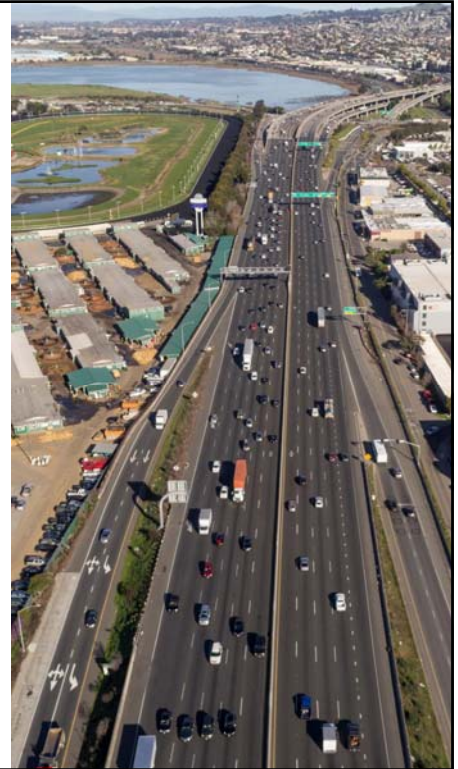




I-80 Gilman Interchange Improvements



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)



Past Studies

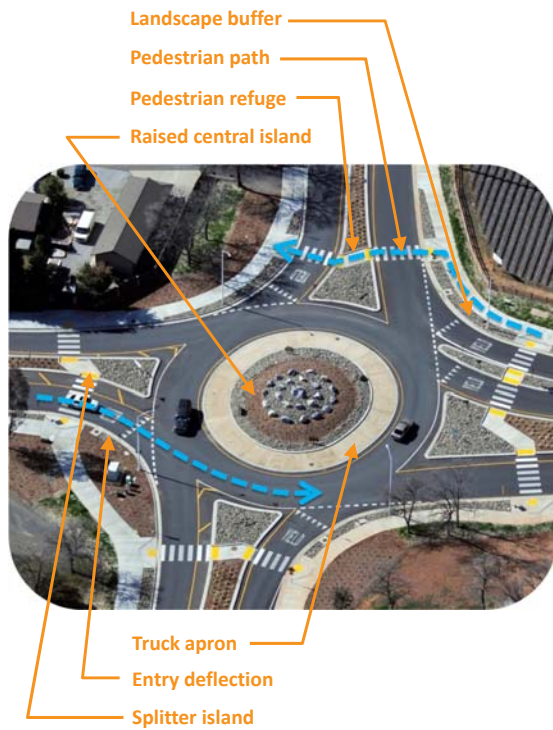
- 1998 West Berkeley Parking and Circulation Study
- 2005 Gilman Street Interchange Improvement Study
- 2005 Draft Project Study Report (PSR)
- 2009 West Berkeley Circulation Master Plan Report
- 2014 Project Study Report-Project Development Support (PSR-PDS)

These studies concluded:

- Signalization and stop signs would both fail.
- No room for diamond interchange.

Only workable solution is roundabouts.

Roundabout Operations

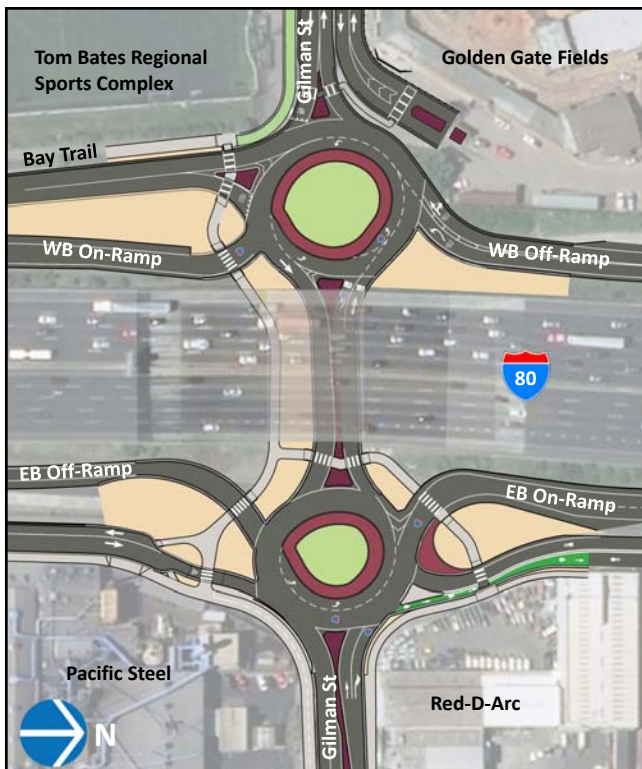


- » Only need to watch for traffic coming from one direction at a time
- » Shorter, simpler pedestrian crossings
- » Slower traffic
- » Pedestrian refuges
- » Landscape separation
- » Shared-use path

Illustrations are conceptual drafts and are subject to change.

5

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 Cordonces 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.

6



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.

7



Travel Paths Through Roundabouts

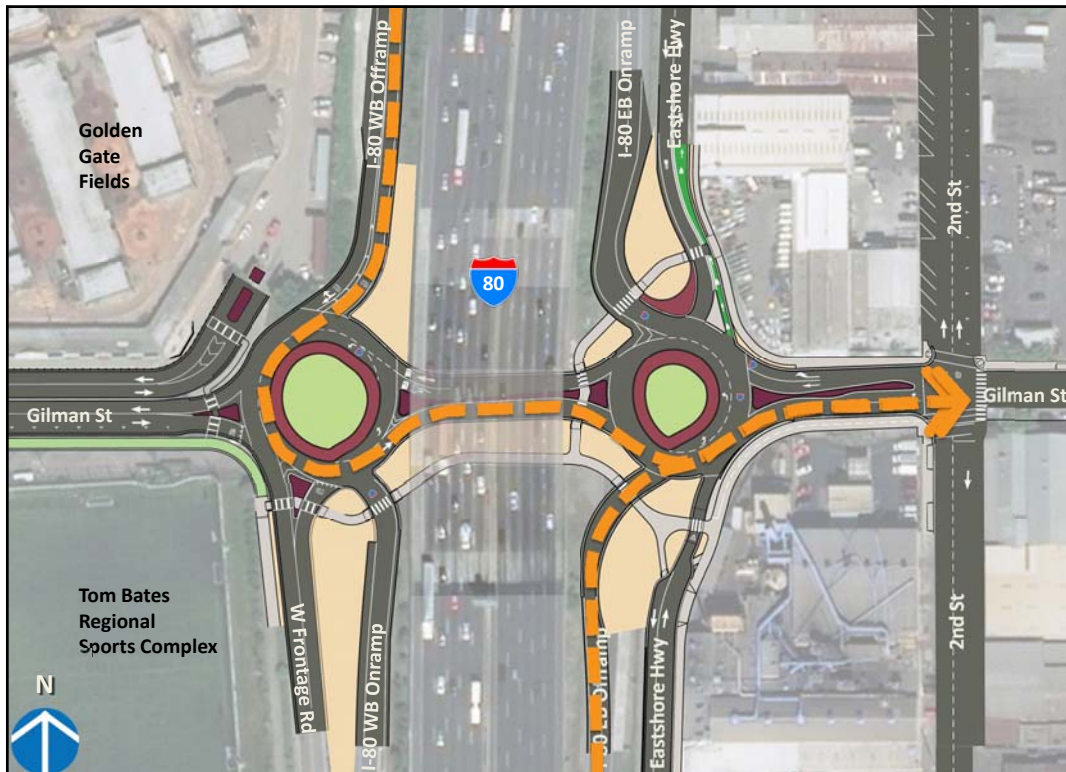
From Eastshore
State Park to
I-80 East

and

From West
Frontage Road
south of
Gilman Street
to I-80 East

Illustrations are conceptual drafts
and are subject to change.

8



Travel Paths Through Roundabouts

From I-80 West to Gilman Street and

From I-80 East to Gilman Street

Illustrations are conceptual drafts and are subject to change.

9



Travel Paths Through Roundabouts

Pedestrian/
Bicycle route from West Frontage Road, north and south of Gilman Street, through the intersection to the east

Illustrations are conceptual drafts and are subject to change.

10

Pedestrian Overcrossing: Southern POC Option



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



Gilman Street Cycle Track



Restriped 5th St.
crosswalks and new
bicycle sharrows

New bicycle sharrows

New traffic signal
at Gilman and
4th Streets

Gilman Street to Codornices Creek Connection



Illustrations are conceptual drafts and are subject to change.

14

Bay Trail Gap Closure



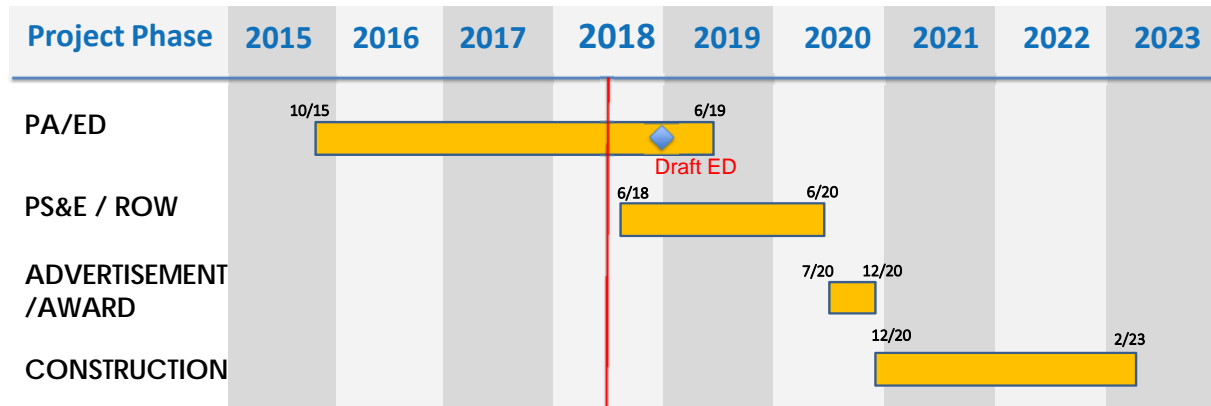
Change in Vehicular Access to Eastshore Highway

New paving, enhanced streetscape and signage

Illustrations are conceptual drafts and are subject to change.

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Project Schedule



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

Illustrations are conceptual drafts and are subject to change.

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