Open Forum Hearing
Interstate 80/Gilman Street
Interchange Improvement Project

January 15, 2019, 6:00–9:00 PM
James Kenney Community Center
1720 Eighth Street, Berkeley, CA 94710
## Project Funding

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Amount ($ x $1,000)</th>
</tr>
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<tbody>
<tr>
<td>Measure BB</td>
<td>$12,000</td>
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<tr>
<td>Federal Accelerated Innovation Deployment Demonstration Program</td>
<td>$1,080</td>
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<tr>
<td>State Planning, Programming and Monitoring/Local/EBMUD</td>
<td>$354</td>
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<tr>
<td>State Active Transportation Program</td>
<td>$4,152</td>
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<td>State Transportation Improvement Program</td>
<td>$25,784</td>
</tr>
<tr>
<td>Source To Be Determined</td>
<td>$11,987</td>
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<td><strong>Total</strong></td>
<td><strong>$55,357</strong></td>
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Project Purpose

» Simplify and improve the navigation, mobility, and traffic operations at the I-80/Gilman Street interchange

» Reduce congestion, vehicle queues, and traffic, bicycle and pedestrian conflicts at the I-80/Gilman Street interchange

» Improve local and regional bicycle connections and pedestrian facilities through the I-80/Gilman Street interchange

» Improve safety at the I-80/Gilman interchange

Project Need

» Higher than average rates of injury collisions

» Significant roadway deficiencies

» Excess left turn vehicle queue lengths on Gilman Street

» Gap in SF Bay Trail

» Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80
Station 3:
Introduction to Roundabouts

» Why consider roundabouts?
» How do I drive through a roundabout?
» What about pedestrians?
» What about bicycles?
» What about large vehicles?
Station 3: Benefits of the Modern Roundabout

» Improved safety
» Reduced future delays
» Typical environmental benefits
  • Improve operations and traffic flow
  • Reduced emissions
  • Reduced fuel consumption
  • Noise reduction
» Less costly to operate
Station 4: Project Design - Pedestrian/Bicycle Overcrossing
Station 4: Project Design

- Two roundabouts
- Sidewalks and at-grade path through interchange
- Pedestrian / bicycle overcrossing, over I-80 to the south
- Gilman Street cycle track to new signal at Fourth Street
- Bicycle improvements from Gilman / Fifth Street to Codornices Creek
- Reconfigured access to Golden Gate Fields stables
- New Bay Trail segment at west end of Gilman Street
BICYCLE-RELATED GOALS

1. Close the gap in local and regional bicycle facilities through the I-80/Gilman Street interchange.
2. Facilitate bicycle travel between the Bay Trail, North Berkeley, and Southern Albany.
3. Improve bicycle safety.

Interstate 80/Gilman Street Interchange Improvement Project
Station 4: Bicycle Facilities

A | BICYCLE PATH THROUGH INTERCHANGE

B | PEDESTRIAN & BICYCLE IMPROVEMENTS @ GILMAN UNDERPASS (CONCEPTUAL)

C | PEDESTRIAN & BICYCLE OVERCROSSING (CONCEPTUAL)

SAMPLE PEDESTRIAN & BICYCLE CROSSING IMPROVEMENTS

SAMPLE 2 WAY CYCLE TRACK
BANCROFT WAY, BERKELEY

SAMPLE SHARROWS
ON 4TH/ HARRISON/ 5TH STREETS
Potential environmental impacts have been analyzed and are presented to the public as required by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

- The Initial Study/Environmental Assessment includes the results of focused technical studies
- The Initial Study/Environmental Assessment is available for public review and comment. Please provide comments no later than February 5, 2019.
Station 6: Technical Studies and Findings

» San Francisco Bay
  • Gilman Street outfall would be replaced and would include a tidal flap gate
  • Minimal impacts to the Bay

» Parks and Recreational Facilities
  • On-street parking would be permanently reduced on Gilman Street Extension - 18 spaces
  • Temporary parking reduction at sports complex during construction, approximately 1/2 of the parking spaces will be open
  • Bay Trail would be closed for limited periods of time during construction

» Traffic
  • Average delay at project intersections reduced
  • Pedestrian and bicycle facilities improved (pedestrian and bicycle overcrossing, shared-use path, two-way cycle track, and Bay Trail extension)

» Visual
  • A less than substantial change is anticipated for existing visual character and quality within the project area
  • Approximately 15 trees would be removed and replaced

» Cultural
  • No impacts are proposed to a historic industrial building complex
« Floodplain
• Under one acre of impervious surface area proposed
• No significant encroachments to 100-year floodplain

« Water Quality
• Minimal water quality impacts to the Bay are anticipated
• Temporary best management practices will be employed

« Hazardous Waste and Materials
• Eleven facilities within (or near) the project area
• Contaminated materials (soil and groundwater) would be properly transported and disposed

« Air Quality
• Reductions in volatile organic compounds, nitrogen oxide, carbon monoxide, carbon dioxide, and particulate matter

« Noise
• Receptors would experience either no change in noise levels or a minor increase (~1 dBA)
• Noise abatement measures were evaluated

« Biological Resources
• Impacts to federally listed threatened or endangered species will be prevented by implementing avoidance and minimization measures (preconstruction surveys and biological monitoring)
• Any tree removal will be replaced within the project limits at a 1:1 ratio
Station 7: Right of Way Process

All right of way activities (appraisals, acquisition, and utility relocations) will be performed by qualified staff. All acquisition will be done in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.
Station 8: Project Timeline and Milestones

Conceptual Design
Fall 2015

Project Initiation/
Public Open House
April 2016

Draft Environmental Document
Winter 2018

Approved Environmental Document
Summer 2019

Final Design/
Right-of-Way
Spring 2020

Begin Construction
End of 2020

Construction Complete
Summer 2023

Begin Environmental Review
Spring 2016

You Are Here

Interstate 80/Gilman Street Interchange Improvement Project
Join the mailing list (regular mail/email) at Station 1

Submit comment card here today, or email it to Zachary Gifford, or mail it no later than **February 5, 2019** to Caltrans

Attn: Zachary Gifford
California Department of Transportation
Office of Environmental Analysis, MS 8B
111 Grand Avenue, Oakland, CA 94612

Email Caltrans with questions, concerns, or comments

Zachary.Gifford@dot.ca.gov

Monitor the project website for updates and view project documents at:

www.alamedactc.org/I80Gilman

The draft environmental document can also be reviewed at local libraries:

- Berkeley Public Library West Branch – 1125 University Avenue, Berkeley
- Albany Library – 1247 Marin Avenue, Albany
- Berkeley Tool Lending Library – 1901 Russell Street, Berkeley

Visit the Caltrans District 4 website for an electronic version of the draft environmental document and technical studies

http://www.dot.ca.gov/d4/envdocs.htm