

Interstate 80/Gilman Street Interchange Improvement Project Public Hearing Summary

January 15, 2019

6:00 PM to 9:00 PM

James Kenney Recreation Center

1720 Eighth Street

Berkeley, California 94710



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1. Introduction

This report summarizes the public hearing held for the Interstate 80 (I-80)/Gilman Street Interchange Improvement Project (project or proposed project). The hearing was held from 6:00 p.m. to 9:00 p.m. on January 15, 2019 at the James Kenney Recreation Center at 1720 Eighth Street in the City of Berkeley, about 0.70 mile from the project site. This hearing was intended to give members of the public and interested agencies the opportunity to provide feedback about the proposed project and the findings of the Draft Initial Study/Environmental Assessment (IS/EA) with a Proposed Negative Declaration. The public hearing solicited written and recorded comments from the public concerning the project and the findings of the draft environmental document. Although not required by the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA), this meeting was designed to engage and inform the public about the potential environmental impacts of the project.

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2. Project Overview

The Alameda County Transportation Commission (Alameda CTC) and California Department of Transportation (Caltrans) propose to improve traffic, pedestrian, and bicycle operations at the I-80/Gilman Street Interchange located in the City of Berkeley at the City of Albany boundary, in Alameda County. The project would include constructing a pair of modern roundabout intersections on both sides of the interstate, a bicycle and pedestrian overcrossing over the interstate, and pedestrian and bicycle facility improvements at and around the interchange.

The purpose of the proposed project is to:

- Simplify and improve navigation, mobility, and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange
- Reduce congestion, vehicle queues, and traffic, bicycle, and pedestrian conflicts
- Improve local and regional bicycle and pedestrian facilities through the I-80/Gilman Street interchange
- Improve safety at the I-80/Gilman Street interchange

A map of the project location and footprint is shown below.



Figure 1: I-80/Gilman Street Interchange Improvement Project

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3. Noticing and Publicity

This section describes the noticing and outreach activities that were completed for the public hearing held on January 15, 2019.

3.1 TRADITIONAL PRINT

- An informational postcard/mailer (Appendix A) was developed to inform the community of the availability of the environmental document and the January 15, 2019 hearing. The postcard contained a map of the project site, a brief project description, the Notice of the Availability of the Draft IS/EA with a Proposed Negative Declaration for review, information about the public hearing, and contact information for project staff. The document was mailed via the U.S. Postal Service to approximately 1,650 addresses within the area bounded by Marin Avenue to the north, San Pablo to the east, the San Francisco Bay to the west, and Virginia Street to the south. This was determined to be the area of impact for residents and organizations. In addition, all stakeholders that participated in previous project-related outreach events—whether residents, businesses, property owners, or federal, state, and local elected officials—were notified with postcards regardless of location. Finally, the postcard was mailed directly to Alameda CTC Commissioners, Alameda County Supervisors, and elected officials in both the City of Berkeley and City of Albany.
- On December 28th, 2018, the postcard/mailer was hand delivered to accessible establishments adjacent to the project footprint, social service and homelessness organizations, relevant retail establishments, community spaces, and libraries in the Cities of Berkeley and Albany. Appendix A includes a field report of these outreach activities.
- On December 28, 2018, a Public Notice of Intent to Adopt a Negative Declaration for the project and Notice of Public Hearing was published in the *East Bay Times* newspaper (Appendix A). The publication included a project map.
- On December 28, 2018, a Public Notice of Intent to Adopt a Negative Declaration for the project and Notice of Public Hearing was published in the *Berkeley Voice* newspaper (Appendix A). The publication included a project map.
- On December 28, 2018, a Public Notice of Intent to Adopt a Negative Declaration for the project and Notice of Public Hearing was published in the *El Cerrito Journal* newspaper (Appendix A). The publication included a project map.
- On January 3, 2019, a Public Notice of Intent to Adopt a Negative Declaration for the project and Notice of Public Hearing was published in the East Bay Spanish-language newspaper *El Mundo* (Appendix A). The publication included a project map.

3.2 ONLINE OUTREACH

- On December 28, 2018, the postcard/mailer announcing the January 15, 2019 Hearing and Notice of Availability of the Draft Environmental Document was posted to the I-80/Gilman project webpage on the Alameda CTC website (Appendix A). Project fact sheets and frequently-asked-questions (FAQs) were posted, as well.
- From January 2, 2019 to January 9, 2019, a digital version of the Public Notice of Intent to Adopt and Availability of the Draft Environmental Document and Public Hearing was placed on Berkeleyside.com, a local online community journal. The ad provided a link to the Alameda CTC project webpage and a notice of the January 15, 2019 hearing. On January 4, 2019, an article titled “Forum on new Gilman roundabouts in Berkeley set for Jan. 15” was published on Berkeleyside.com (Appendix A). This article also provided links to the Alameda CTC webpage and project factsheets.

3.3 INFORMATION AT THE HEARING

The January 15, 2019 public hearing included a “How Can I Get Involved?” station (Appendix B) designed to inform participants about further input and informational opportunities. Interested individuals were:

- Directed towards a project mailing list made available at the Hearing.
- Directed towards comment cards in both English and Spanish (Appendix B), as well as the following addresses for comments and concerns:

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

E-mail Caltrans with questions, concerns, or comments:
Zachary.Gifford@dot.ca.gov

- Informed of the project website at www.alamedactc.org/I80Gilman.
- Notified of the locations of physical and electronic copies the Draft Environmental Document for review, including the Caltrans District 4 website (<http://www.dot.ca.gov/d4/envdocs.htm>), two City of Berkeley libraries, and one City of Albany library.

4. Public Hearing

On July 15, 2019, Alameda CTC and Caltrans hosted an open forum hearing at the James Kenney Recreation Center, located approximately 0.70 mile from the project site at 1720 Eighth Street in the City of Berkeley.

This meeting was developed as both an informal informational event and a formal opportunity for members of the public, elected officials, and city and agency staff to comment on the Draft IS/EA with a Proposed Negative Declaration. Comments taken at the hearing will be responded to, and integrated where applicable, in the final environmental document.



Figure 2: Poster Detailing Public Hearing Location

4.1 HEARING STRUCTURE

Information regarding the history, need, and components of the proposed project were presented at the hearing. The findings of the Draft IS/EA with a Proposed Negative Declaration were presented, as well. Attendees were able to discuss the project and environmental analysis with project leadership and representatives of the engineering, design, and environmental teams.

The hearing was divided between two rooms. The Community Room at the James Kenney Recreation Center was used for a brief introductory presentation. An open forum was then provided where attendees circulated freely between staffed stations with poster boards covering a range of topics. A continuous looped video showing three simulations ran on the back wall during the entire hearing. Blank comment cards in English and Spanish were available at the last station to solicit attendee feedback.

A smaller Hearing Annex at the James Kenney Recreation Center was available for viewing the three looped video simulations showing three different user perspectives traveling through the proposed project. A court recorder was available at this location to take verbal comments from attendees.

In addition to project comment cards, project fact sheets and FAQ handouts were available (Appendix B). Tabletop space, pens, and seating were available in both rooms for attendees to complete comment cards. Attendees were notified that comments would continue to be accepted by mail or email until February 5, 2019 for consideration in the project's final environmental document.

4.2 VISUAL MATERIALS

4.2.1 INTRODUCTORY PRESENTATION

The hearing began with a PowerPoint presentation (Appendix B). This covered the history and need for the proposed project, the project timeline, project features, results of the environmental analysis, and next steps. A few questions were taken at the completion of the presentation. Attendees were then directed to the individual stations for follow-up questions.



Figure 3: Views from the Introductory Presentation in the Community Room

4.2.2 VIDEO SIMULATIONS

Video simulations of the proposed project were projected in a continuous loop in the Community Room throughout the remainder of the hearing. These videos simulated various paths of travel for cars, pedestrians, and bicyclists through the proposed interchange. This included travel through the roundabouts, under the I-80 undercrossing, and over the pedestrian/bicycle overcrossing bridge. Video simulations were also projected in the Hearing Annex for viewing, discussion, and comment in a quieter atmosphere.

4.2.3 TOPICAL BOARDS

The Community Room provided information in an open house forum via staffed stations covering individual components of the project and the project development process. Each station included poster-sized presentation boards (Appendix B), allowing members of the public to browse topics and ask questions of team members. In addition to a welcome station where the public signed-in to the



Figure 4: Example Station Poster

hearing, submitted comment cards, and collected informational material, the hearing contained the following stations:

- Project Funding and Purpose and Need
- Introduction to Roundabouts and Benefits of Modern Roundabouts
- Project Design and Bicycle Facilities
- Environmental Review Process
- Technical Studies and Findings
- Right of Way Process
- Project Timeline and Milestones
- How Can I Get Involved?



Figure 5: Views of Project Staff Discussing Project Elements with Hearing Attendees

The “Introduction to Roundabouts” station provided a place for attendees to watch and discuss an informational video about roundabouts and an animated video showing how traffic would move through

the proposed project intersection. Informational brochures about the benefits of modern roundabouts were also available at this station (Appendix B).

The “Technical Studies and Findings” station had two copies of the Draft IS/EA with Proposed Negative Declaration that were available for public review. Also available for review were copies of each technical study prepared for the proposed project.

Equal Employment Opportunity (EEO) pamphlets were provided at the public hearing in the following languages: English, Spanish, Khmer, Vietnamese, Chinese, Russian, Korean, and Arabic.

4.3 ATTENDANCE SUMMARY

Approximately 30 attendees signed in at the hearing, many of whom were local residents and representatives of local community organizations. An informal tally placed the total attendees at 31, indicating that most of the attendees signed in at the hearing. Notable attendees included Caltrans District 4 Director Tony Tavaréz; Caltrans District 10 Acting Director Dan McElhinney; Tano Trachtenberg, Legislative Assistant to City of Berkeley Mayor Jesse Arreguín; and City of Albany Community Development Director Jeff Bond.

5. *Comment Summary*

Hearing attendees were directed to both English and Spanish language comment cards and were encouraged to submit written comments. In addition, a court reporter was located in the Hearing Annex to record verbal comments regarding the project and environmental document. Finally, project staff at the open forum stations took informal comments and questions.

5.1 WRITTEN COMMENTS

Comments submitted on comment cards (Appendix D) provided at the hearing are listed below:

- Fantastic project! Let's go!
- Awesome. A great progressive development. Anyway to support let me know.
- Really excited. Only took 16 years. Just don't put stop signs, because you destroy the circle. In Vail, Colorado, the I-70 roundabout did great things and this should too. Thanks to the City of Berkeley for not putting stop lights everywhere. Repave designated bike routes.
- This project is great & much needed! Please build as fast as possible.
- Very much looking forward to this fabulous improvement! I would also love to see synchronizing of the lights on Gilman and better street lighting.
- What about noise impacts from construction and the disruption of traffic flow during construction? Can this project also include a no horn zone for Amtrak?
- Who will own and manage the communications conduit under the project? Will future communications companies be able to string cables?

5.2 VERBAL COMMENTS (COURT RECORDER)

Transcripts of comments taken by the court report are available in Appendix D. These are summarized below:

- One commenter was concerned that visual simulations shown at the hearing did not show the actual level of truck and auto traffic at the intersection, and expressed concern about roundabout function given true traffic levels. The commenter also expressed interest in a shorter, alternative pedestrian overpass that would be the length of the undercrossing. The commenter ended with a statement of support for the project and the roundabouts.
- One commenter stressed that he lives near the project and is excited about the project. He feels an immediate solution would be to eliminate all left turns at all entry point into the interchange. Thus

no roundabouts or bicycle bridges would need to be built. One major concern this commenter expressed was project hardscaping. An alternative could include some kind of permeable surface or shrubs (something drought resistant that's easy to maintain). Finally, the commenter expressed support for beautifying the currently dark underpass.

- One commenter stated that she used the Gilman intersection to get to work every day and that the project would make the interchange safer and more comfortable. The commenter was interested to see how the project would discourage homeless encampments. The commenter stated that some of those who sleep next to the intersection like to stand in the intersections, which stops traffic frequently. Finally, this commenter stated interest in understanding how maintenance will be done or who is going to be doing the maintenance. The commenter stressed that roundabouts can be confusing and having very bright and good signage is important.

5.3 VERBAL COMMENTS (TO PROJECT TEAM)

Common questions and comments received informally by members of the project team during their conversations at the open forum stations are summarized below.

- One commenter asked about the safety of pedestrians crossing the at-grade crossings across the westbound on-ramp and the eastbound off-ramp. The concern, particularly at the westbound on-ramp, was how the project will ensure that traffic leaving the western roundabout on its way to I-80 would drive sufficiently slow to have the chance to stop when pedestrians are in the crosswalk. While there will be pedestrian crossing signs, the concern is that there are no tactile/active visual cues to warn the approaching vehicular traffic.
- One commenter asked why there are not separate parallel “cross-bike” markings at the roundabout leg crosswalks, similar to what is proposed at 2nd Street (i.e. why bicyclists would be expected to merge with pedestrians at those locations). Given that bikes and pedestrians will have independent travel width under the freeway structure, the commenter was concerned that when bicyclists leaving that under-the-structure area come to the first ramp crosswalk on either side that some of their attention could be consumed with merging with pedestrians rather than interacting with an approaching (crossing) motorist.
- One commenter noted the pedestrian refuge on south leg at the west roundabout (West Frontage Road) is narrow. It did not appear to the commenter to be sufficiently wide refuge for an adult pushing a stroller.
- A commenter asked if there would there be a hard (vehicle impact-proof) barrier between the cycle track and eastbound Gilman, between 2nd and 4th Streets.
- A commenter asked if access would be provided to the Berkeley Transfer Station.
- The impact to parking at the Tom Bates Regional Sports Complex during construction was questioned.
- Air quality improvements related to the roundabouts and reductions in air pollutant emissions were discussed with one attendee.

- An attendee asked if additional bicycle racks would be provided at the Tom Bates Regional Sports Complex and if a study has been completed to determine the location and how many new racks would be needed.

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6. *Next Steps*

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the Federal Highway Administration (FHWA), may (1) give environmental approval to the proposed project (2) undertake additional environmental studies, or (3) abandon the project. If the project were given environmental approval and funding were appropriated, Caltrans or Alameda CTC could design and construct all or part of the project.

Attendees of the public meeting who signed up for the project regular mail and email lists will be added to these distribution lists as indicated on the sign-up sheet. The Alameda CTC intends to provide project status updates on their project website, and via email and regular mail as necessary. The formal 30-day public comment period ran between December 28, 2018 to February 5, 2019. Caltrans and Alameda CTC will address all comments received during the formal public comment period in the final environmental document, and make a decision regarding whether or not to select the preferred alternative and approve the proposed project.

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APPENDIX A: Notices and Publicity

Postcard Front:

Notice of Availability of Environmental Document and Open Forum Hearing for the Proposed Interstate 80/Gilman Street Interchange Improvement Project



WHAT'S BEING PLANNED

The California Department of Transportation (Caltrans) and the Alameda County Transportation Commission (Alameda CTC) propose to improve traffic, pedestrian, and bicycle operations at the I-80/Gilman Street Interchange in the City of Berkeley by constructing roundabout intersections and pedestrian and bicycle facility improvements at and surrounding the interchange. Caltrans, the lead agency under the National Environmental Policy Act and the California Environmental Quality Act, and Alameda CTC have released an Initial Study/Environmental Assessment (IS/EA) with a Proposed Negative Declaration for the Project.

OPEN FORUM HEARING

You are invited to comment on the project, environmental document, and its findings at an Open Forum Hearing that will be held on **Tuesday, January 15, 2019** from **6 – 9 PM** at the **James Kenney Recreation Center Community Room, 1720 8th Street, Berkeley, CA 94710**.

The environmental document is available for review at the locations listed on the back of this mailer.



Postcard Back:

An electronic copy of the environmental document can be found online at:
www.dot.ca.gov/d4/envdocs.htm or www.alamedactc.org/i80gilman

PlaceWorks
1625 Shattuck Avenue, Suite 300
Berkeley, California 94709

Copies of the environmental document in alternate formats are available upon request.
The environmental document and supporting technical studies are available for review at:

California Department of Transportation, District 4, 111 Grand Avenue, Oakland, CA 94612

Additional copies of the environmental document are available for review at:

- » Berkeley West Branch Library - 1125 University Ave, Berkeley CA 94702
- » Berkeley Tool Lending Library - 1901 Russell Street, Berkeley, CA 94703
- » Albany Public Library - 1247 Marin Ave, Albany, CA 94706

Questions or Comments?

Please submit your written comments via postal mail between December 28, 2018 and February 5, 2019 to:

Department of Transportation, District 4, Attention: Zachary Gifford
111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612
(510) 286-5610, e-mail: Zachary.Gifford@dot.ca.gov

Comments can be sent via email to: inquiry@i80gilman.com

TTY users may request copies of the document in alternative formats through the California Relay Service at 711.



Field Report

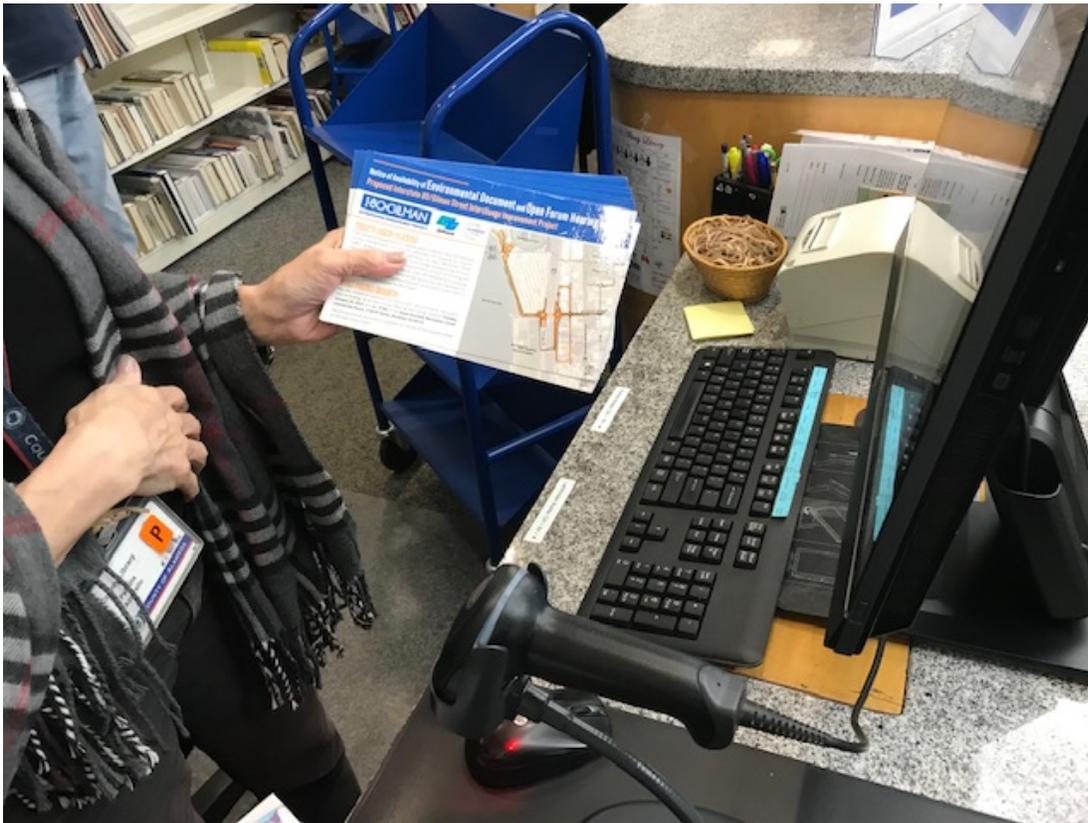
The following report documents the Public Hearing postcard distribution process undertaken by Greg Goodfellow, Senior Associate of PlaceWorks on December 28, 2018. The postcard was distributed to a variety of locations in order to notice as diverse a group of potential Hearing participants as possible. These locations included:

- The Albany Public Library
- Blue Heron Bikes
- Berkeley Public Library—South Branch
- Berkeley Public Library - Main Branch
- Berkeley Public Library - West Branch
- Evangel Bible Church of Berkeley
- Berkeley Food & Housing Project
- Alameda County Homeless Action Center
- Whole Foods Market

Albany Library

1249 Marin Ave, Albany, CA 94706

Postcards were left with the librarian on duty at the main desk. She was helpful, had heard about the project, and agreed to post the material on the library public communications board and place 25 of them on the counter.



Albany librarian accepting postcards.

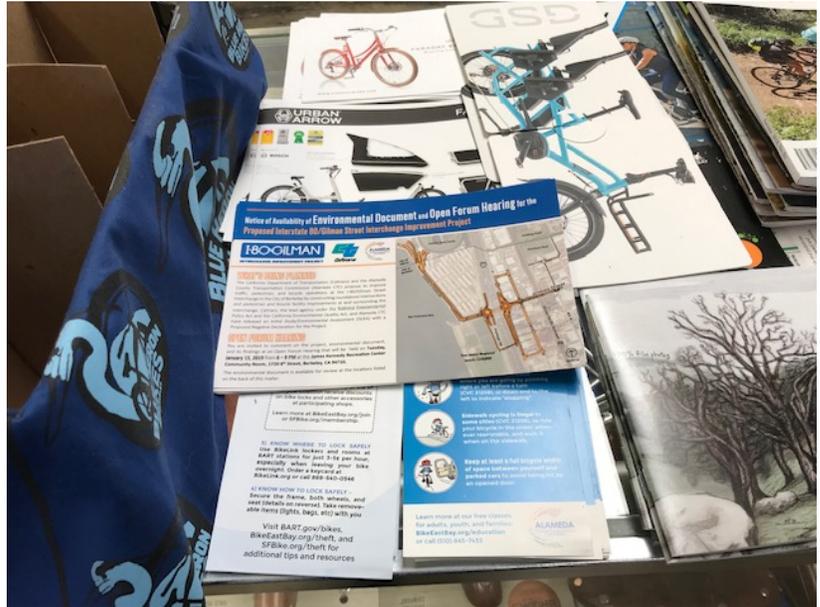
Blue Heron Bikes

1306 Gilman St, Berkeley, CA 94706

This location was selected due its proximity to the project site and the Ohlone Greenway and cycling path. The owner was excited about the project and happy to accept 50 postcards, as well as direct cyclists to them as they shop.



Entrance photo.

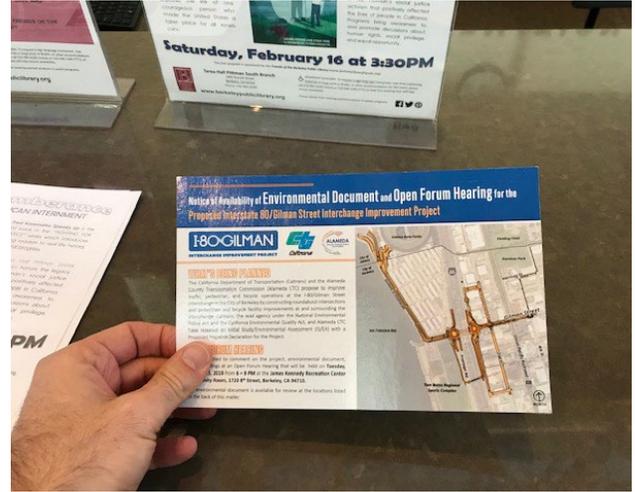


Handing out postcards.

Berkeley Public Library - South Branch
1901 Russell St, Berkeley, CA 94703



Entrance photo.



Handing out postcards.

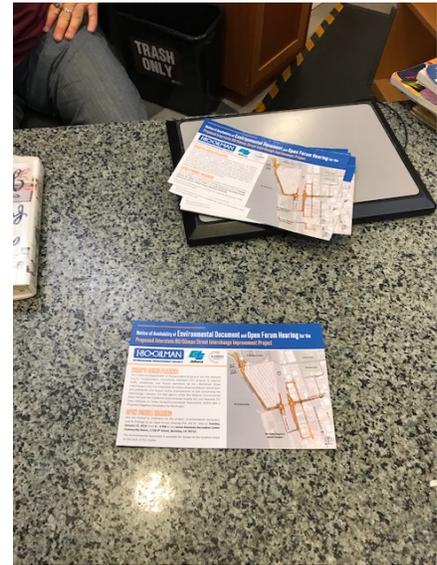
This branch of the Berkeley library was also a location of the Draft Environment Document. The librarian accepted about 25 postcards and agreed to place them on the community posting board himself.

Berkeley Public Library - Main Branch
2090 Kittredge St, Berkeley, CA 94704

Similar to the South Branch of the Berkeley Public Library, the librarian on duty accepted about 50 postcards and agreed to place them on the community posting board himself.



Entrance photo.



Handing out postcards.

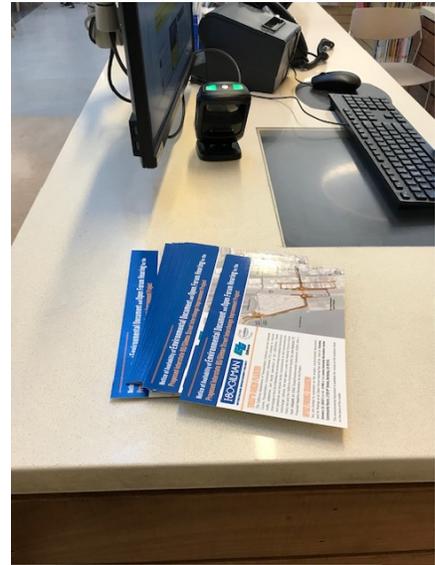
Berkeley Public Library - West Branch

Address: 1125 University Ave, Berkeley, CA 94702

This branch of the Berkeley public library system is most proximate to the project site, and was a location of the available Draft Environmental Document. The librarian was interested in the progress of the project, had heard members of the public discussing it in the library, and agreed that the postcard should be placed on both the counter and public noticing board. About 45 postcards were left there.



Entrance photo.



Handing out postcards.

Evangel Bible Church of Berkeley

Address: 1343 Hopkins St, Berkeley, CA 94702

This church is located about 1 mile southwest of the project site. Although the main entrance was closed, signage on the office door directed visitors and deliveries to a side door on Ordway Street, where there was a slot for U.S. mail and other deliveries. About 25 postcards were delivered through the mail slot.



Closed church entryway.



Closed office door.



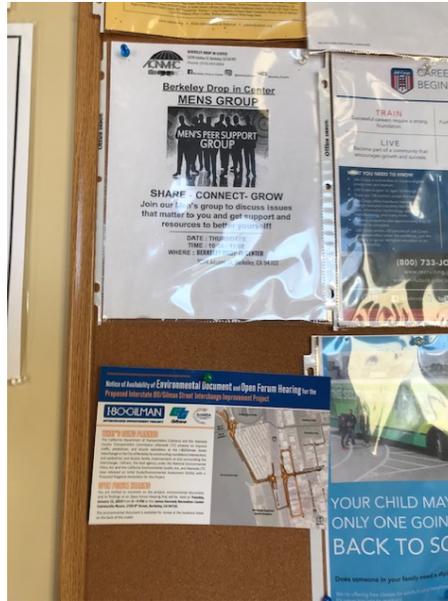
Postcards into the mail slot.

Berkeley Food & Housing Project
1901 Fairview St, Berkeley, CA 94703

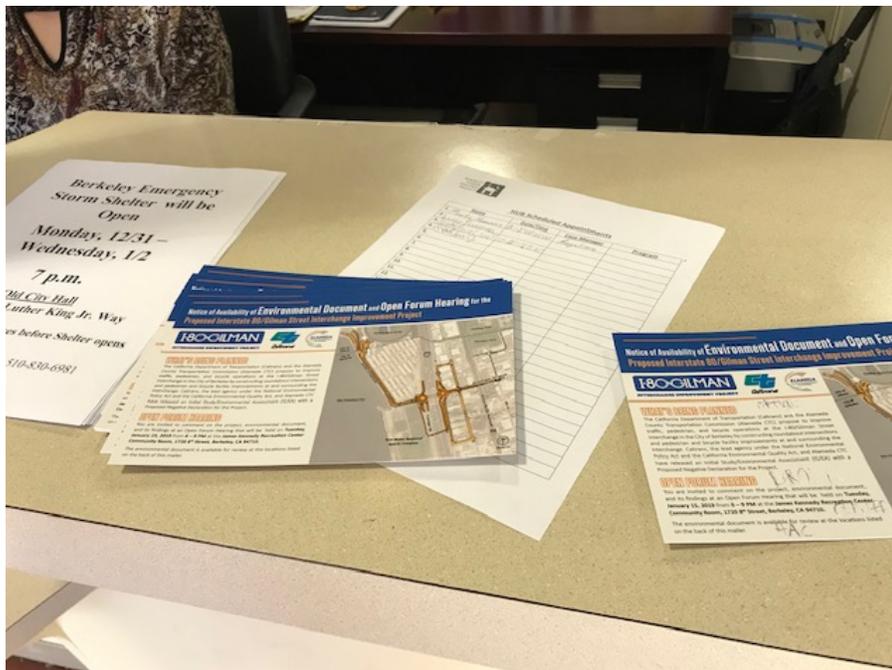
This organization is known for community outreach and organization, as well as its core social service mission. The staff member on duty was helpful, and agreed that the postcards should be posted to the community service board, as well as made available at the front desk. She then directed me to another local social service center, the Nearby Homeless Action Center (see below).



Entrance photo.



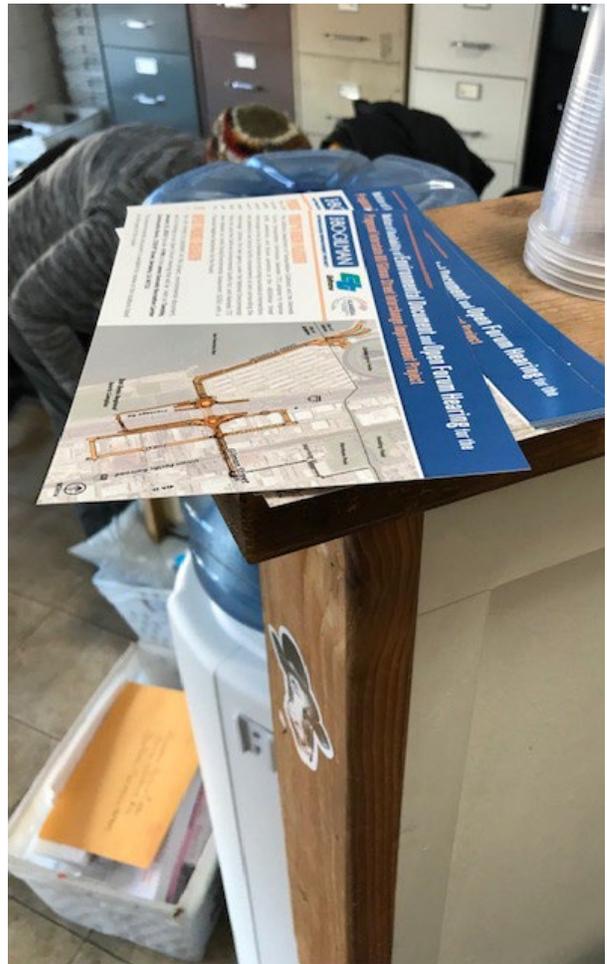
Posting postcards on wall.



Postcards left near organization's front counter sign-in sheet.

Alameda County Homeless Action Center
3126 Shattuck Ave, Berkeley, CA 94705

After ringing a front desk bell, a staff member who was assisting a community member offered to discuss the project. She was happy that the project team was reaching out to the Center, agreed that homelessness would be an issue with the public and project, and that it would be valuable to solicit the input of individuals with whom she and the Center were working. She agreed to take about 25 of the postcards, keep them at the counter and hand them out to interested individuals.



Front of the Homeless Action Center, informational signage in front window, and postcards left with staff member on front counter.

Whole Foods Market
1025 Gilman Street, Berkeley, CA

This popular grocery store is located on Gilman Street, just east of the project site. Staff of the market directed me to the community bulletin board in the store's cafe, but asked me to leave the postcards with them so that they could post them in a rotating fashion and leave extras on available shelf space. About 45 postcards were left at the market.



Store entrance.



Staff members reviewing postcard and explaining the store policy for posting notices on the community bulletin board.

HOLIDAY GIVING

Many ways to donate to Bay Area causes

Looking to make a difference this holiday season? Here are ways to help philanthropic groups throughout the Bay Area.

East Bay

Alameda County Community Food Bank: Over the last 30 years, this food bank has provided millions of meals in Alameda County. This holiday season there are several ways for you to donate, including a virtual food drive, an actual food drive, cash donations and more. www.aacfb.org

Bay Area Rescue Mission: This organization provides daily meals, job skills, emergency shelter, education, medical assistance and more to families in need. Bring joy this holiday season and drop off turkeys, new toys, slippers and bath sets. Find complete wish list at bit.ly/20MDZD.

Beats Rhymes and Life: The first hip hop therapy program in the world, this Oakland group uses the partnership of a clinician, teaching artist and peer mentor to deliver therapeutic services for youth. Find out how you can help at bri-inc.org.

Brighter Beginnings: Join this organization's Adopt-a-Family program to provide seasonal gifts for low-income families. Find Alameda and Contra Costa county centers at bit.ly/2atZaZj.

Christmas for Everyone: This volunteer organization provides Christmas gifts to the working poor, seniors and homebound in Contra

Costa County. You can help by donating money, gloves and hats, clothing, gifts for all ages, sleeping bags, rain gear and lap robes. www.christmasforeveryone.com.

Food Bank of Contra Costa and Solano: This agency provides low-income families and individuals with hot meals and food baskets during the holiday season. You can help with a monetary canned food donation, or by volunteering at the food bank. www.foodbankccs.org.

Holiday Helpers Warehouse: Make a difference this holiday season by donating a new, unwrapped toy or gift for a child in need. STEM gifts encouraged. bit.ly/257kx5b.

Monument Crisis Center: This community-based family resource center for Central and East Contra Costa County provides food to 1,100 county households each month. In addition to seeking monetary donations, it has a holiday food box and toiletry drive. www.monumentcrisiscenter.org.

Project Open Hand: Provides nutritious meals to seniors and adults with disabilities in Oakland and San Francisco. Financial donations and volunteers are appreciated this holiday season. www.openhand.org.

Salvation Army: This group's Adopt a Family program provides Christmas toys and meals to families with children. To help, call a program near you or go to www.salvationarmyusa.org/usn. Antioch: 925-776-0303; Concord: 925-676-

6180; Pleasant Hill: 925-685-6900; El Sobrante: 510-262-0500; Newark: 510-793-6319.

SOS Meals on Wheels San Leandro: Serves approximately 1,200 meals per day to seniors in Oakland, Hayward, San Leandro, San Lorenzo and Castro Valley. To donate, contact Director Connie Mc Cabe at 510-582-1263, ext. 100.

St. Vincent de Paul of Alameda County: Your monetary donation provides food, clothing, job training assistance and access to health care. www.svdपालameda.org.

Toys for Tots: The Marine Corps' annual holiday toy drive is seeking donations of money, gift cards and toys. You also can sponsor a toy drive at your school, church or workplace. For a full list of Bay Area drop-off locations, go to www.toysfortots.org.

Tri-City Free Breakfast Program: This all-volunteer program provides more than 120 hot, nutritious breakfasts three mornings a week to hungry, at or near poverty level, homeless, working poor and senior citizens. Volunteers are needed as dining room servers, dish washers and food preparers. Donations of breakfast items such as dry cereal, oatmeal, large cans of fruit or fresh fruit, eggs, milk, orange juice, meat and monetary donations are also needed on an ongoing basis. Learn more at sites.google.com/site/tricitybreakfast/home or richard2@iream@sbcglobal.net.

Cowell

FROM PAGE 1

ters, that's the only thing I want. Justice for my daughters," said Wilson's father, Ansar Mohammed, outside the courtroom Thursday morning.

When asked by media if he wanted the death penalty for Cowell, he said, "I'll leave that to the creator." Wilson's mother, Alicia Grayson, said last week said she felt Cowell knew what he was doing, and wasn't crazy.

Cowell could face the death penalty because of the special circumstance enhancement charge of lying in wait. Other charges

he faces in addition to murder include attempted murder and use of a deadly weapon, a knife, which was said to be used in both attacks. District Attorney Nancy O'Malley has not yet announced whether she will seek capital punishment.

The Alameda County Public Defender's Office has previously made statements about Cowell's mental health, including that he had been released from a state hospital 75 days before the July stabbing.

In court, Moore listed that he had been to several state hospitals for his mental health, and participated in psychiatric programs. She said that there was "not

a doubt in my mind" that her client exhibited signs of delusions in their conversations.

Deputy District Attorney L.D. Lora argued in court that there was not sufficient evidence to hold a competency hearing, and that the prosecution did know the true nature of those psychiatric holds Cowell was placed under by law enforcement. Some of those holds could have been drug-induced, and law enforcement are not trained psychiatrists, she said.

The competency hearing, when the judge will receive the two doctors' reports, is expected to be held Feb. 13.

Contact Angela Ruggiero at 510-293-2469.

Roadshow

FROM PAGE 1

A Jeff-the-Tire-Man says any tire shop is very likely to help you free of charge. But you would be wise to call a nearby shop before showing up.

I read the letter from SF Biker last week about leaving your beater car unlocked if you had nothing inside to steal.

Well, tried that and within a month, someone broke my side window to gain access inside even with the doors un-

locked. Crazy. They still ransacked the console and glove compartment but nothing to steal. Oh they did steal a 12 pack of Pepsi I had in the back seat. Must have been thirsty.

— John McKay, San Jose

A I'm laughing now, but I bet you were not laughing at the time.

Contact Gary Richards at grichards@bayareanews.com or 408-920-5037.

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Caltrans PUBLIC NOTICE

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Snappy shots

It's the most difficult because I'm doing everything the one-handed, thanks to shoulder surgery I had last week, and it's not my dominant hand either.

So, as a result, I'm trying to write with my left hand. Or rather, my left index finger. Yes, I'm reduced to hunt-and-peck, which means typing every, single, letter, one, by, one. It's so tedious; but bear with me, and we'll try to get through it.

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And consider this: Obama is left-handed. Trump isn't. I rest my case.

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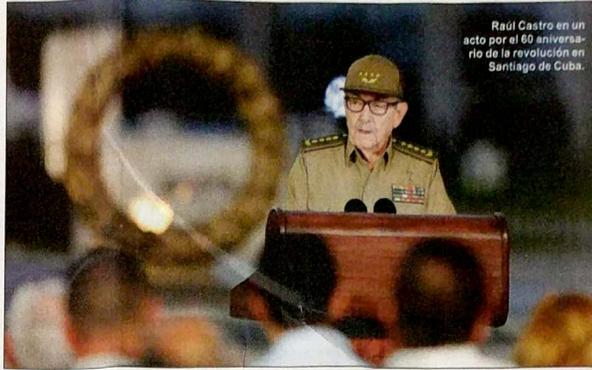
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Internacionales

Castro arremete contra Trump en el 60 aniversario de la revolución cubana



Raúl Castro en un acto por el 60 aniversario de la revolución en Santiago de Cuba.



NOTICIA PÚBLICA

AVISO DE INTENCIÓN DE ADOPTAR UNA DECLARACIÓN NEGATIVA, RESULTADOS DEL ESTUDIO DISPONIBLES, OPORTUNIDAD DE COMENTAR EN LA SECCIÓN 4 (F) DETERMINACIÓN DE MÍNIMOS PARA EL PROYECTO DE MEJORA DE LA ALTERNACIÓN DE LA INTERESTATAL 80/GILMAN STREET ANUNCIO DE UNA AUDIENCIA DE FORO ABIERTO.



QUÉ SE ESTÁ PLANEANDO: El Departamento de Transporte de California (Caltrans) y la Comisión de Transporte del Condado de Alameda (Alameda CTC) proponen el Proyecto de Mejora de la Alternación de la Interestatal 80 (I-80)/Gilman Street en las ciudades de Berkeley y Albany para mejorar las operaciones del tráfico, peatonal y de bicicletas mediante la construcción de intersecciones de rotondas y mejoras en las instalaciones para peatones y bicicletas en la alternación de la calle Gilman. El proyecto propuesto simplificará y mejorará las operaciones de navegación, movilidad y tráfico; reducirá la congestión, las colas de vehículos y los conflictos; mejorará las instalaciones locales y regionales de bicicletas y peatones; y mejorará la seguridad en la alternación I-80/Gilman Street.

El análisis de conformidad a nivel de proyecto muestra que el proyecto se ajustará al Plan de Implementación Estatal, incluido el análisis del impacto localizado con consulta interjurisdiccional para el interés particular (PM2.5) requerido por el Código 40 de Regulaciones Federales (CFR) 93.116 y 93.123. El Condado de Alameda se encuentra en su área de cumplimiento de cumplimiento (moderado) para CO y no cumplimiento (moderado, 24 horas) para PM2.5.

Este proyecto no se considera un Proyecto de Preservación por la Calidad del Aire con respecto al interés particular (PM2.5) según se define en 40 CFR 93.123 (b) (1). No se completó un análisis detallado de puntos importantes de PM2.5 porque los requisitos de la Ley de Aire Limpio y CFR 93.116 se cumplen sin un análisis explícito de puntos importantes. Según el Protocolo de CO, el proyecto no empeorará la calidad del aire y no será necesario realizar más análisis. El proyecto propuesto proviene de un conformed Plan de Transporte Regional (RTP) y un Programa de Mejora del Transporte (TIP). Se solicitan comentarios sobre el análisis de conformidad a nivel de proyecto, que se incluye en el Estado Inicial/Evaluación Ambiental del Proyecto de Mejora de la Alternación de la Calle Gilman I-80.

Caltrans también anuncia su intención de adoptar una Ley del Departamento de Transporte de los Estados Unidos, Sección 4 (f) de la Determinación De Minimos para este proyecto de mejoras de intersecciones. La sección 4 (f) de la Ley de 1966 del Departamento de Transporte de los EE. UU. busca proteger los parques públicos y las áreas de recreación, los refugios de vida silvestre y los sitios históricos que son elegibles para el Registro Nacional de Lugares Históricos. Las provisiones para llevar a cabo esta evaluación se registran en 23 CFR 774.17, Sección 4 (f). Como parte de la Ley de Equidad de Transporte Seguro, Responsable y Eficiente - Un Legado para Usuarios (SAFETEA-LU) Ley de 2005, la legislatura estableció el proceso de búsqueda de De Minimis, en el que se realizan determinaciones con respecto a los recursos 4 (f) cuando no ocurren efectos silvestres. Los inspectores De Minimis se definen como aquellos que no afectan de manera adversa las actividades, características y atributos para los cuales la propiedad califica como un recurso 4 (f).

POR QUÉ ESTE ANUNCIO: Caltrans ha estudiado los efectos que este proyecto puede tener en el medio ambiente. Nuestros estudios demuestran que no afectará significativamente la calidad del medio ambiente. El informe explica por qué se llama Estado Inicial/Evaluación Ambiental. Este aviso es para informarle sobre la preparación de la Declaración Negativa Propuesta y el Estado Inicial/Evaluación Ambiental, y sobre su disponibilidad para que lo lea y para ofrecer la oportunidad de una audiencia pública en un foro abierto.

Se llevará a cabo una audiencia para darle la oportunidad de hablar sobre ciertas características de diseño del proyecto con el personal de Caltrans antes que se seleccione el diseño final. El calendario provisional para la compra de terrenos para el derecho de paso y la construcción será discutido por el personal de Caltrans.

QUÉ ESTÁ DISPONIBLE: Los mapas para la Declaración Negativa Propuesta y el Estado Inicial/Evaluación Ambiental están disponibles para revisión y copia en la Oficina del Distrito de Caltrans (111 Grand Avenue, Oakland, CA, 94612), de lunes a viernes de 9:00 a.m. a 5:00 p.m. El documento también está disponible en la Berkeley Public Library West Branch (1125 University Avenue, Berkeley, CA 94702), en Albany Library (1247 Marin Avenue, Albany, CA 94706) y en Berkeley Tool Library (1901 Russell Street, Berkeley, CA 94703). El documento se puede descargar en: <http://www.dot.ca.gov/district-emissions.htm> o en: <https://www.alameda.ctc.org/880/gilman>.

QUÉ PIENSA USTED: ¿Tiene algún comentario sobre el procesamiento del proyecto con una Declaración Negativa y el Estado Inicial/Evaluación Ambiental? ¿No está de acuerdo con los hallazgos de nuestro estudio como se establece en la Declaración Negativa Propuesta? ¿Le gustaría hacer algún otro comentario sobre el proyecto? Por favor envíe sus comentarios por escrito a más tardar el 5 de febrero, 2019 a Caltrans (Zachary Gifford, Caltrans, Office of Environmental Analysis MS 8B, 111 Grand Avenue, Oakland, CA 94612) por correo electrónico a Zachary.Gifford@dot.ca.gov. Si no hay comentarios importantes, Caltrans continuará con el diseño del proyecto.

CUANDO Y DÓNDE: La audiencia del foro abierto será el 15 de enero de 2019, de 6:00 PM a 9:00 PM en el Centro Comunitario James Kenney, 1720 Eighth Street, Berkeley, CA 94710 (entre Delaware Street y Virginia Street).

Las personas que requieren alojamiento especial (intérprete, asientos accesibles, documentación en formatos alternativos), deben comunicarse con Zachary Gifford, Associate Environmental Planner, Department of Transportation, Office of Environmental Analysis, MS 8B, 111 Grand Avenue, Oakland, CA 94612, (510) 286 5610, correo electrónico: Zachary.Gifford@dot.ca.gov al menos 5 días antes de la fecha de audiencia programada. Los usuarios de TDD pueden comunicarse con la línea TDD del Servicio de Traducción de California al 1-800-735-2929 o con la Línea de Voz al 1-800-735-2922.

CONTACTO: Para obtener más información sobre este estudio o cualquier aspecto de transporte, llame a Caltrans (Zachary Gifford, 510-286-5610) o envíe un correo electrónico a inquiry@880gilman.com.

El mismo día que Cuba celebraba el 60 aniversario de la Revolución, que en palabras de Raúl Castro "no ha envejecido" y está "curada de espantos", el expresidente y líder del Partido Comunista de Cuba (PCC) cargó contra el mandatario de Estados Unidos, Donald Trump, admitiendo que las relaciones con la potencia mundial se han deteriorado en los últimos dos años. De allí que Castro urgiera a los cubanos a prepararse "para todos los escenarios, incluyendo los peores".

El general, de 87 años, reconoció que la relación con la Administración estadounidense no es buena, después de la época de deshielo que vivió la isla en 2014 con el anterior inquilino de la Casa Blanca, Barack Obama, y con Castro todavía como presidente. "El actual Gobierno se mueve nuevamente

en un rumbo de confrontación", dijo Castro en referencia al Ejecutivo de Donald Trump. En un tono más belicista, Castro acusó a Washington de intentar forzar un "cambio de régimen" en la isla y pidió a "las mentes más equilibradas" del Gobierno estadounidense evitar un "escenario de confrontación" que según enfatizó el líder comunista, Cuba no desea, pero para el que la isla "está preparada".

El discurso de Castro, que cedió el poder de 40 minutos que duró su intervención en Santiago de Cuba, cuna de la Revolución, el hermano menor de Fidel Castro, fallecido en 2016, acusó a Donald Trump y su Gobierno de haber aumentado las presiones políticas y económicas para forzar

"un cambio de régimen" en la isla caribiega.

Trás queda ya la imagen conciliadora que ambos países dieron los años de deshielo. Tras restablecer las relaciones bilaterales en 2014, con Barack Obama como presidente de Estados Unidos y Raúl Castro de Cuba, la victoria de Donald Trump ha complicado cualquier atisbo de cambio en la isla. El presidente de Estados Unidos ha cargado duramente contra el régimen cubano y desde que llegó a la Casa Blanca ha enderezado la política de su país hacia Cuba, con nuevas restricciones de viajes y límites a los negocios en la isla.

Castro aprovechó su discurso para ensalzar la figura del nuevo presidente cubano desde abril de 2017, Miguel Díaz-Canel, que le acompañaba en el acto, de quien resaltó su "sistema de trabajo basado en la visita a los territorios y comunidades, el vínculo con los colectivos, y el intercambio directo con el pueblo". "Continuaremos priorizando las tareas de preparación de la defensa para preservar la soberanía y la paz", recalcó Castro, quien,

no obstante, admitió que la "batalla económica", es "la que más exige, porque es la que más espera nuestro pueblo". Cuba apenas crece un 1% anual, de ahí que el líder comunista enfatizó la necesidad de adoptar una "actitud más proactiva y dar "soluciones a los problemas con respuestas ágiles y eficientes" hasta "ser más coherentes, sistemáticos y precisos en la implementación de los lineamientos económicos".

Castro aprovechó la conmemoración del triunfo del 1 de enero de 1959 para resaltar el legado que, a su juicio, ha dejado la Revolución. "Nadie en el mundo habría apostado un centavo por la supervivencia de la Revolución, sin embargo, si se pudo enfrentar y vencer el reto". No obstante, el 60 aniversario llega en un momento crítico para Cuba y sus principales aliados. Al tiempo que Venezuela y Nicaragua se hundieron en una crisis institucional, social y económica galopante, han intensificado la represión, la derecha copa la mayoría de potencias en América, desde Estados Unidos al extremismo de Jair Bolsonaro en Brasil.

El año que viene

Viene de la página 1
en que se manejan los elementos "ceremoniales" y la programación, de modo que las personas que vienen a hablar sobre decisiones importantes no deben esperar durante horas antes de que comience la discusión sustantiva.

Asegurar interacciones respetuosas y aportes significativos.

2) Fortalecer nuestra respuesta a la falta de vivienda. Incluyendo al garantizar la implementación de la resolución del Consejo I, que solicitó una lista de acciones específicas para ampliar las alternativas para ayudar a las personas sin hogar (incluidas las ubicaciones permitidas de RVs, el uso de terrenos públicos, las propiedades de la iglesia y más) y trabajar conjuntamente con líderes del condado y otros para ampliar el acceso a los servicios para nuestra comunidad, y el uso de propiedades públicas para esta necesidad vital.

Ampliar la vivienda

asequible, incluso a través de incentivos fiscales, terrenos públicos, financiamiento directo y prevención de desplazamientos, para que más personas no sean empujadas a la falta de vivienda.

3) Reducir la acumulación de permisos y garantizar una respuesta oportuna para la finalización del proyecto. Promover un programa específico para facilitar la adición de Unidades de Vivienda Accesorias (ADUs), también conocidas como "in-law apartments" para ampliar este aspecto importante de nuestra oferta de vivienda y reducir la demora que causa que Oakland pierda ingresos y perjudique a nuestras empresas y propietarios de viviendas locales.

4) Ampliar el acceso a la capacitación laboral y las trayectorias profesionales, incluidos los empleos bien remunerados que se necesitan de manera vital en los oficios, para que los residentes de Oakland obtengan un acceso positivo y equitativo a estos puestos.

5) Difusión equitativa. A lo largo de los años, con

múltiples informes, sabemos que existe una falta de equidad en quién obtiene los contratos para los negocios de Oakland. El problema se ve agravado por la inequidad en dónde y cómo se anuncian los empleos y las oportunidades de contratación. El próximo año presentaremos una legislación para ampliar la equidad en los métodos de alcance de Oakland para empleos y contratos.

6) Justicia ambiental, calidad del aire y mitigación. La ciudad de Oakland tiene la peor calidad de aire en la región y algunos de nuestros vecindarios, especialmente en el este y el oeste de Oakland, sufren de manera desproporcionada el asma y otros efectos negativos para la salud.

Si bien ya hemos comenzado un progreso importante en esta área y hemos ganado compromisos regionales de muchos millones de dólares, hay pasos importantes que siguen siendo necesarios, incluso para proporcionar mitigaciones a la comunidad para proteger nuestras áreas afectadas y mejorar la calidad del aire, incluidas estrategias como los árboles, sistemas de filtración, camiones y trenes más limpios, y reubicación de usos pesados lejos de los resi-

dentos.

7) Tizón y basura. El año pasado luchamos por un cambio del sistema de eliminación de dumping basado en quejas, hacia un sistema de limpieza proactivo con asignaciones geográficas. Hasta ahora, este cambio se ha intentado en un área con éxito y el próximo año buscaremos expandirlo y mejorarlo en toda la ciudad.

Hemos ganado más fondos para el reciclaje de colchones y continuaremos abogando por la recolección de colchones y estrategias adicionales para prevenir y remediar el deterioro y el dumping ilegal, y trabajaremos para implementar una propuesta para incluir oportunidades para personas sin hogar para ayudar a limpiar nuestra ciudad y ampliar las oportunidades laborales, y para ayudar a publicar y aclarar que "No está bien destruir Oakland".

Esto, por supuesto, no es una lista completa, ya que somos conscientes que hay muchos problemas que trataremos en 2019 y más allá. Sin embargo, quería proporcionar ejemplos clave de prioridades y objetivos, y espero trabajar juntos en coalición con la comunidad para avanzar en las necesidades vitales.

Taken 1/28/2019 from: <https://www.alamedactc.org/programs-projects/highway-improvement/i80gilman/>

The screenshot shows the website for the I-80/Gilman Interchange Project. At the top, there is a navigation bar with the Alameda County Transportation Commission logo and name. Below this is a search bar and a language selection dropdown. The main navigation menu includes links for About Us, Planning, Funding, Projects and Programs, Get Involved, and News and Publications. A large banner image shows a highway interchange with traffic and overhead signs. The banner text reads "OUR PROJECTS". Below the banner, the page title is "I-80/GILMAN INTERCHANGE PROJECT". There are four tabs: OVERVIEW (selected), FACT SHEETS, PUBLIC MEETINGS, and RESOURCES. The main content area contains three paragraphs of text describing the project's purpose, goals, and current status. The first paragraph states that the project will reconfigure the Interstate 80/Gilman Street interchange to improve navigation and reduce congestion. The second paragraph mentions that the project also aims to improve bicycle and pedestrian facilities. The third paragraph notes that the project is currently in the preliminary engineering and environmental phase.

OUR PROJECTS

Projects and Programs > Highway Improvements > I-80/Gilman Interchange Project

I-80/GILMAN INTERCHANGE PROJECT

OVERVIEW | FACT SHEETS | PUBLIC MEETINGS | RESOURCES

The proposed project will reconfigure the Interstate 80/Gilman Street interchange, located in northwest Berkeley near its boundary with the City of Albany. The purpose of the project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened and merging and turn conflicts are minimized.

In addition to improving mobility through the Gilman street corridor, the project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Street interchange and provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley.

The project is currently in the preliminary engineering and environmental phase. Check this web page for updates and upcoming events.

For project questions or to submit comments, please e-mail inquiry@i80Gilman.com



Select Language ▾

[LOGIN](#) | [REGISTER](#)



[Projects and Programs](#) > [Highway Improvements](#) > [I-80/Gilman Interchange Project](#)

I-80/GILMAN INTERCHANGE PROJECT

[OVERVIEW](#)

[FACT SHEETS](#)

[PUBLIC MEETINGS](#)

[RESOURCES](#)

PROJECT DOCUMENTS

- [Notice of Availability](#)
- [Notice of Completion](#)
- [Frequently Asked Questions](#)
- [Draft Environmental Document](#)

FREQUENTLY ASKED QUESTIONS

- Why is this project needed? +
- Why roundabouts? +
- What does this project provide? +
- Were traffic signals considered at the interchange? +
- Aren't traffic signals safer for pedestrians? +
- How do cyclists use roundabouts? +
- Will the project change existing vehicle access in the area? +
- Will the project impact parking in the area? +
- Will the roundabouts accommodate trucks? +
- How have the public and affected landowners been involved? +
- When will the project be built? +
- Who is leading and funding the project? +
- Video +

Berkeleyside

CITY

Forum on new Gilman roundabouts in Berkeley set for Jan. 15

95

By Emilie Raguso, Jan. 4, 2019, 9 a.m.



The next public meeting about planned roundabouts on Gilman St. comes Jan. 15. Image: Caltrans

This month, the community will get its latest chance to offer feedback on plans to build two roundabouts in Berkeley on Gilman Street at Interstate 80 to improve a hairy traffic situation that's renowned throughout the area.

See the [meeting flyer](#) for full details

On Jan. 15, Caltrans and the Alameda County Transportation Commission will hold an evening meeting at

Berkeley's James Kenney Community Center, at 1720 Eighth St., to get public input and discuss the project's [environmental documents](#). The comment period on the environmental analysis and impacts runs through Feb. 5.

The project has been designed to reduce "higher than average rates of injury collisions" and "significant roadway deficiencies," and to improve pedestrian and bicycle safety, according to a

recent project factsheet from December. A pair of roundabouts is planned on either side of the freeway, along with new pedestrian and bike facilities nearby — "completing a link" on Gilman and the Bay Trail, and adding new crossings for pedestrians.

According to the latest project timeline, final approval is expected this summer. Construction is set to begin in late 2020 and [finish in the summer of 2023](#). The project is expected to cost more than \$55 million and will be funded in large part by the state's Transportation Improvement Program and Measure BB. The source for about \$12 million in costs has yet to be determined.

As described in the project's environmental analysis, the I-80/Gilman Street interchange "is a four-lane arterial roadway (Gilman Street) with two lanes in the east-west direction that are intersected with four I-80 on- and offramps. ... Traffic controls on all approaches to Gilman Street consist of stop signs and pavement markings. These conditions, along with an overall increase in vehicle traffic, have created [poor and confusing operations](#) in the interchange area."

As far as safety, project documents describe the westbound off-ramp from I-80 as the most dangerous area of the interchange, with about two collisions per million vehicles. That's [twice the statewide average](#).

The plan to build two roundabouts has generated significant public pushback over the years, but the

APPENDIX B: Public Meeting Materials



Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

Multiple horizontal lines for writing comments.

Feel free to submit comments and questions via email to:

Zachary.Gifford@dot.ca.gov

Or mail comments and questions to:

Department of Transportation, District 4, Attention: Zachary Gifford

111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

Name: _____

Address: _____

Email: _____





Forma para Comentarios

Agradecemos sus comentarios sobre los hallazgos de la declaración negativa propuesta o del proyecto en su conjunto.

Sus Comentarios:

Multiple horizontal lines for writing comments.

No dude en enviar comentarios y preguntas por correo electrónico a:
Zachary.Gifford@dot.ca.gov

O envíe sus comentarios y preguntas por correo a:
Department of Transportation, District 4, Attention: Zachary Gifford
111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Su Información (Opcional)

Nombre: _____
Dirección: _____
Correo: _____



Station 1: Welcome & Sign in



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

Interstate 80/Gilman Street Interchange Improvement Project



Station 2: Project Funding



Project Funding

Funding Sources (\$ x \$1,000)	
Measure BB	\$12,000
Federal Accelerated Innovation Deployment Demonstration Program	\$1,080
State Planning, Programming and Monitoring/Local/EBMUD	\$354
State Active Transportation Program	\$4,152
State Transportation Improvement Program	\$25,784
Source To Be Determined	\$11,987
Total	\$55,357

Interstate 80/Gilman Street
Interchange Improvement Project



Station 2: Project Purpose & Need

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT

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

**Interstate 80/Gilman Street
Interchange Improvement Project**



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?



Interstate 80/Gilman Street
Interchange Improvement Project



Station 3: Benefits of the Modern Roundabout

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT

- » Improved safety
- » Reduced future delays
- » Typical environmental benefits
 - Improve operations and traffic flow
 - Reduced emissions
 - Reduced fuel consumption
 - Noise reduction
- » Less costly to operate



Interstate 80/Gilman Street
Interchange Improvement Project



Station 4: Project Design- Pedestrian/Bicycle Overcrossing

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT

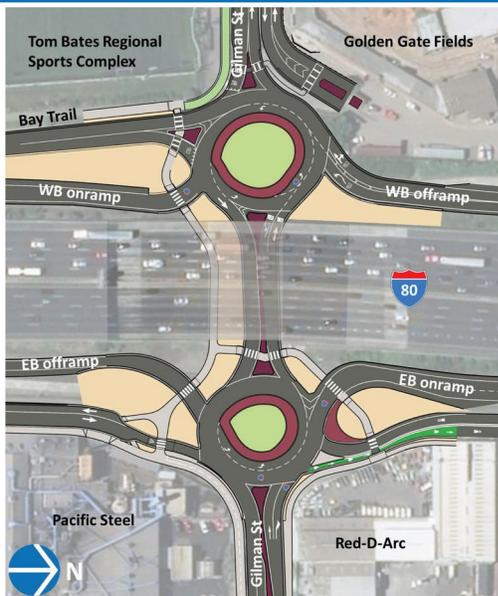


Interstate 80/Gilman Street Interchange Improvement Project



Station 4: Project Design

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT



- » 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

Interstate 80/Gilman Street Interchange Improvement Project



Station 4: Bicycle Facilities

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT



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

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT



Interstate 80/Gilman Street
Interchange Improvement Project



Station 5: Environmental Review Process

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**.



Interstate 80/Gilman Street Interchange Improvement Project



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

Station 6:

Technical Studies and Findings

» 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.



Interstate 80/Gilman Street Interchange Improvement Project



Station 8: Project Timeline and Milestones



Interstate 80/Gilman Street Interchange Improvement Project



Station 9:

I-80 GILMAN
INTERCHANGE IMPROVEMENT PROJECT

How Can I Get Involved?

- » 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>

**Interstate 80/Gilman Street
Interchange Improvement Project**





Interstate 80/Gilman Street Interchange Improvement Project

JANUARY 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street



PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities

INTERSTATE 80 GILMAN INTERCHANGE IMPROVEMENTS



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Project Approval/Public Review of Environmental Document – Initial Study/Environmental Assessment with Proposed Negative Declaration

- Project Study Report - Project Development Support (PSR-PDS) approved by Caltrans in October 2014
- Scoping open house held in April 2016
- Weekly/monthly workshops with stakeholders
- Consensus on pedestrian overcrossing location and Active Transportation Program elements
- Draft environmental document in late 2018
- Public hearing in January 15, 2019
- Final project approval and environmental document in summer 2019

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$794
PE/Environmental	\$5,180
Final Design (PS&E)	\$4,893
Right-of-Way/Utility	\$2,600
Construction	\$41,890
Total Expenditures	\$55,357

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$23,987
Federal Accelerated Innovation Deployment Demonstration Program	\$1,080
State Planning, Programming and Monitoring/Local/EBMUD	\$354
State Active Transportation Program	\$4,152
State Transportation Improvement Program	\$25,784
Total Revenues	\$55,357

SCHEDULE BY PHASE¹

	Begin	End
Scoping	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020
Right-of-Way	Fall 2018	Summer 2020
Construction	Late 2020	Summer 2023

¹ Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.



Project FAQs: Frequently Asked Questions

Why is this project needed?

The Gilman Street interchange on I-80 is a complex system of roadways at the boundary of Berkeley and Albany. It provides access to regional recreational facilities and popular businesses in both cities, including Golden Gate Fields and Target. The interchange has higher-than-average rates of vehicular injury and fatality collisions, including above average accident rates on several ramps. The interchange is identified as a "high stress" environment for cyclists by the City of Berkeley.

Why roundabouts?

Roundabouts are proven to reduce serious accidents while providing increased capacity and improved traffic operations, as compared to a traffic signal with the same number of lanes. According to the Federal Highway Administration, installing a roundabout typically results in a 90% reduction in fatality accidents.¹ Roundabouts also provide environmental benefits, as vehicles typically do not need to stop and idle. Roundabouts improve operations and traffic flow and provide opportunities for landscaping and beautification within constrained space.

What does this project provide?

The project is designed to improve safety for all modes of transportation. In addition to the roundabouts, it includes a pedestrian and bicycle overcrossing over I-80 that will tie into new Gilman Street sidewalks and the existing Bay Trail; an at-grade pedestrian and bicycle path through the interchange; and a two-way cycle track on Gilman Street that will flow from the pedestrian and bicycle overcrossing to a new signal at 4th Street. Finally, the project will include new bicycle "sharrows" connecting Gilman Street to Cordonices Creek, across Gilman Street. The roundabouts and pedestrian elements would be fully landscaped.

Were traffic signals considered at the interchange?

Yes. The viability of traffic signals was studied over the course of 5 technical reports prepared from 1998 to 2014. All concluded that, given the volume of traffic at the interchange and the number of intersecting roadways, an acceptable level of service could not be achieved with traffic signals.

Aren't traffic signals safer for pedestrians?

No. The pedestrian crossing at a roundabout is reduced to two simple crossings of one-way traffic moving at slow speeds. Pedestrians at a traffic signal crossing need to contend with vehicles turning right or left on green, vehicles turning right on red, and vehicles running the red light. The latter two often occur at high speeds, increasing the chance of injuries or fatalities to pedestrians. The design of the current roundabouts includes a new pedestrian/bicycle shared use path and dedicated pedestrian connections.

How do cyclists use roundabouts?

Cyclists have a legal right to ride on most roadways with motorized traffic. Roundabouts are like other intersections in that cyclists may either follow the rules of the road and maintain travel on the roadway, or use available paths and crosswalks to safely bypass the roundabout. Cyclists who choose to use the roundabout should always ride in the center of the lane. The current roundabout project includes a bike-only exit.

¹ Federal Highway Administration, *Safe Roads for a Safe Future*, 2015.





Will the project change existing vehicle access in the area?

Yes. The current design of the roundabouts will change access to and from Eastshore Highway.

The project would remove direct access to northbound Eastshore Highway from Gilman Street. Drivers on westbound Gilman and those exiting properties between Gilman and Harrison Streets (including Red-D-Arc and PS Public Storage) would take 2nd Street northbound one block to Harrison Street. A left turn on Harrison Street would then provide access to northbound Eastshore Highway.

Access to southbound Eastshore Highway from eastbound Gilman Street or I-80 would also change. Drivers would be routed via the eastern roundabout to Gilman and 2nd Streets, and would then turn right (south) onto 2nd Street. A right turn on Page Street would then lead to southbound Eastshore Highway.

Will the project impact parking in the area?

Parking would be converted from perpendicular to parallel on Harrison Street between Fourth and Fifth Streets, and there would be some loss of parking at the western end of Gilman Street, resulting from the extension of the Bay Trail. There would be temporary parking impacts during construction at Tom Bates Regional Sports Complex. Otherwise, parking would remain unchanged in the rest of the project area.

Will the roundabouts accommodate trucks?

Yes. The Gilman interchange is designed to accommodate all categories of California legal tractor-semitrailers: "Black" CA legal 65 FT trucks, "Green" STAA-56 FT trucks, and WB-67D double-bottom combination trucks.

How have the public and affected landowners been involved?

From March, 2016 to February, 2018 the project team held a series of informational meetings, each targeting either public agencies, community organizations, area-wide or specific business owners, or the interested public. Feedback was solicited at each and incorporated as feasible into the project. The team has led ongoing meetings and coordination with the cities of Albany and Berkeley, as well as large and directly affected businesses such as Golden Gate Fields, Pacific Steel, Red-D-Arc, and Target. Individual property owners in the project area have been identified and contacted about project meetings. The January 15, 2019 Open Forum Hearing will be followed by future public information events. Project updates are available at <https://www.alamedactc.org/i80gilman>, and questions/comments can be sent to inquiry@i80Gilman.com.

When will the project be built?

The roundabouts are expected to be completed in late 2022/early 2023. Public release of the draft environmental document is a milestone in project development. Environmental certification is expected to occur in Summer 2019. Following certification, project designs will be refined into construction documents based on further input from elected officials and the public. Construction is expected to begin in late 2019 or early 2020.

Who is leading and funding the project?

The California Department of Transportation (Caltrans) is the Federal and State lead agency for environmental compliance. The Alameda County Transportation Commission (Alameda CTC) is the Implementing agency, and is working cooperatively with the cities of Berkeley and Albany to deliver the project. The primary funding sources of the project are State funds and Measure BB, the 2014 voter-approved extension of the transportation sales tax.

1/11/19



Welcome to Tonight's Forum

- » Project Milestone: Release of Draft Environmental Document
- » Bring Together Project sponsors (Caltrans & Alameda CTC) and you
- » Introduce Project Need, History, Design and Environmental Results
- » Facilitate Interaction with the Project Team (Engineering, Design Real Estate and Environmental)
- » Solicit Feedback, Comments and Questions

Project Purpose

I-80 GILMAN

- » Improve Safety for All Modes of Transportation.
- » Simplify and Improve the Navigation, Mobility, and Traffic Operations at the I-80/Gilman Street Interchange.
- » Reduce Congestion, Vehicle Queues and Conflicts at the I-80/Gilman Street Interchange.
- » Improve Local and Regional Bicycle Connections and Pedestrian Facilities through the I-80/Gilman Street Interchange.



Interstate 80/Gilman Street Interchange Improvement Project



Project History

I-80 GILMAN

- » **1998-2014: Numerous Studies Concluded:**
 - » Signalization, Stop Signs and Diamond Interchange would Fail
 - » Only Workable Solution is Roundabouts
- » **October 2014: Caltrans Approval of PSR/PDS**
- » **Fall 2015: Conceptual Design/Environmental Studies Begins**
- » **October 2017: Stakeholder Working Group Formed**
- » **December 2018: Environmental Document Released (Comments due February 5)**
- » **2016-2019: Ongoing Outreach**
 - » Open Houses, Berkeley Transportation Commission, Stakeholder Meetings

Interstate 80/Gilman Street Interchange Improvement Project



Overview of Roundabouts

I-80 GILMAN



- » Two Roundabouts
- » Sidewalk and at-grade crossings through interchange
- » Landscaping in and around both roundabouts
- » Roundabouts designed to accommodate all tractor-semitrailors

Interstate 80/Gilman Street Interchange Improvement Project



Roundabout Visual Simulation

I-80 GILMAN

Eastern Roundabout viewed from northwest near Golden Gate Fields



*Illustrations are
conceptual drafts
subject to change*

Interstate 80/Gilman Street Interchange Improvement Project



Other Project Design Elements

I-80 GILMAN

» Multi-Modal Improvements

- » Pedestrian/Bicycle Overcrossing over I-80
- » Bicycle and Pedestrian Path Through I-80 Undercrossing
- » Two-way Cycle Track on Gilman from East Roundabout To New Signal at Fourth Street
- » Bike Improvements from Gilman / Fourth Street to Codornices Creek

» Bay Trail Gap Closure at Foot of Gilman Street



Interstate 80/Gilman Street Interchange Improvement Project



Pedestrian/Bicycle Overcrossing

I-80 GILMAN

Visual simulation from Interstate 80 Eastbound looking north



Illustrations are conceptual drafts subject to change



Pedestrian/Bicycle Overcrossing

I-80 GILMAN

Visual simulation from Bay Trail southwest of Gilman Street



Bay Trail southwest of Gilman Street

Illustrations are
conceptual drafts
subject to change

Interstate 80/Gilman Street Interchange Improvement Project



New Paving, Enhanced Streetscape and Signage

I-80 GILMAN



From I-80/ Gilman St
to Northbound Eastshore
Highway



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



Interstate 80/Gilman Street Interchange Improvement Project



New Paving, Enhanced Streetscape and Signage

I-80 GILMAN



Visual simulation of Second Street looking north from Gilman

Illustrations are conceptual drafts subject to change



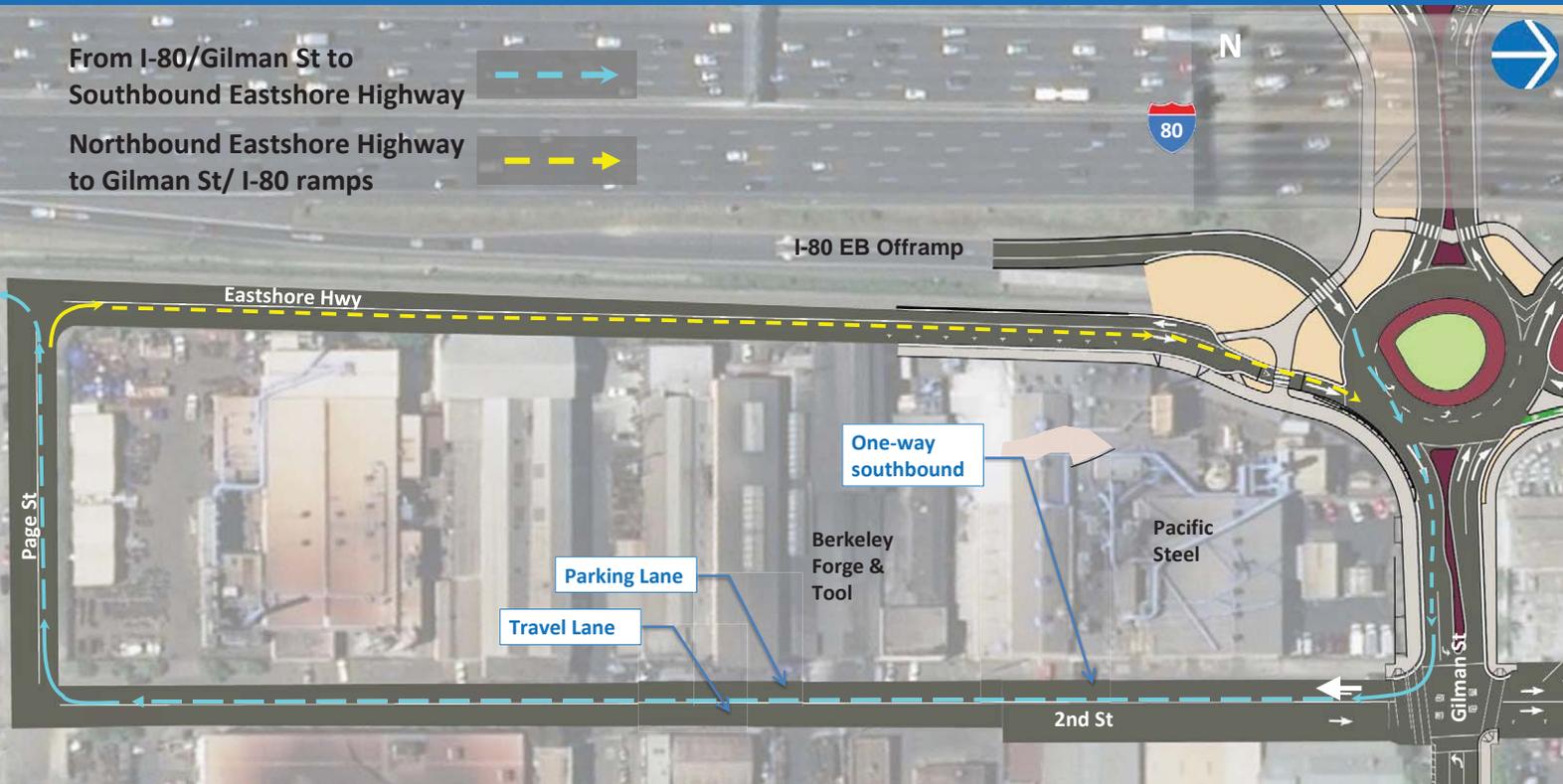
Change in Vehicular Access Southbound

I-80 GILMAN

From I-80/Gilman St to Southbound Eastshore Highway



Northbound Eastshore Highway to Gilman St/ I-80 ramps



Interstate 80/Gilman Street Interchange Improvement Project





Travel Paths Through Roundabouts

From Gilman St to I-80 West

Illustrations are conceptual drafts subject to change



Travel Paths Through Roundabouts

From Gilman St To Golden Gate Fields and Eastshore State Park

Illustrations are conceptual drafts subject to change



Travel Paths Through Roundabouts

From Eastshore State Park to I-80 East

Illustrations are conceptual drafts subject to change



Travel Paths Through Roundabouts

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

Illustrations are conceptual drafts subject to change



Travel Paths Through Roundabouts

From I-80 East to Gilman Street

Illustrations are conceptual drafts subject to change



Travel Paths Through Roundabouts

From I-80 West to Gilman Street

Illustrations are conceptual drafts subject to change

Results of Environmental Analysis



California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Joint Document: Initial Study (IS) with Proposed Negative Declaration / Environmental Assessment (EA)

» No Impacts Related To:

- » Aesthetics
- » Farmland/Timberlands
- » Biological Resources
- » Land Use And Planning
- » Mineral Resources
- » Population And Housing
- » Public Services
- » Recreation
- » Transportation/Traffic
- » Tribal Cultural Resources
- » Growth
- » Wild and Scenic Rivers
- » Cumulative

» Less Than Significant Impacts Related To:

- » Air Quality
- » Cultural Resources
- » Geology And Soils
- » Hazards And Hazardous Materials
- » Hydrology And Water Quality
- » Noise
- » Utilities/Service Systems

» No Significant Impacts For Any Resources



Forum Structure and Features

I-80 GILMAN

Main Community Room: 9 Project Stations

- » Why, What, When And How Of Project
- » Discuss Station Topics with Project Team Members
- » Video Simulations Of Project Elements
- » Submission of Written Comments

Forum Annex

- » Video Simulations Of Project Elements
- » Submission of Written Comments
- » Court-recorded Verbal Comments
- » Off-line Discussion

Interstate 80/Gilman Street Interchange Improvement Project



Station Topics

I-80 GILMAN

1. Welcome & Sign-In
2. Project Funding, Purpose & Need
3. Introduction to and Benefits of Roundabouts
4. Project Design
 - » Roundabouts
 - » Pedestrian/Bicycle Overcrossing
 - » Bicycle Facilities
5. Environmental Review Process
6. Technical Studies and Findings
7. Right of Way Process
8. Project Timeline and Milestones
9. How can I get Involved?

Interstate 80/Gilman Street Interchange Improvement Project



Environmental Review Process

- » Comments taken until February 5th
- » Comments should focus on adequacy of environmental analysis
- » Responses to comments will appear in Final NEPA Document
- » Environmental certification expected Summer 2019

Project Next Steps

- » Final Project Designs in Spring 2020
- » Construction to Begin late 2020/Early 2021
- » Estimated Project Completion in Summer 2023

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What is a Roundabout?

A roundabout is a type of circular intersection, but is quite unlike a neighborhood traffic circle or large rotary. Roundabouts have been proven safer and more efficient than other types of circular intersections.

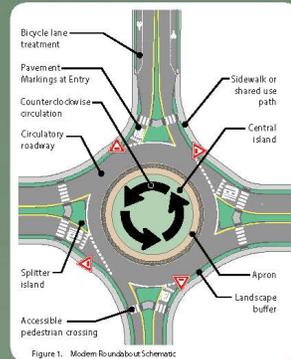


Figure 1. Modern Roundabout Schematic

Roundabouts have certain essential distinguishing features:

- **Counterclockwise Flow.** Traffic travels counterclockwise around a center island.
- **Entry Yield Control.** Vehicles entering the roundabout yield to traffic already circulating.
- **Low Speed.** Curvature that results in lower vehicle speeds (15-25 mph) throughout the roundabout.

FHWA identified roundabouts as a **Proven Safety Countermeasure** because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles. They also provide significant operational benefits compared to conventional intersections.

On average, roundabouts reduce severe crashes – those resulting in injury or loss of life – by 78-82%!

¹ Highway Safety Manual, American Association of State Highway and Transportation Officials, Washington, DC, 2010.

Educational Resources

Michigan "How to Use a Roundabout – Sharing the Road" Informational Brochure
www.michigan.gov/documents/midot_RoundaboutPedBikeBrochure_485164_7.pdf

New York Guidance for Roundabout Users
www.dot.ny.gov/main/roundabouts/guide-users/pedestrians

Washington State videos for Roundabouts and Pedestrians and Bicycles
www.wa.gov/Safety/roundabouts/PedestriansCyclists.htm

Leveraging Partnerships

PEDSAFE Pedestrian Safety Guide & Countermeasure Selection System – Roundabouts
www.pedshs.edu.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=25

BIKESAFE Bicycle Safety Guide & Countermeasure Selection System – Roundabouts
www.pedshs.edu.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=17

Choosing Roundabouts for Safe Routes to School
www.safeschoolroutes.org/program-toolkit/case-study-bellingham-wa

AARP Livable Communities Fact Sheet Series
www.aarp.org/livable-communities/info-2016/livability-fact-sheet-modern-roundabouts.html

For More Information

Jeffrey Shaw, P.E., PTOE, PTP

FHWA Office of Safety
 708.283.3524 or jeffrey.shaw@dot.gov

Hillary Isebrands, P.E., PhD

FHWA Resource Center
 720.963.3222 or hillary.isebrands@dot.gov

To learn more about roundabouts, please visit:
safety.fhwa.dot.gov

Publication number FHWA-SA-15-016



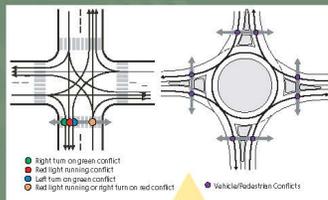
Copyright © 2016 Google Earth Pro



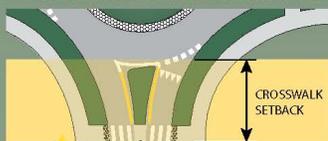
U.S. Department of Transportation
 Federal Highway Administration

ROUNDBOUTS with Pedestrians & Bicycles

A Safe Choice for Everyone



Less conflict. Roundabouts have fewer conflict points. A single lane roundabout has 50% fewer pedestrian-vehicle conflict points than a comparable stop or signal controlled intersection. Conflicts between bicycles and vehicles are reduced as well.



Shorter, setback crossings. Pedestrians cross a shorter distance of only one direction of traffic at a time since the entering and exiting flows are separated. Drivers focus on pedestrians apart from entering, circulating and exiting maneuvers.



Lower speed. Traffic speed at any road or intersection is vitally important to the safety of everyone, and especially non-motorized users. Lower speed is associated with better yielding rates, reduced vehicle stopping distance, and lower risk of collision injury or fatality. Also, the speed of traffic through a roundabout is more consistent with comfortable bicycle riding speed.



Features for All Users. Adding certain treatments at roundabouts can enhance the experience for both pedestrians and bicycles.

- At more complex roundabouts, such as those with multiple lanes, certain design elements and enhanced crossing treatments can improve accessibility for visually impaired pedestrians.
- Where bicycle facilities lead to a roundabout, providing an option to bicyclists to either ride in the travel lane or use a ramp to and from a separated shared use path.



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APPENDIX C: Public and Staff Sign-In Sheets

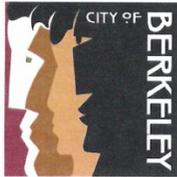
I-80 GILMAN

INTERCHANGE IMPROVEMENT PROJECT



Open Forum Hearing January 15, 2019 Sign-in Sheet

#	NAME	ASSOCIATION/ORGANIZATION	EMAIL
1	SANDRA HAMLAT	EBRPD	shamlata@eloparks.org
2	TODD JERSEY	TODD JERSEY ARCHITECTURE	todd@toddjerseyarchitectore.com
3	TINO TRACHTENBERG	Berkeley Housing Office	ttrachtenberg@cityofberkeley.info
4	TOM BUOYE	BERKELEY CITIZEN	tombuoye@gmail.com
5	Seena Hawley	Resident - Berk.	
6	Nelson Lam	City of Berkeley	Nelam@cityofberkeley.info
7	Danny Akagi	City of Berkeley	dakagi@cityofberkeley.info
8	Helen & Paul Canin	residents	phcanin@earthlink.net
9	Margo Schueler	resident	schueler890@comcast.net
10	Dave Campbell	Bike East Bay	dave@bikeeastbay.org



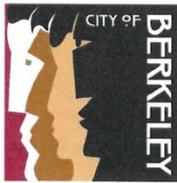
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INTERCHANGE IMPROVEMENT PROJECT



Open Forum Hearing January 15, 2019 Sign-in Sheet

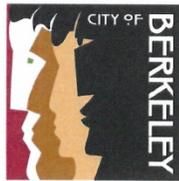
#	NAME	ASSOCIATION/ORGANIZATION	EMAIL
1	Julie McCray	SHOH Gallery Gilman District	julie@shoharts.com shoharts@hutmatt.com
2	Henry Fleishmann		Henry@fledesignbuild.ca
3	Eric Anderson	City of Berkeley	eanderson@cityofberkeley.info
4	NATHAN HOOD	RESIDENT	NPHOOD@GMAIL.COM
5	Bryce Nesbitt	self.	
6	Carlos Hill	725 VIRGINIA ST.	CARLOS@ENSA@ME.COM
7	Michelle Go	Resident of Berkeley	michelledgo@gmail.com
8			
9			
10			





Open Forum Hearing January 15, 2019 Sign-in Sheet

#	NAME	ASSOCIATION/ORGANIZATION	EMAIL
1	Isby Ferschlman		
2	Isby Ferschlman		
3	Jess Swrock		
4	ANDREW LEE	RESIDENT	ANKLEE80@gmail.com
5			
6			
7			
8			
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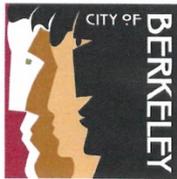
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INTERCHANGE IMPROVEMENT PROJECT



Open Forum Hearing January 15, 2019 Sign-in Sheet

#	NAME	ASSOCIATION/ORGANIZATION	EMAIL
1	MICHAEL MEBRIDER	CITIZEN	mmebridm@52@gmail.com
2	Jeff Bond	Albany	jbond@albanyca.org
3	Emilie Roguso	Berkeleyside	emilie@berkeleyside.com
4	Roger Miller	City of Berkeley	rmiller@cityofberkeley.info
5	GREGG APA	Berkeley-ZWO	gapa@cityofberkeley.info
6	Behinda Siffal	"	BSiffal@z.comcast.net
7	St		
8	Dina Potter	Pie Innot	
9	Fritz Prosten		fprosten@aol.com
10	Greg Wiberg	Citizen	greg_wiberg@fastmail.us



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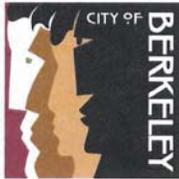
INTERCHANGE IMPROVEMENT PROJECT



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Project Staff Sign-in Sheet

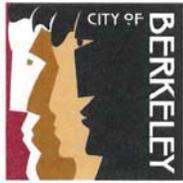
#	NAME	ASSOCIATION/ORGANIZATION	EMAIL
1	Timothy Hyles	Caltrans	timothy.hyles@dot.ca.gov
2	Carie Monteiro	Parson	carie.monteiro@parsons.com
3	HAMID MOSTOWFI	Berkeley City	hmsowfi@cityofberkeley.info
4	Chuconda Davis	Caltrans P10	chuconda.davis@dot.ca.gov
5	RODNEY PIMENTEL	PARSONS	RODNEY.PIMENTEL@PARSONS.COM
6	JIM RICHARDS	ARWS	jrichards@arws.com
7	STEVE CASTELLANO	ARWS	scastellano@arws.com
8	John Ciccarelli	Bicycle Solutions	john@bicyclesolutions.com
9	Ron Boyle	GHD	ronald.boyle@ghd.com
10	Sasan Daneshvar	Parsons	Sasan.daneshvar@parsons.com





Project Staff Sign-in Sheet

#	NAME	ASSOCIATION/ORGANIZATION	EMAIL
1	Jacqueline Protzman	PlaceWorks	jprotzman@Placeworks.com
2	Lindsey Klein	PlaceWorks	
3	Tarina Wilson	PlaceWorks	
4	David Eady	"	deady@placeworks.com
5	Susan Chang	Alameda CTC	schang@alamedactc.org
6	Cristin Hallissy	Caltrans	Cristin.Hallissy@dot.ca.gov
7	Kathy Swank	Uccelli + Associates	
8	Jack Siau	CT	jack.siau@dot.ca.gov
9	Minyoung Kim	Alameda CTC	mkim@alamedactc.org
10	Gary Huisingh	Alameda CTC	ghuisingh@alamedactc.org



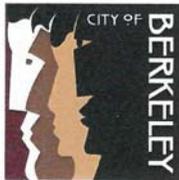
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INTERCHANGE IMPROVEMENT PROJECT



Project Staff Sign-in Sheet

#	NAME	ASSOCIATION/ORGANIZATION	EMAIL
1	Genevieve Munsey	Parsons	
2	T.J. Warner	Parsons	thomas_warner@parsons.com
3	GREG GOODFELLOW	place works	
4			
5			
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APPENDIX D: Public Comments



Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

FANTASTIC PROJECT
Beant Gully designed !!
lets go!

Feel free to submit comments and questions via email to:

Zachary.Gifford@dot.ca.gov

Or mail comments and questions to:

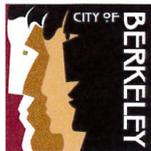
Department of Transportation, District 4, Attention: Zachary Gifford

111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

Name: Todd J. Wynn
Address: 1321 9th St Suite 2 Berkeley CA 94702
Email: _____

Todd @ todd.j.wynn@citytech.com





Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

*Awesome. A great progressive development
Anyways to support let's me know. [Signature]*

Feel free to submit comments and questions via email to:

Zachary.Gifford@dot.ca.gov

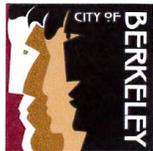
Or mail comments and questions to:

Department of Transportation, District 4, Attention: Zachary Gifford

111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

Name: *Charles Hain & family*
Address: *725 Virginia St*
Email: *charles.hain@mc.com*





Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

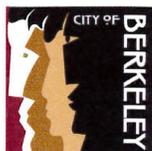
- really excited. only took 16 years. Just don't put stop signs, because you destroy the circle.
 - Vail Colorado 1-70 Roundabout did great things & this should do
 - Thanks to city of Berkeley for ~~not~~ putting stop lights everywhere
 - Repair designated bike routes

Feel free to submit comments and questions via email to:
 Zachary.Gifford@dot.ca.gov

Or mail comments and questions to:
 Department of Transportation, District 4, Attention: Zachary Gifford
 111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

Name: Tom Buoye
 Address: 2611 GRANT ST
 Email: tomBuoye @GMAIL





Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

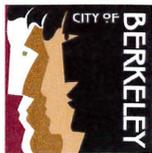
*This project is great + much needed!
Please build as fast as possible*

Feel free to submit comments and questions via email to:
Zachary.Gifford@dot.ca.gov

Or mail comments and questions to:
Department of Transportation, District 4, Attention: Zachary Gifford
111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

Name: _____
Address: _____
Email: _____





Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

Very much looking forward to this fabulous improvement!
I would also love to see synchronizing of the lights on Gilman and better street lighting.

Feel free to submit comments and questions via email to:

Zachary.Gifford@dot.ca.gov

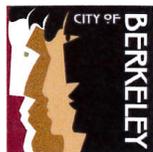
Or mail comments and questions to:

Department of Transportation, District 4, Attention: Zachary Gifford

111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

Name: Julie McCray
Address:
Email: juliemichellem@live.com





Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

~~Please refer to~~ What about the noise impacts from construction and the disruption to traffic flow during construction? Can this project also include a no harm zone for Amtrak?

Feel free to submit comments and questions via email to:

Zachary.Gifford@dot.ca.gov

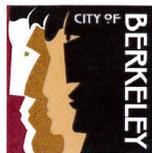
Or mail comments and questions to:

Department of Transportation, District 4, Attention: Zachary Gifford

111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

Name: _____
Address: _____
Email: _____



I-80 GILMAN

INTERCHANGE IMPROVEMENT PROJECT



Comment Card

We welcome your comments on the findings of the Proposed Negative Declaration or the Project as a whole.

Your comments:

Who will own + manage the
communications conduit under
this project?

Will future com companies be able
to string cables?

Feel free to submit comments and questions via email to:

Zachary.Gifford@dot.ca.gov

Or mail comments and questions to:

Department of Transportation, District 4, Attention: Zachary Gifford

111 Grand Avenue, Office of Environmental Analysis, MS-8B, Oakland, CA 94612

Your Information (Optional)

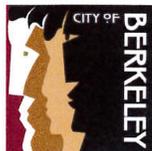
Name:

Bryce Nesbitt

Address:

Email:

bryce2@obviously.com



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CalTRANS PROJECT PUBLIC FORUM
INTERSTATE 80/GILMAN STREET INTERCHANGE

CERTIFIED TRANSCRIPT

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

TUESDAY, JANUARY 15, 2019
6:00 P.M.

COMMUNITY ROOM
JAMES KENNEDY COMMUNITY CENTER
1720 8TH STREET
BERKELEY, CALIFORNIA

Reported by: Kathryn S. Swank, CSR 13061, RPR

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A P P E A R A N C E S

PUBLIC PARTICIPANTS:

Fritzi Drosten

Nathan (last name not provided)

Torinn Wilson

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I N D E X

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1 Tuesday, January 15, 2019, 6:00 p.m.

2 Berkeley, California

3 ---o0o---

4 (A presentation was held but not
5 reported by the Certified Shorthand
6 Reporter.)

7 ---o0o---

8 MS. DROSTEN: My name is Fritzi Drostén.

9 THE REPORTER: Could you spell your name for
10 the record, please.

11 MS. DROSTEN: F-R-I-T-Z-I, D-R-O-S-T-E-N. And
12 I live in North Berkeley.

13 I -- the simulations don't seem to show the
14 truck traffic that we have and the level of traffic that
15 we have at that intersection, and I'm concerned about
16 whether that's going to work.

17 And the -- the other thing is the -- whether --
18 the pedestrian safety, I know that it -- the
19 pedestrian -- I know that you have to have ADA, the
20 grades, and you have to have a longer overpass, but
21 wouldn't it be nice to have an alternative walking
22 overpass, rather than underpass.

23 But I would like to see something in the
24 meantime, some sort of slower speed of cars in that
25 area, in the years before it's going to take effect.

1 Otherwise, I think the -- I think it's a great -- I
2 think we should have a roundabout there, the
3 roundabouts.

4 ---o0o---

5 NATHAN: My name is Nathan. My family and I
6 live nearby. We are excited about any improvement to
7 the area. We think pretty much any change will beat the
8 current state of affairs. Although one, sort of,
9 immediate short-term solution could be to eliminate left
10 turns at all entry points into the interchange. You
11 wouldn't have to build any roundabouts or bicycle
12 bridges or things of that sort.

13 But we're excited about it. Hopefully it makes
14 it safer and looks a little better and makes the traffic
15 more manageable. Yeah.

16 Major concerns I saw were the roundabouts, the
17 engineers explained it has to be all hardscaped, but it
18 would be nice to have some kind of permeable surface or
19 shrubs, something drought resistant that's easy to
20 maintain.

21 Also, still looks pretty dark under the
22 overpass. And I understand, a chain-link fence is kind
23 of necessary for the -- like, to help manage the
24 encampments underneath, but if there's any way to
25 beautify the underpass, that would be helpful.

1 ---o0o---

2 MS. WILSON: My name is Torinn Wilson. And I
3 use the Gilman intersection to get to work every day. I
4 live in Marin County, but I work in Berkeley.

5 I think this is a really good project, and I'm
6 really excited about it. I think it will make that
7 intersection a lot safer and make me more comfortable
8 since I commute in that area.

9 I'm interested to see how the project would
10 discourage homelessness or homeless encampments in that
11 area. I know that some of the people who sleep next to
12 the intersection currently, in the mornings, they like
13 to stand in the -- the intersections. They will stand
14 in the crosswalks. And that stops traffic a lot of the
15 time, and then people get nervous and then it backs up
16 extra.

17 And then I am also interested in understanding
18 how maintenance will be done or who is going to be doing
19 the maintenance or how to ensure that maintenance
20 happens, like painting, striping, maintaining the signs,
21 graffiti. How that's going to be kept up? Because I
22 know, in roundabouts, when people are confused, having
23 very bright and good signage is what keeps them in the
24 right place. And that's all.

25 (Time noted: 9:00 p.m.)

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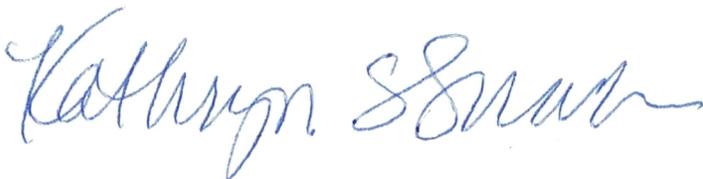
CERTIFICATE OF REPORTER

I, KATHRYN S. SWANK, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing proceedings was reported in shorthand by me, Kathryn S. Swank, a Certified Shorthand Reporter of the State of California, and thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for any of the parties to said proceedings nor in any way interested in the outcome of said proceedings.

IN WITNESS WHEREOF, I have hereunto set my hand this 25th day of January 2019.



KATHRYN S. SWANK, CSR
Certified Shorthand Reporter
License No. 13061

<hr/> <p style="text-align: center;">1</p> <hr/> <p>13061 1:25 7:21</p> <p>15 1:8 4:1</p> <p>1720 1:14</p> <hr/> <p style="text-align: center;">2</p> <hr/> <p>2019 1:8 4:1 7:15</p> <p>25th 7:15</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4 3:4</p> <hr/> <p style="text-align: center;">6</p> <hr/> <p>6:00 1:9 4:1</p> <hr/> <p style="text-align: center;">7</p> <hr/> <p>7 3:5</p> <hr/> <p style="text-align: center;">8</p> <hr/> <p>80/GILMAN 1:2</p> <p>8TH 1:14</p> <hr/> <p style="text-align: center;">9</p> <hr/> <p>9:00 6:25</p> <hr/> <p style="text-align: center;">A</p> <hr/> <p>ADA 4:19</p> <p>affairs 5:8</p> <p>alternative 4:21</p> <p>am 6:17 7:5,10</p> <p>area 4:25 5:7 6:8,11</p> <p>attorney 7:11</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>backs 6:15</p> <p>beat 5:7</p> <p>beautify 5:25</p> <p>Berkeley 1:15 4:2,12 6:4</p> <p>better 5:14</p> <p>bicycle 5:11</p> <p>bridges 5:12</p>	<p>bright 6:23</p> <p>build 5:11</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>California 1:15 4:2 7:4,8</p> <p>CalTRANS 1:1</p> <p>cars 4:24</p> <p>CENTER 1:13</p> <p>Certificate 3:5 7:1</p> <p>Certified 4:5 7:3,7,21</p> <p>certify 7:4,10</p> <p>chain-link 5:22</p> <p>change 5:7</p> <p>comfortable 6:7</p> <p>Comments 1:5 3:4</p> <p>COMMUNITY 1:12,13</p> <p>commute 6:8</p> <p>concerned 4:15</p> <p>concerns 5:16</p> <p>confused 6:22</p> <p>counsel 7:10</p> <p>County 6:4</p> <p>crosswalks 6:14</p> <p>CSR 1:25 7:20</p> <p>current 5:8</p> <p>currently 6:12</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>dark 5:21</p> <p>day 6:3 7:15</p> <p>discourage 6:10</p> <p>disinterested 7:5</p> <p>done 6:18</p> <p>Drosten 2:4 4:8,11</p> <p>D-R-O-S-T-E-N 4:11</p> <p>drought 5:19</p> <hr/> <p style="text-align: center;">E</p> <hr/>	<p>easy 5:19</p> <p>effect 4:25</p> <p>eliminate 5:9</p> <p>encampments 5:24 6:10</p> <p>engineers 5:17</p> <p>ensure 6:19</p> <p>entry 5:10</p> <p>excited 5:6,13 6:6</p> <p>explained 5:17</p> <p>extra 6:16</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>family 5:5</p> <p>fence 5:22</p> <p>foregoing 7:6</p> <p>FORUM 1:1</p> <p>Fritzi 2:4 4:8</p> <p>F-R-I-T-Z-I 4:11</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>Gilman 6:3</p> <p>grades 4:20</p> <p>graffiti 6:21</p> <p>great 5:1</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>hand 7:14</p> <p>happens 6:20</p> <p>hardscaped 5:17</p> <p>having 6:22</p> <p>held 4:4</p> <p>help 5:23</p> <p>helpful 5:25</p> <p>hereby 7:4</p> <p>herein 7:5</p> <p>hereunto 7:14</p> <p>homeless 6:10</p> <p>homelessness 6:10</p>
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