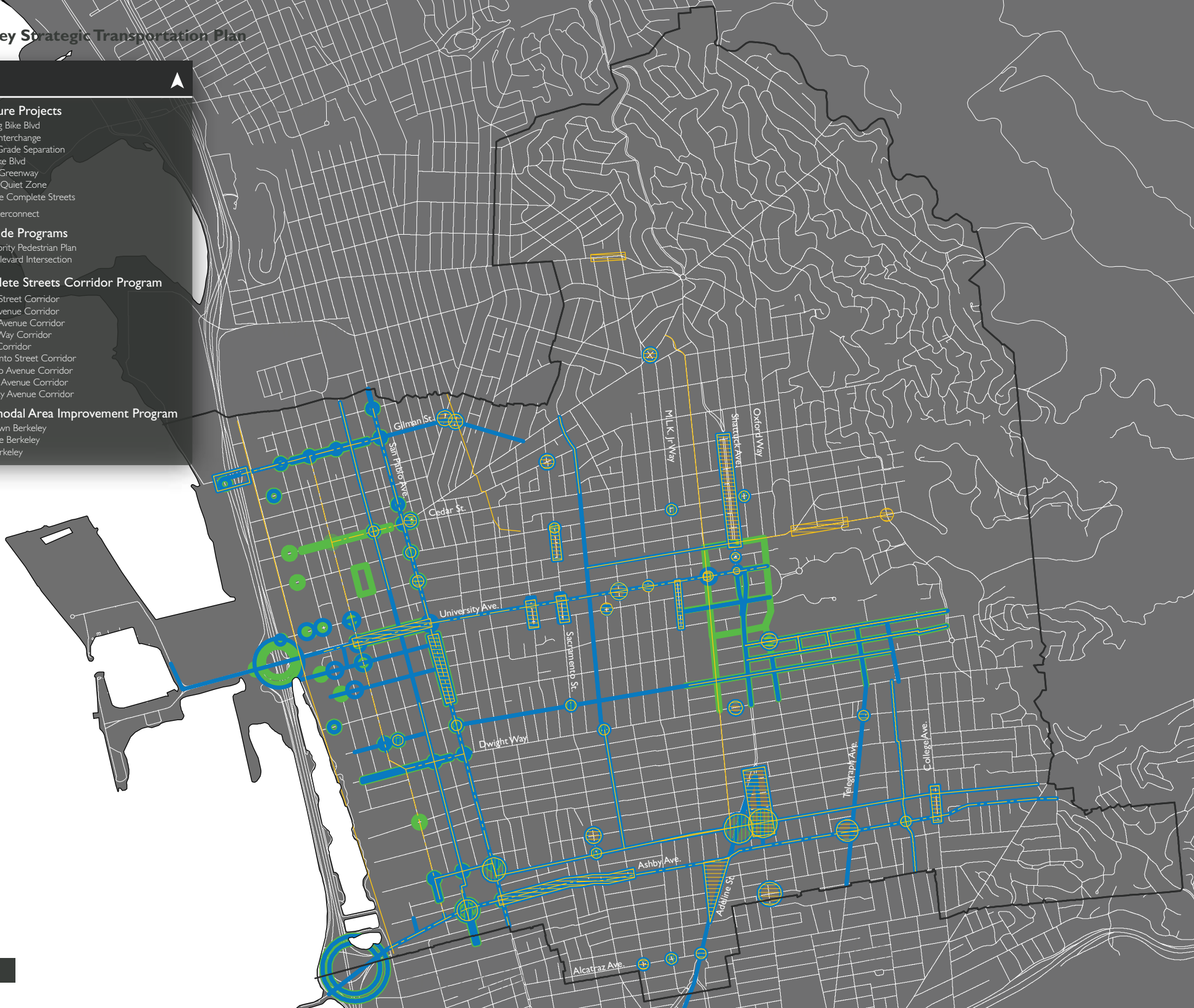


Legend

- **Signature Projects**
 - Channing Bike Blvd
 - Gilman Interchange
 - Gilman Grade Separation
 - Milvia Bike Blvd
 - Ohlone Greenway
 - Railroad Quiet Zone
 - Southside Complete Streets
- - **Signal Interconnect**
- ⊕ **Citywide Programs**
 - High Priority Pedestrian Plan
 - Bike Boulevard Intersection
- **Complete Streets Corridor Program**
 - Adeline Street Corridor
 - Ashby Avenue Corridor
 - College Avenue Corridor
 - Dwight Way Corridor
 - Gilman Corridor
 - Sacramento Street Corridor
 - San Pablo Avenue Corridor
 - Shattuck Avenue Corridor
 - University Avenue Corridor
- **Multimodal Area Improvement Program**
 - Downtown Berkeley
 - Southside Berkeley
 - West Berkeley



3. How to Achieve the Vision

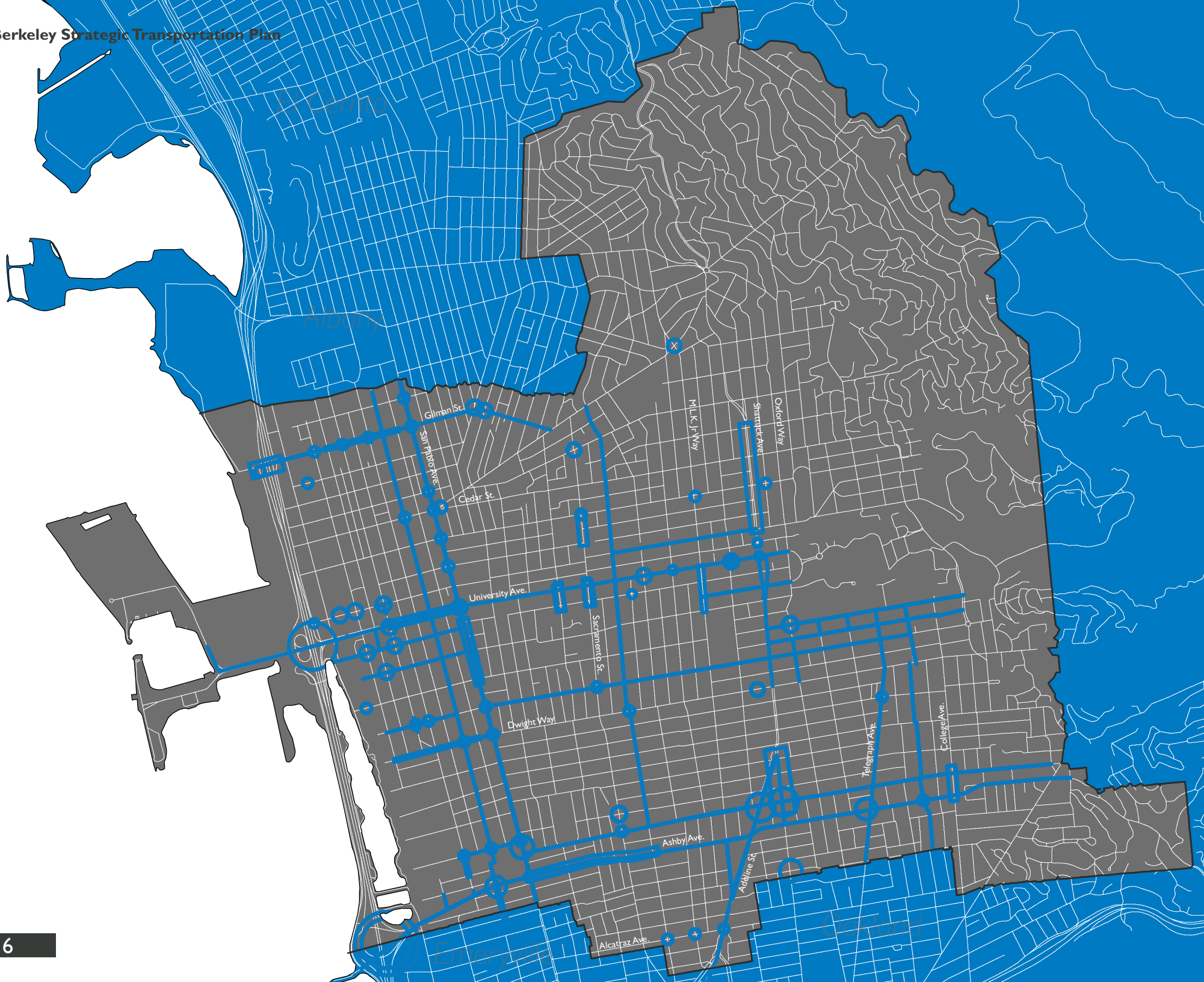
Investments to achieve the Vision

The City of Berkeley has developed a number of transportation studies and plans that identify a wide range of capital projects for all modes. From crosswalk enhancements to major interchange improvements, literally hundreds of worthy projects have emerged from this past planning work. As a result of careful coordination and foresight, many of these projects meet the City's goals for complete streets and multimodal access. In order to determine which projects best meet the City's complete streets goals and should be prioritized, the projects were sorted and assembled into 25 project "bundles".

Appendix 2. Where We've Been describes the various plans and studies that document each of Berkeley's respective transportation improvements and were used to develop the BeST Plan projects.

Project Bundling

Bundling projects allows for a more apples to apples evaluation across projects and for similar projects to be packaged for funding opportunities. For example, combining a number of small multimodal improvements, such as the high priority improvements for the Citywide Pedestrian Plan, is easier to compare as a bundle against large infrastructure improvements like the Gilman Interchange. The bundles were developed strategically to incorporate a diverse range of transportation improvements that serve different users and meet both City of Berkeley and other funding agency goals. More generally, the bundles also allow for clarity and consolidation of the transportation Vision for ease of stakeholder understanding and project implementation.



Complete Streets Corridors Program

Multimodal projects that run along or are adjacent to Berkeley's major streets, including transit, pedestrian, bicycle, goods movement, and other vehicular improvements with complementary bicycle boulevards as a key element of the City's Complete Streets Corridor Program. The Citywide Signal Interconnect Program will be an important complement to the physical improvements of the Corridor Projects to most effectively improve corridor efficiency and safety for all modes. Berkeley's residential bicycle boulevards programs designated low-volume residential streets parallel to major auto thoroughfares, and as a result parallel bicycle boulevards routes were bundled into a complete streets corridors. For example, Hillegass Street is a designated bicycle boulevard bundled with College Avenue Corridor improvements.

- *Adeline Street Corridor*
- *Ashby Avenue Corridor*
- *College Avenue Corridor*
- *Dwight Way Corridor*
- *Gilman Street Corridor*
- *Sacramento Street Corridor*
- *San Pablo Avenue Corridor*
- *Shattuck Avenue Corridor*
- *Telegraph Avenue Corridor*
- *University Avenue Corridor*

Adeline Street Corridor

This project spans from Shattuck Avenue near Downtown Berkeley to the Oakland border, and includes elements of the Berkeley Bike and Pedestrian Plans, and the South Shattuck Strategic Plan designed to improve pedestrian, bicycle, and automobile safety and circulation. This area includes the Adeline Priority Development Area. As a corridor project, it includes elements of other projects in the Citywide and Area Program, such as 3 of the Bikeway intersection improvements; bikeway upgrades and gap closures on Adeline between Shattuck and the Oakland border; 5 of the High Priority Pedestrian Plan Projects; and improvements to pedestrian access, parking, and neighborhood cut-through traffic discouragement from the South Shattuck Strategic Plan Elements of this corridor project will be refined and prioritized through the on-going Adeline Corridor Plan which is slated to be completed in Spring 2017.



Project Development/ Scoping

Environmental

Detailed Design

Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination





Ashby Avenue Corridor

This project spans from I-80 in West Berkeley to Tunnel Road, and includes elements of the Berkeley Bike and Pedestrian Plans and the West Berkeley Circulation Report designed to improve, pedestrian, bicycle, automobile, and freight safety and circulation. As a corridor project, it includes elements of other projects in the Individual/Citywide and Area Programs, such as the 9th Street Pathway; Residential Bike Boulevard Enhancements on the 9th Street and Russell/Heinz Bicycle Boulevards; 6 Bikeway Intersection projects; 4 of the High Priority Pedestrian Plan Projects; and a Signal Interconnect project along the full length of Ashby Avenue.



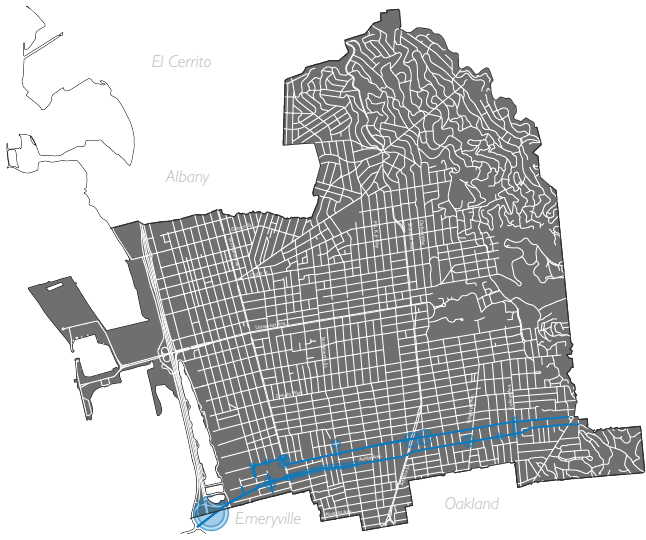
Phase 1
Project Development/
Scoping

Phase 2
Environmental

Phase 3
Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness

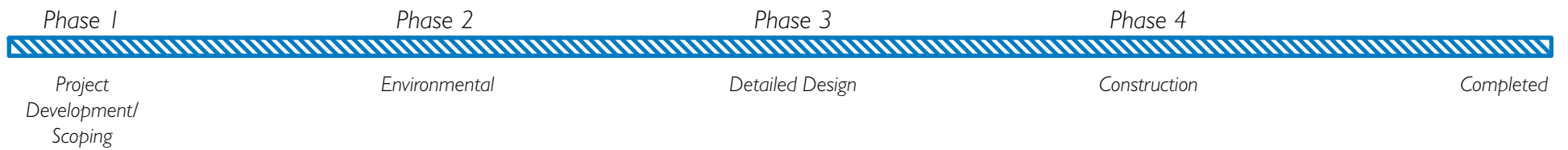


Agency Coordination



College Avenue Corridor

This project spans from the intersection of College Avenue at Bancroft Street on the north to the Oakland border on the south, and includes elements of the Berkeley Bike and Pedestrian Plans designed to improve, pedestrian, bicycle, and automobile safety and circulation. As a corridor project, it includes elements of other projects in the Individual/Citywide and Area Programs, such as Residential Bike Boulevard Enhancements on the Bowditch/Hillegass Bicycle Boulevard; 1 of the Bikeway Intersection projects; and 6 of the High Priority Pedestrian Plan Projects.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination





Dwight Way Corridor

This project spans from 7th Street in West Berkeley to Piedmont Ave in the Southside Priority Development Area and provides access to the Downtown Priority Development Area. It includes elements of the Berkeley Bike and Pedestrian Plans, the Southside Plan, and the West Berkeley Circulation Report designed to improve, pedestrian, bicycle, automobile, and freight safety and circulation. As a corridor project, it includes elements of other projects in the Individual/Citywide and Area Programs, such as 4 of the Bikeway intersection improvements; segments of the Residential Bike Boulevard Enhancements on Bowditch and Channing Bicycle Boulevards; 3 of the High Priority Pedestrian Plan Projects; a Signal Interconnect project along the full length of Dwight Ave; and the Southside Complete Streets project.



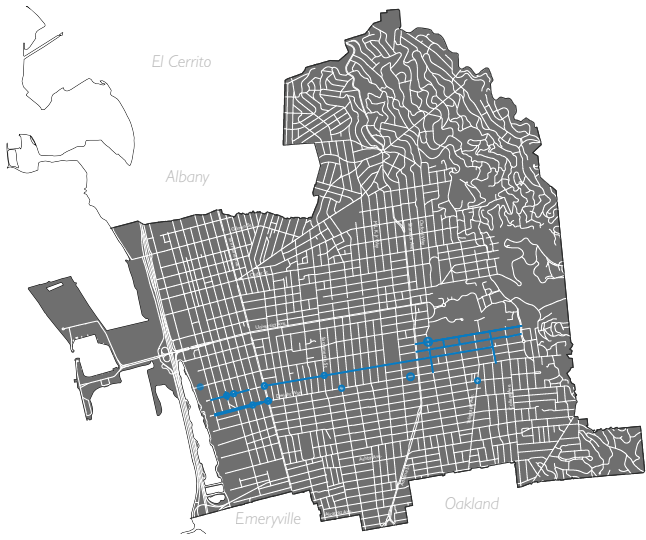
Phase 1
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Scoping

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Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination



Gilman Street Corridor

This project spans from I-80 in West Berkeley to Hopkins St in the Westbrae neighborhood area, and includes elements of the Alameda Countywide Transportation Plan, the Berkeley Bike and Pedestrian Plans, and the West Berkeley Circulation Report designed to improve, pedestrian, bicycle, automobile, and freight and passenger rail safety and circulation. This includes improvements within and providing access to the San Pablo Priority Development Area. As a corridor project, it includes elements of other projects in the Individual/Citywide and Area Programs, such as Residential Bike Boulevard Enhancements on the 9th Street Bicycle Boulevard and an upgraded bikeway on Gilman St; 3 of the High Priority Pedestrian Plan Projects; a Signal Interconnect project along the full length of Gilman St; and both the Gilman I-80 Interchange and the Gilman Railroad Crossing Grade Separation projects.



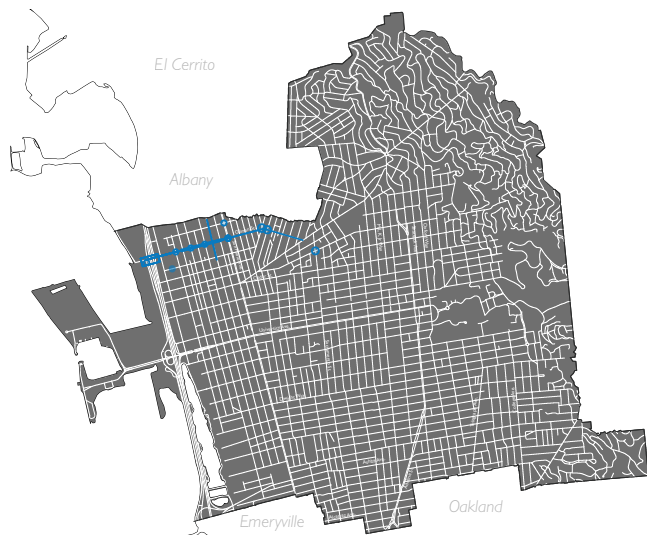
Phase 1
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Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness

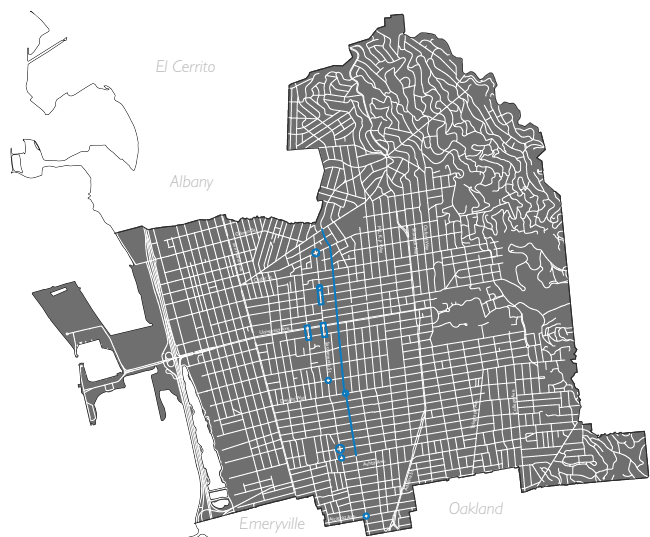
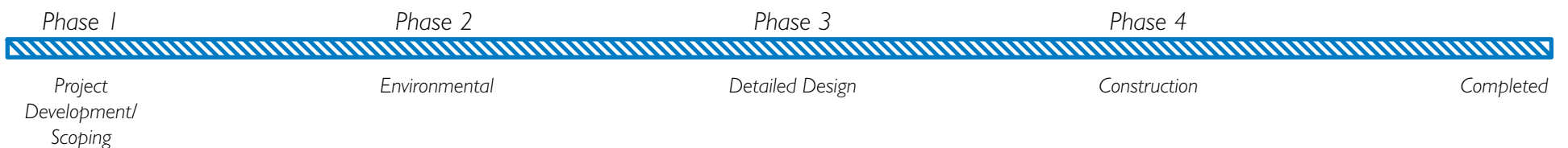


Agency Coordination



Sacramento Street Corridor

This project spans from the intersection of Sacramento Street at Hopkins Street on the north to the Oakland border on the south, and will be designed with the goal of providing multimodal access and safety improvements for the North Berkeley BART station. It includes elements of the Berkeley Bike and Pedestrian Plans designed to improve, pedestrian, bicycle, and automobile safety and circulation. As a corridor project, it includes elements of other projects in the Individual/Citywide and Area Programs, such as Residential Bike Boulevard Enhancements on the California Bicycle Boulevard; 4 of the Bikeway Intersection projects; and 1 of the High Priority Pedestrian Plan Projects.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination



San Pablo Avenue Corridor

This project spans from the Albany border in West Berkeley to the Oakland border in South Berkeley, and includes elements of the West Berkeley Circulation Report and projects from the City's Pedestrian and Bicycle Plans, as well as the San Pablo Avenue Public Improvements Plan. San Pablo is the defining transportation element of the San Pablo Priority Development Area, and provides important access to the University Avenue Priority Development Area. As a corridor project, it includes elements of other projects in the Individual/Citywide and Corridor Programs, such as 5 of the Bikeway intersection improvements; Residential Bike Boulevard Enhancements on the 9th Street Bicycle Boulevard and an upgraded bikeway on Gilman Street; 3 of the High Priority Pedestrian Plan Projects; a Signal Interconnect project along the length of San Pablo Avenue; and numerous projects from the West Berkeley Circulation Report within two blocks of San Pablo Avenue.



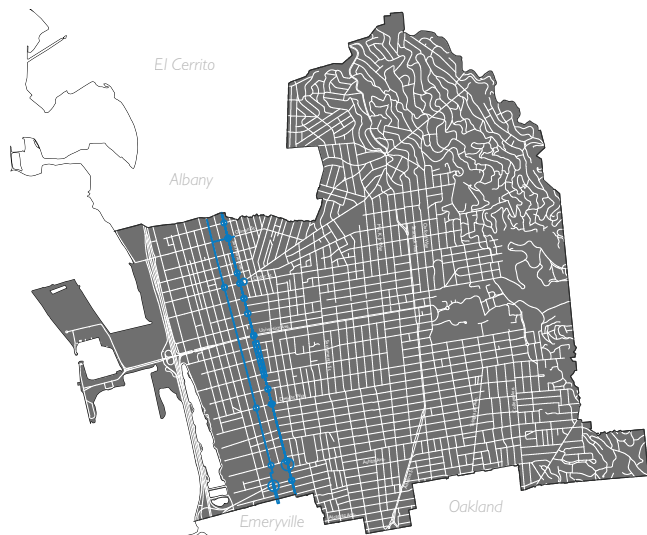
Phase 1
Project
Development/
Scoping

Phase 2
Environmental

Phase 3
Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



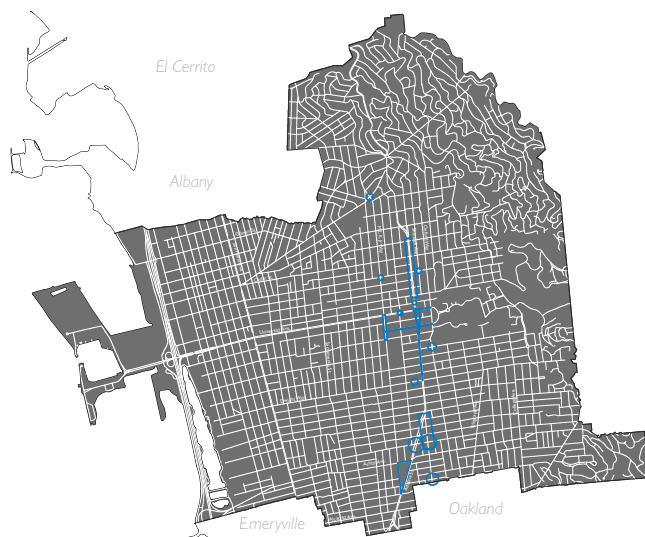
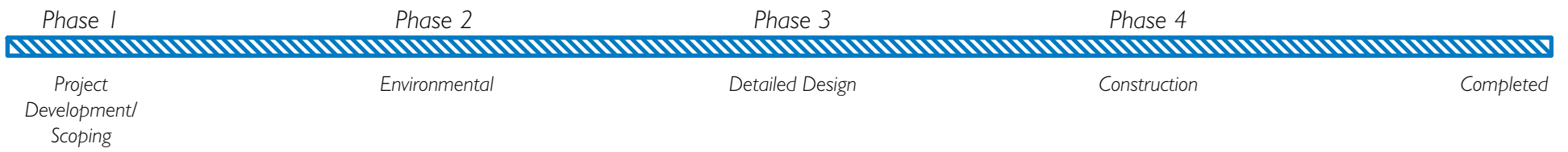
Agency Coordination





Shattuck Avenue Corridor

This project spans from Rose Street in North Berkeley to the Oakland border in South Berkeley, and includes elements of the Berkeley Bike and Pedestrian Plans, the Downtown Area Plan and Streets and Open Space Improvement Plan (SOSIP), and the South Shattuck Strategic Plan, designed to improve pedestrian, bicycle, and automobile safety and circulation. The improvements are within and provide access to the University, Downtown, Adeline, and South Shattuck PDAs. As a corridor project, it includes elements of other projects in the Individual/Citywide and Area Programs, such as 5 of the Bikeway intersection improvements; segments of the Residential Bike Boulevard Enhancements on the Milvia Street Bicycle Boulevard; an upgraded bikeway on both Adeline and Oxford/Fulton Streets, with an extension of the recently completed Fulton bikeway from Channing Way to Dwight Way; 11 of the High Priority Pedestrian Plan Projects; the Shattuck Square/University Avenue, Center Street Plaza & Greenway, and Shattuck Park Blocks projects from the SOSIP; and improvements to pedestrian access, parking, and neighborhood cut-through traffic discouragement from the South Shattuck Strategic Plan.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination



Telegraph Avenue Corridor

This project spans from the intersection of Telegraph Avenue at Bancroft Street on the north to the Oakland border on the south, and includes elements of the Berkeley Bike and Pedestrian Plans, and Southside Plan designed to improve, pedestrian and bicycle safety and circulation. This includes improvements within and providing access to the Telegraph Priority Development Area. As a corridor project, it includes elements of other projects in the Individual/Citywide and Area Programs, such as Residential Bike Boulevard Enhancements on the Bowditch/Hillegass Bicycle Boulevard and a significant bikeway upgrade on Telegraph Avenue; 2 of the High Priority Pedestrian Plan Projects; 7 pedestrian intersection safety improvements from a Council referral based on the Southside Plan policies; and accessibility and public safety improvements along Telegraph such as sidewalk repair, new curb ramps, and installation of pedestrian scale lighting.



Phase 1
Project
Development/
Scoping

Phase 2
Environmental

Phase 3
Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



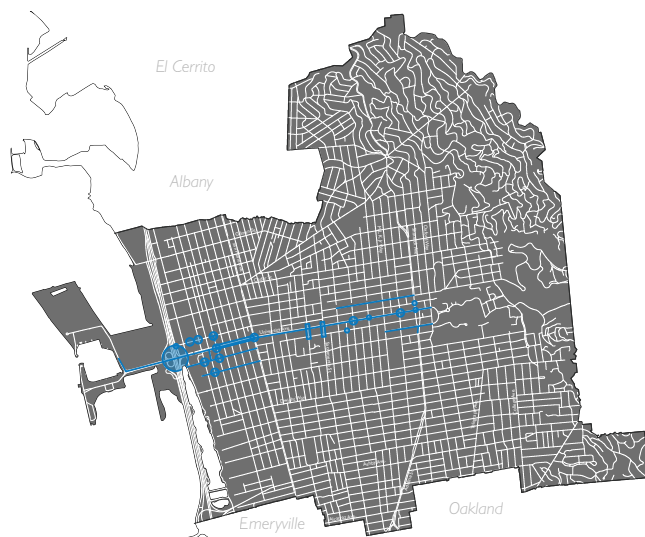
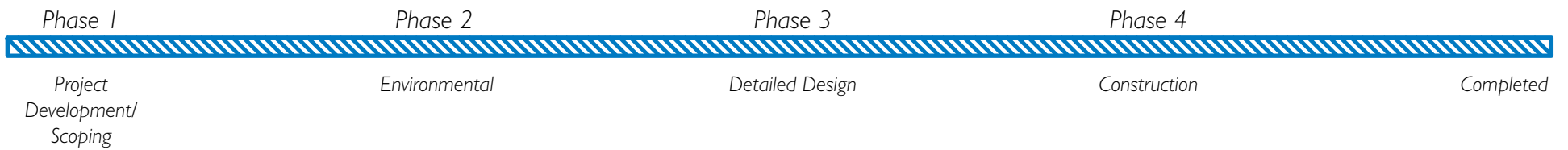
Agency Coordination





University Avenue Corridor

This project spans from the Berkeley Marina on the west to the University of California Berkeley campus on the east, and includes elements of the West Berkeley Circulation Report, the Alameda Countywide Transportation Plan and projects from the City's Pedestrian and Bicycle Plans, as well as the Downtown Area Plan and Streets and Open Space Improvement Plan (SOSIP). University Avenue is the defining transportation element of the University Avenue Priority Development Area, and provides important access to the San Pablo and Downtown Priority Development Areas. As a corridor project, it includes elements of other projects in the Individual/Citywide and Corridor Programs, such as one of the Bikeway intersection improvements; an upgraded bikeway on Hearst Avenue; 10 of the High Priority Pedestrian Plan Projects; a Signal Interconnect project along the length of University Avenue; the Shattuck Square/University Avenue, Center Street Plaza & Greenway, and Shattuck Park Blocks projects from the SOSIP; and numerous projects from the West Berkeley Circulation Report within two blocks of University Avenue.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas

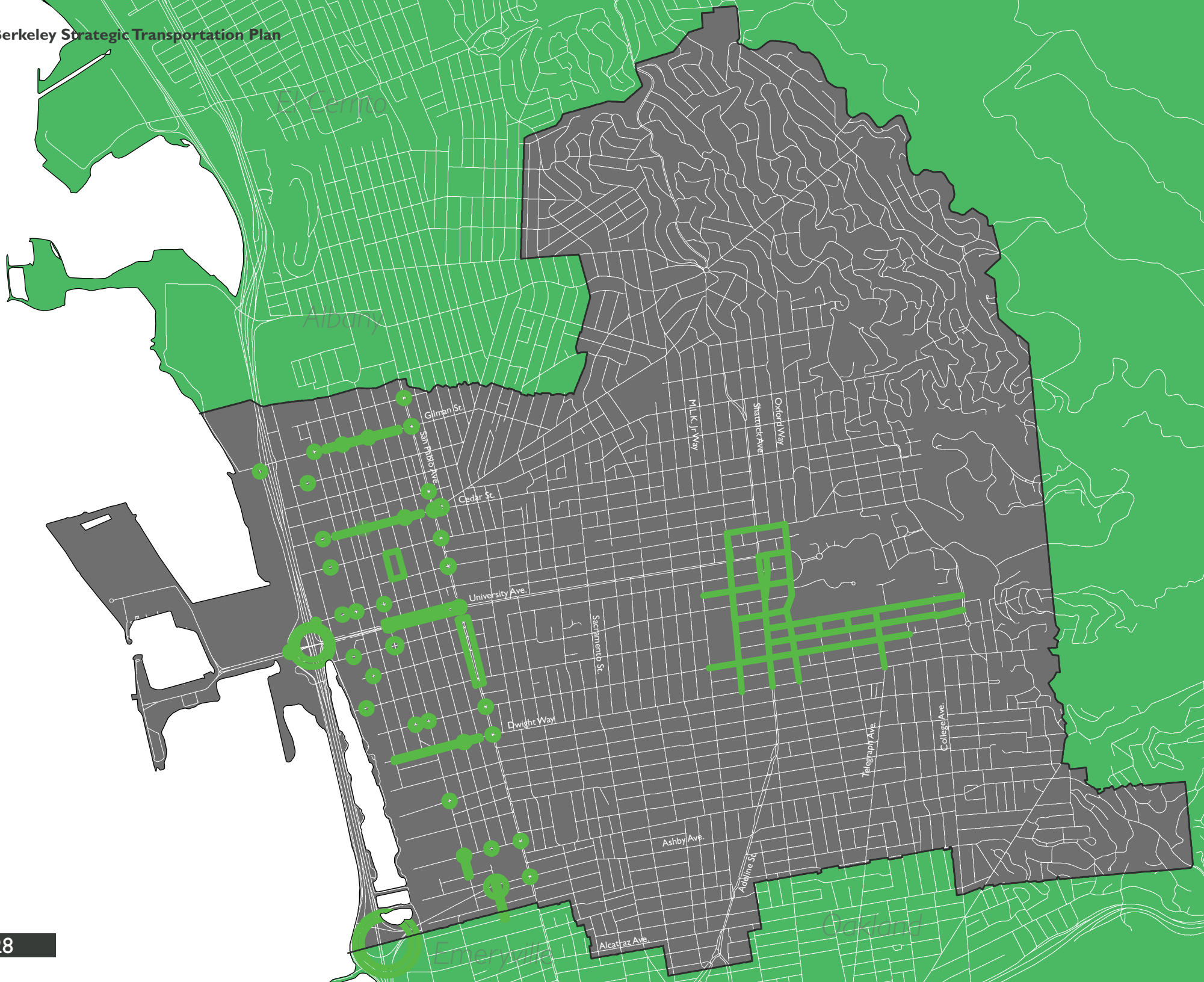


Project Readiness



Agency Coordination





Multimodal Enhancement Areas Program

This consists of multimodal projects that cover a specific geographic planning area in the city. Many of the individual projects in these bundles were originally identified in area plans such as the Downtown Area Plan or Southside Plan. Projects within these bundles will be prioritized and implemented over time. For example, within the Downtown Berkeley area, the Downtown Berkeley Plaza at the main BART entry, the Hearst Complete Streets project, and the Shattuck Reconfiguration project have been fully approved and designed, with the BART Plaza and Hearst starting construction in the summer of 2016 and the Shattuck Reconfiguration due to break ground in 2017.

- *Downtown Berkeley*
- *Southside Berkeley*
- *West Berkeley*

Downtown Berkeley

This project bundle includes all projects located within the Downtown Berkeley area intended to improve safety and operations for all modes of travel. It includes all remaining funded projects from the Downtown Area Plan and Streets and Open Space Improvement Plan (SOSIP) and projects from the City's Pedestrian and Bicycle Plans, as well as other City plans. As an area project, it includes elements of other projects in the Individual/ Citywide and Corridor Programs, such as one of the Bikeway intersection improvements; segments of the Residential Bike Boulevard Enhancements on the Milvia Street Bicycle Boulevard and an upgraded bikeway on Oxford/Fulton south to Bancroft; 6 of the High Priority Pedestrian Plan Projects; and the Center Street Plaza & Greenway, Downtown Transit Center, and Shattuck Park Blocks projects from the SOSIP. This bundle of projects provides multimodal improvements within and access to the University Avenue and Downtown PDAs, as well as the Downtown Berkeley BART station and important AC Transit Major Corridors and Crosstown Routes.



Phase 1
Project Development/
Scoping

Phase 2
Environmental

Phase 3
Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



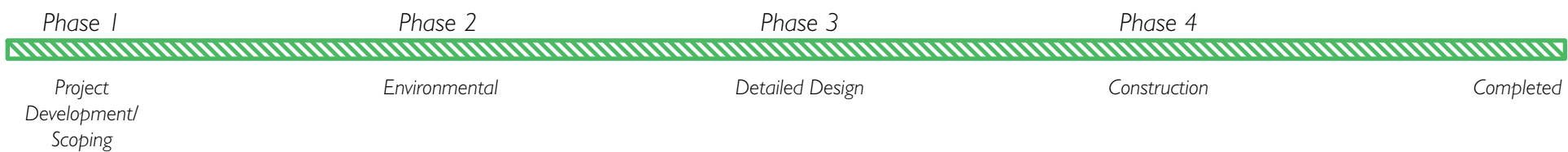
Agency Coordination





Southside Berkeley

This project bundle includes all projects located within the Southside planning area intended to improve safety and operations for all modes of travel. It includes projects from the City's Pedestrian and Bicycle Plans, as well as the Southside Plan and other City plans. As an area project, it includes elements of other projects in the Individual/Citywide and Corridor Programs, such as segments of the Residential Bike Boulevard Enhancements on the Bowditch/Hillegass Bicycle Boulevard and an extension of the recently completed Fulton Street bikeway from Channing Way to Dwight Way; 3 of the High Priority Pedestrian Plan Projects; and the Southside Complete Streets Project on Bancroft, Durant, Dana, and Ellsworth from the Southside Plan. This bundle of projects provides multimodal improvements within and access to the Telegraph, Adeline, and Downtown PDAs.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness

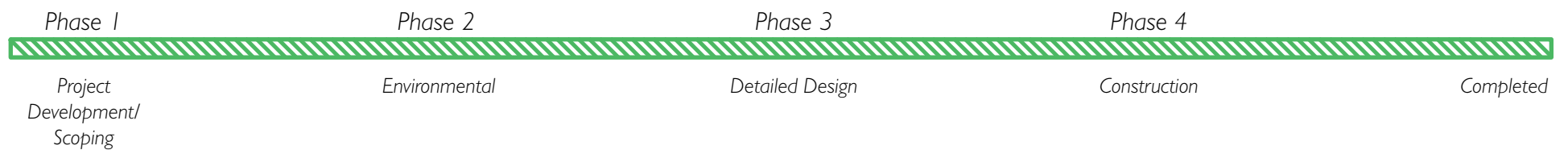


Agency Coordination



West Berkeley

This project bundle includes all projects located within the West Berkeley neighborhood area intended to improve safety and operations for all modes of travel, located from San Pablo Avenue west to I-80 and between the border of Albany to the north and Emeryville/Oakland to the south. It includes all projects from the West Berkeley Circulation Report and projects from the City's Pedestrian and Bicycle Plans, as well as other City plans. As an area project, it includes elements of other projects in the Individual/Citywide and Corridor Programs, such as 5 of the Bikeway intersection improvements; segments of the Residential Bike Boulevard Enhancements on 9th Street, Channing, Russell, and Virginia Bicycle Boulevards; 4 of the High Priority Pedestrian Plan Projects; a Signal Interconnect project along Gilman St, San Pablo Ave, 6th/7th St, Cedar St, and Dwight Ave; and others. This bundle of projects provides multimodal improvements within and access to the University Avenue and San Pablo PDAs.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



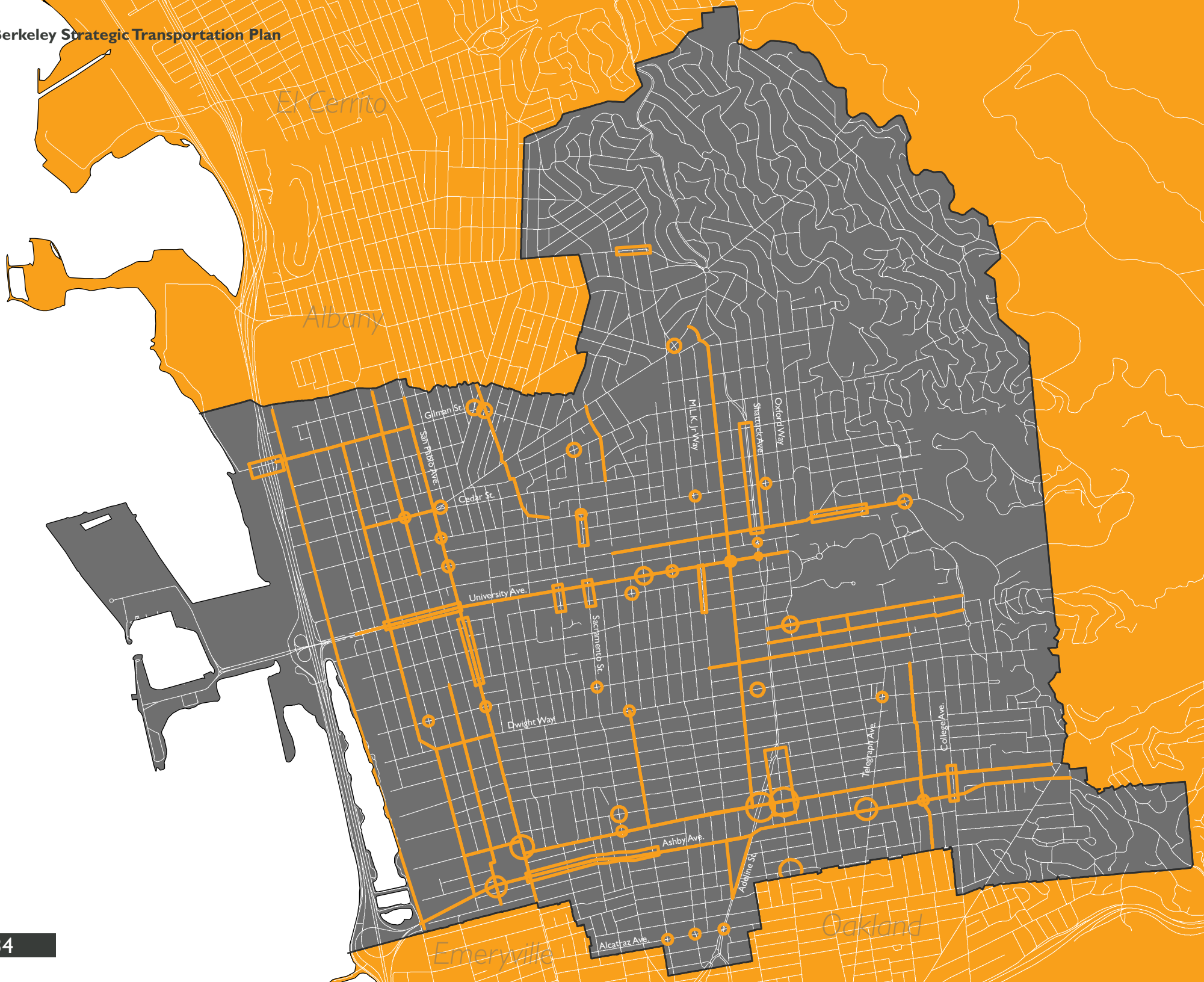
Project Readiness



Agency Coordination







Signature Projects & Citywide Programs

The City has a number of discrete, stand-alone projects that are either site-specific or make improvements at locations across the entire city. These projects were bundled according to their scope and size.

Signature Projects

- *9th Street Bikeway Path Extension*
- *Channing Bike Boulevard*
- *Gilman Grade Separation*
- *Gilman Interchange*
- *Milvia Bike Boulevard*
- *Ohlone Greenway*
- *Railroad Quiet Zone*
- *Southside Complete Streets*

Citywide Programs

- *Bikeway Intersections*
- *High Priority Pedestrian Plan Projects*
- *Residential Bike Boulevard Enhancements*
- *Signal Interconnect*

9th Street Bikeway Path Extension

Project proposes to complete the existing pedestrian and bicycle Class I pathway gap in the 9th Street Bicycle Boulevard Extension pathway between West Berkeley and Emeryville. The project would construct two segments of pathway, one north of Ashby and one south of Ashby, to complete this gap and connect the Berkeley Bike Boulevard network to the Emeryville Greenway.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination





Channing Bike Boulevard

This project consists of an upgraded Bicycle Boulevard and bicycle-related signal and intersection modifications on Channing Way between Piedmont Avenue on the east and Martin Luther King Jr. Way on the west, as described in the Berkeley Bike Plan. This upgraded bikeway would provide additional separation between bicycles and automobiles along this busy section of Channing Way where vehicle volumes exceed City thresholds for mixed flow bike/auto operations and would require signal and intersection changes at the intersections with College, Telegraph, and Shattuck. This is an important multimodal improvement for the Downtown and Telegraph PDAs and the Southside Area Plan, and will be designed with the goal of improving pedestrian safety in these active mixed use areas.



Phase 1
Project Development/
Scoping

Phase 2
Environmental

Phase 3
Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination



Gilman Grade Separation

This project would construct a grade separation of Gilman Street and the passenger and freight railroad tracks between 2nd Street and 4th Street in West Berkeley. The separation could consist of a roadway bridge over the tracks but most likely would construct a roadway undercrossing of the tracks, including pedestrian and bicycle access to alleviate the need for non-motorized modes to cross the tracks at-grade. The project will be designed with the goal of improving safety for all users including rail and is a part of the Citywide Multimodal Program.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination





Gilman Interchange

The project proposes to improve vehicle, pedestrian, and bicycle operations at the Interstate 80 (I-80)/ Gilman Street interchange in northwest Berkeley. The proposed interchange project will replace the existing diamond interchange with a double roundabout interchange incorporating all on/off ramps and frontage roads, and including an at-grade pedestrian and bicycle pathway through the new interchange with the goal of improving safety and comfort for people walking and cycling between north and west Berkeley along the Bay Trail.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination



Milvia Bike Boulevard

This project consists of an upgraded Bicycle Boulevard and bicycle-related signal and intersection modifications on Milvia Street between Hearst Avenue on the north and Dwight Way on the south, as described in the Berkeley Bike Plan and the Downtown Area Plan and Streets and Open Space Improvement Plan (SOSIP). This upgraded bikeway would provide additional separation between bicycles and automobiles along this busy section of Milvia where vehicle volumes exceed City thresholds for mixed flow bike/ auto operations and would require signal and intersection changes at the intersections with Hearst, University, Center, and Allston. The project will be designed with the goal of improving safety and access for Berkeley High School students and resolving conflicts between cyclists and students who are being dropped off or picked up by car. The project will also be designed with the goal of improving pedestrian safety in the Downtown Priority Development Area.



Phase 1
Project Development/
Scoping

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Environmental

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Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination





Ohlone Greenway

This project consists of pedestrian and bicycle pathway widening and other upgrades such as lighting and intersection crossing improvements, as well as on-street bikeway improvements between the Albany border in North Berkeley and the end of the Greenway route on Hearst Avenue at Shattuck Avenue in Downtown Berkeley. The project includes resurfacing and (where possible) widening substandard width Class I pathway segments between North Berkeley BART and realigning and improving major crossings at Cedar Street, Rose Street, and Hopkins/Peralta Streets, including either flashing beacons or Pedestrian Hybrid Beacons. Between North Berkeley BART and Shattuck Avenue, the project includes an upgraded on-street bikeway on Hearst Ave. This is a signature project within the Citywide Multimodal Program, enhancing and modernizing a critical north-south pedestrian and bicycle connection of countywide and regional significance.



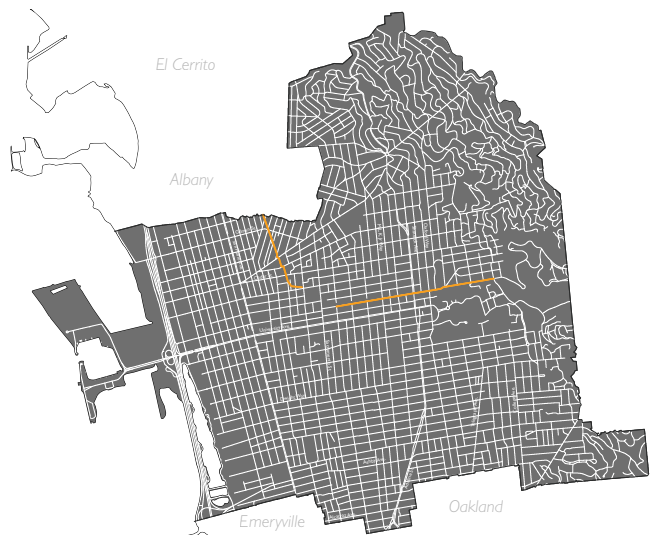
Phase 1
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Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination



Railroad Quiet Zone

This project consists of safety improvements to each of the 7 at-grade railroad crossings (Gilman, Camelia, Cedar, Virginia, Hearst, Addison, and Bancroft) in West Berkeley. Both the West Berkeley Circulation Report and Quiet Zone Feasibility Study included a variety of different options for each of the 7 at-grade crossings throughout the city to improve the noise associated with the railroad, with the goal of improving safety at the crossings for all users. The plans propose installing four quadrant gates and medians with the goal of improving crossing compliance and safety, and is a part of the Citywide Multimodal Program.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination





Southside Complete Streets

This project proposes to make Complete Streets improvements to Bancroft, Durant, Dana, and Ellsworth to improve their functionality for people walking, bicycling, taking transit, driving, and those providing goods to businesses within the area. The project includes upgrading and installing new signals where necessary, including pedestrian signals and crossing bulbouts, and the establishment of new bikeways to serve two-way bike traffic in the Southside area.



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination



Bikeway Intersections

This project consists of bicycle crossing improvements at 17 intersections identified in the Berkeley Bicycle Plan. The intersections are locations where Bicycle Boulevards cross arterial streets where there is not currently any form of traffic control. The improvements will consist of flashing warning beacons or Pedestrian Hybrid Beacons, traffic calming, and bicycle and pedestrian signal actuation. These are an important element of the Citywide Multimodal Program and a critical piece of completing Berkeley's citywide network of traffic-calmed bikeways, comfortable for all ages and ability levels of people riding bicycles.



Phase 1
Project Development/
Scoping

Phase 2
Environmental

Phase 3
Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



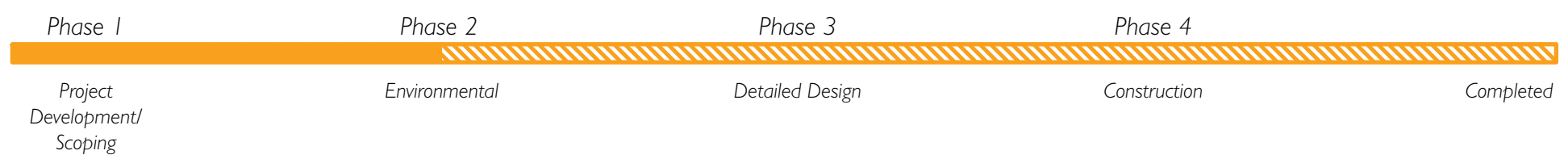
Agency Coordination





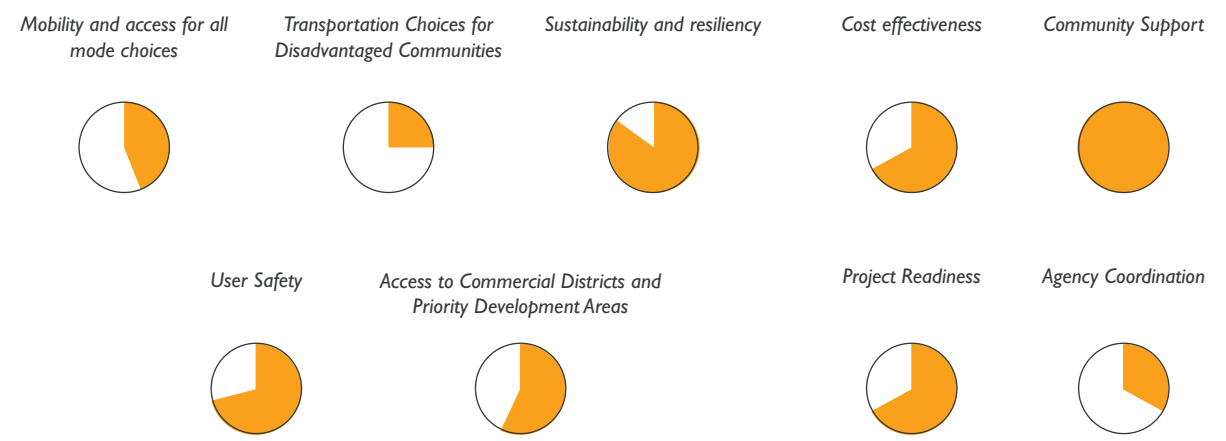
High Priority Pedestrian Plan Projects

This project consists of completing 34 High Priority Pedestrian Plan Projects from the Berkeley Pedestrian Master Plan, of which 3 are substantially complete and 4 are fully funded and in the design phase. This project also includes Safe Routes to School projects identified through a partnership between the City, the Alameda County Safe Routes to Schools Program, and Berkeley schools serving kindergartners through 12th grade students. The projects consist of pedestrian safety improvements at intersections such as crosswalk enhancements, sidewalk widening and corner bulbouts, and flashing pedestrian beacons. These projects are an important element of the Citywide Multimodal Program and a critical piece of Berkeley's pedestrian safety strategy.



Policy Criteria

Other Criteria



Residential Bike Boulevard Enhancements

This project consists of improvements from the City's Bicycle Plan and Bicycle Boulevard Design Tools and Guidelines. Improvements would be made to most residential street segments of the 7 Bicycle Boulevards, including 9th Street, California Street, Milvia Street, Bowditch/Hillegass Streets, Virginia Street, Channing Street, and Russell/Heinz Streets. The project would add additional traffic calming and diversion to the residential street segments of the Bicycle Boulevard network in order to enable the removal of stop signs along these routes, thus encouraging the free flow of bicycle traffic, improving travel times, safety, and encouraging cycling. These traffic calming improvements are also designed with the goal of improving pedestrian and vehicular safety by reducing crossing distances and speeds. These enhancements are an important part of the Citywide Multimodal Program and complement the Complete Streets Corridor Program.



Phase 1

Phase 2

Phase 3

Phase 4

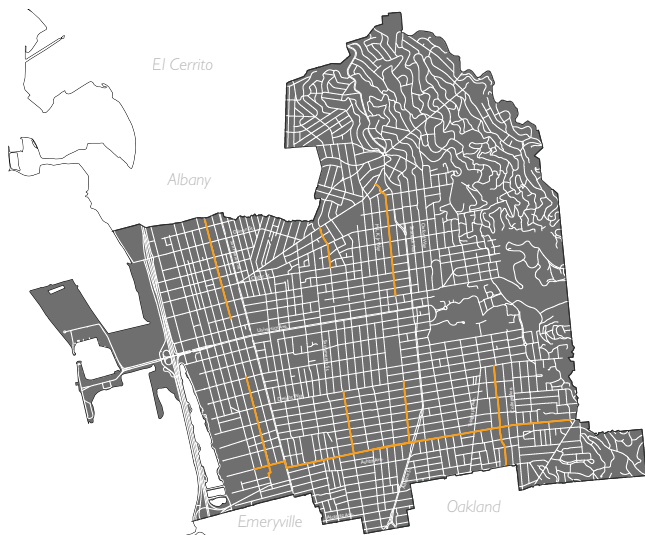
Project Development/
Scoping

Environmental

Detailed Design

Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



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Project Readiness



Agency Coordination





Signal Interconnect

This project proposes to establish signal communications along corridors throughout Berkeley to improve corridor efficiency and safety for all modes, and further phases are integral to the City's Complete Streets Corridor Program. The project includes analysis of existing conduit and capacity for installing either copper or fiber optic interconnect along with necessary signal hardware upgrades to allow coordinated signal operations and take full advantage of "smart corridor" operations for all modes. The first phase of this project will facilitate the installation of broadband fiber optic internet for South and West Berkeley. Ultimately, Signal Interconnect will facilitate congestion management, transit priority and improve pedestrian and bicycle safety along all of Berkeley's major corridors.



Phase 1
Project Development/
Scoping

Phase 2
Environmental

Phase 3
Detailed Design

Phase 4
Construction

Completed



Policy Criteria

Other Criteria

Mobility and access for all mode choices



Transportation Choices for Disadvantaged Communities



Sustainability and resiliency



Cost effectiveness



Community Support



User Safety



Access to Commercial Districts and Priority Development Areas



Project Readiness



Agency Coordination

