



**Ohlone Greenway Safety Improvements Project
Updated Concepts
August 2023**

The following sheets depict the latest concepts for the Ohlone Greenway Safety Improvements Project. Most of the concepts are unchanged from the public outreach events that occurred in the first quarter of 2023.

Three significant changes have been made based on input from the public, along with technical input from City departments and the design consultant:










- Rose Street crossing (sheet 4 of 11)
- Peralta Street crossing (sheet 6 of 11)
- Gilman Street crossing (sheet 10 of 11)

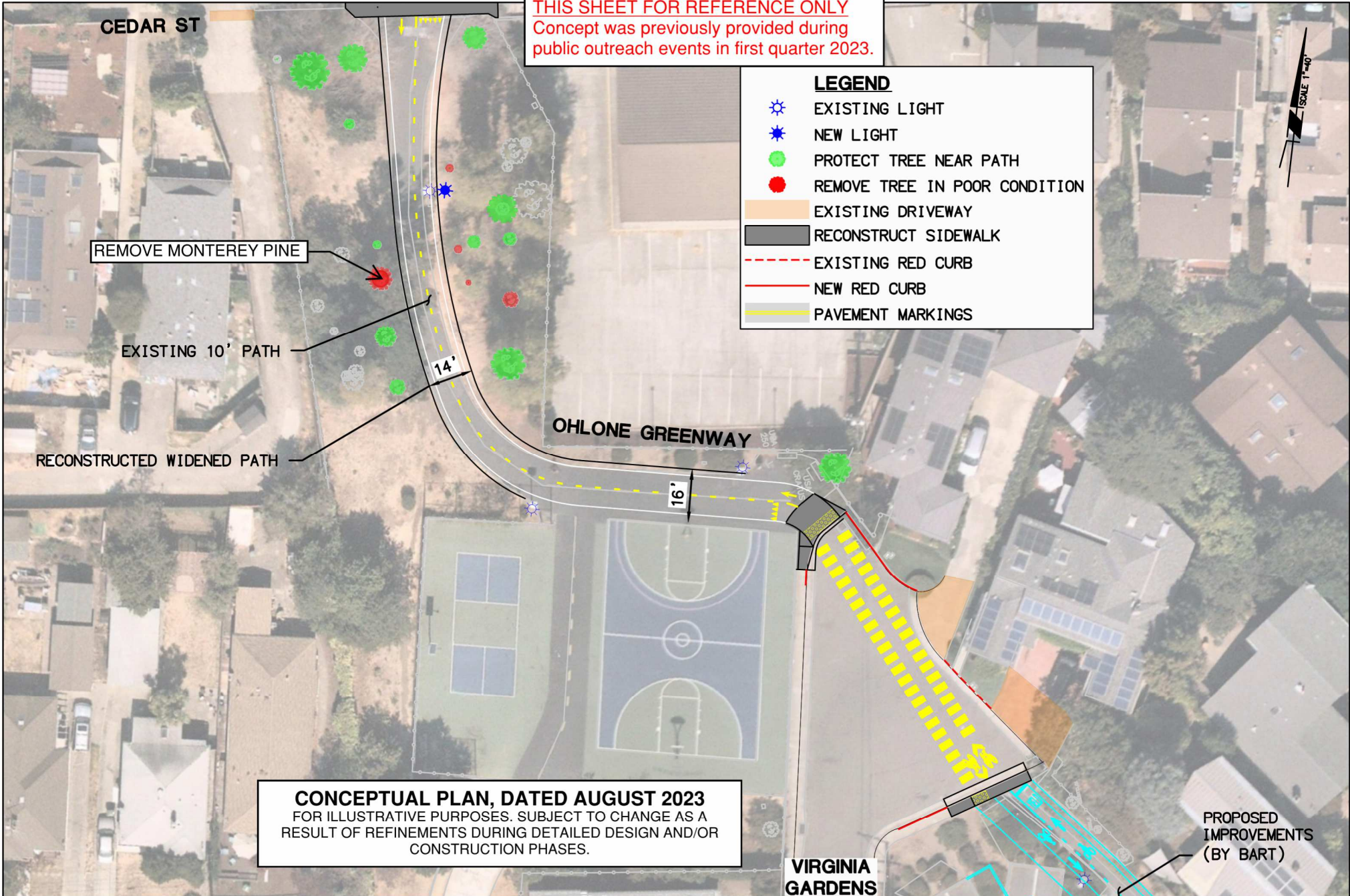
The other sheets (sheets 1-3, 5, 7-9, and 11) depict the concepts that were presented during the public outreach events with added notes indicating specific trees to be removed; they are provided for context only.

The City is **requesting public input on these three concepts** in order to finalize the Conceptual Design phase and advance the project into the Detailed Design phase. **Comments should be sent via email to ohlonegreenway@berkeleyca.gov by Friday, August 25, 2023.**

THIS SHEET FOR REFERENCE ONLY
 Concept was previously provided during
 public outreach events in first quarter 2023.

LEGEND

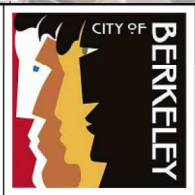
-  EXISTING LIGHT
-  NEW LIGHT
-  PROTECT TREE NEAR PATH
-  REMOVE TREE IN POOR CONDITION
-  EXISTING DRIVEWAY
-  RECONSTRUCT SIDEWALK
-  EXISTING RED CURB
-  NEW RED CURB
-  PAVEMENT MARKINGS



CONCEPTUAL PLAN, DATED AUGUST 2023
 FOR ILLUSTRATIVE PURPOSES. SUBJECT TO CHANGE AS A
 RESULT OF REFINEMENTS DURING DETAILED DESIGN AND/OR
 CONSTRUCTION PHASES.














CITY OF BERKELEY
OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
VIRGINIA GARDENS

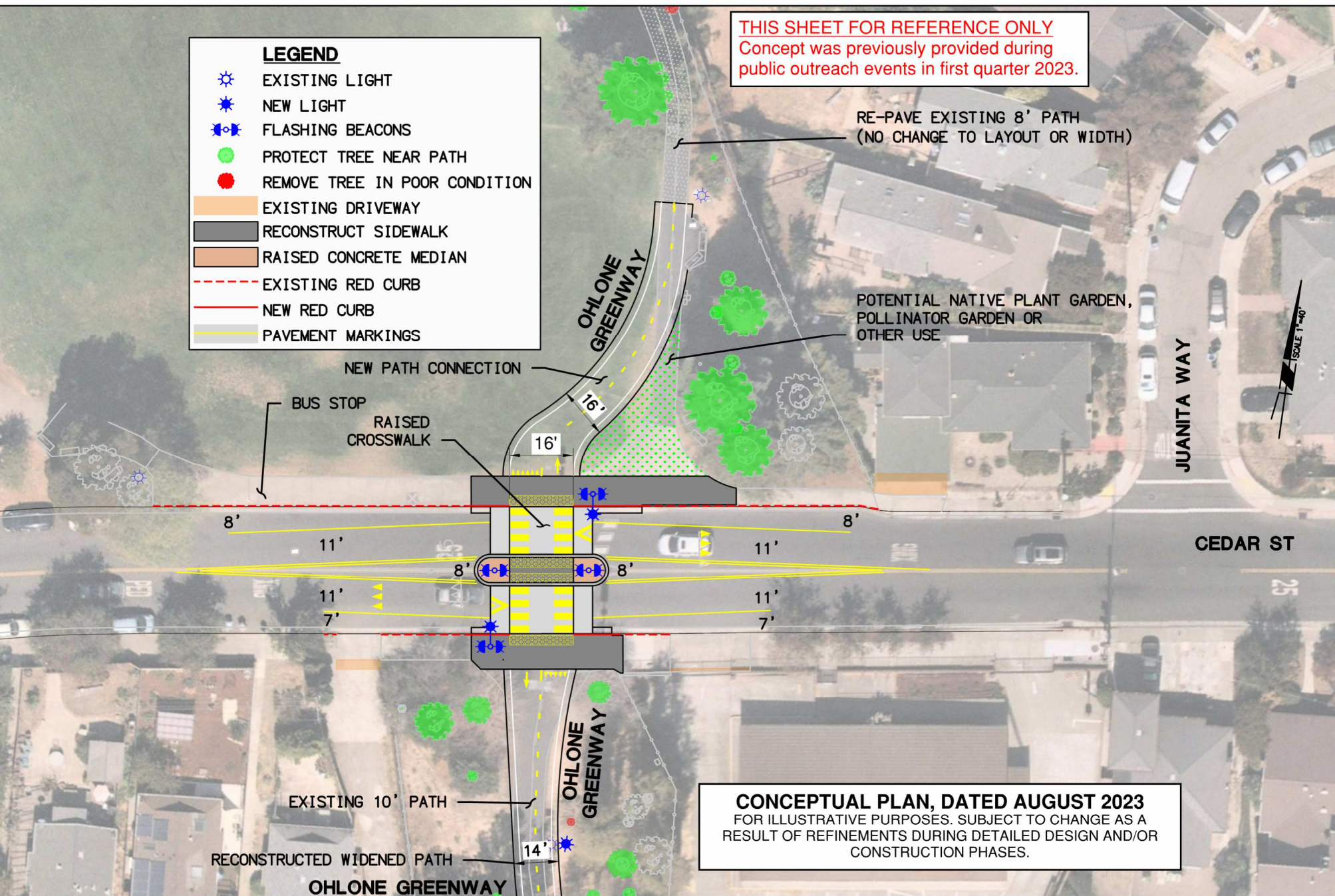


VG
 SHEET
1
 OF 11

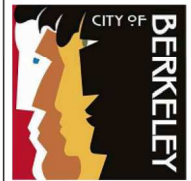
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LEGEND

-  EXISTING LIGHT
-  NEW LIGHT
-  FLASHING BEACONS
-  PROTECT TREE NEAR PATH
-  REMOVE TREE IN POOR CONDITION
-  EXISTING DRIVEWAY
-  RECONSTRUCT SIDEWALK
-  RAISED CONCRETE MEDIAN
-  EXISTING RED CURB
-  NEW RED CURB
-  PAVEMENT MARKINGS



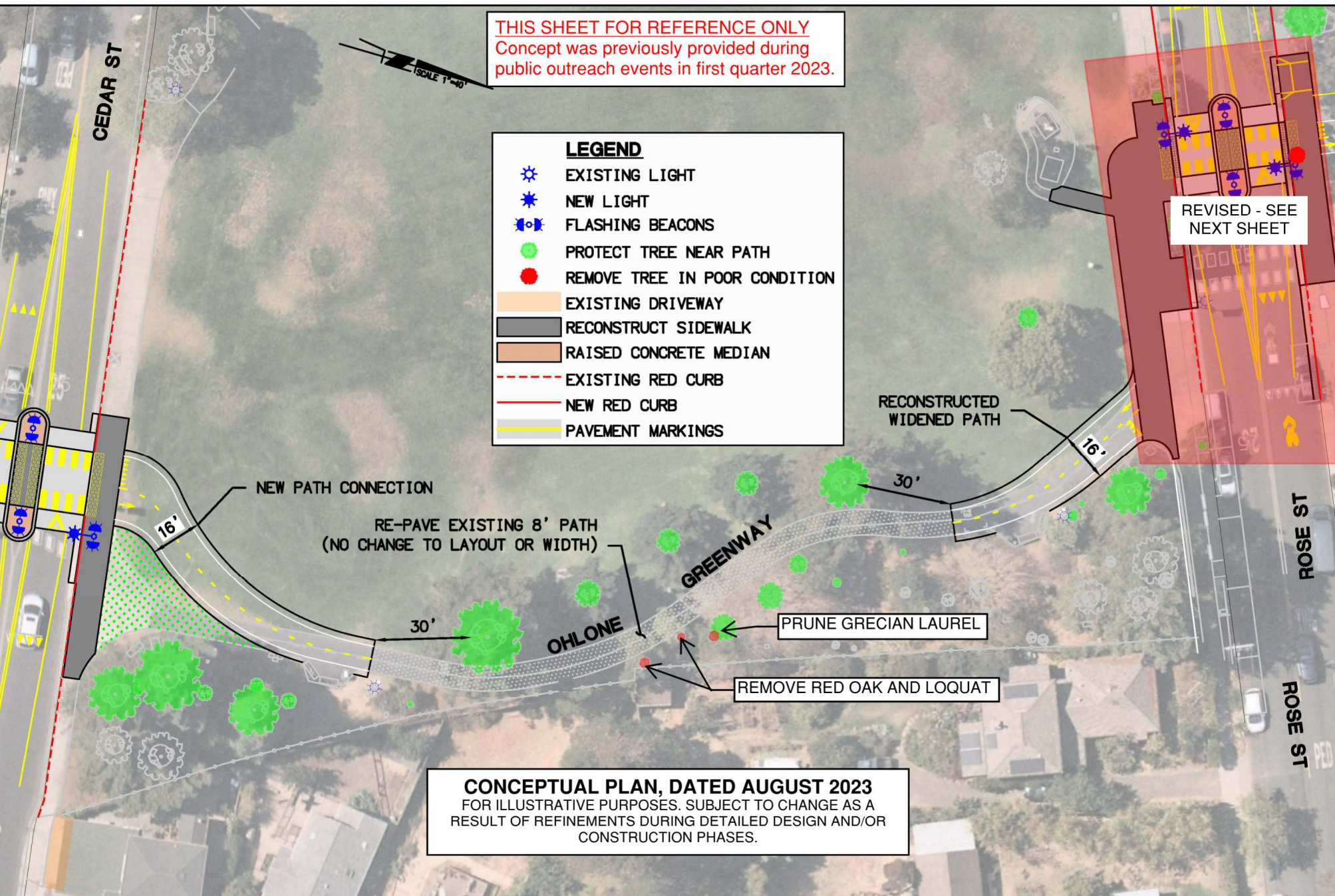
CITY OF BERKELEY
OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
CEDAR STEET



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LEGEND

- EXISTING LIGHT
- NEW LIGHT
- FLASHING BEACONS
- PROTECT TREE NEAR PATH
- REMOVE TREE IN POOR CONDITION
- EXISTING DRIVEWAY
- RECONSTRUCT SIDEWALK
- RAISED CONCRETE MEDIAN
- EXISTING RED CURB
- NEW RED CURB
- PAVEMENT MARKINGS



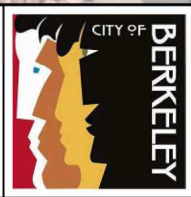
REVISED - SEE NEXT SHEET

CONCEPTUAL PLAN, DATED AUGUST 2023
 FOR ILLUSTRATIVE PURPOSES. SUBJECT TO CHANGE AS A RESULT OF REFINEMENTS DURING DETAILED DESIGN AND/OR CONSTRUCTION PHASES.



CITY OF BERKELEY

OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
OHLONE GREENWAY - FROM CEDAR STREET TO ROSE STREET



OG2

SHEET

3

OF 11

OG2

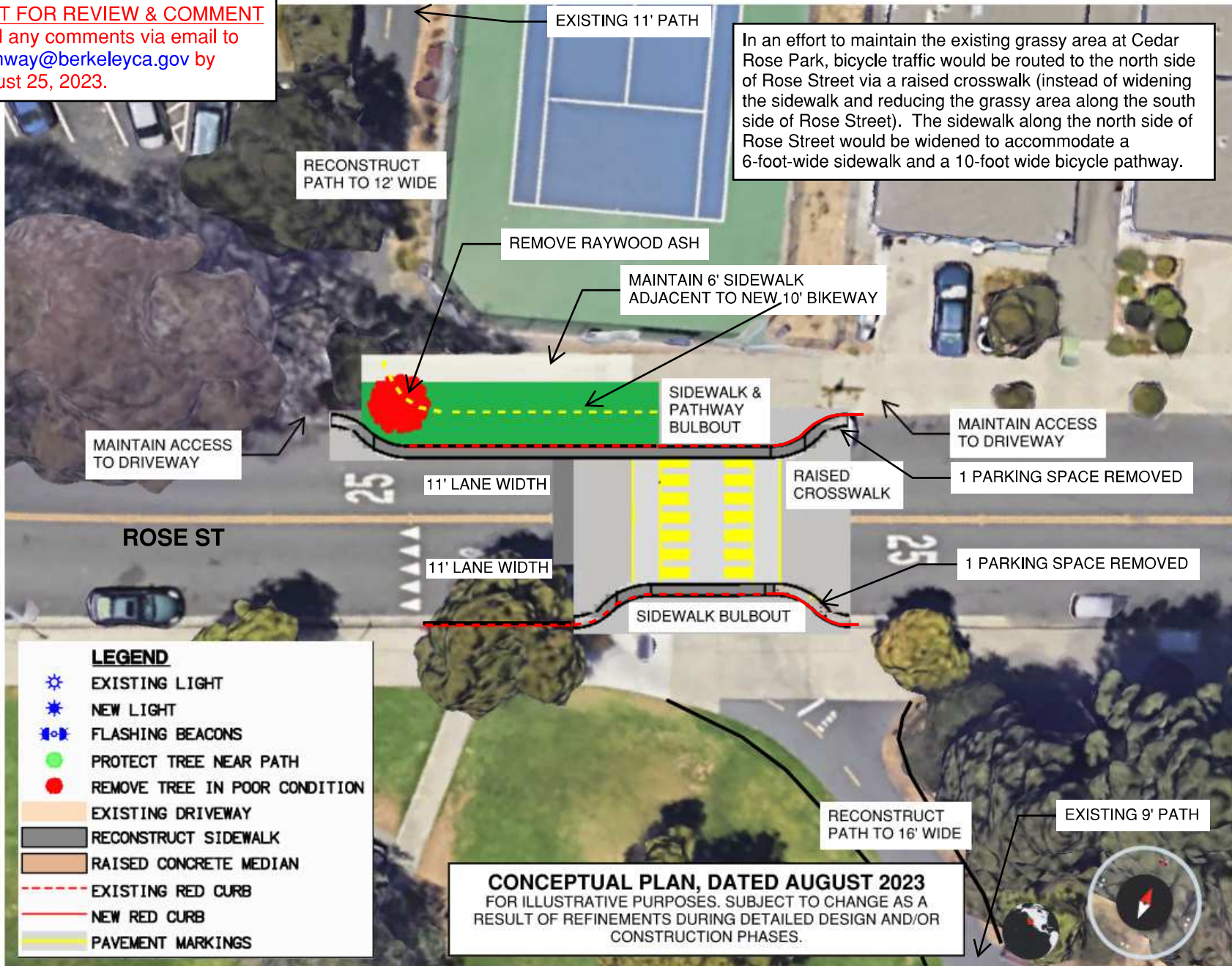
SHEET

3

OF 11

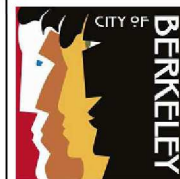
THIS SHEET FOR REVIEW & COMMENT
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ohlonegreenway@berkeleyca.gov by
 Friday, August 25, 2023.

In an effort to maintain the existing grassy area at Cedar Rose Park, bicycle traffic would be routed to the north side of Rose Street via a raised crosswalk (instead of widening the sidewalk and reducing the grassy area along the south side of Rose Street). The sidewalk along the north side of Rose Street would be widened to accommodate a 6-foot-wide sidewalk and a 10-foot wide bicycle pathway.



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CITY OF BERKELEY
OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
ROSE STREET

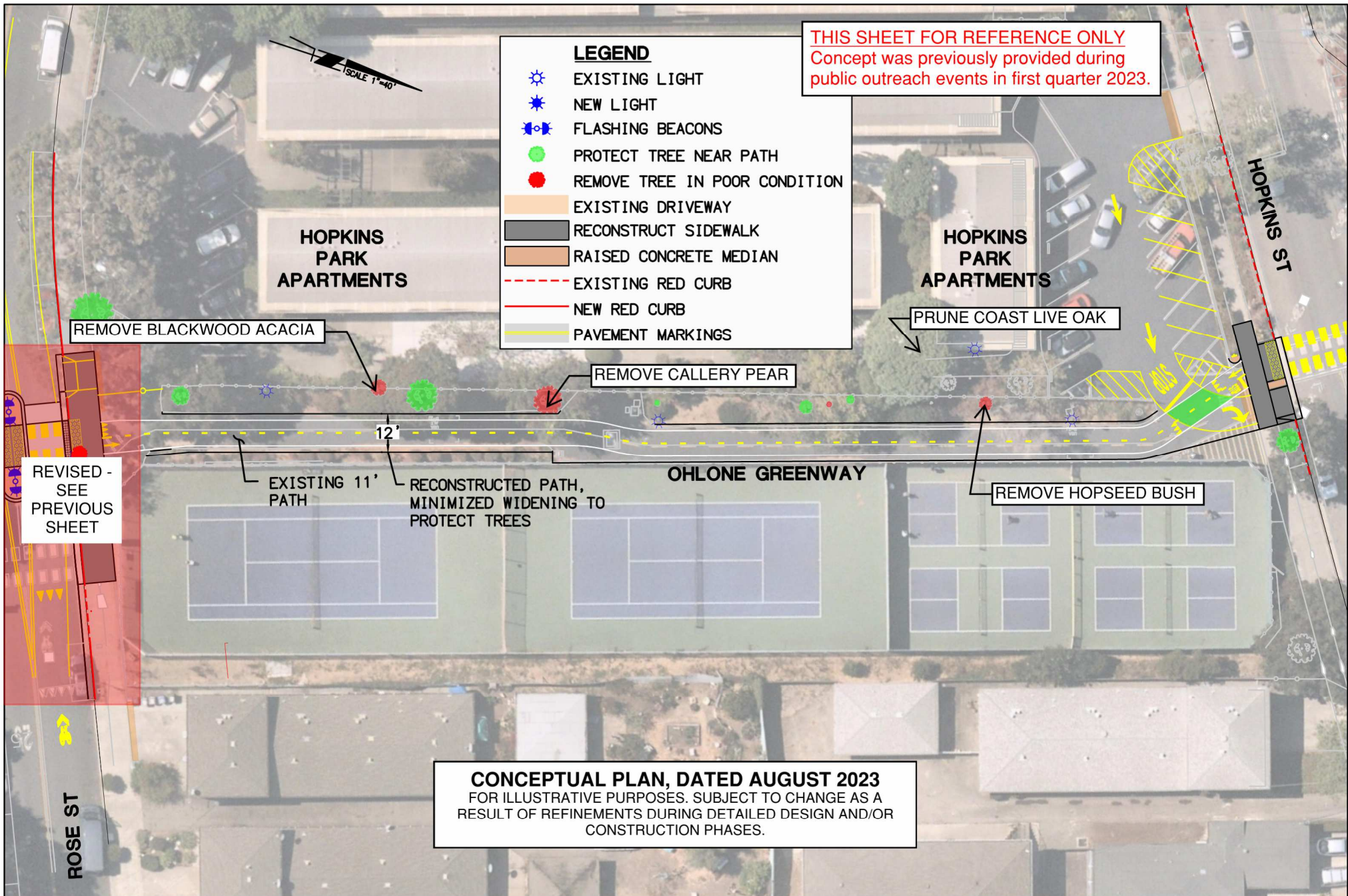


R

SHEET

4

OF 11



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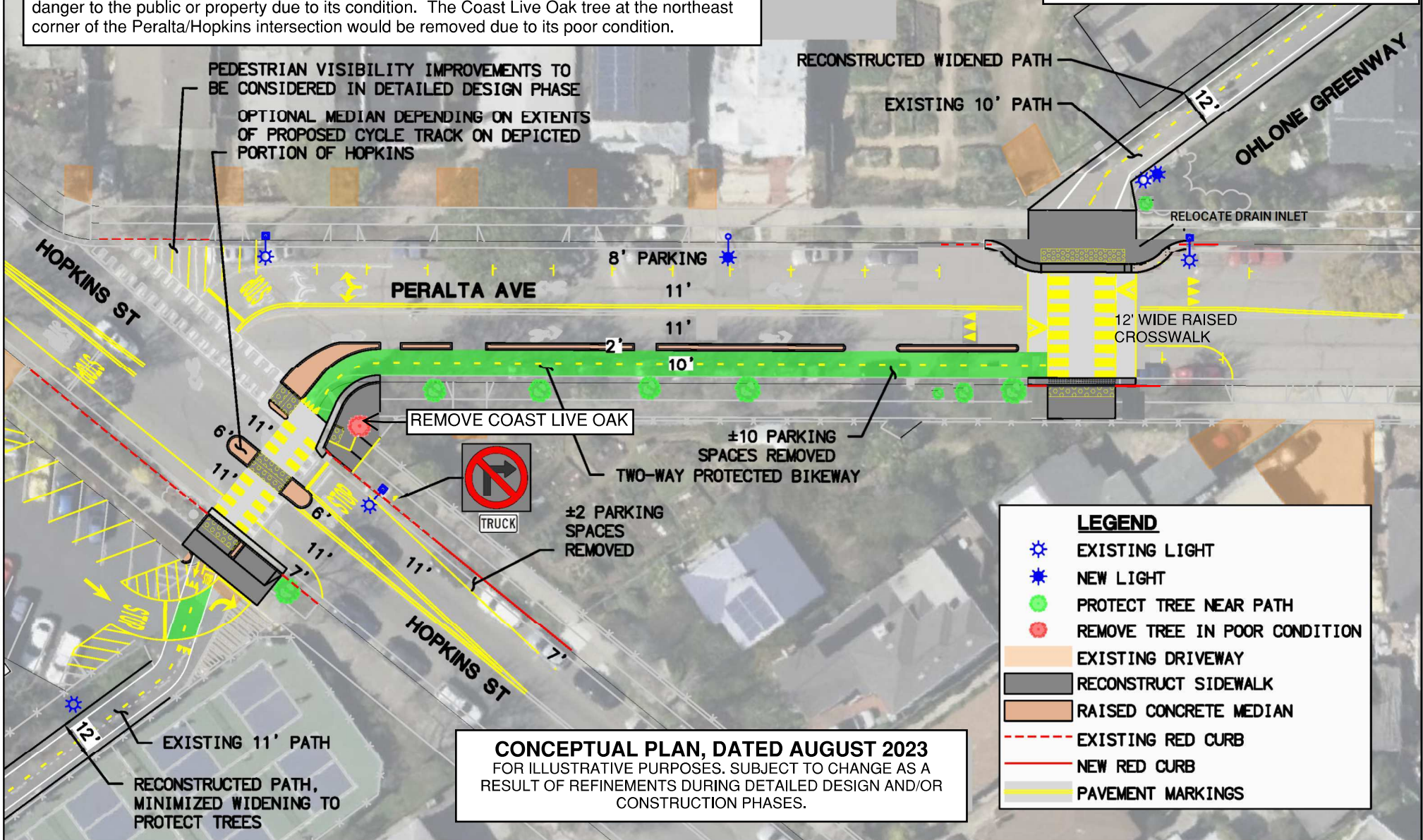
LEGEND

- EXISTING LIGHT
- NEW LIGHT
- FLASHING BEACONS
- PROTECT TREE NEAR PATH
- REMOVE TREE IN POOR CONDITION
- EXISTING DRIVEWAY
- RECONSTRUCT SIDEWALK
- RAISED CONCRETE MEDIAN
- EXISTING RED CURB
- NEW RED CURB
- PAVEMENT MARKINGS

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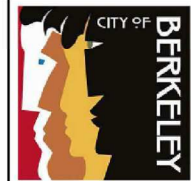
In order to preserve the existing Coast Live Oak trees along the east and west sides of Peralta Avenue, the proposed crosswalk across Peralta Street would be located slightly north of the previous location (as presented during the public outreach events). Coast Live Oak trees are protected by City ordinance, except under certain circumstances when such tree is a potential danger to the public or property due to its condition. The Coast Live Oak tree at the northeast corner of the Peralta/Hopkins intersection would be removed due to its poor condition.

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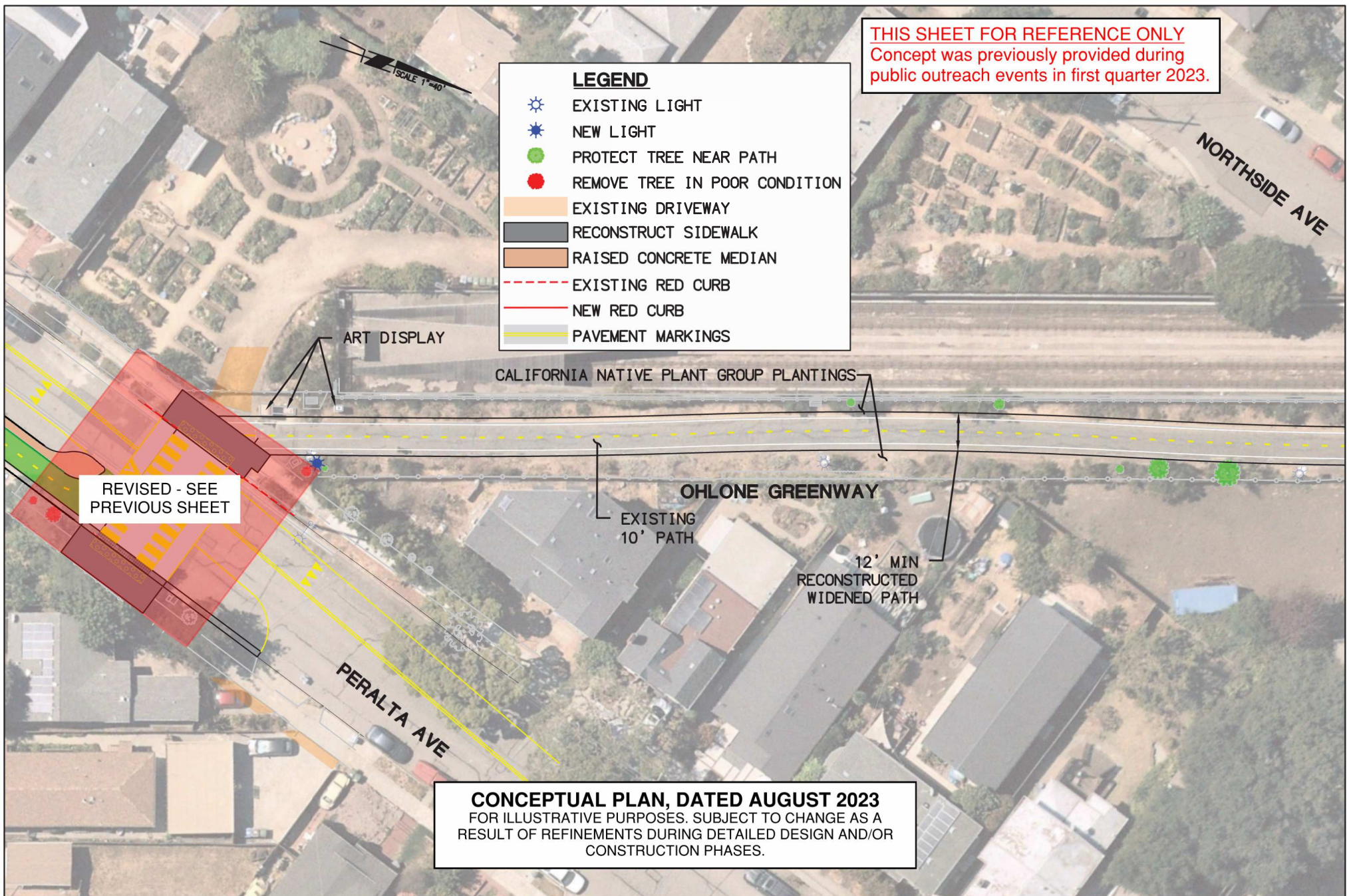
CITY OF BERKELEY
OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
PERALTA AVENUE AND HOPKINS STREET
CONCEPT 3



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LEGEND

-  EXISTING LIGHT
-  NEW LIGHT
-  PROTECT TREE NEAR PATH
-  REMOVE TREE IN POOR CONDITION
-  EXISTING DRIVEWAY
-  RECONSTRUCT SIDEWALK
-  RAISED CONCRETE MEDIAN
-  EXISTING RED CURB
-  NEW RED CURB
-  PAVEMENT MARKINGS

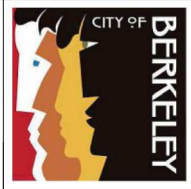


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CITY OF BERKELEY

OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
OHLONE GREENWAY - FROM PERALTA AVENUE TO GILMAN AVENUE



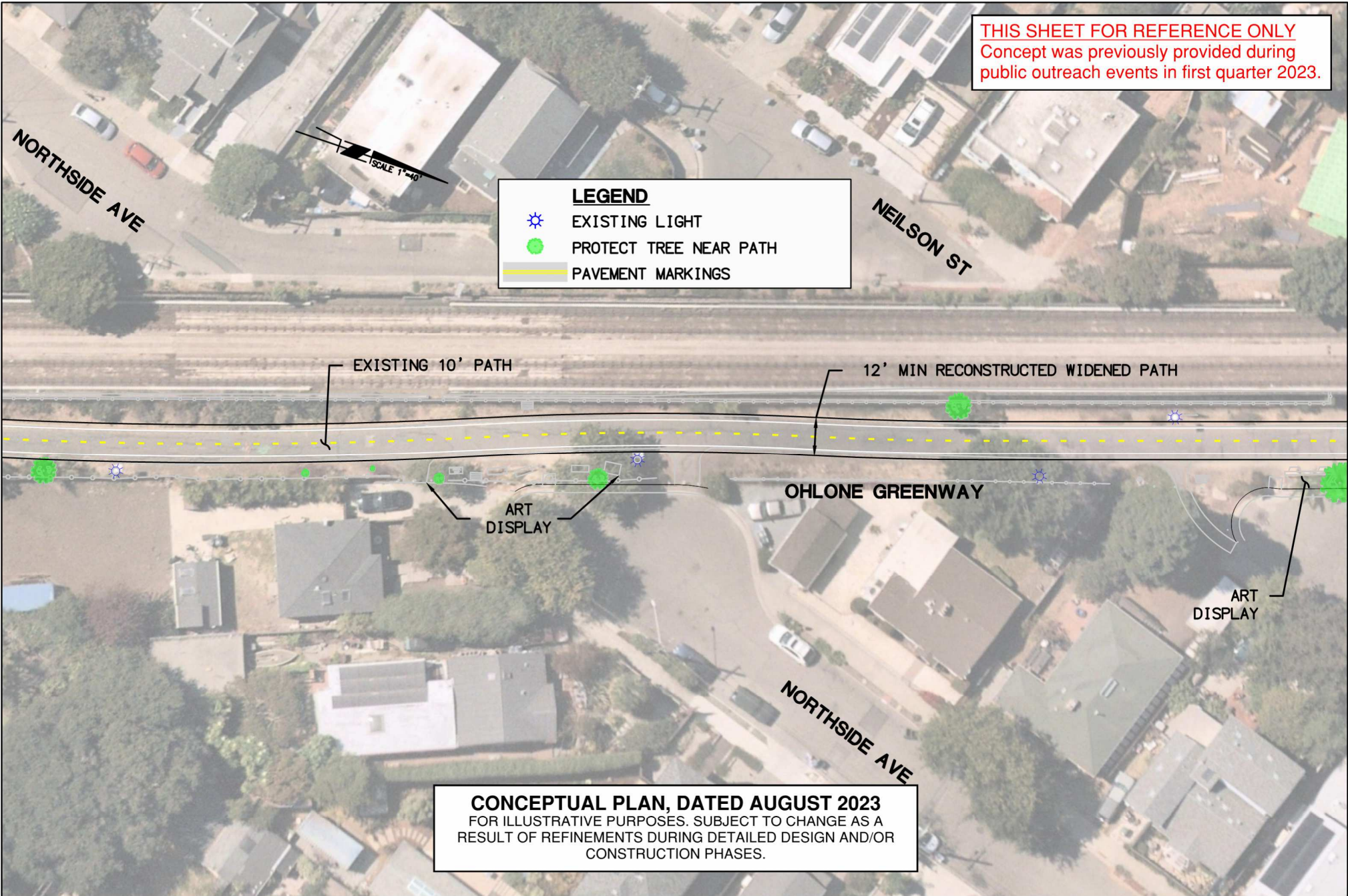
OG4

SHEET

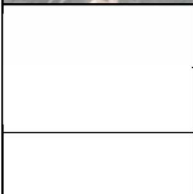
7

OF 11

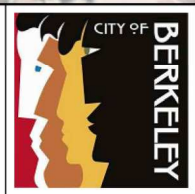
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FOR ILLUSTRATIVE PURPOSES. SUBJECT TO CHANGE AS A
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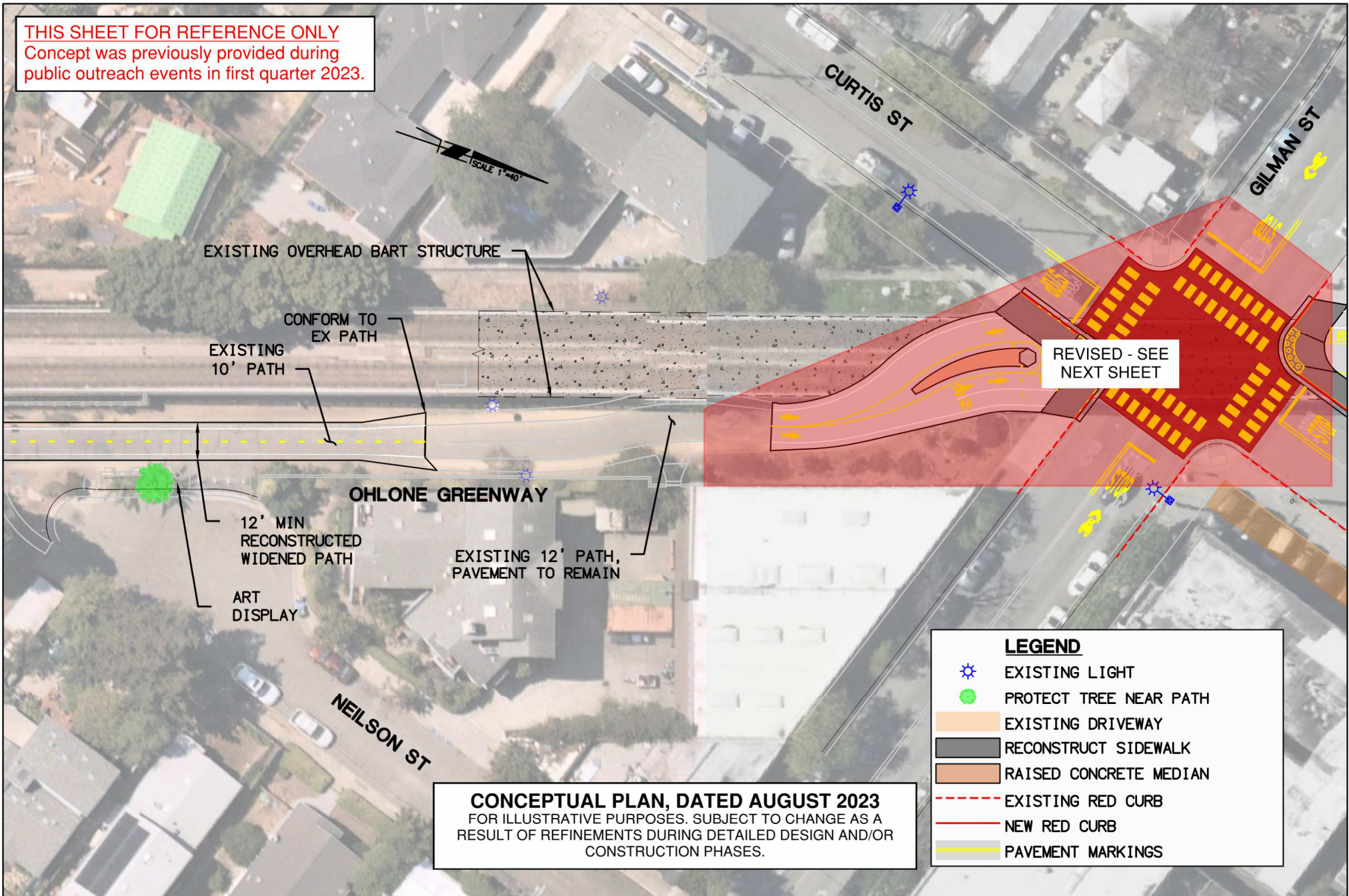


CITY OF BERKELEY
OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
OHLONE GREENWAY - FROM PERALTA AVENUE TO GILMAN AVENUE



OG5
SHEET
8
OF 11

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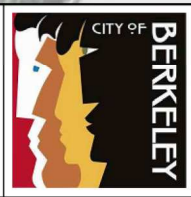
LEGEND

- EXISTING LIGHT
- PROTECT TREE NEAR PATH
- EXISTING DRIVEWAY
- RECONSTRUCT SIDEWALK
- RAISED CONCRETE MEDIAN
- EXISTING RED CURB
- NEW RED CURB
- PAVEMENT MARKINGS



CITY OF BERKELEY

OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
OHLONE GREENWAY - FROM PERALTA AVENUE TO GILMAN AVENUE



OG6

SHEET
9
 OF 11

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**WESTBRAE
 BIERGARTEN**

RE-PAVE INTERSECTION AND
 STREETBOND TREATMENT
 (COLOR AND PATTERN TO BE
 DETERMINED)

EXISTING 12' PATH,
 PAVEMENT TO REMAIN

OHLONE GREENWAY

EXISTING
 OVERHEAD
 BART
 STRUCTURE

EX DIRT
 PATH

8" TREE

CURTIS ST

CURTIS ST

PATH OF TRAVEL THROUGH INTERSECTION
 TO MATCH CURRENT CONDITION

EXISTING COLUMN
 EXISTING
 OVERHEAD
 BART
 STRUCTURE

LEGEND

-  EXISTING LIGHT
-  EXISTING DRIVEWAY
-  RECONSTRUCT SIDEWALK
-  RAISED CONCRETE MEDIAN
-  EXISTING RED CURB
-  NEW RED CURB
-  PAVEMENT MARKINGS

The pathway crossing at Gilman Street is proposed to be at the same location and orientation as currently exists, with the northbound and southbound directions immediately adjacent to each other (as opposed to having a split pathway around the columns supporting the overhead BART structure). As the pathway approaches the intersection from both the north and south sides, the pathway will be widened and oriented to maintain a straight path of travel immediately before, through, and immediately after the intersection. The concept with a split pathway around the columns was deemed less desirable due to obstructed visibility at the columns and a path of travel that would have significant conflicts with crosswalks, sidewalks, and vehicles at the STOP bars on Curtis Street.

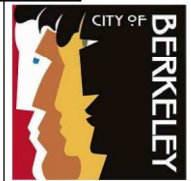
REMOVE BUSH,
 CUT INTO
 SLOPE, ADJUST
 ROCKS,
 EX 4" TREE TO
 REMAIN

EXISTING 12'
 PATH,
 PAVEMENT TO
 REMAIN

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CITY OF BERKELEY

**OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT
 GILMAN STREET AND CURTIS STREET**



G

SHEET










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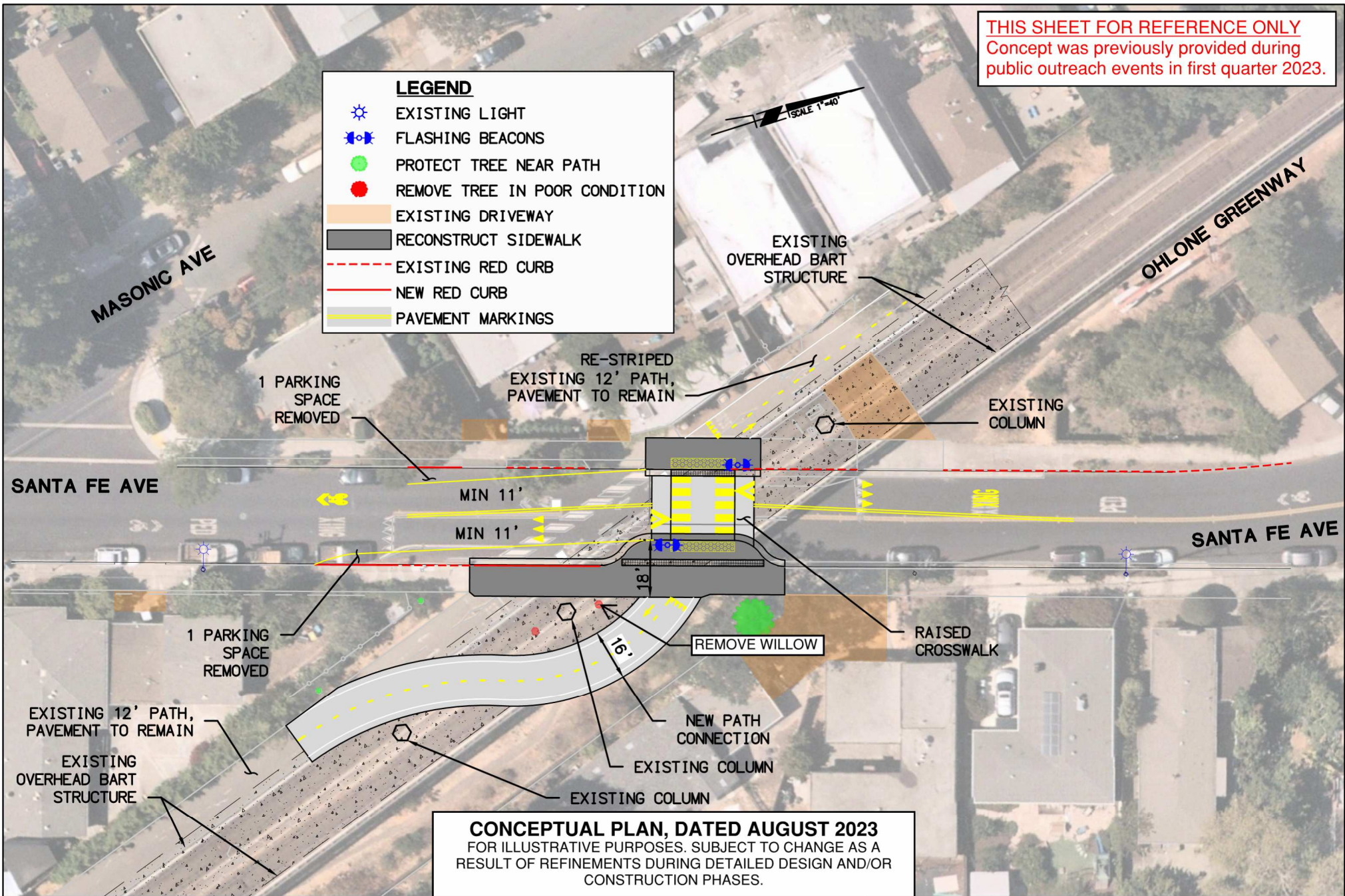
OF 11

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LEGEND

-  EXISTING LIGHT
-  FLASHING BEACONS
-  PROTECT TREE NEAR PATH
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