

WB CIP Funded FY10-FY11 by the BRA

Rank in WBCMP	Subtask	Project Description	Estimated Capital Cost	Possible Funding Package	Notes	OOT WO	PW
P1		<p>University Avenue Pedestrian Improvements - Improve pedestrian crossings along University between 6th and 10th Streets by adding sidewalk bulbs, ADA compliant pedestrian refuges, directional curb ramps, truncated domes, signal countdown heads, audible crosswalks and improved crossing times where appropriate and needed</p> <p>\$ 175,000</p>		SR2S has been awarded for \$200-\$225K - total project estimated at \$400k	This project includes top priority in the Draft Pedestrian Master Plan. Recent repaving may limit scope of work.	Coordinate with SR2S	X
	P1A	10 th - East Median refuge – Opt: Bulbc	\$ 55,000				X
	P1B	9 th - East Median refuge/ Queue Jump	\$ 50,000	SR2S: Crosswalk \$5,040 SR2S: Bulbout & Crosswalk			X
	P1C	8 th - Bulbouts	\$ -	\$205,040			X
	P1D	7 th Median (both sides) – Opt: Bulbouts	\$ 60,000	\$25,040			X
	P1E	6 th - Ladder crosswalks/domes	\$ 5,000	University Avenue Paving do? Consider gateway crossing ?			X
	P1F	5 th - Ladder crosswalks/domes	\$ 5,000	Put money into 6th instead?			X
P2	No	<p>San Pablo Avenue Pedestrian Improvements - Curb ramps: Improve pedestrian crossings/install directional pedestrian curb ramps along San Pablo at Gilman, Cedar, University, Dwight and Ashby & consider improvements to reduce pedestrian conflicts with turning at SPA & University (1)</p> <p>\$ 26,000</p>			Many of these are priorities in the Draft Pedestrian Master Plan. Alternately contract w. P4		X
	P2A	San Pablo at Gilman	\$ 5,000	Also audible signal project (p9)			X
	P2B	San Pablo Avenue and Cedar	\$ 5,000	Also audible signal project & Bus Shelter (T15)			X
	P2C	San Pablo Avenue and University	\$ 6,000	Bus Shelter (T5)			X
	P2D	San Pablo Avenue and Dwight	\$ 5,000	Also audible signal project (p9) and auto (A18)			X
	P2E	San Pablo Avenue and Ashby	\$ 5,000	Also audible signal project (p9)			X

P9	P	Install audible signals along San Pablo at Gilman, Cedar, Delaware, Allston, Dwight, Grayson and Ashby and at 6th and Hearst	\$ 16,000		Assume conduit. Alternately contract w. P4	X
	P9A	San Pablo at Gilman	\$ 2,000	Also crosswalk project (P2)	priority in Pedestrian MP	X
	P9B	San Pablo Avenue and Cedar	\$ 2,000	Also crosswalk project (P2) and Bus Shelter (T15)	priority in Pedestrian MP	X
	P9C	San Pablo Avenue and Delaware	\$ 2,000		priority in Pedestrian MP	X
	P9D	San Pablo Avenue and Allston	\$ 2,000		priority in Pedestrian MP	X
	P9E	San Pablo Avenue and Dwight	\$ 2,000	Also crosswalk (P2) and auto (A18)	priority in Pedestrian MP	X
	P9F	San Pablo Avenue and Grayson	\$ 2,000		priority in Pedestrian MP	X
	P9G	San Pablo Avenue and Ashby	\$ 2,000	Also crosswalk project (P2)	priority in Pedestrian MP	X
	P9H	6th and Hearst	\$ 2,000		NOT Priority	X
P4		Improve pedestrian crossings along Gilman between 5th and 10th to include pavement striping, perpendicular curb ramps and truncated domes where appropriate and needed	\$ 25,000	Recent improvement may have addressed?	Gilman is a high priority corridor in the Draft Pedestrian Master Plan.	X
	P4A	Gilman and 10th	\$ 4,167			X
	P4B	Gilman and 9th	\$ 4,167			X
	P4C	Gilman and 8th	\$ 4,167			X
	P4D	Gilman and 7th	\$ 4,167			X
	P4E	Gilman and 6th	\$ 4,167			X
	P4F	Gilman and 5th	\$ 4,167			X
A.x		Misc vehicular turning Movement Improvement	\$ 17,500			X
A18		Implement a leading protected left phase for NB traffic at San Pablo and Dwight	\$ 5,000	Also P2 & P9	Coordinate with ped improvements in same location	X
A24		Add EB right turn pocket (~100') at Hearst and 6th	\$ 5,000	Also P9 audible crossing	Coordinate with ped improvements in same location	X
A25		Create additional EB/WB lane along Allston Way at 6th	\$ 2,500			X
A26		Create additional NB/SB left turn lane along 6th at Channing	\$ 5,000		Coordinate bike improvements in same location	X
B10		Apply bike intersection treatment 1 (signage and striping) to Cedar and 9th St.	\$ 5,000			X
B11		Apply bike intersection treatment 1 (signage and striping) to Dwight and 9th St.	\$ 1,200			X

B14	Apply bike intersection treatment 1 (signage and striping) to Heinz and 9th St.	\$ 1,200							X
B5	Bike Route 2.5 signage & striping to Connect Virginia and Channing bike boulevards to bike bridge	\$ 85,000		APC could fund a portion or all of construction or add APC to this contract					X
B5A	5th Street (between Virginia and Hearst),	\$ 34,000							X
B5B	4th Street (between Hearst and Channing)	\$ 53,125							X
B5C	Hearst (between 5th and 4th Streets) (Consider bike lane alternative)	\$ 10,625							X
P7	Pave sidewalks NW Berkeley (full block) on 7th and 8th adjacent to James Kenney Park (between Virginia and Delaware)	\$ 60,000							X
P7A	9th between Cedar and Page, west side of 8th between Camelia and Gilman,	\$ 6,000							X
P7B	East side of 7th between Camelia and Harrison	\$ 6,000							X
P7C	Harrison between 7th and 8th	\$ 6,000							X
P7D									
P7E									
T5	Upgrade high ridership AC transit stops on University Ave. based on San Pablo Corridor bus stop guidelines (Type A, C, D, and E stops)	\$ 240,375		Eliminate University & 4th (low ridership) and University and 3rd (done) - kept cost per stop constant w. original estimate, ALTERNATE APPROACH TO APPORTION PER BOARDING STATS:	Line 51 Task Force - University Ave is high priority				X ?
T5A	University & SPA West Bound	\$ 40,063			27 Need NW				X ?
T5B	University & SPA East Bound	\$ 40,063			428 Need SE				X ?
T5C	University & 9th West Bound	\$ 40,063			2 Need NE				X ?
T5D	University & 9th East Bound	\$ 40,063			85 Need SE, has seat				X ?
T5E	University & 6th West Bound	\$ 40,063			6 Need SE, has seat				X ?
T5F	University & 6th East Bound	\$ 40,063			143 Need SE, has seat				X ?
T15	Improve lighting and shelters at San Pablo bus stops (Cedar and Delaware)	\$ 12,500		Lower priority than University Av stops if funding limited	revised to Delaware from Virginia (correction)				X ?
T15A	Lighting and shelter at San Pablo and Cedar	\$ 6,250		existing bench & trash (NE & SE) Also P2 and P9 existing bench & trash (NE, NBND)only trash at NW (SBND)					X ?
T15E	Lighting and shelter at San Pablo and Delaware	\$ 6,250							X ?

Package

Total Costs	\$ 664,775	Auto	3%
Funding	\$ 695,000	Bike	14%
Contingency	\$ 30,225	Ped	45%
		5% Transit	38%

Notes project not included from PAC recommendation for Phase 1 Implementation

- 1.) P3 - Pedestrian actuation at SPA and University - OOT concerned suggestion would result in pedestrian and vehicular delays and not reduce turning movement conflict with pedestrians. Rolled the \$1K into project P1, OOT to consider turning movement restrictions (e.g. no right on red on 1 or more approaches)
- 2.) TR3 - Truck routes signage on existing and proposed routes - OOT staff indicated existing routes are main arterials from Freeway and therefor low priority for signage while new routes on 6th and 2nd would need policy action and in the case of 6th significant capital improvement to operate as a truck route and this signage is considered a Phase 2 priority if an when policy support new routes.
- 3.) The WB project Area has 2 projects designated for Phase 2 of the WB CIP should the state's take of the SERAF be turned down in the courts. Pedestrian Crossings on Cedar \$575,000 and Bike Crossing at 6th and Channing \$200,000
- 4.) T15 - Bus stop improvements on San Pablo were ranked significantly lower than University Avenue bus stop improvements and OOT staff ranked bus stop improvements lowest priority of the proposed CIP given AC Transit such that in event of cost over runs these stops may be eliminated should the contingency be insufficient.

Also P7 funding was augmented due to the high cost of improvements at Kenney Park (significant grading) - assume WSA estimate for per block cost applicable to remaining blocks