



Rashi Kesarwani  
Councilmember, District 1

CONSENT CALENDAR  
April 15, 2025

TO: Honorable Mayor and Members of the City Council

FROM: Councilmember Rashi Kesarwani (Author)

SUBJECT: Budget Referral: Ohlone Greenway Safety Improvements  
Project Unfunded Balance

### **RECOMMENDATION**

Refer to the fiscal year 2025-26 budget process \$150,000 to fund the outstanding balance for consultant costs to finalize the design concepts to complete the Ohlone Greenway Safety Improvements Project, which has already been awarded \$5.3 million in construction funds to complete the project.

### **CURRENT SITUATION AND ITS EFFECTS**

***Ohlone Greenway Safety Improvements Project to Enhance Pedestrian and Bicycle Safety by Improving Street Crossings, Widening Path, and Enhancing Lighting . . .*** The Ohlone Greenway is a high volume shared-use pathway for pedestrians and cyclists that offers an off-street connection between the North Berkeley and El Cerrito Plaza BART stations. The city has been planning improvements along part of the Ohlone Greenway from Virginia Gardens (southern end) to the Santa Fe Avenue intersection (northern end) to better accommodate the needs of all users and improve safety particularly at roadway intersections. Planned upgrades will include:

- Improving safety of pathway/roadway intersections, including more clear sightlines, at seven intersections—Virginia Gardens, Cedar Street, Rose Street, Hopkins Street, Peralta Avenue, Gilman Street, and Santa Fe Avenue.
- Widening the pathway to a minimum of 12 feet where feasible to better separate users of different speeds (e.g., pedestrians and bicyclists).
- Improved connection at pathway gap on Peralta Avenue, including wayfinding (signage) and traffic calming features.

- Enhanced pathway lighting to improve safety and security of pathway users at intersection approaches, benches, and other locations where potential security issues exist.
- Landscaping to trim back and/or remove vegetation to increase effectiveness of lighting and to improve visibility and security.

**... Yet a Relatively Small Budget Shortfall Keeps Ohlone Safety**

**Enhancements from Moving Forward.** Despite receiving grants from various county and BART funds, the project's budget still falls short of covering all design costs due to additional community outreach efforts to ensure broad participation and greater input and the re-evaluation of some design elements as a result of internal and external stakeholder coordination. These technical elements include adjustments to the intersection treatments at Gilman/Curtis, updates to the Peralta Avenue connection, and adjustments to electrical elements to comply with latest practices.

**Exhibit 1: Planning Project Area for Ohlone Safety Improvements Project**



Source: Ohlone Greenway Safety Improvements Project - Project Information Sheet, Dec. 8, 2023<sup>1</sup>

## **BACKGROUND**

<sup>1</sup> Ohlone Greenway Safety Improvements Project - Project Information Sheet, Dec. 8, 2023: [https://berkeleyca.gov/sites/default/files/documents/20231208-Project%20Information%20Sheet\\_rev2.1.pdf](https://berkeleyca.gov/sites/default/files/documents/20231208-Project%20Information%20Sheet_rev2.1.pdf)

**Several Berkeley Plans Identify the Ohlone Greenway as a Key High-Volume Pathway in Need of Safety Improvements.** The Ohlone Greenway Safety Improvements Project is designed to implement Berkeley's 2017 Bicycle Plan Tier 1 priority recommendations for pathway and intersection improvements to the Ohlone Greenway as this pathway is highly used by pedestrians and cyclists.<sup>2</sup> The project also addresses the City's 2020 Vision Zero Action Plan as the pathway crosses two high-injury segments at Cedar and Rose Streets and recommends improvements identified in that plan.<sup>3</sup> The proposed pathway improvements are also included in the 2016 Berkeley Strategic Transportation (BeST) Plan, which designates the improvement project as a priority within the city's multimodal program.<sup>4</sup>

**Pathway Widening Is Among Project Safety Improvements.** The portion of the pathway within the project area is considered a two-way shared-use pathway with all users sharing the same path that has no separate spaces for cyclists or pedestrians. Berkeley's 2017 Bicycle Plan recommends a shared pathway with a minimum total width of 12 feet for this project where feasible.<sup>5</sup> Currently, the width of the pathway varies by segment. The current widths of the segments as well as the proposed widths are shown in Exhibit 2 below.

**Exhibit 2: Current and Proposed Widths by Pathway Segment**

Pathway Segment	Current Width	Proposed Width
Virginia Gardens to Cedar St.	10'	14'
Cedar Rose Park	8'	8'
Rose St. to Hopkins St.	11'	12'
Peralta St. to Gilman St.	10'	12'
Gilman St. to Santa Fe Ave.*	12'	12'

Source: Ohlone Greenway Safety Improvements Project - Project Information Sheet, Dec. 8, 2023<sup>6</sup>

Save a 200-foot stretch of the pathway within Cedar Rose Park, the planned widening for the rest of the pathway would achieve the recommended 12 feet width for a standard two-way shared-use pathway. The additional width will allow for multiple users in both directions to travel more comfortably.

<sup>2</sup> Berkeley's 2017 Bicycle Plan Chapter 5: Proposed Bikeway Network [https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017\\_Ch5\\_ProposedBikewayNetwork.pdf](https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_Ch5_ProposedBikewayNetwork.pdf), pp 5-28 - 5-32.

<sup>3</sup> Berkeley's Vision Zero Action Plan: <https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf>, p. 17

<sup>4</sup> Berkeley Strategic Transportation Plan Chapter 3: Achieving the Vision: <https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Strategic-Transportation-Plan-Chapter3.pdf>, p. 41

<sup>5</sup> Berkeley's 2017 Bicycle Plan Chapter 5: Proposed Bikeway Network [https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017\\_Ch5\\_ProposedBikewayNetwork.pdf](https://berkeleyca.gov/sites/default/files/2022-01/Berkeley-Bicycle-Plan-2017_Ch5_ProposedBikewayNetwork.pdf), p. 5-28

<sup>6</sup> Ohlone Greenway Safety Improvements Project Information Sheet, Dec. 8, 2023: [https://berkeleyca.gov/sites/default/files/documents/20231208-Project%20Information%20Sheet\\_rev2.1.pdf](https://berkeleyca.gov/sites/default/files/documents/20231208-Project%20Information%20Sheet_rev2.1.pdf)

### ***Improved Intersection Crossings are Among Project Safety Improvements.***

The crossings where the pathway intersects with Cedar, Rose and Gilman Streets are all identified as high injury corridors according to Berkeley's Vision Zero Action Plan.<sup>7</sup> Data from reported collisions over the last ten years (2015-2024) for each of the Ohlone Greenway crossings totaled six pedestrian-vehicle injuries, and seven injuries of bicyclists. Planned improvements for these crossings as well as the crossings for the remaining intersections include the following improvements<sup>8</sup>:

- Cedar: flashing beacons, raised crosswalk, concrete median, pavement markings
- Rose: bulbouts, raised crosswalk, pavement markings
- Hopkins: raised crosswalk, concrete median, pavement markings
- Peralta: raised crosswalk, pavement markings
- Gilman at Curtis: pavement markings
- Santa Fe: raised crosswalk, pavement crossings

### **FISCAL IMPACT**

The Public Works Department has provided an estimate of \$150,000 that would cover the remaining costs needed to fund the consultant to complete the designs for this project.

The total costs for this project, including design and construction, is estimated to be approximately \$5.3 million. The vast majority of the Ohlone Greenway Safety Improvement Project has already been funded by several different county and BART funds:

- Alameda County Vehicle Registration Fee Funds (fund 307): \$1,271,000
- Alameda County Measure BB Bike and Pedestrian discretionary funds (Fund 135): \$245,319
- Alameda County Measure BB Streets and Roads discretionary funds (Fund 134): \$458,000
- Alameda County Measure B Bike and Pedestrian discretionary funds (Fund 131): \$225,978
- Safe Route to BART funds (Fund 307): \$3,000,000

The remaining funds requested in this budget referral would constitute the only City funds being used for this project.

### **RATIONALE FOR RECOMMENDATION**

The Ohlone Greenway is a high volume shared-use pathway for pedestrians and cyclists that offers an off-street connection between the North Berkeley and El Cerrito Plaza BART stations. Various segments of the pathway are in great need of

<sup>7</sup> Berkeley Vision Zero Action Plan: <https://berkeleyca.gov/sites/default/files/2022-02/Berkeley-Vision-Zero-Action-Plan.pdf>, p. 17

<sup>8</sup> The Final Conceptual Plan for the Ohlone Greenway Safety Improvements Project: <https://berkeleyca.gov/sites/default/files/documents/20231115-Final%20Concepts.pdf>

safety improvements to enhance user experience and promote greater use. Currently, the project's budget falls short of the necessary funds. Funding of this budget referral would allow this project to move forward into the construction phase.

**ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS**

The Ohlone Greenway Safety Improvements Project will create a safer and more seamless low-stress connection for people accessing the North Berkeley BART Station using alternative modes of transportation including cycling and walking. This supports the city's transit goals of reducing vehicle miles traveled and greenhouse gas emissions.

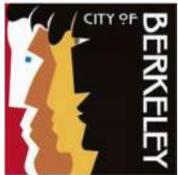
**CONTACT**

Councilmember Rashi Kesarwani, District 1

(510) 981-7110

Attachments: Final Conceptual Plan for the Ohlone Greenway Safety Improvements Project, November 15, 2023

**FINAL CONCEPTUAL PLAN, DATED 11/15/23**  
FOR ILLUSTRATIVE PURPOSES. SUBJECT TO CHANGE AS A  
RESULT OF REFINEMENTS DURING DETAILED DESIGN AND/OR  
CONSTRUCTION PHASES.  
PATHWAY LIGHTING NOT COMPLETELY SHOWN; WILL BE  
ESTABLISHED DURING DETAILED DESIGN PHASE.



CEDAR ST

**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



REMOVE MONTEREY PINE

EXISTING 10' PATH

RECONSTRUCTED WIDENED PATH

14'

OHLONE GREENWAY

16'

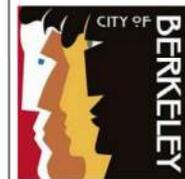
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VIRGINIA GARDENS

PROPOSED IMPROVEMENTS (BY BART)

CITY OF BERKELEY

**OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT  
VIRGINIA GARDENS**



VG

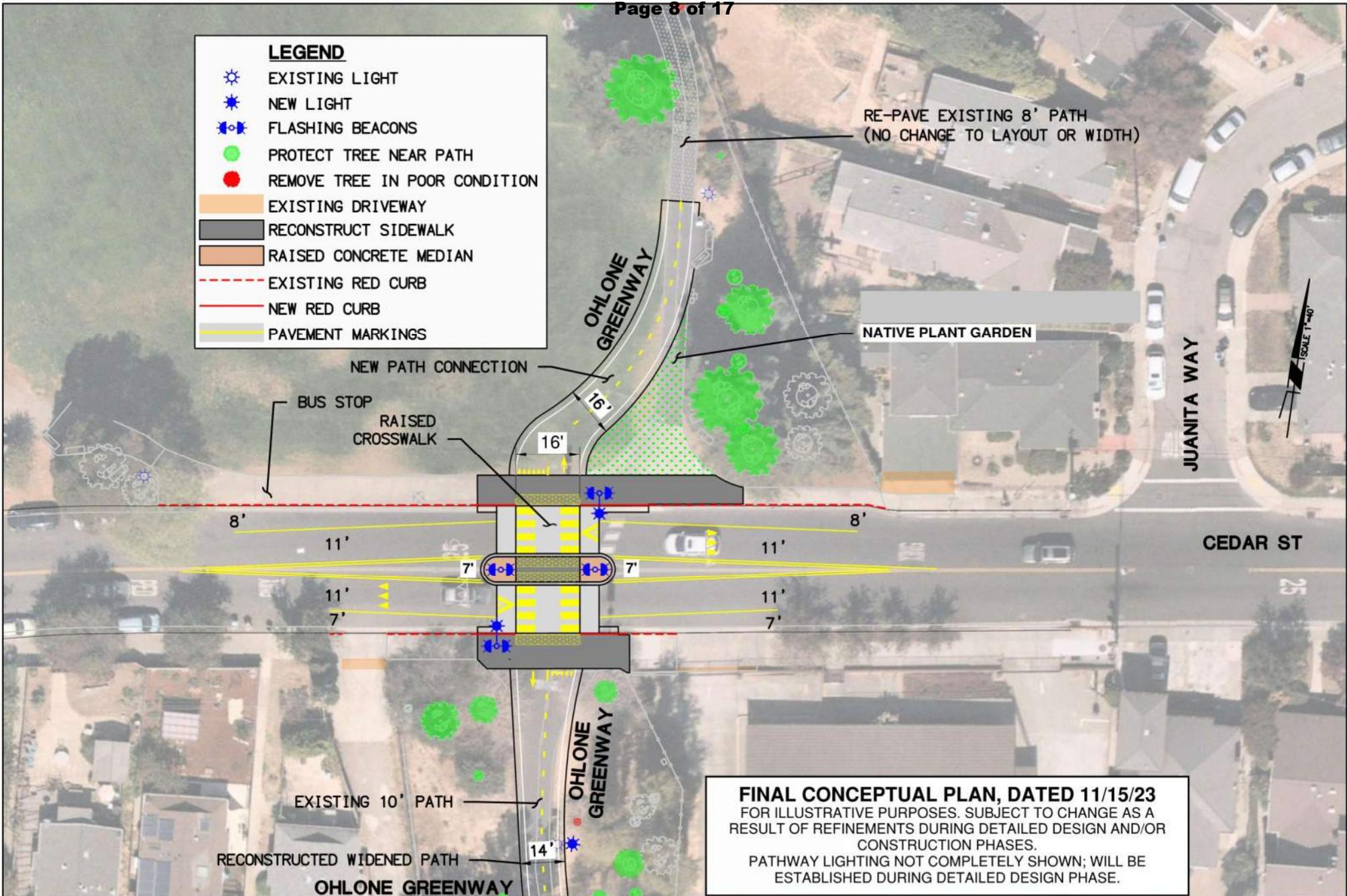
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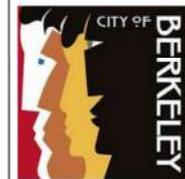
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**LEGEND**

-  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**

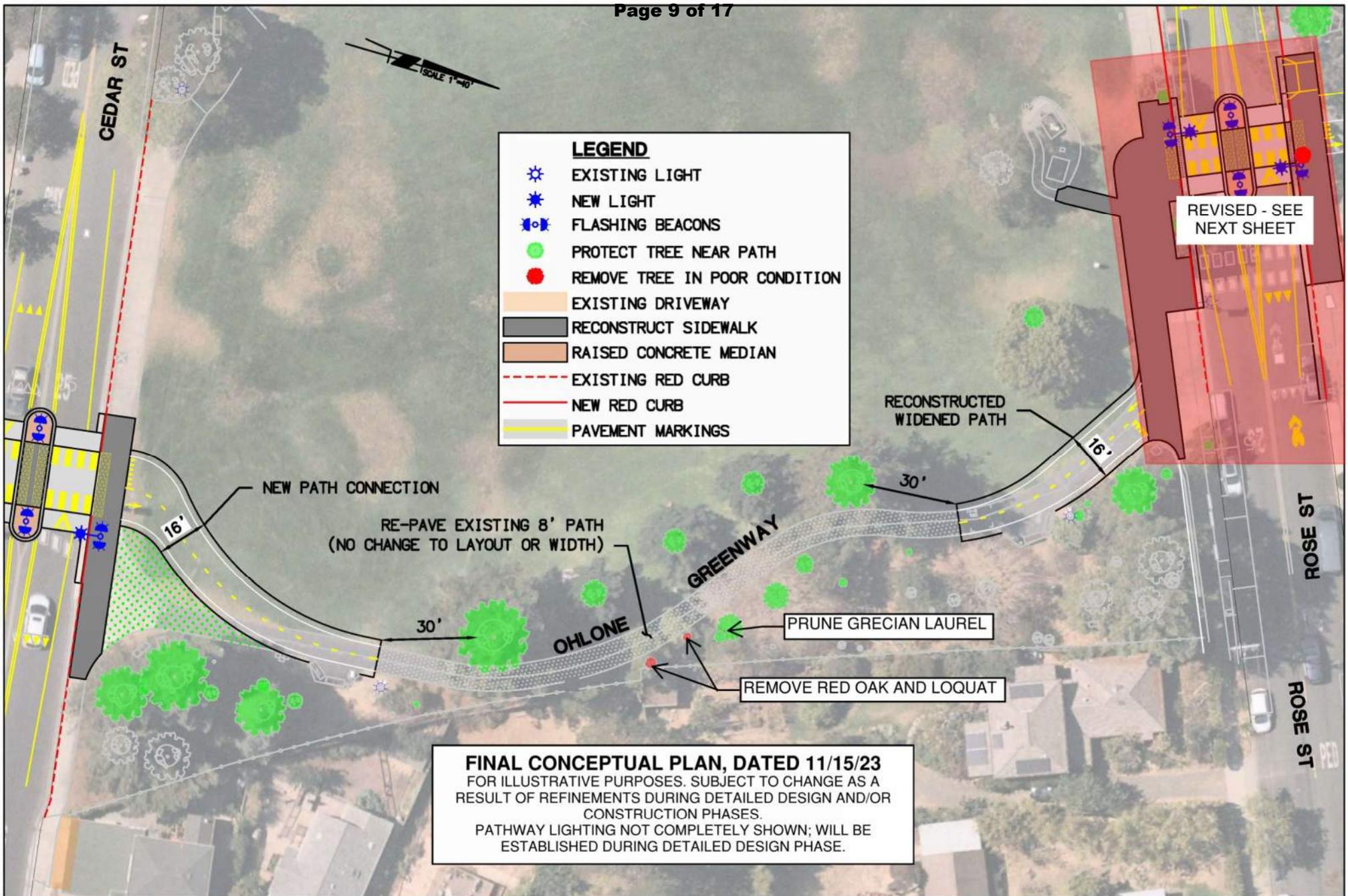


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**2**  
 OF 11



**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

NEW PATH CONNECTION

RE-PAVE EXISTING 8' PATH  
(NO CHANGE TO LAYOUT OR WIDTH)

RECONSTRUCTED  
WIDENED PATH

GREENWAY

OHLONE

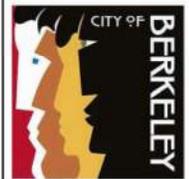
PRUNE GRECIAN LAUREL

REMOVE RED OAK AND LOQUAT

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CITY OF BERKELEY

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

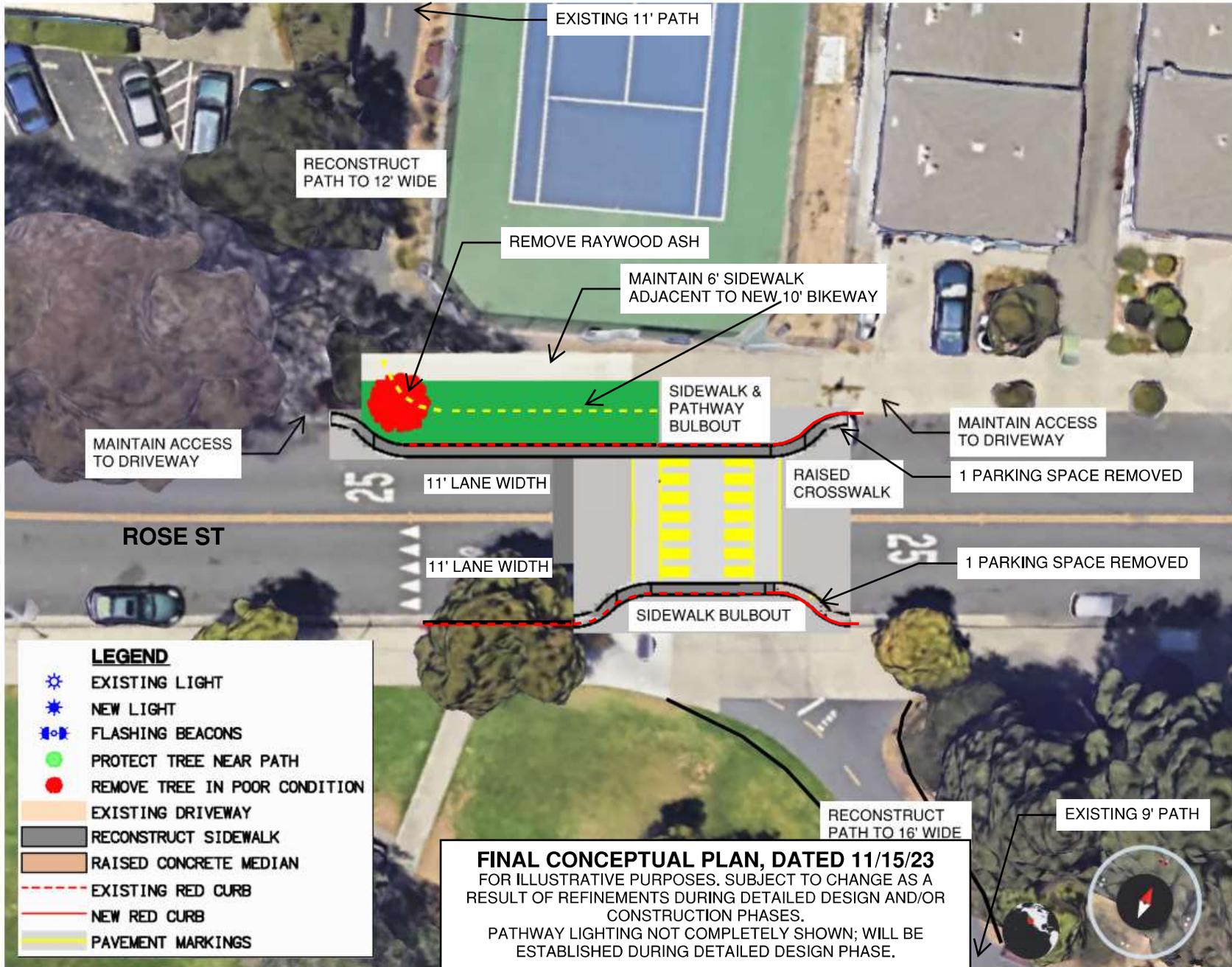


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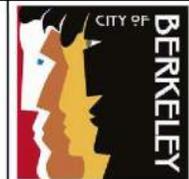
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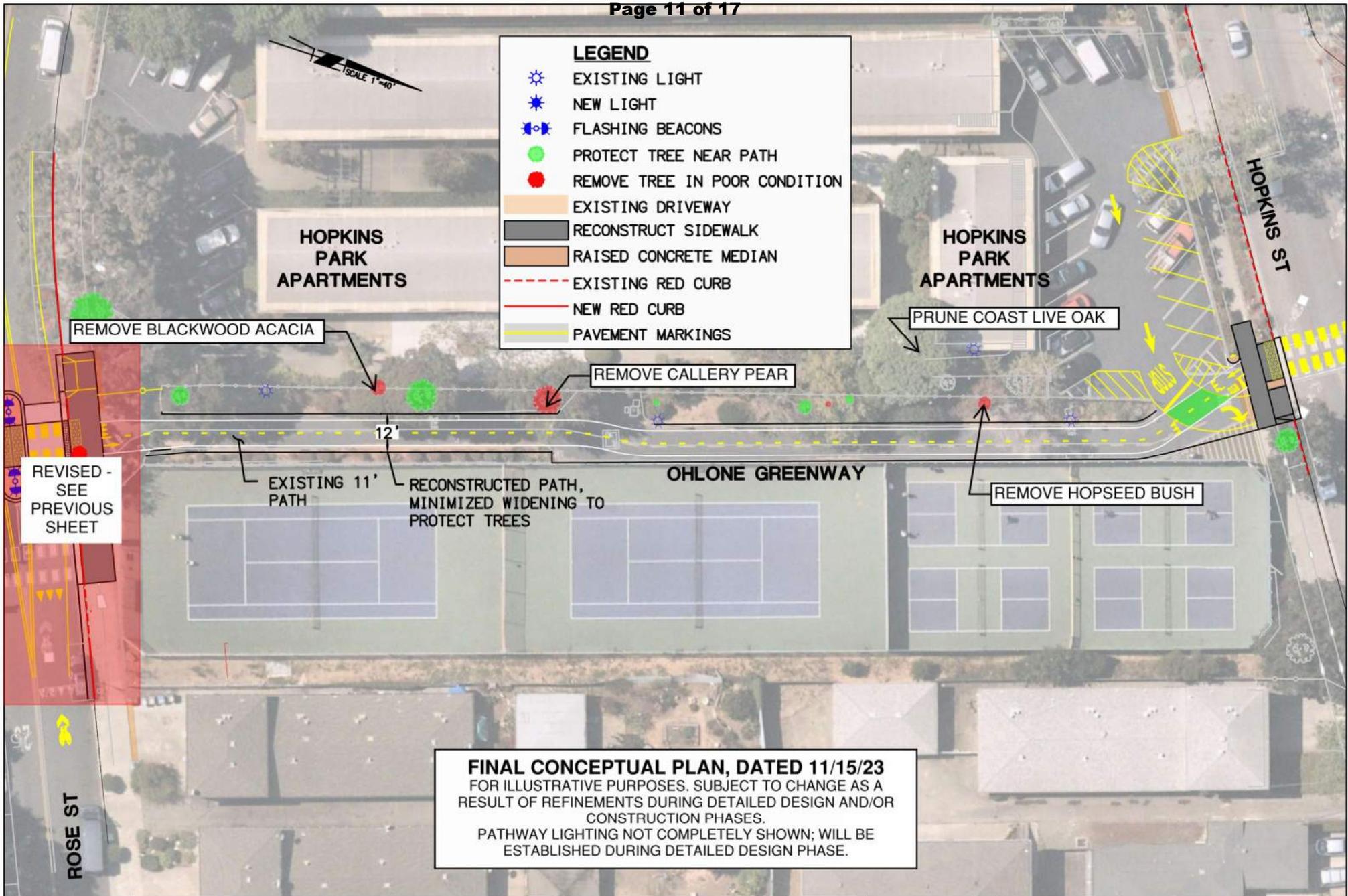
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CITY OF BERKELEY  
**OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT**  
**ROSE STREET**

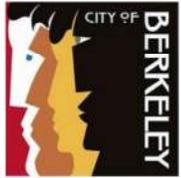




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 OHLONE GREENWAY - FROM ROSE STREET TO HOPKINS STREET**

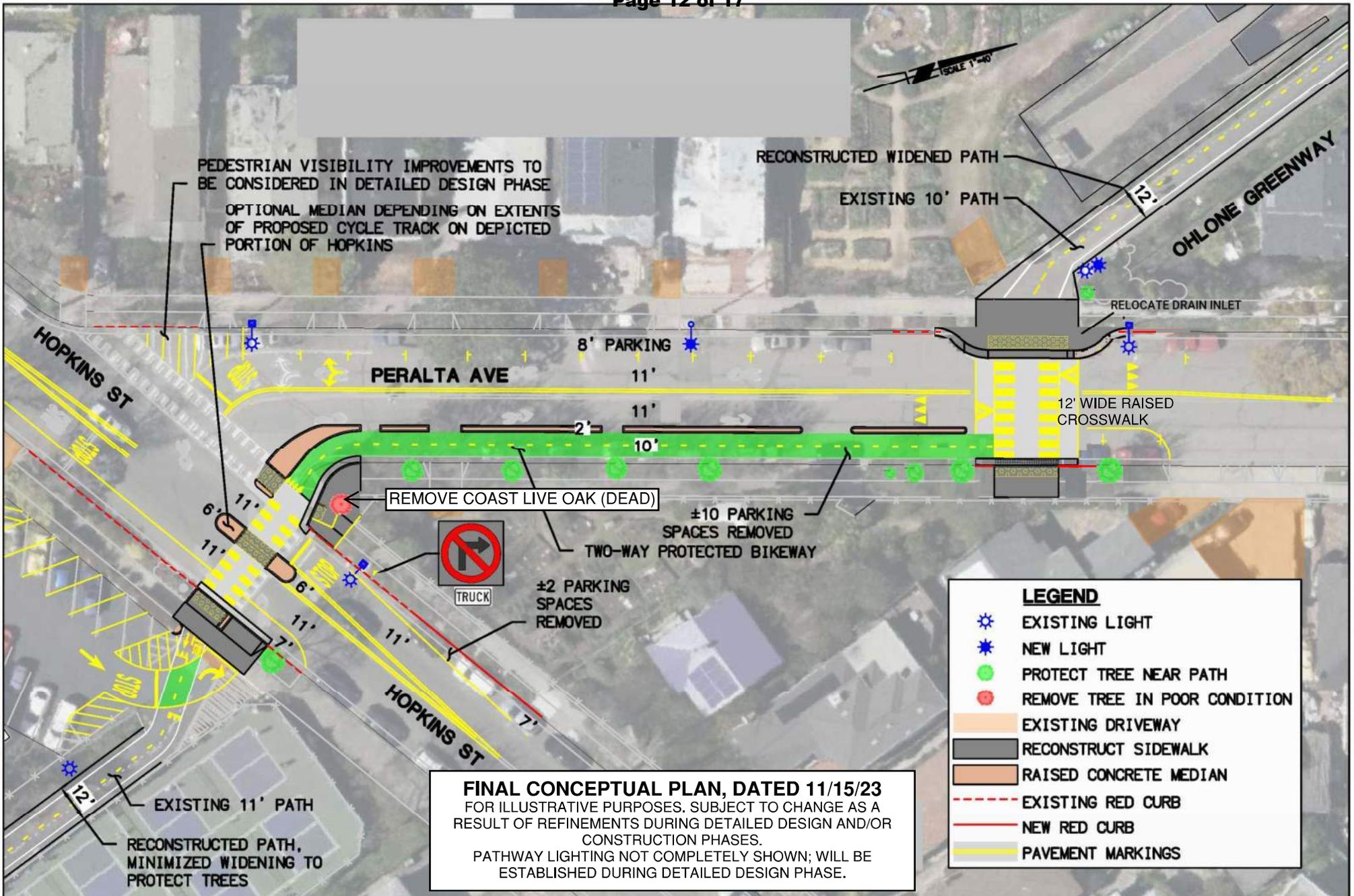


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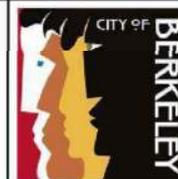
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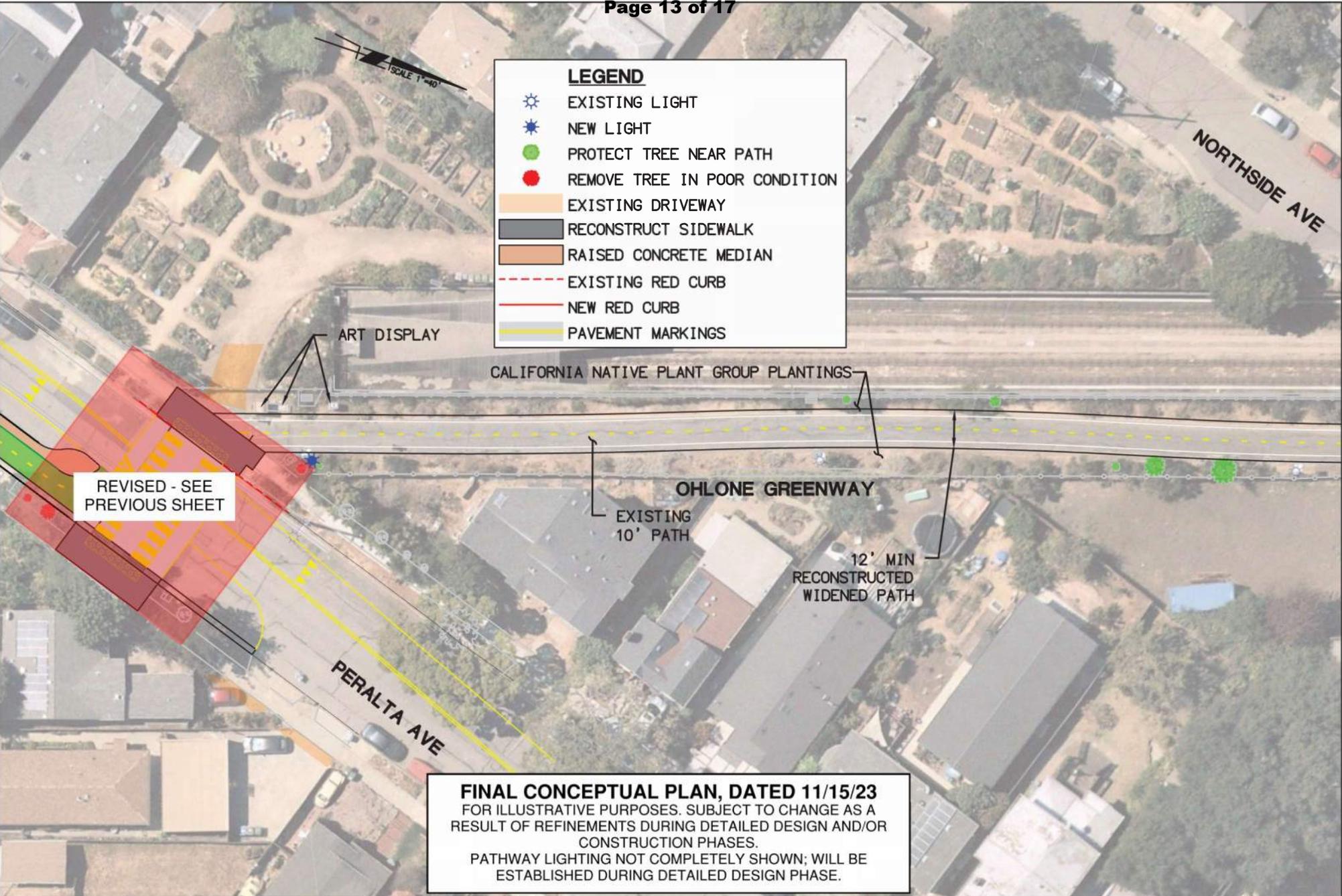
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CITY OF BERKELEY  
**OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT**  
**PERALTA AVENUE AND HOPKINS STREET**  
**CONCEPT 3**



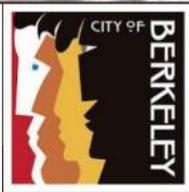


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CITY OF BERKELEY

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

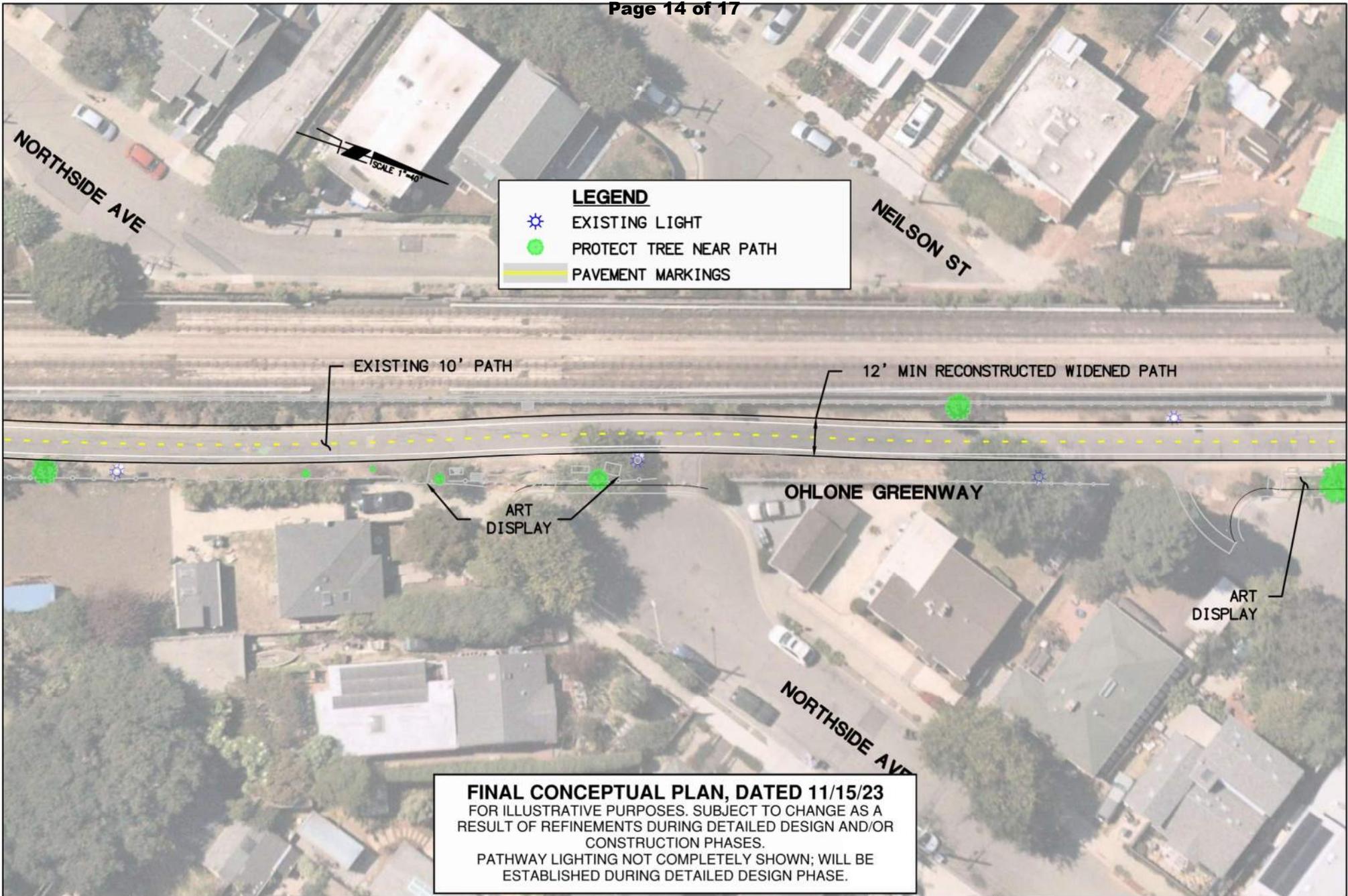


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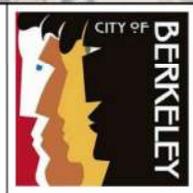
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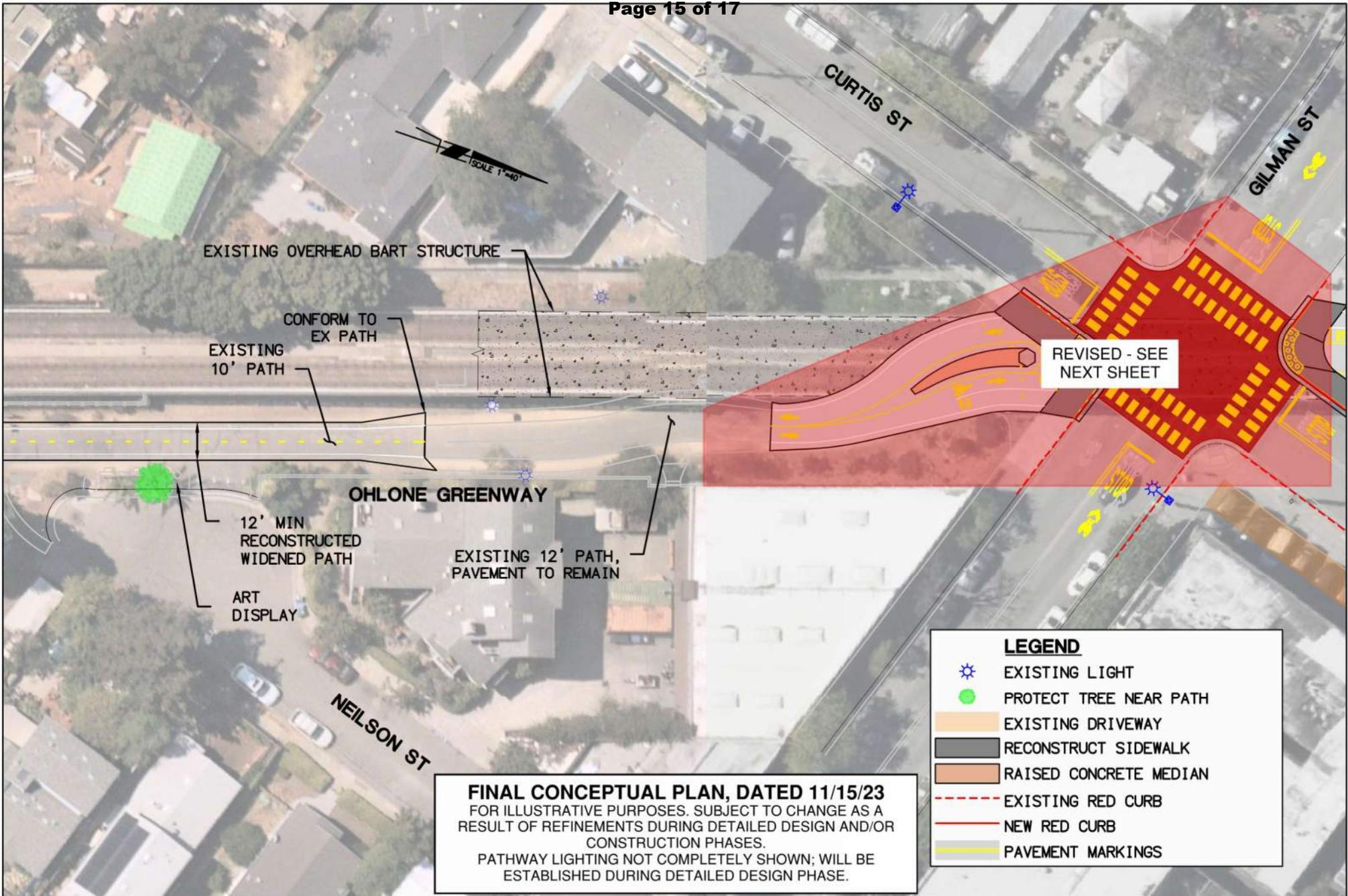
CITY OF BERKELEY

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



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<b>OG5</b>
SHEET
<b>8</b>
OF 11



EXISTING OVERHEAD BART STRUCTURE

EXISTING 10' PATH  
CONFORM TO EX PATH

12' MIN RECONSTRUCTED WIDENED PATH

ART DISPLAY

OHLONE GREENWAY

EXISTING 12' PATH, PAVEMENT TO REMAIN

REVISED - SEE NEXT SHEET

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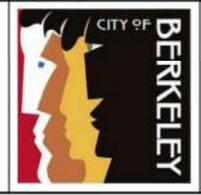
**LEGEND**

- 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

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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

EXISTING COLUMN

**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

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

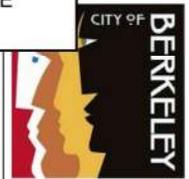
EXISTING 12'  
PATH,  
PAVEMENT TO  
REMAIN

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



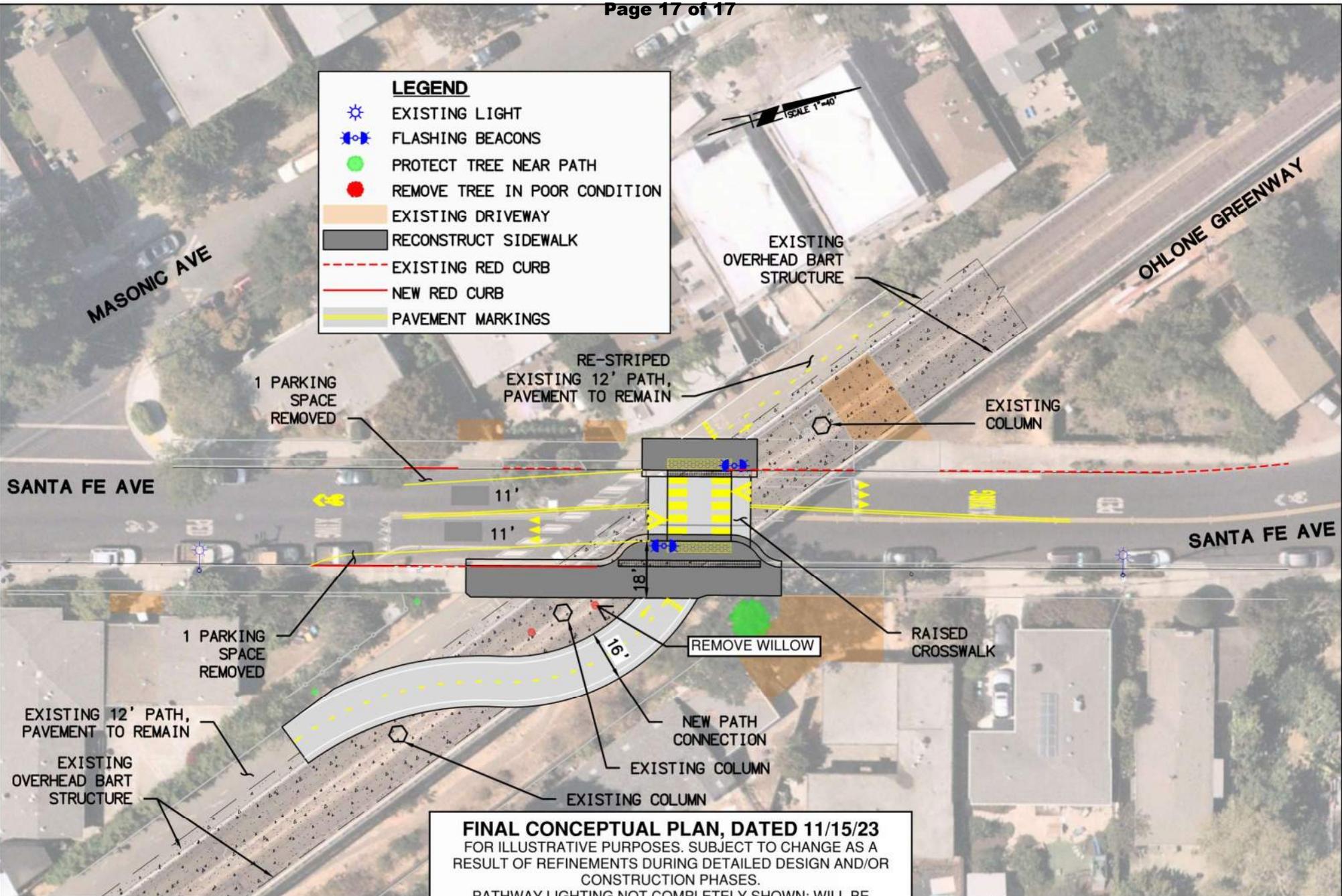
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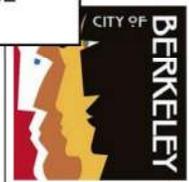


**LEGEND**

- EXISTING LIGHT
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**OHLONE GREENWAY MODERNIZATION AND SAFETY PROJECT  
 SANTA FE AVENUE**



**SF-2**  
 SHEET  
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