



Berkeley Southside Complete Streets Project

Transportation Commission
November 18, 2021



Meeting Agenda

- Public Stakeholder Engagement Status Update
- Transportation Commission Final Comments on Design Alternatives

Project Overview

11/19/2021

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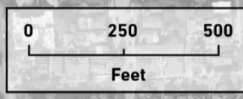
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Project Location



- Bancroft Way**
From Piedmont Avenue to Milvia Street
- Fulton Street**
From Bancroft Way to Dwight Way
- Dana Street**
From Bancroft Way to Dwight Way
- Telegraph Avenue**
From Bancroft Street to Dwight Way

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Complete Streets

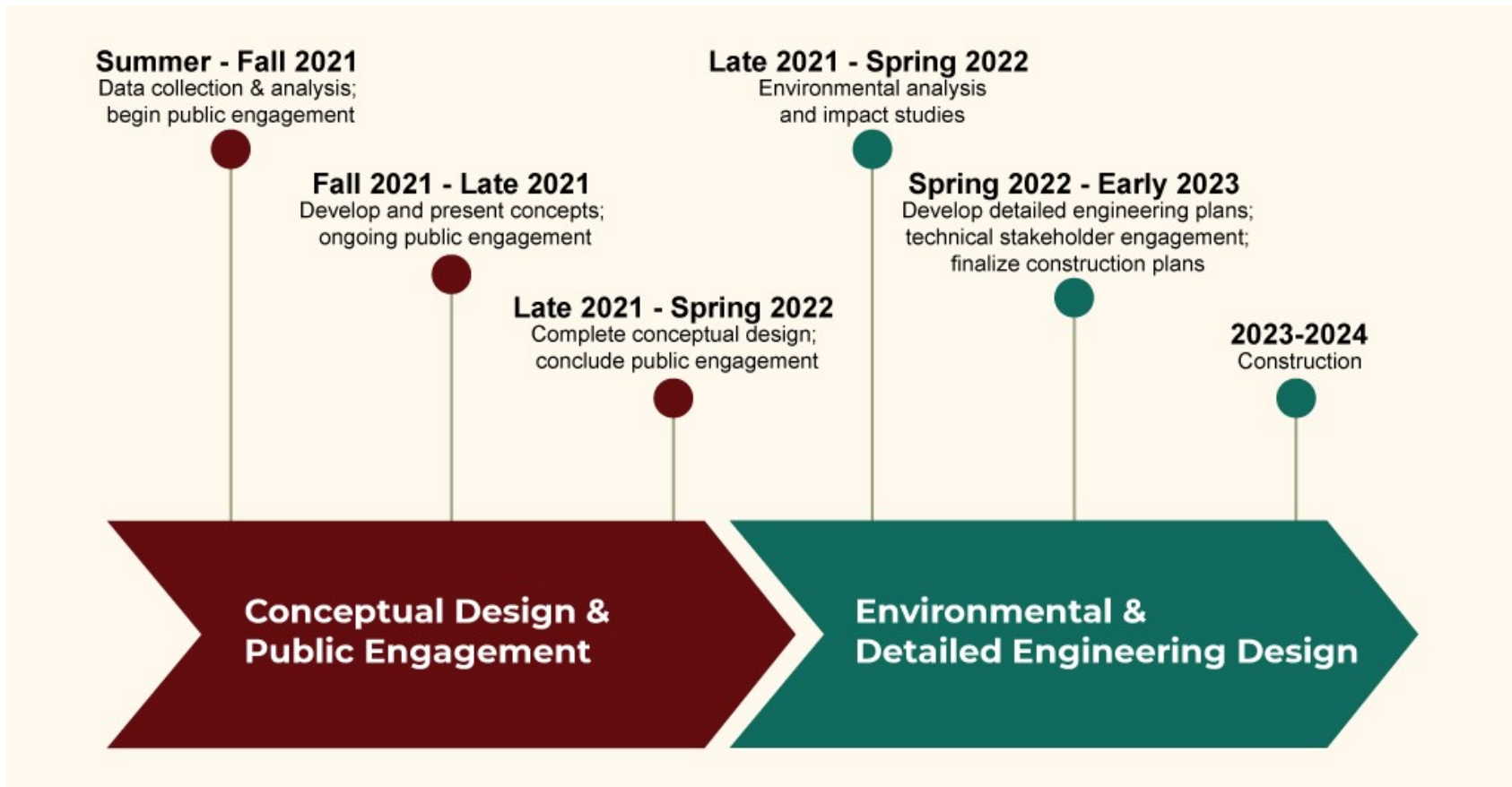


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Project Goals

- **Safety** for all persons walking, riding bicycles, riding transit, or driving, consistent with the City of Berkeley Vision Zero traffic safety policy
- **Transit** reliability and travel times consistent with the City of Berkeley General Plan Transportation Element Policy T-4 “Transit-First”
- **Economic and cultural vitality** of Berkeley’s Southside neighborhood consistent with the Economic Development goals of the City of Berkeley Southside Plan

Project Timeline



11/19/2021

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Public Engagement Plan

The Berkeley Community:

- Online Public Open Houses (2)
- Online Public Surveys (2)
- Transportation Commission Meetings (2)
- Commission on Disability Meetings (2)
- Berkeley City Council Meeting (1)

Institutional Stakeholder Group:

- AC Transit and other transit operators
- UC Berkeley
- Berkeley Police and Fire Departments
- Department of Public Works
- Office of Economic Development

Public Stakeholders (incl but not limited to):

- Telegraph Business Improvement District
- Associated Students of University of California, Berkeley (ASUC)
- East Bay Transit Riders' Union
- Walk Bike Berkeley



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Public Engagement Milestones

Present the Design Alternatives

- Public Meeting #1 (Nov 10) ✓
- Online Survey (closes November 28)
- Berkeley Transportation Commission Meeting (Nov 18)
- Stakeholder Meetings (Nov/Dec)

Select a Preferred Alternative

- Open House #2 (Jan)
- Stakeholder Meetings (Jan/Feb)
- Berkeley City Council (Feb)



Online Public Meeting

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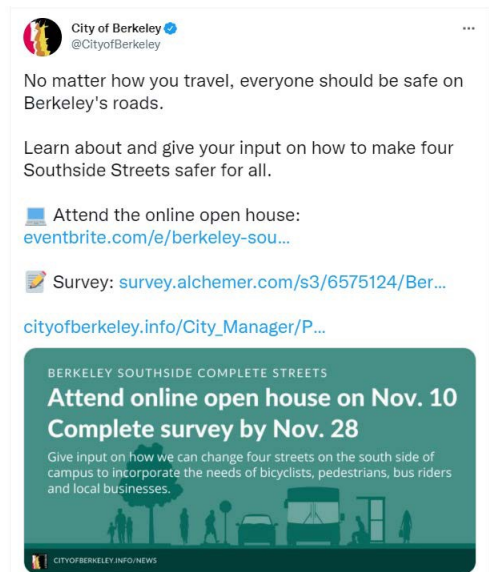
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Publicity Efforts

To promote general project awareness, encourage attendance at the Online Open House, and promote the online survey, the project team used the following methods:

- 500 Flyers and 1000 postcards dropped/posted at local businesses and residences throughout project area
- 20 sidewalk decals installed on project streets
- Social media campaign
- City press release
- AC Transit, UC Berkeley staff and students, TBID, East Bay Transit Riders' Union, and others who helped get the word out



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Online Public Meeting

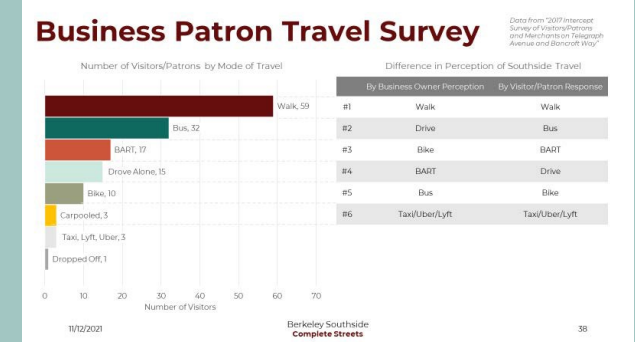
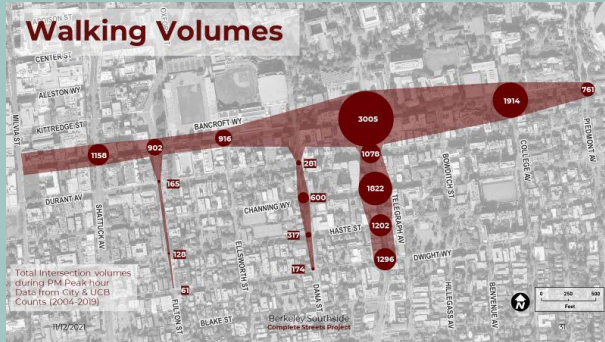
- Held November 10, 2021 from 6pm-8pm via Zoom
- Attendance:
 - 103 RSVPs via Eventbrite
 - 97 total attendees (including 17 City and Consultant staff)

Open House Agenda

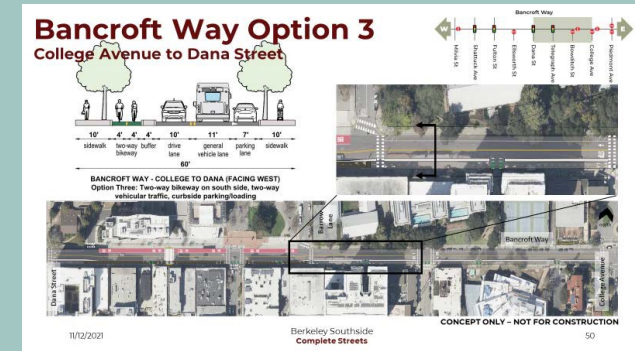
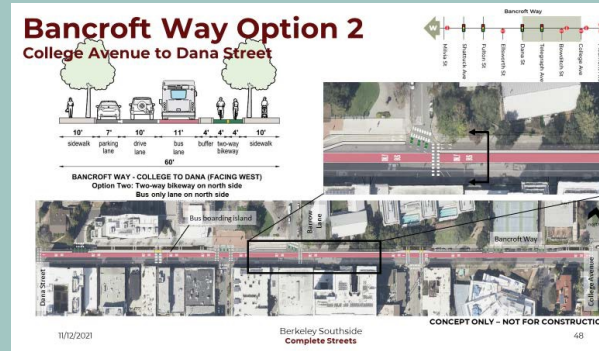
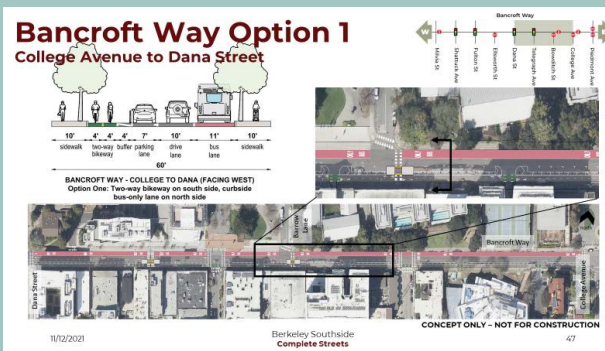
- Welcome
- Project Overview
 - Location
 - Goals
 - Timeline
- Existing Conditions & Design Options
 - Bancroft Way
 - Telegraph Avenue
 - Fulton Street
 - Dana Street
- Small Group Activity in breakout rooms
 - Discussion and feedback for design options
- Meeting close out and next steps

Online Public Meeting Content

Existing Conditions Data (sample slides)



Design Concepts (sample slides)



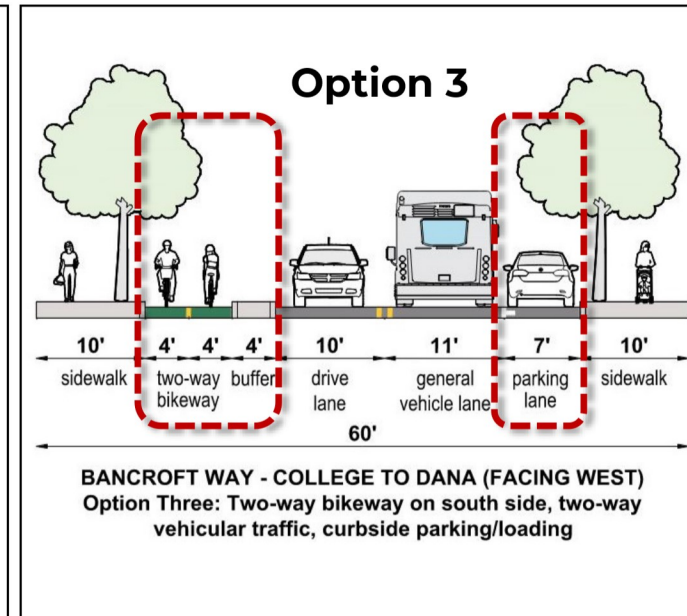
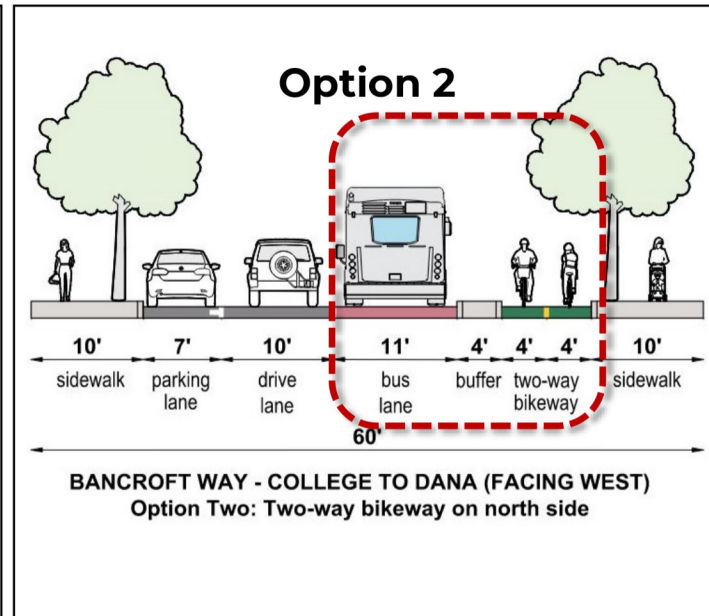
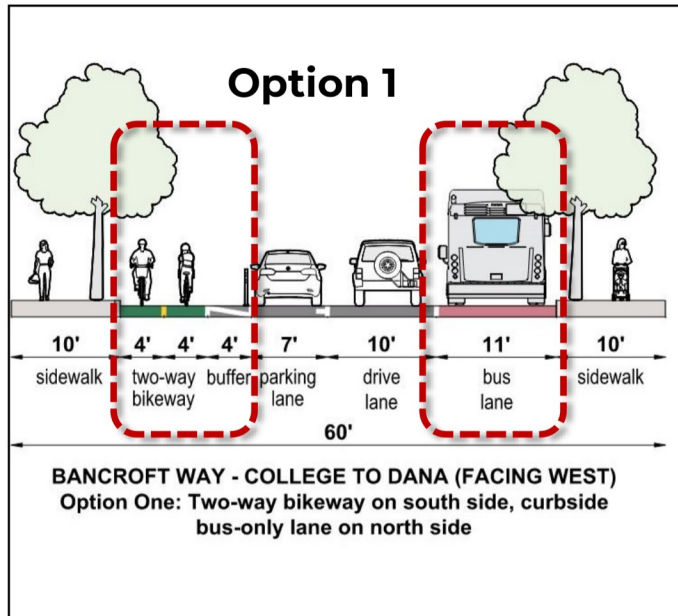
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Online Open House Example Poll

Bancroft Way Options



Online Open House: Small Group Activity

Participants split into 6 breakout rooms for 45 mins of facilitated discussion with notes taken on virtual post-it notes in a collaborative whiteboard space.

Bancroft Way Option 2
College Avenue to Dana Street

Concrete is definitely a must for Bancroft

How will people get across from south to north side at intersections? bike signals?

More convenient to have bike lane on campus side

Turn north onto Oxford could also be difficult otherwise

Bike lane should run along the north side continuously--less conflict and need for crossings

Make sure bike lane does not switch back and forth

Sidewalk not wide enough for scooters

Concrete is definitely a must for Bancroft

Yes to widening sidewalk

+1 to wider sidewalks

While encouraging people to forgo driving cars, in preference of transwalking, why not have people also walk their bikes in some sections? why the bike riding priority everywhere?

Need for designated passenger drop-off places at Sather gate, Zellerbach and Harmon gym

Remove a high our mt pa

CONCEPT ONLY - NOT FOR CONSTRUCTION

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Dana Street AC Transit P
Haste Street to Dwight Way

Concept is an improvement. 2 way protected bikeway is lower stress than the existing painted bicycle "Gutter" - bicyclists not really separated from traffic

Look at Hayer/ Durant intersection - issues if cyclists want to make a left onto Durant. What is the signal phasing at this intersection?

Improvement over current situation. Two way cycle tracks are great when they are long and uninterrupted. They are somewhat confusing if they're just a few blocks, at intersections they get confusing.

Generally like the design, shifting the bike lane to west side is a somewhat improvement. Off to shift the parking & loading to the east side, because most of the uses that drivers are using are on the west side. So people who park would have to cross the street.

As a cyclist, the bus boarding islands feel more comfortable. Haven't used them as a transit rider, but likely less stressful for transit drivers.

Big fan of bus boarding islands

For more information: <https://www.actransit.org/rapid-corridors/dana-street>

Legend:
 - Pay Parking
 - Residential Permit Parking
 - Accessible Parking Space (Blue Zone)
 - Bus Boarding Island
 - Bus Stop Removal
 - Traffic Signal Improvement
 - Berkeley Southside Complete Streets

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What we heard

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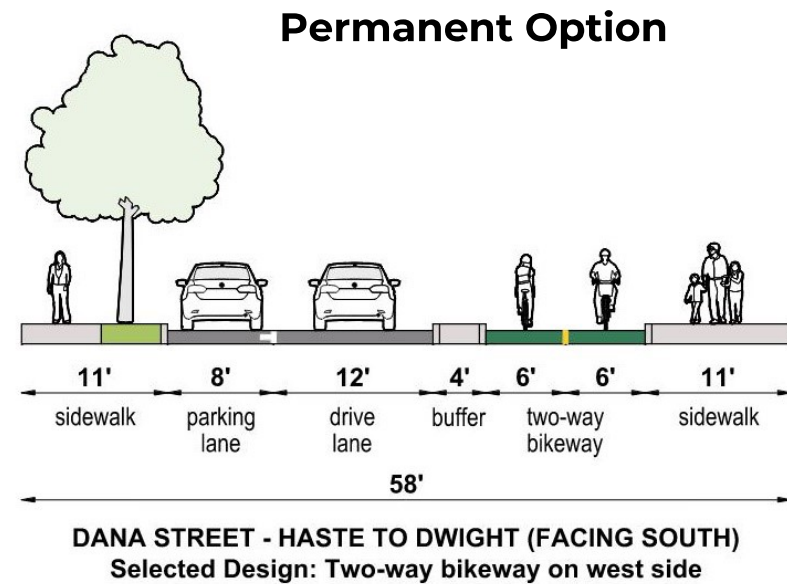
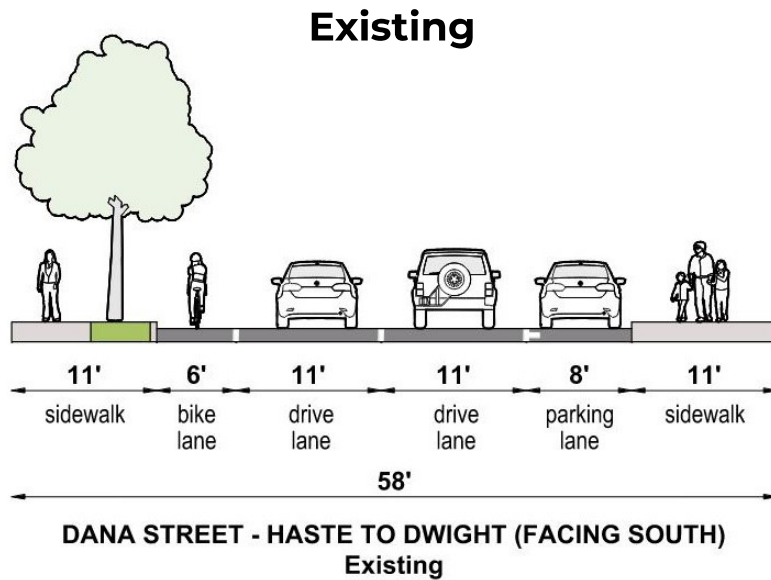
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Public Meeting General Takeaways

- Enthusiasm for improvements that support **dedicating space in the public right of way to people walking, biking, and riding transit**
- Importance of improvements within the project area **connecting to larger citywide bike and transit networks**
- Some concerns around **merchant access** and **accommodating pick-up and drop-off for deliveries/rideshare** (primarily focused on Telegraph Ave)

Design Options Feedback

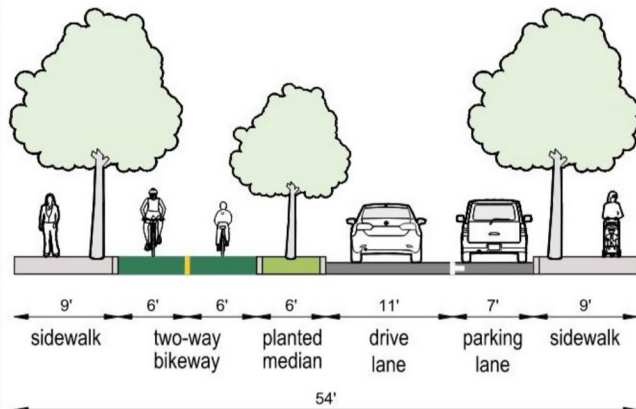
Dana St: General support for both pilot and permanent options.



Design Options Feedback

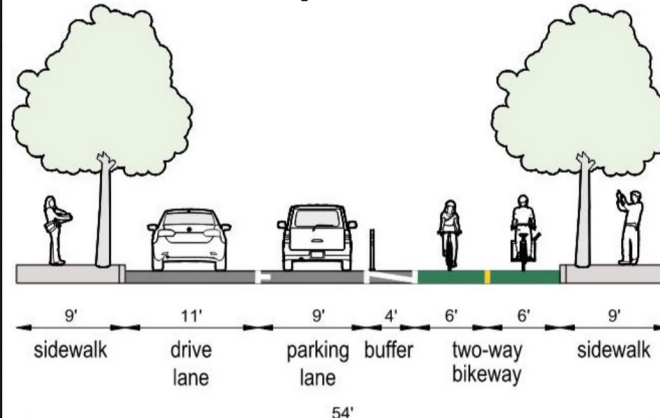
Fulton St: Preference for *Options 1 and 3*, but desire for protected bike facility that can connect easily to Oxford Street.

Option 1



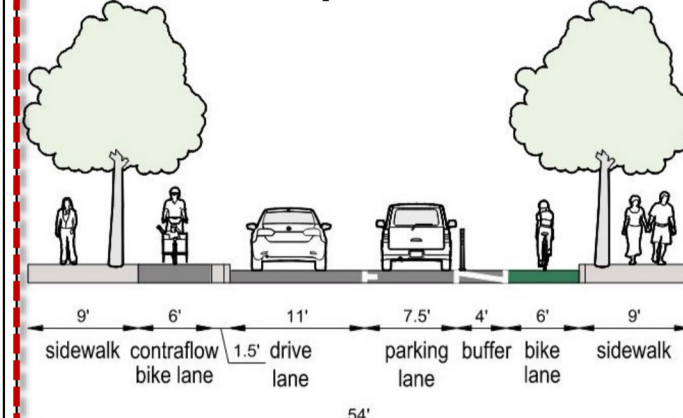
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side

Option 2



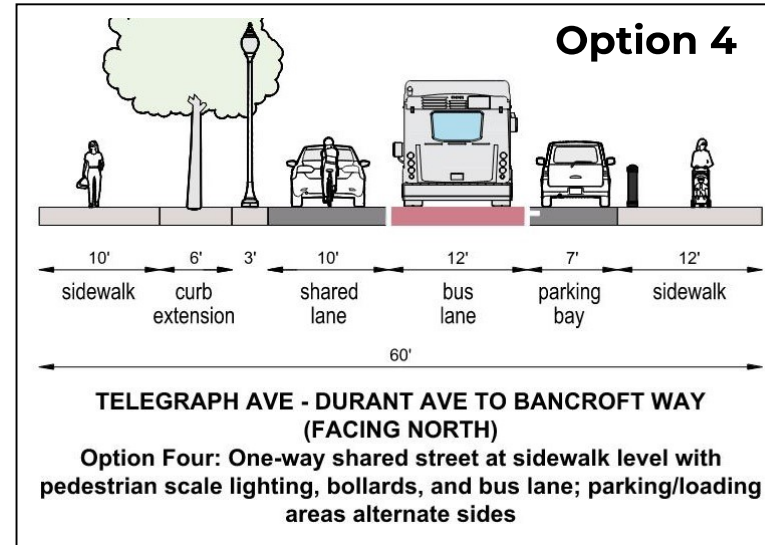
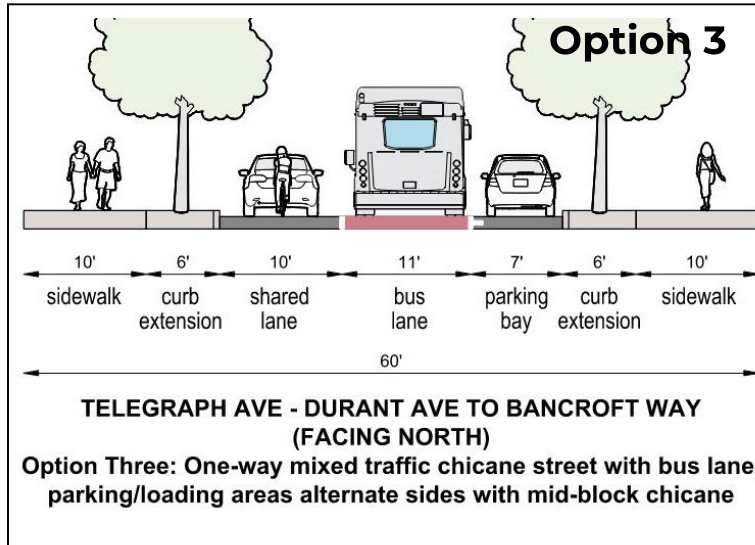
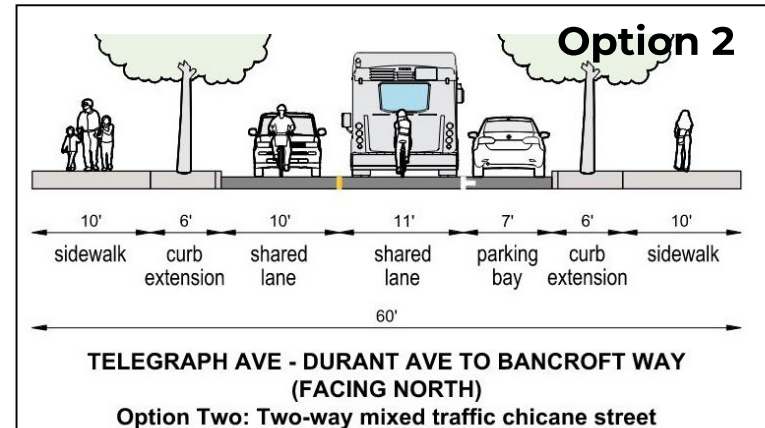
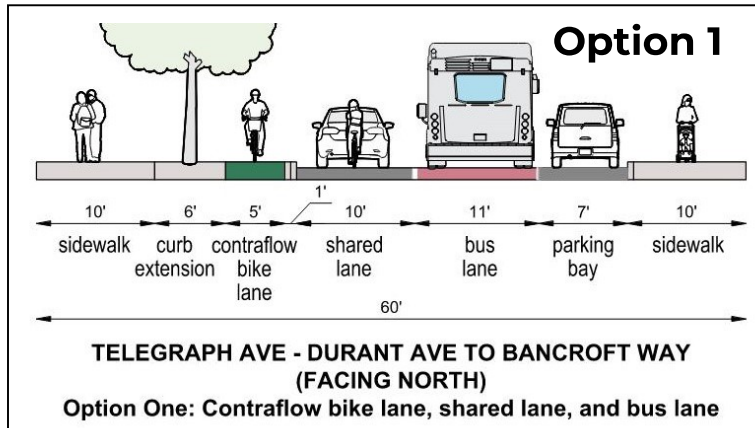
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option Two: Two-way bikeway on west side

Option 3



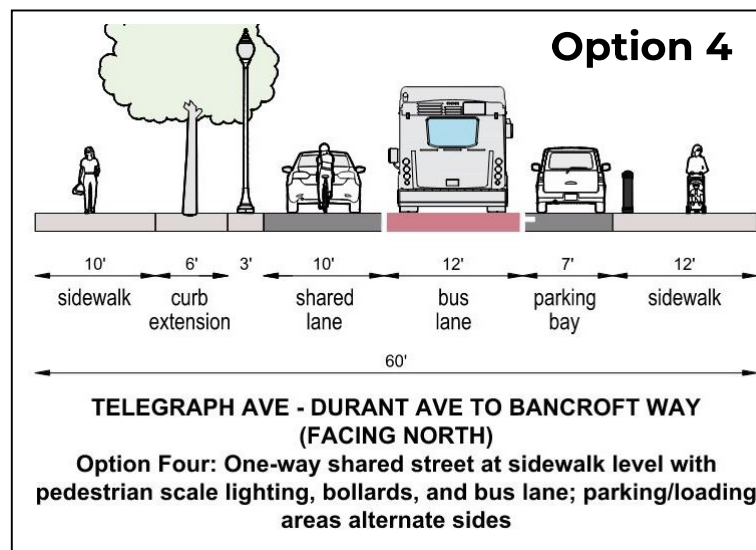
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option Three: One-way bikeway on each side

Design Options Feedback



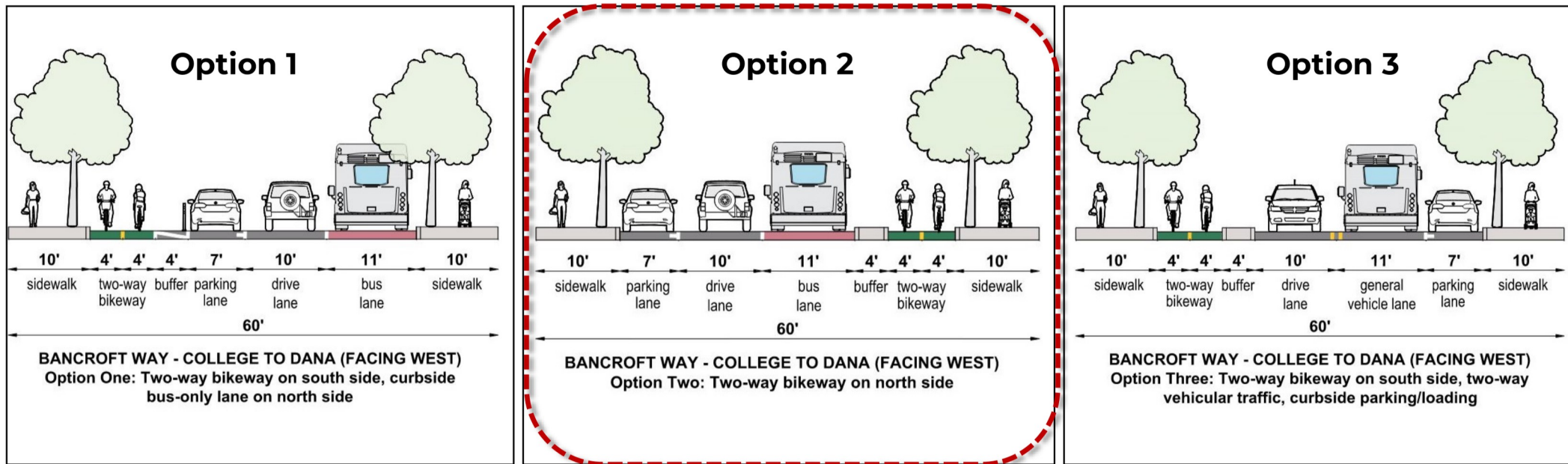
Design Options Feedback

Telegraph Ave: Huge support for a car-free Telegraph Ave (with *Option 4* seen as the best option otherwise). Strong desire for dedicated/protected bike facility.



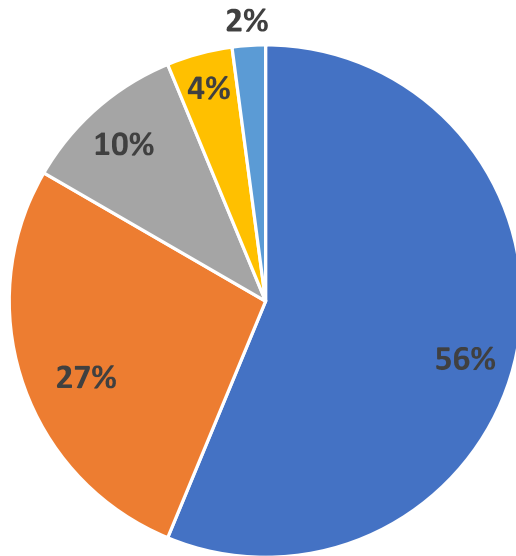
Design Options Feedback

Bancroft Way: Preference for *Option 2*, interest expressed in wider sidewalks, concrete protection for cyclists, location of bike lane (next to campus). Concerns over driveway access.



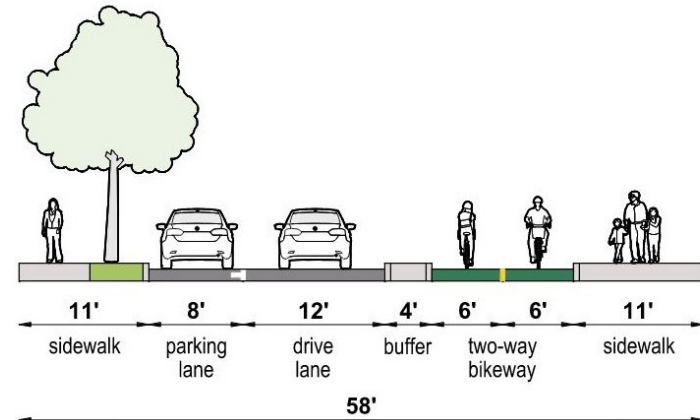
Public Meeting Poll Results: Dana Street

What do you think of the proposed design for Dana Street? (48 responses)



■ Strongly Support ■ Somewhat Support ■ Neutral
■ Strongly Oppose ■ Somewhat Oppose

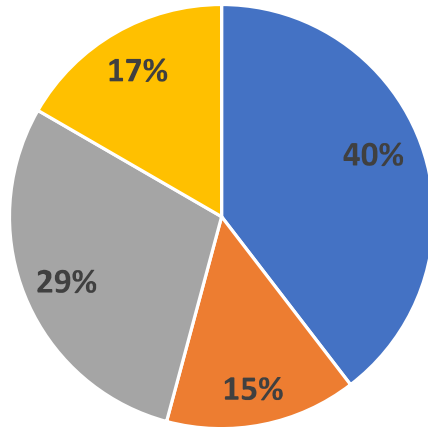
- Majority **strongly support** proposed design
- Top polled priorities for the street included:
 - Supporting local businesses
 - Safer, more comfortable, low-stress bike lanes
 - Building missing bikeway connections



DANA STREET - HASTE TO DWIGHT (FACING SOUTH)
Selected Design: Two-way bikeway on west side

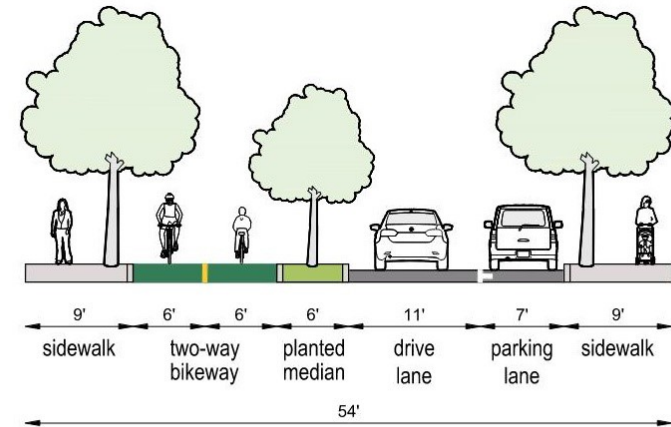
Public Meeting Poll Results: Fulton Street

Which option do you prefer for Fulton Street? (48 responses)



- Option 1
- Option 2
- Option 3
- I don't have a preference/I would prefer something else

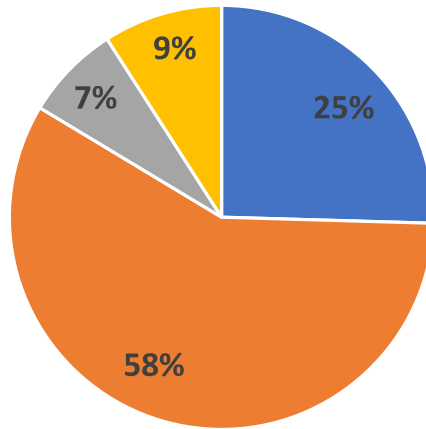
- Preference for **Option 1**
- Top polled priorities for the street included:
 - Safer, more comfortable, low-street bike lanes
 - Building missing bikeways connections
 - Trees and greenery



FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side

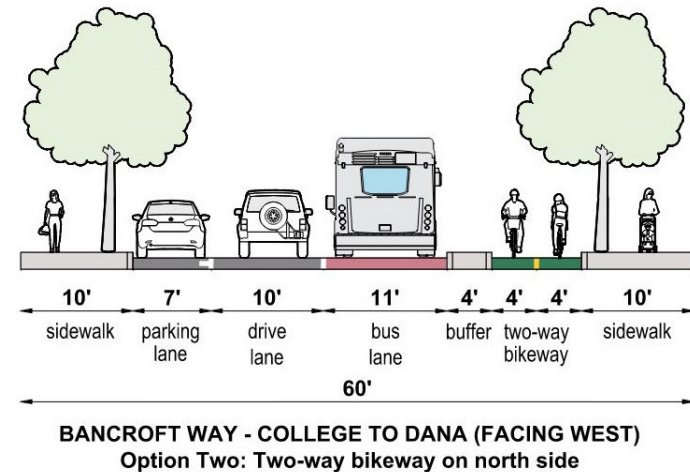
Public Meeting Poll Results: Bancroft Way

Which option do you prefer for Bancroft Way? (55 responses)



- Option 1
- Option 2
- Option 3
- I don't have a preference/I would prefer something else

- Preference for **Option 2**
- Top polled priorities for the street included:
 - Safer, more comfortable, low-street bike lanes
 - Building missing bikeways connections
 - Faster, more efficient transit service



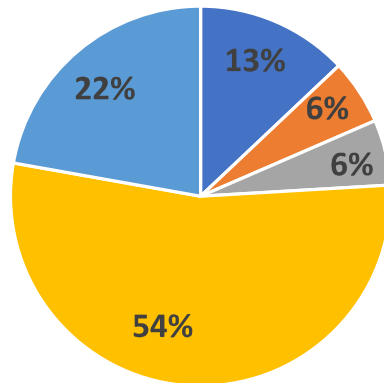
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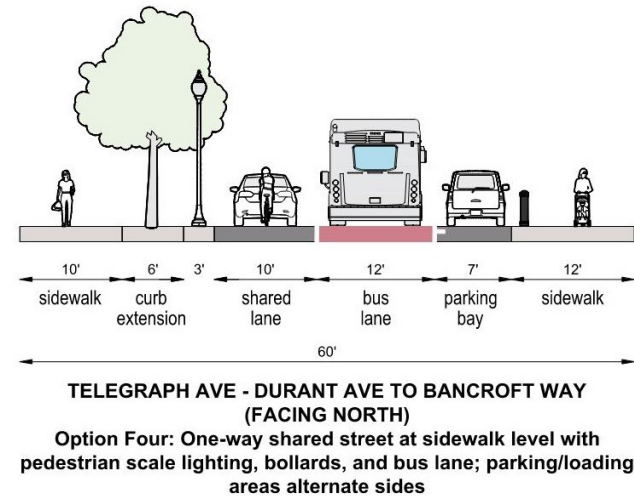
Public Meeting Poll Results: Telegraph Ave

Which option do you prefer for Telegraph Avenue? (54 responses)



- Option 1
- Option 2
- Option 3
- Option 4
- I don't have a preference/I would prefer something else

- Preference for **Option 4**
- Top polled priorities for the street included:
 - Supporting local businesses
 - Safer, more comfortable, low-stress bike lanes
 - Building missing bikeway connections



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Online Survey

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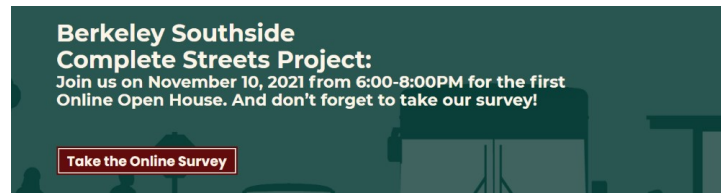
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Online Survey

- 518 responses as of November 12
- 73% of respondents are Berkeley residents
- Survey opened on October 27
- Survey will close on November 28
- Following slides summarize responses through last Friday, November 12

www.berkeleysouthsidecompletestreets.org



Berkeley Southside Complete Streets Project Survey

Welcome!

Thank you for participating in the Berkeley Southside Complete Streets Project Survey. This survey is being conducted by the City of Berkeley.

The Southside Complete Streets project will bring improvements for people walking, bicycling, taking transit, and supporting local businesses along Telegraph Avenue, Bancroft Way, Fulton Street, and Dana Street (see map below).

The City has just launched this project, and we are gathering community input to refine the draft designs. We're excited to hear your input!

The survey will close on Sunday, November 28, 2021 at 5:00PM PT.



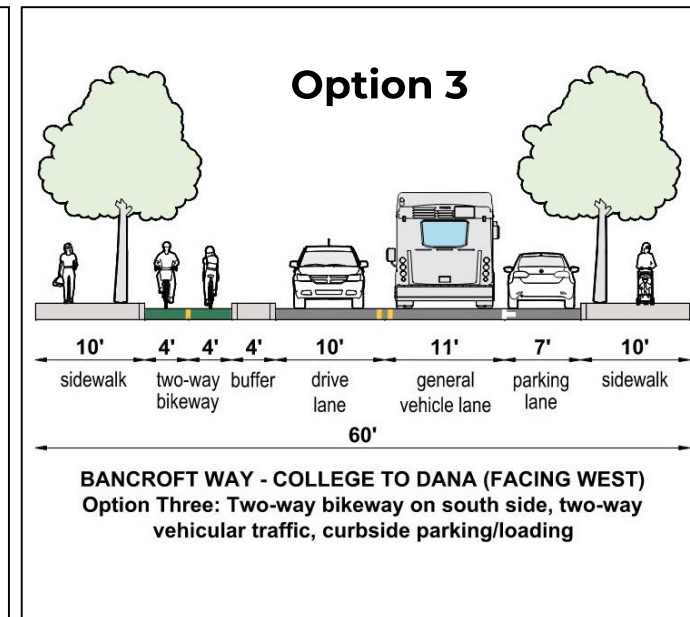
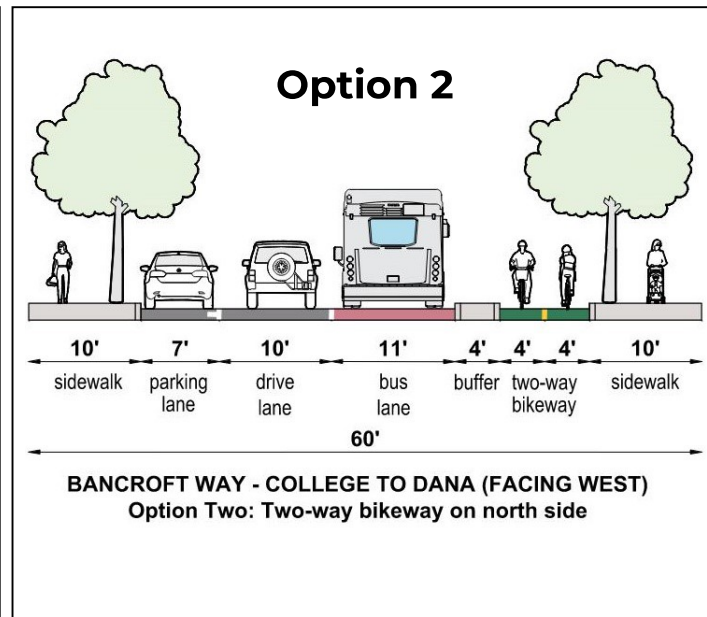
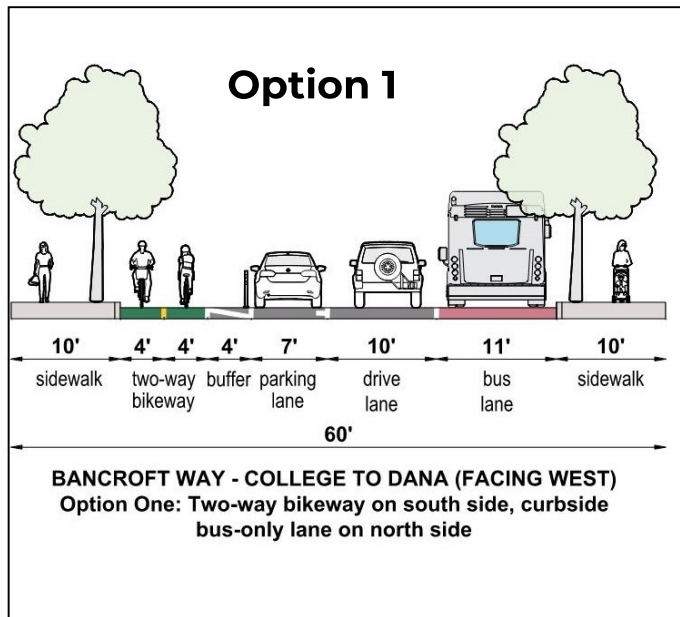
The focus of this project is Bancroft Way, Telegraph Avenue, Dana Street, and Fulton Street in Berkeley's Southside neighborhood.

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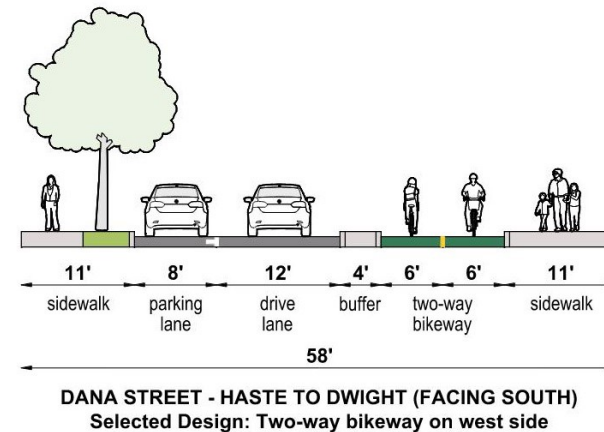
Example Online Survey Options



Survey Results: Dana Street

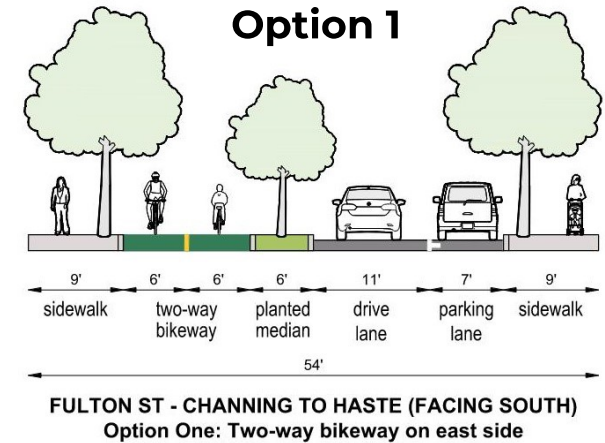
Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Pilot Project Design	49.6%	34.5%	10.7%	2.1%	3.0%

Survey responses showed strong support for the Pilot Project Design when asked how much they agree with the statement “I like this design.”



Survey Results: Fulton Street

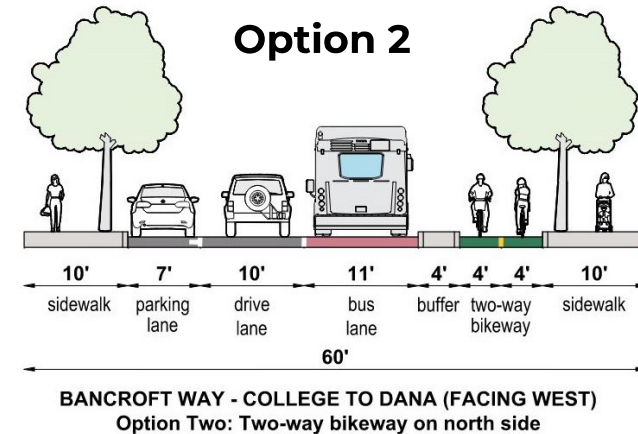
Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Option 1: Two-way bikeway on east side	43.6%	39.3%	6.8%	5.9%	4.5%
Option 2: Two-way bikeway on west side	23.3%	44.3%	14.5%	11.8%	6.1%
Option 3: One-way bikeway on each side	21.1%	35.0%	18.2%	18.4%	7.4%



Survey responses showed strongest preference for **Option 1** when asked how much they agree with the statement “I like Option #”.

Survey Results: Bancroft Way

Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Option 1: Two-way bikeway south side, curbside bus-only lane on north side	27.9%	39.3%	15.3%	10.9%	6.6%
Option 2: Two-way bikeway on north side, bus-only lane on north side	35.4%	34.9%	12.5%	11.1%	6.0%
Option 3: Two-way bikeway on south side, two-way vehicular traffic, curbside parking/loading	11.1%	15.7%	16.7%	30.7%	25.9%



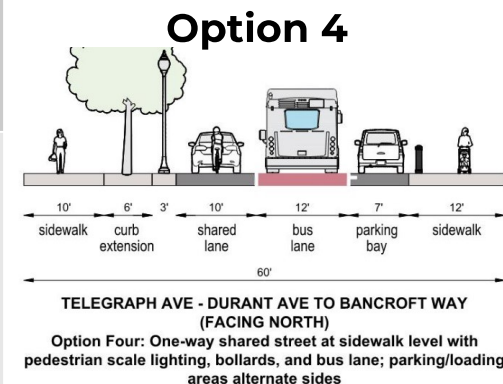
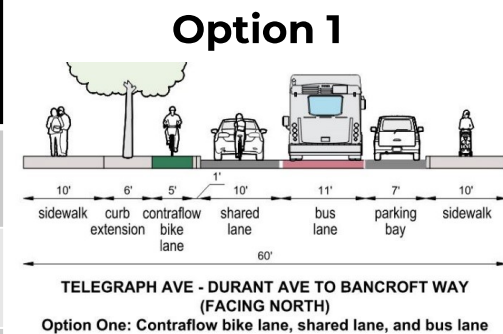
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*Results as of 11/12/21

Survey Results: Telegraph Avenue

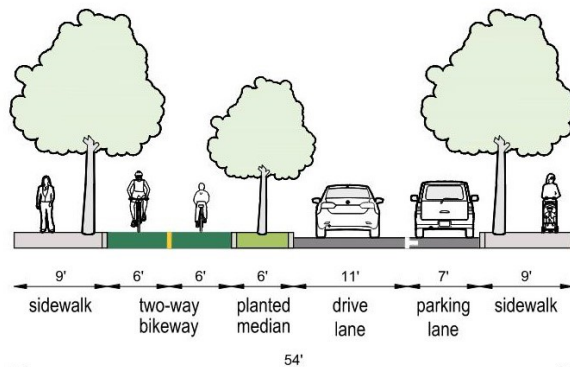
Options	Strongly Agree	Somewhat Agree	Neither Agree or Disagree	Somewhat Disagree	Strongly Disagree
Option 1: Contraflow bike lane, shared lane, and bus lane	17.2%	34.2%	15.1%	20.2%	13.2%
Option 2: Two-way mixed traffic, shared lane	4.9%	9.0%	12.4%	30.7%	43.1%
Option 3: One-way mixed traffic chicane street with bus lane, parking/loading areas alternate sides with midblock chicane	5.3%	20.1%	20.8%	32.4%	21.4%
Option 4: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading areas can alternate sides each block or mid-block	20.7%	25.7%	17.6%	20.5%	15.5%



Preliminary Public Input Summary

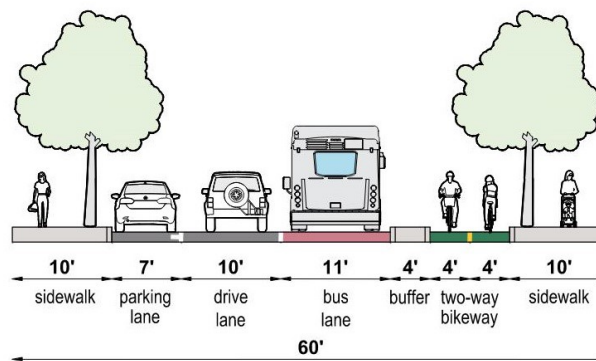
	Fulton	Bancroft	Telegraph
Workshop	Options 1 & 3	Option 2	Option 4
Survey	Option 1	Option 2	Options 1 & 4

Fulton Option 1



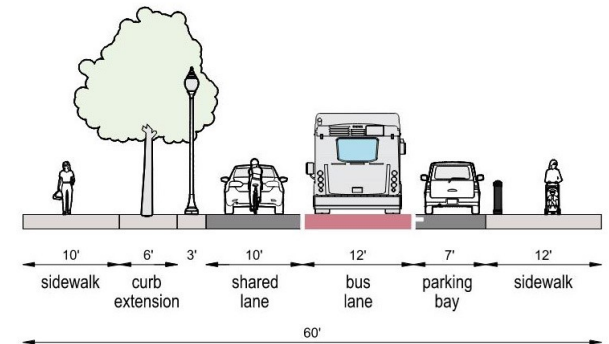
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side

Bancroft Option 2



BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side

Telegraph Option 4



TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY (FACING NORTH)
Option Four: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading areas alternate sides

Institutional and Public Stakeholder Groups Engagement

Institutional and Public Stakeholder Groups

Telegraph Business Improvement District (TBID):

- Emergency response, especially EMTs responding to unhoused persons
- Would like better management of loading zones; double parking is an issue
- Would like better connection between Downtown and Telegraph Business Districts
- Goal: For Telegraph to operate as “the amazing complete commercial street it could be”

Walk Bike Berkeley & Bike East Bay:

- Would like better connection between Downtown and Telegraph Business Districts
- Improve transit times with more frequent bus service and better bus reliability
- Support:
 - Telegraph Option 4 (Shared Street, but w/private vehicle traffic diverted at Haste St, contraflow bikeway)
 - Bancroft Option 1 or 2 (Bus only lane and two-way cycle track on south or north side of street)
 - Fulton Option 1 (Two-way cycle track on east side of street)
 - Dana Proposed Design

Institutional and Public Stakeholder Groups

Associated Students of the University of California (ASUC):

- General support for project
- Considering letter of support for specific alternatives

UC Berkeley Staff (Capital Planning and Parking & Transportation):

- Concerned about cost and impacts to campus of Bancroft Option 2 (cycle track north side adjacent to curb and bus only lane)
- Recognizes the need for loading zones, business access, TNCs, overall curb management
- Aware that students are very excited about car-free/pedestrianized Telegraph
- Would like improved pedestrian scale sidewalk lighting
- Would like improvements to College/Bancroft (ie. raised intersection)
- Supports Fulton Option 1 (Two-way cycle track on east side of street) based on UC study of Oxford corridor

Institutional and Public Stakeholder Groups

AC Transit:

- Overall concerns about lane widths and turn radius sufficient for bus operations
- Supports:
 - Bancroft Option 1 (bus only lane north side; cycle track south side)
 - Telegraph Options 1, 3 (bus lane options)
 - Telegraph Option 4 (if includes bus lane)
- Does not support:
 - Bancroft Option 2 (cycle track north side adjacent to curb and bus only lane)
 - Bancroft Option 3 (1-way to 2-way)
 - Telegraph Option 2 (1-way to 2-way)

LBNL Shuttle operator:

- Supports options for Bancroft and Telegraph with a bus lane, keeping 1-way traffic
- Concerned about confusion from contraflow bikeway in Telegraph Option 1

Institutional and Public Stakeholder Groups

Berkeley Fire Dept

- Need to maintain sufficient parking and travel lane widths for Fire truck operations
- Need clear width in the street for fire and emergency response as well as evacuation scenarios
- Consider fire aerial ladder access to taller buildings impacted by increasing setbacks from buildings
- Concrete bikeway buffers well-designed for Fire Dept vehicle access (a la Milvia)

Berkeley Traffic Engineering

- Impacts to street operations from lane repurposing
- Maintain minimum parking and travel lane widths
- Need for traffic studies (currently being performed)

Commission on Disability

- Overall support for project
- Detailed comments at December COD meeting

Next Steps

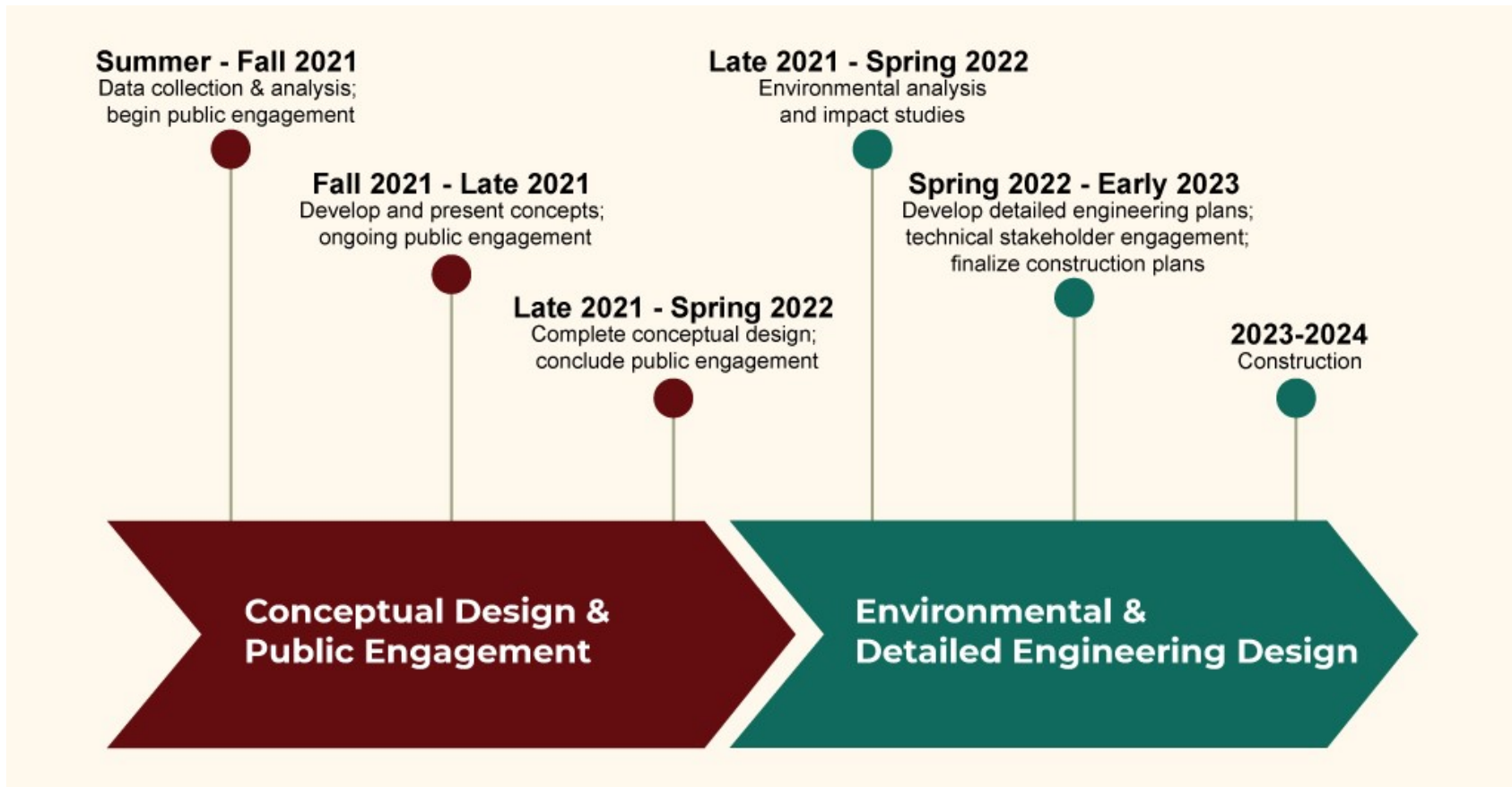
Next Steps

- Technical Analysis of design alternatives (Nov/Dec):
 - Performance metrics based on three project goals:
 - Safety for all travelers
 - Transit performance improvements
 - Support Local Businesses
 - Assessment of baseline operations:
 - Traffic studies
 - ADA Accessibility
 - Parking Impacts
 - Emergency Access and Response (Police and Fire)

Next Steps

- Identify Preferred Alternatives (Dec)
- Present to and seek feedback from Institutional and Public Groups Stakeholders (Dec/Jan)
- Open House #2 (Jan)
- Berkeley City Council (Feb)

Project Timeline



Thank You!

Please take the survey available at berkeleycompletestreets.org

More questions or comments?

Please contact

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