

# Berkeley Southside Complete Streets Project

Institutional Stakeholder Meeting  
January 7, 2022



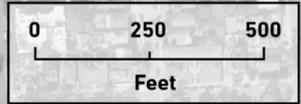
# Project Location



- 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

1/7/2022

Berkeley Southside  
**Complete Streets**

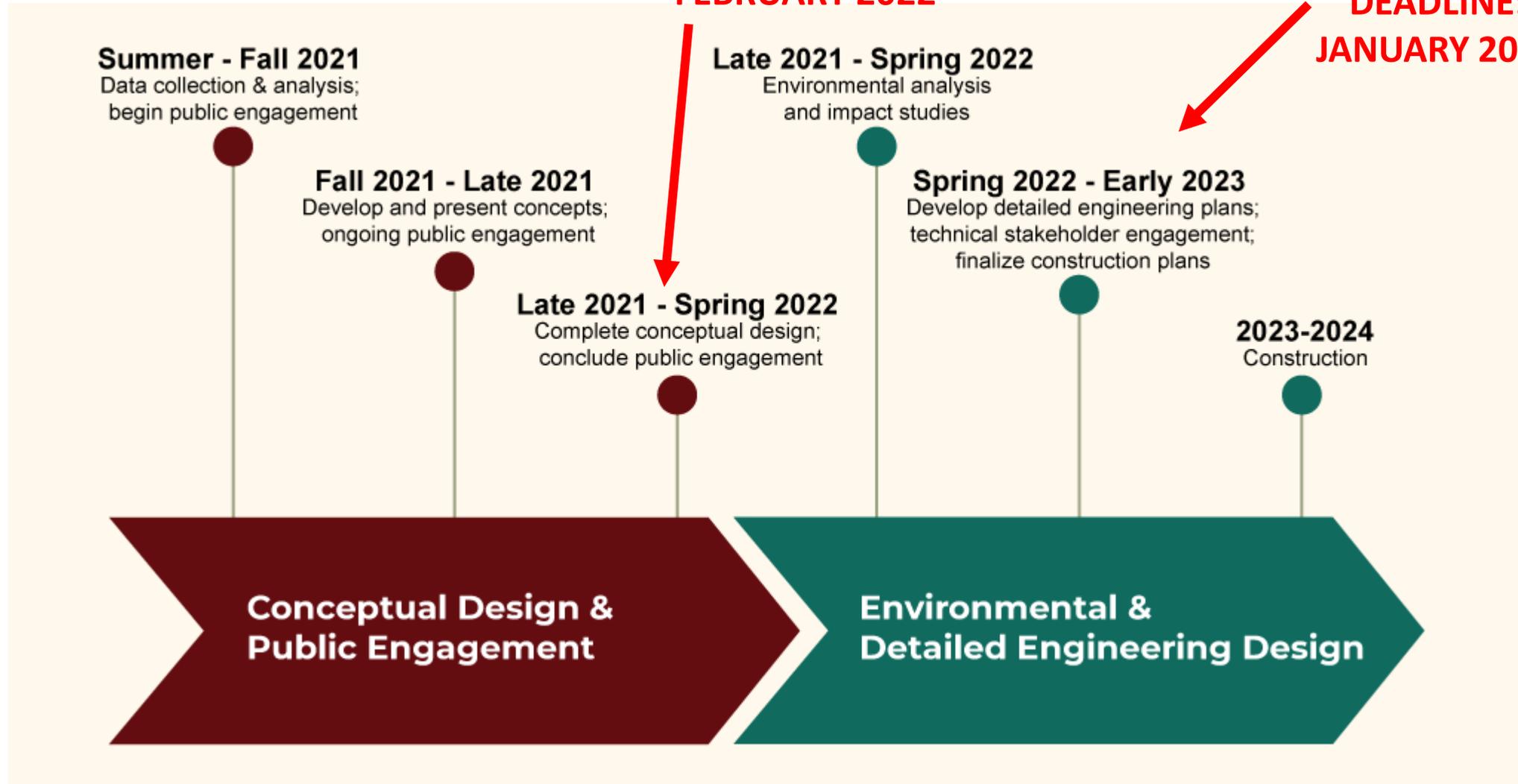


# Project Goals

- **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

# Outreach & Engagement Overview

# Project Timeline



# Public Engagement Plan

## The Berkeley Community:

- Online Public Open Houses (2)
- Online Public Surveys (1)
- Transportation Commission Meetings (3)
- 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



# Public Engagement Milestones

## Present the Design Options

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

## Preferred Design Option

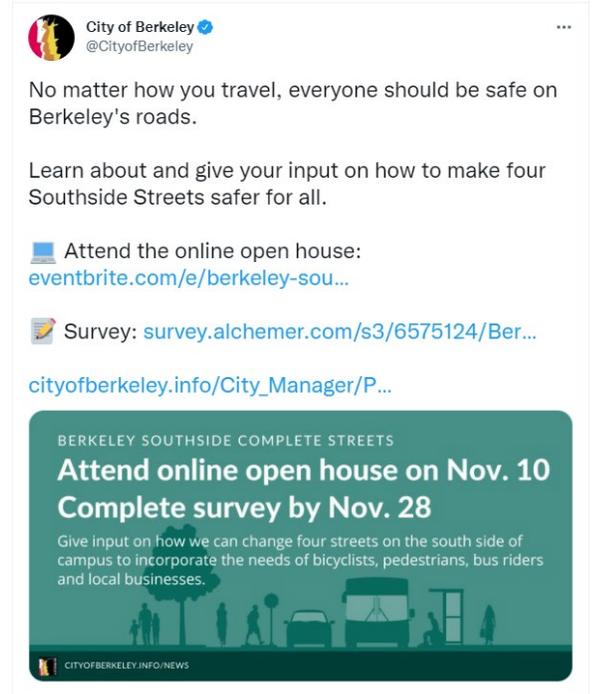
- Open House #2 (Jan)
- Stakeholder Meetings (Jan/Feb)
- Berkeley City Council (Feb)



# 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



# 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 Survey

- Survey was open from October 27 – November 28
- **1,358 responses**, (718 completed, 640 partially complete)
- **74%** of respondents were Berkeley residents

[www.berkeleysouthsidecompletestreets.org](http://www.berkeleysouthsidecompletestreets.org)



## Berkeley Southside Complete Streets Project Survey

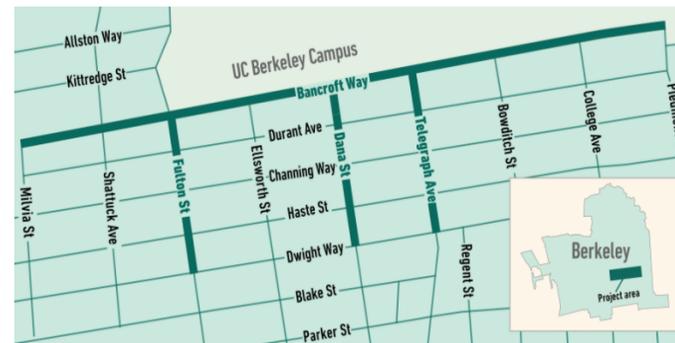
Welcome!

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.

# 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

# Overall Engagement Takeaways

# General Feedback

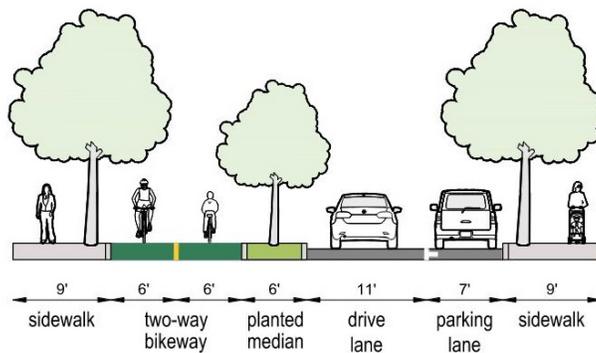
- Overall public support to provide **dedicated spaces for bicyclists and pedestrians** safely and comfortably travel along all corridors.
- Public and TC support for **pedestrians to be the most highly prioritized mode on Telegraph.**
- **Transit operations and priority are important on all corridors,** particularly on Bancroft.
- Questions about considerations for **loading and emergency vehicle access** on all corridors, in addition to multimodal access.

# Design Option Public & Stakeholder Feedback

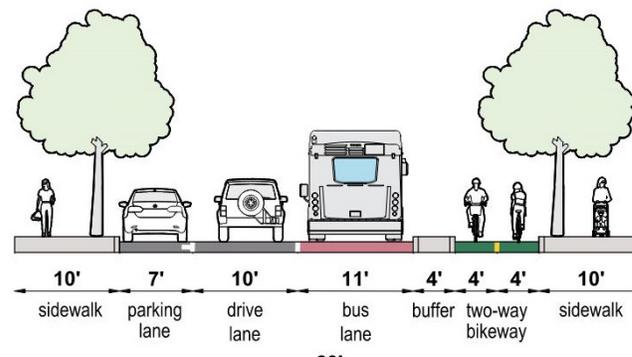
Input	Fulton St	Bancroft Way	Telegraph Ave	Dana St
Workshop	Options 1 & 3	Option 2	Option 4	Support
Survey	Option 1	Option 2	Options 1 & 4	Support
Stakeholder Group Meetings*	Option 2 (LBNL)	Option 1 (AC Transit and LBNL)	Option 1 & 4	Support
Transportation Commission	Varied	Varied	Option 4	Support

\*Note – Fire Dept had concerns about lane widths and access issues for all options

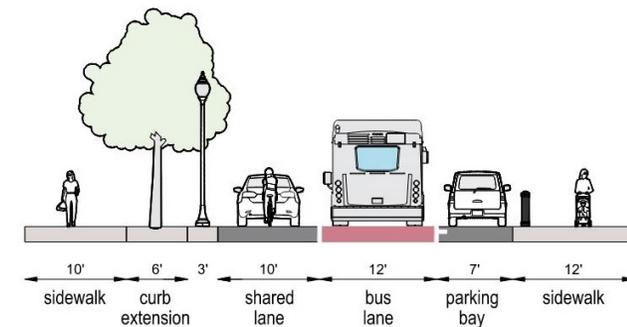
## Fulton Option 1



## Bancroft Option 2



## Telegraph Option 4



# Design Option Analysis

# Evaluating Design Options

- **Public Feedback:**
  - Open House #1
  - Online Survey
  - Public Stakeholder Groups
- **Technical Analysis:**
  - Institutional Stakeholder Group input
  - Performance metrics based on three project goals:
    - Safety for all travelers
    - Transit performance improvements
    - Support local businesses
  - Assessment of baseline operations:
    - Traffic analysis
    - Person throughput
    - Parking inventory
    - Universal design
    - Concept impacts & costs
    - Fire Marshal requirement
    - Street maintenance

# Bancroft Way Project Area

## Piedmont Avenue to Milvia Street



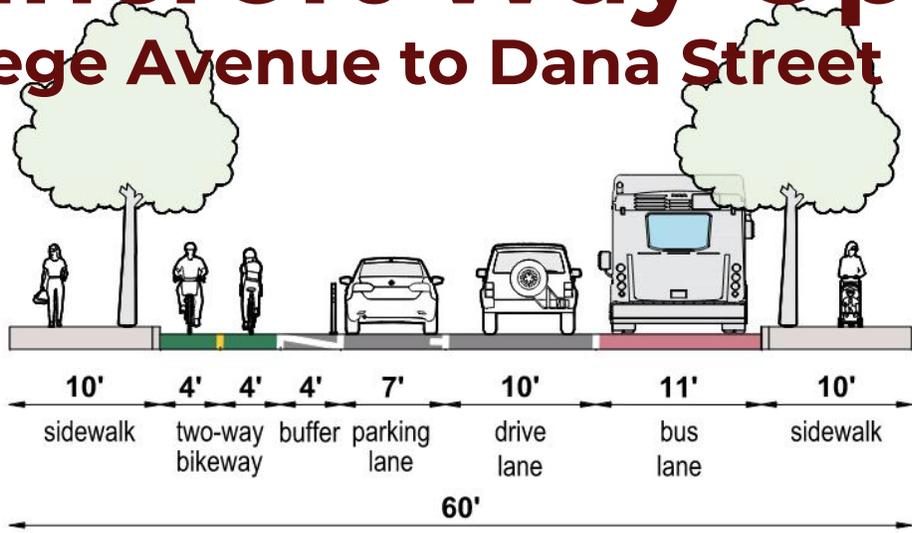
**Project area**



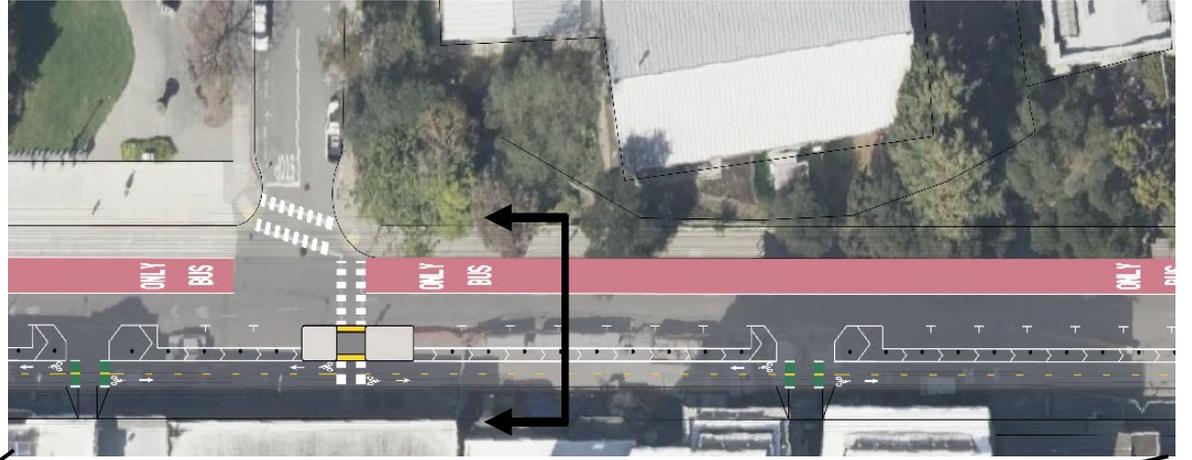
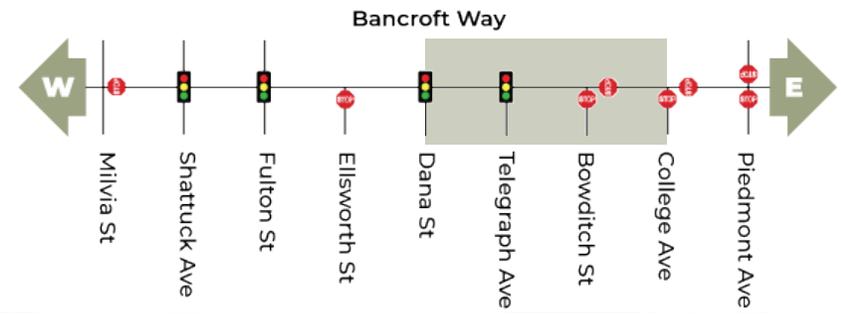
**Area highlighted in presentation; concept to be applied along entire corridor**

# Bancroft Way Option 1

## College Avenue to Dana Street



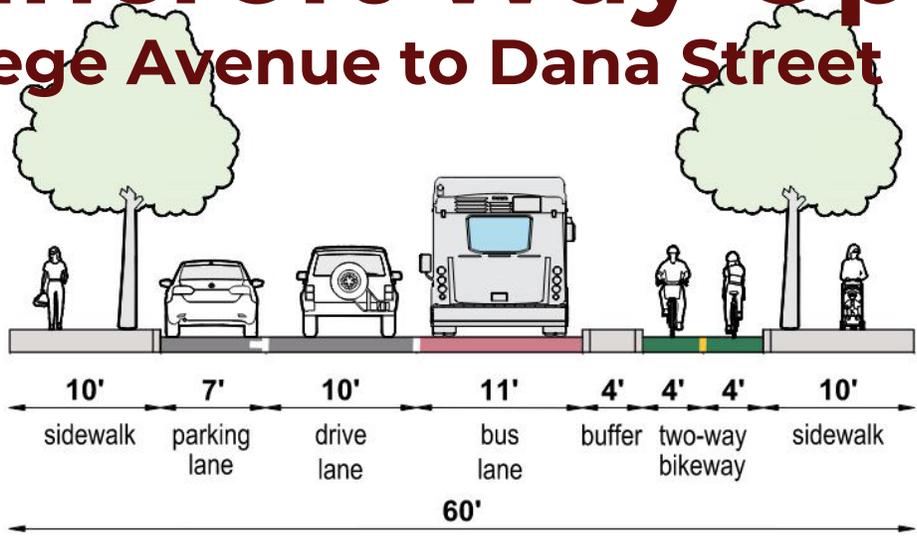
**BANCROFT WAY - COLLEGE TO DANA (FACING WEST)**  
**Option One: Two-way bikeway on south side, curbside bus-only lane on north side**



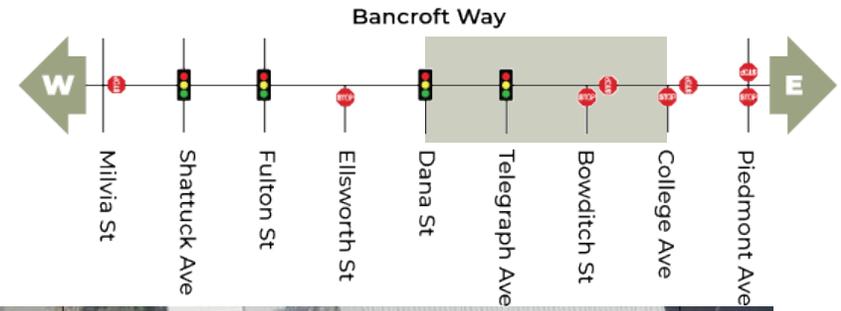
**CONCEPT ONLY – NOT FOR CONSTRUCTION**

# Bancroft Way Option 2

## College Avenue to Dana Street



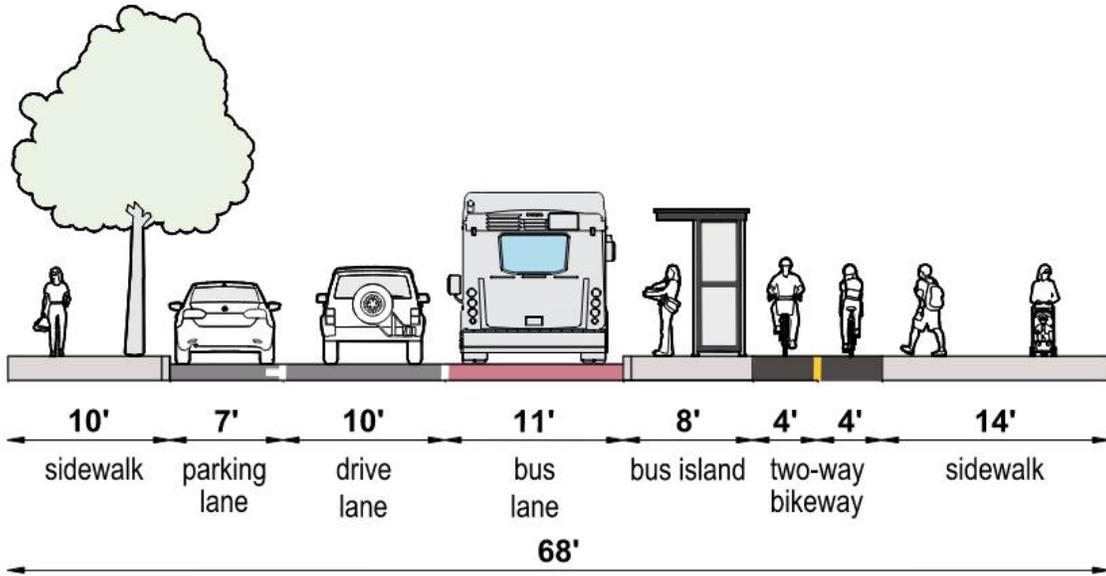
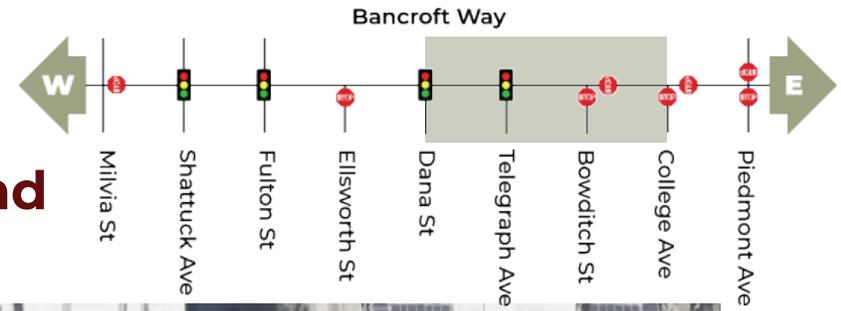
**BANCROFT WAY - COLLEGE TO DANA (FACING WEST)**  
**Option Two: Two-way bikeway on north side**  
**Bus only lane on north side**



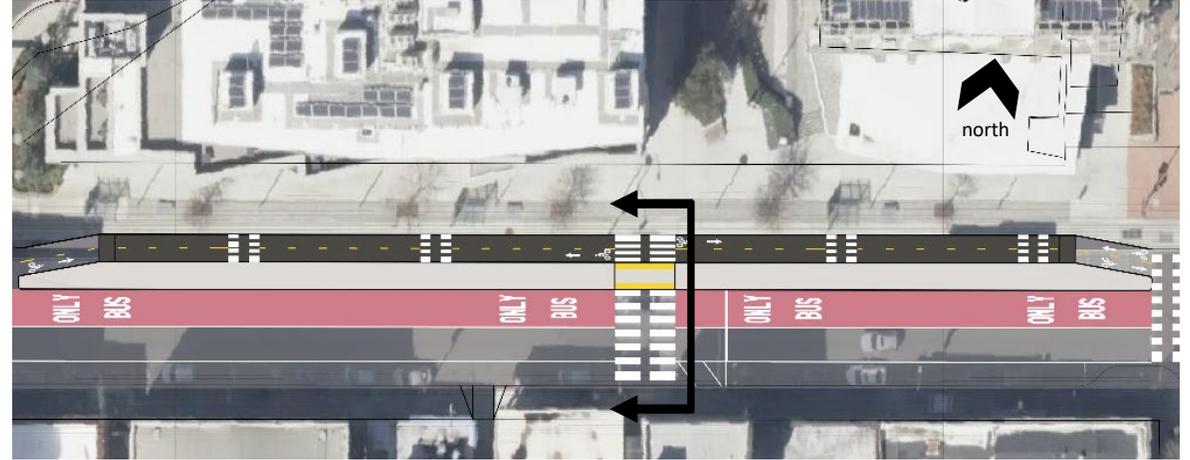
**CONCEPT ONLY - NOT FOR CONSTRUCTION**

# Bancroft Way Option 2

## College Avenue to Dana Street at Bus Boarding Island



**BANCROFT WAY - COLLEGE TO DANA (FACING WEST)**  
**Option Two: Two-way bikeway on north side, with bus island**  
**Bus only lane on north side**

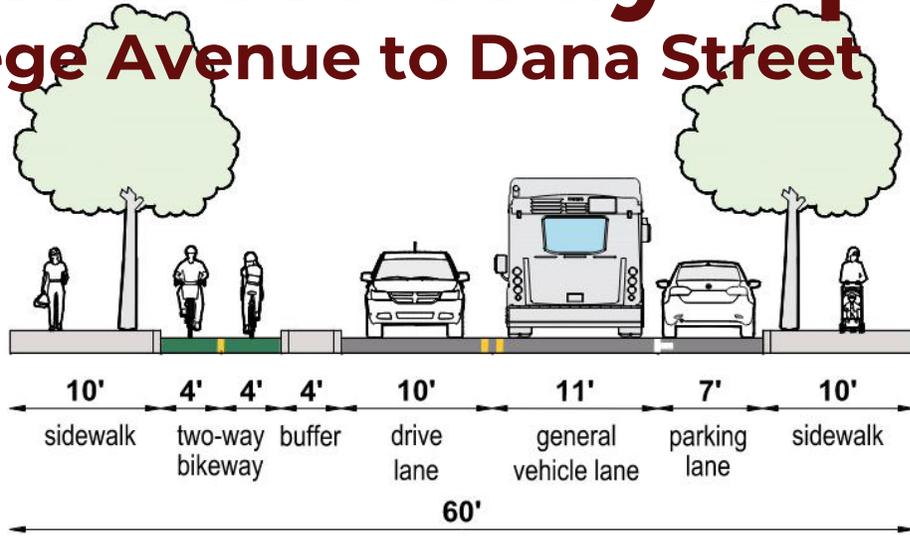


Northwestern University, Evanston, IL

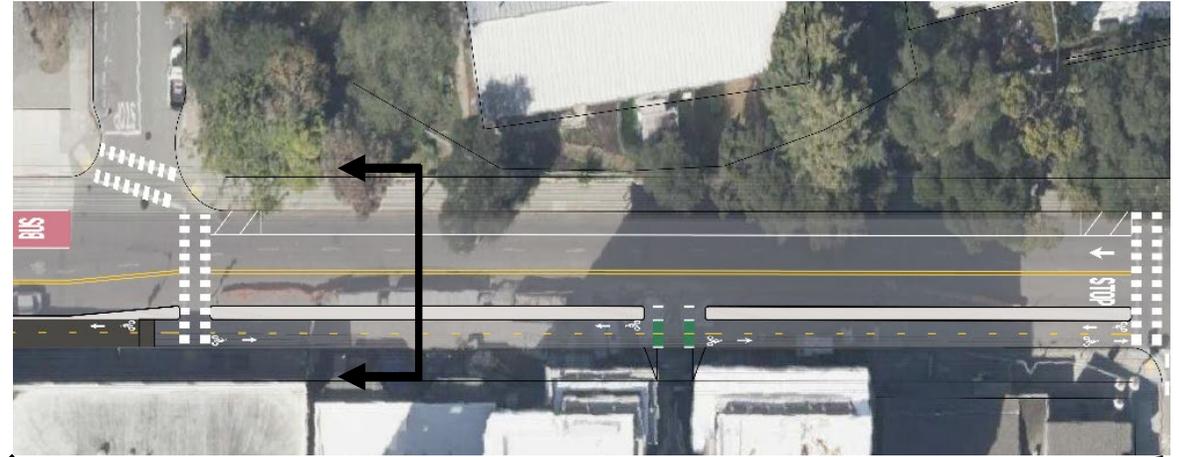
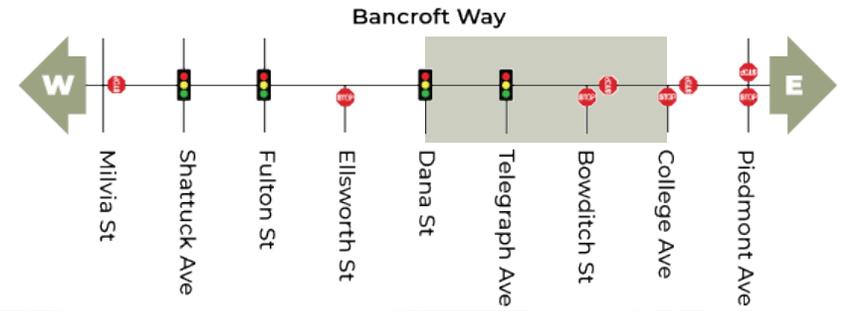
**CONCEPT ONLY – NOT FOR CONSTRUCTION**

# Bancroft Way Option 3

## College Avenue to Dana Street



**BANCROFT WAY - COLLEGE TO DANA (FACING WEST)**  
**Option Three: Two-way bikeway on south side, two-way vehicular traffic, curbside parking/loading**



**CONCEPT ONLY – NOT FOR CONSTRUCTION**

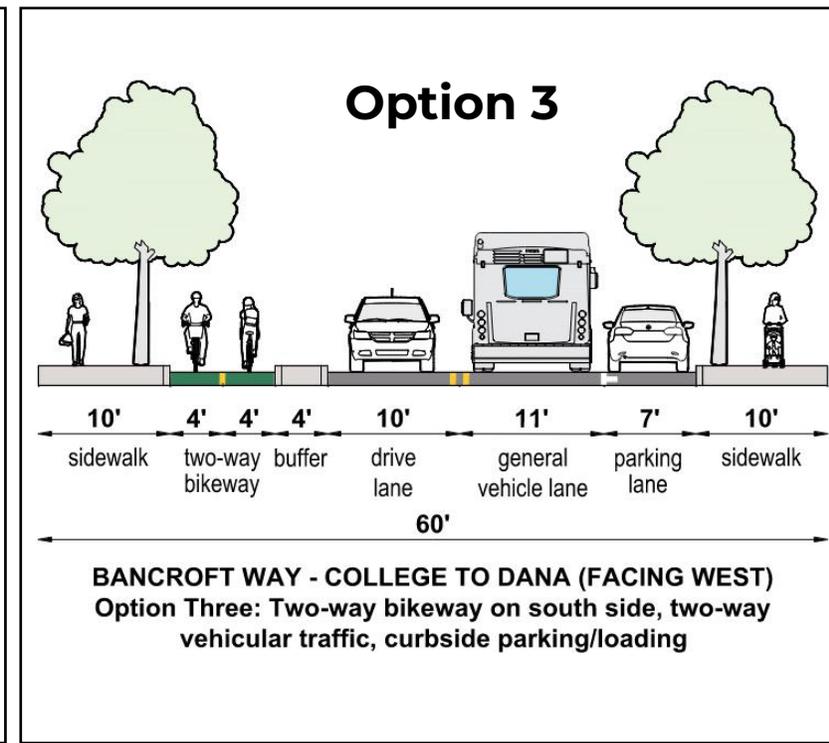
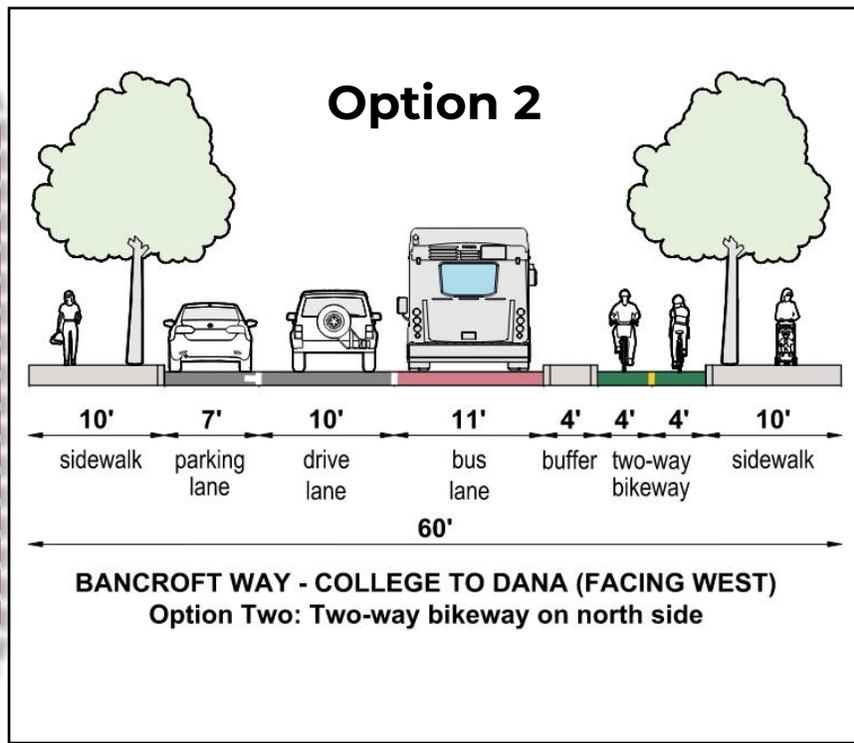
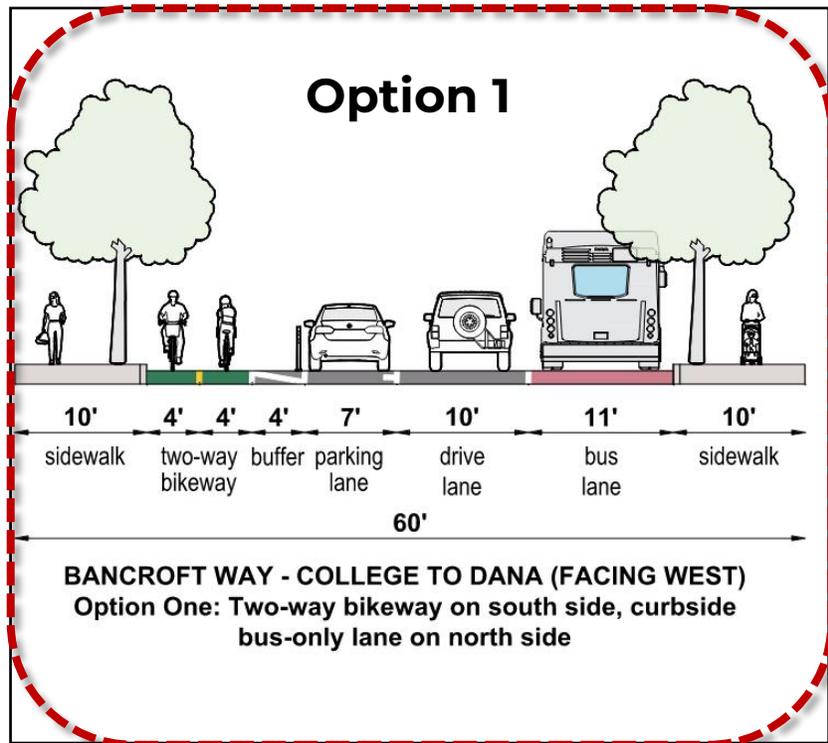
# Decision Matrix: Bancroft Way

Project Goal	Performance Metrics	Bancroft 1	Bancroft 2	Bancroft 3
1 - Vision Zero	Pedestrian comfort, safety, and convenience	Fair	Fair	Poor
	Bicycle comfort, safety, convenience	Good	Good	Fair
	Pedestrian/Bicyclist Conflict Points with Vehicles (intersection crossings, driveways, etc.)	Fair	Good	Poor
2 - Transit Performance	Change in Bus Travel Time	Good	Good	Poor
	Expanded boarding areas, additional transit shelters, and platform level boarding	Poor	Good	Poor
3 - Economic Development	Enhances business and amenity access for the most common travel modes identified by the intercept survey (walking & transit) and provides new access for bicyclists (including space for bike racks)	Good	Fair	Poor
	Provides dynamic space to best serve adjacent businesses (loading zones to accommodate commercial delivery, food delivery, and/or rideshare)	Good	Good	Poor
	Provides space to ease operational considerations along the corridor (trash, recycling, compost collection)	Good	Fair	Good
	Provides area for placemaking & opportunity for roadway flexibility (festival streets, streetery space)	Good	Fair	Good
<b>Overall Project Goals Performance</b>		<b>Good</b>	<b>Fair</b>	<b>Poor</b>

# Decision Matrix: Bancroft Way

	Bancroft 1	Bancroft 2	Bancroft 3
<b>Overall Project Goals Performance</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>
<b>Baseline Performance Metrics</b>			
Traffic Analysis: Volume-to-capacity ratio (V/C), vehicular queue length, and level of service (LOS)	Fair	Fair	Poor
Person Throughput	Good	Good	Fair
Parking Inventory	Fair	Good	
Universal Design	Good	Fair	Poor
Concept Impacts & Costs	Good	Poor	Poor
Fire Marshal Requirements	Fair	Fair	Fair
Street Maintenance	Fair	Good	Good
<b>Baseline Performance</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>
<b>Overall Performance</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>

# Bancroft Way: Option 1



**Open House #1:** Option 2

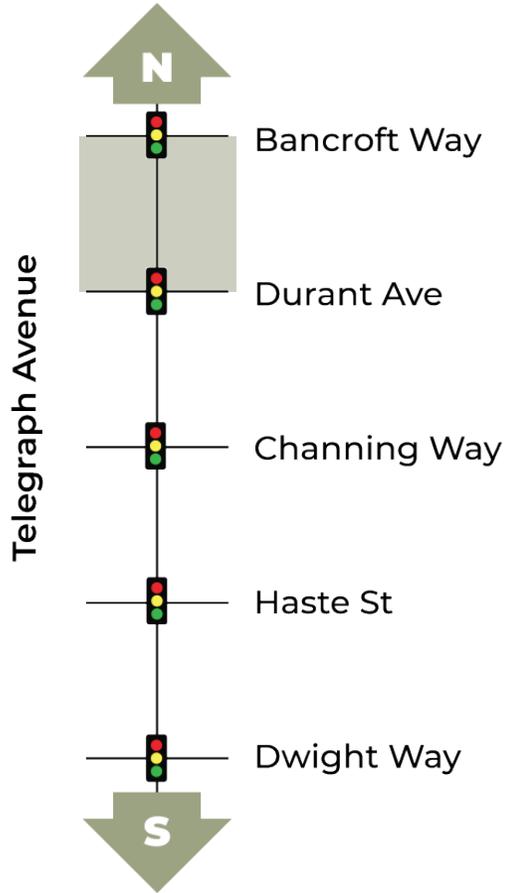
**Online Survey:** Option 1 & 2

**Stakeholder Groups:** Public supports bikeway along campus; UC staff concerned about Option 2 impacts; concerns about passenger and commercial loading

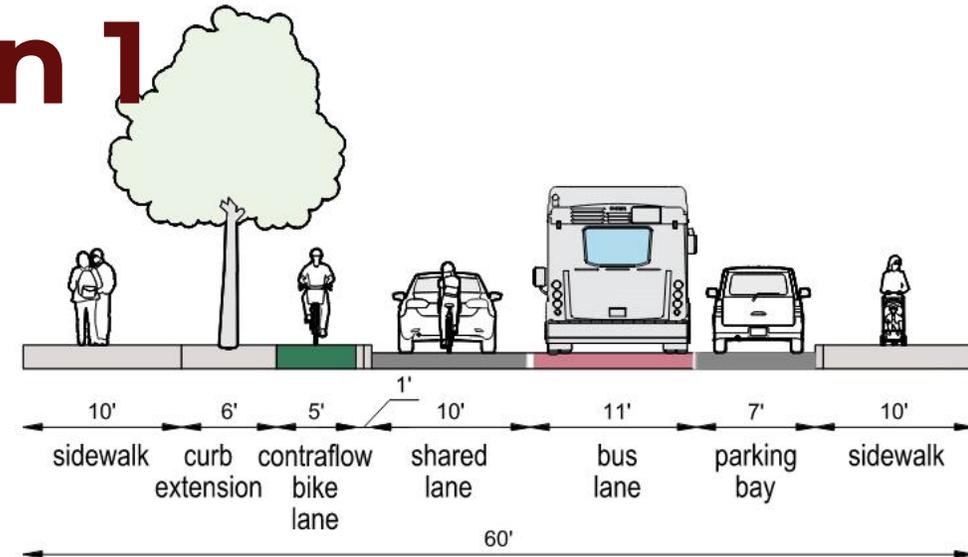
**Technical Analysis:** Option 1

# Telegraph Avenue Option 1

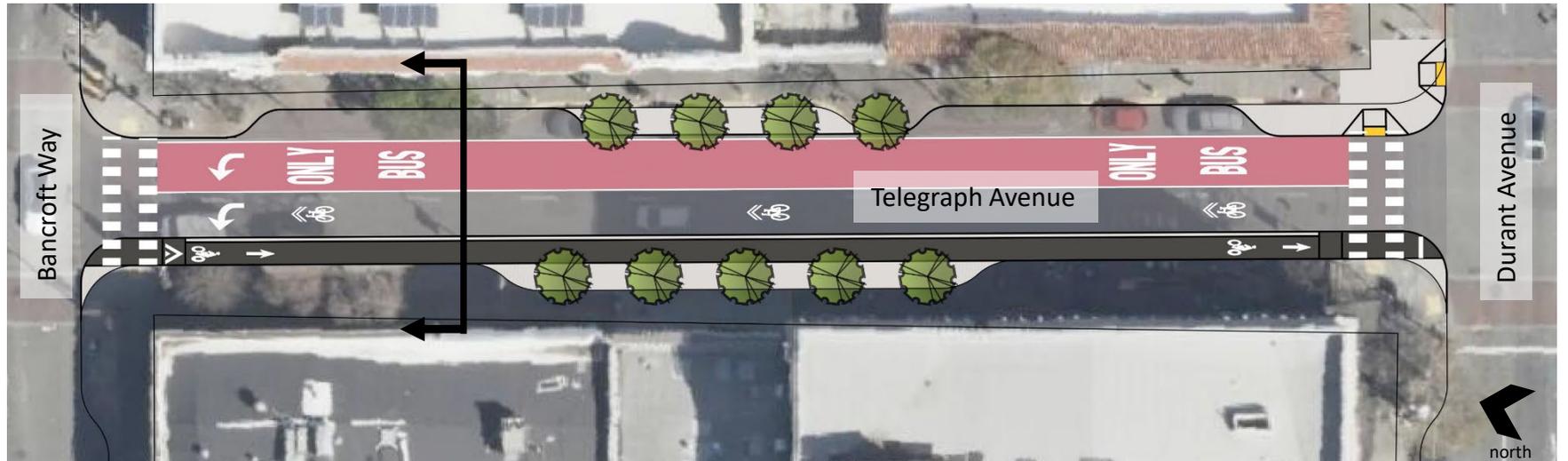
## Durant Avenue to Bancroft Way



Chicago, IL



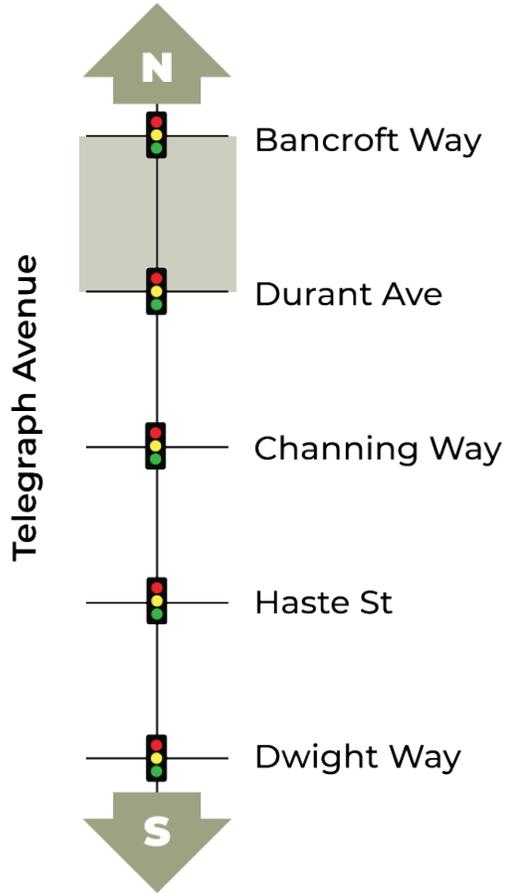
**TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY (FACING NORTH)**  
**Option One: Contraflow bike lane, shared lane, and bus lane**



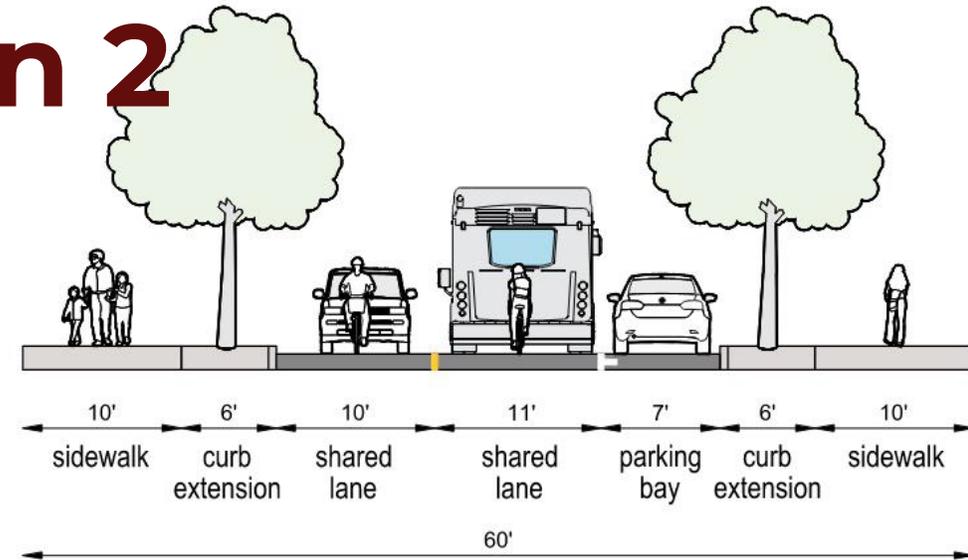
**CONCEPT ONLY - NOT FOR CONSTRUCTION**

# Telegraph Avenue Option 2

## Durant Avenue to Bancroft Way

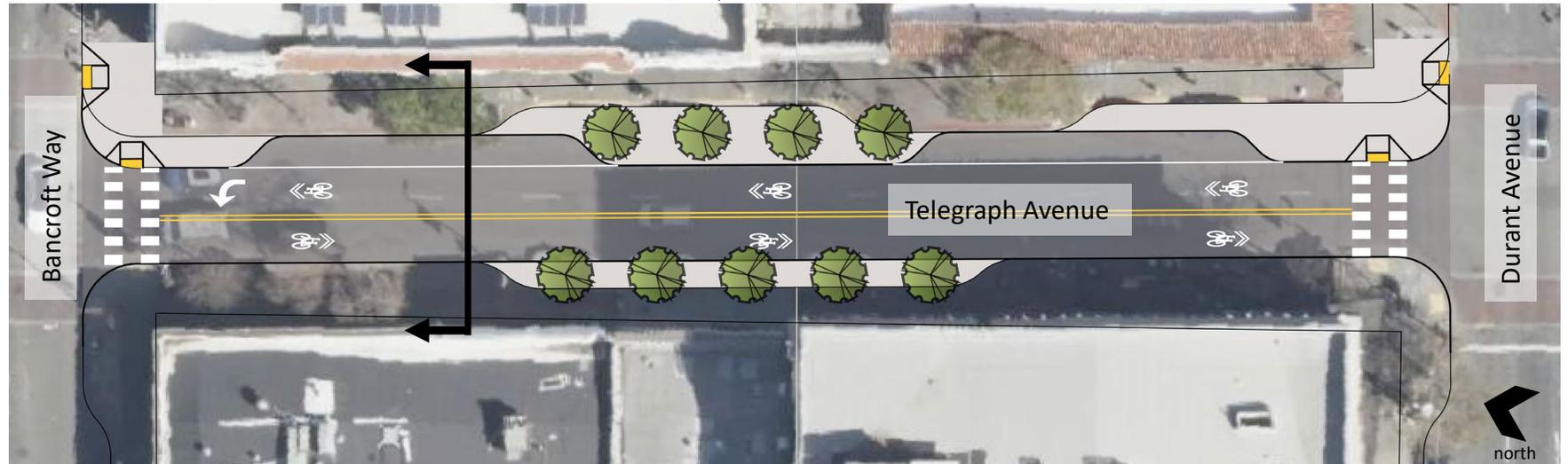


New York, NY



TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY  
(FACING NORTH)

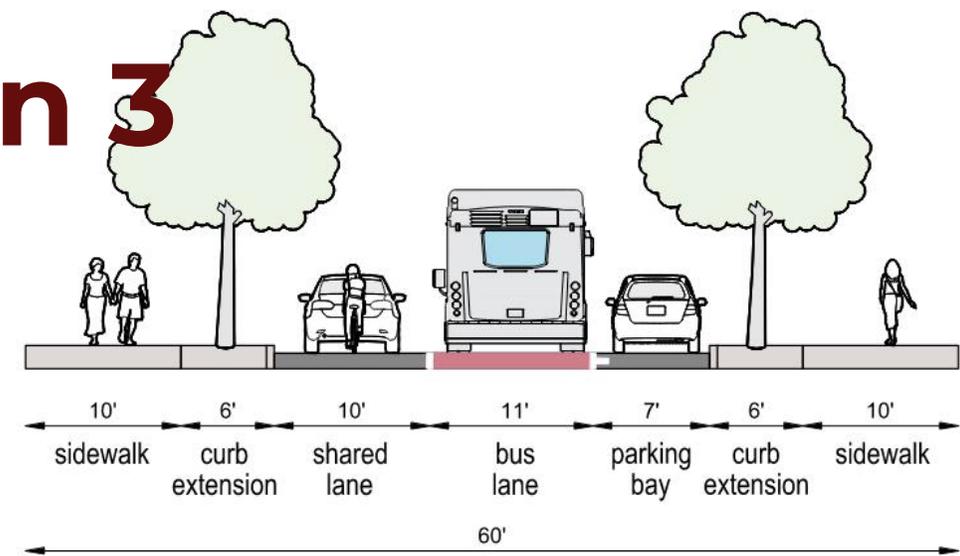
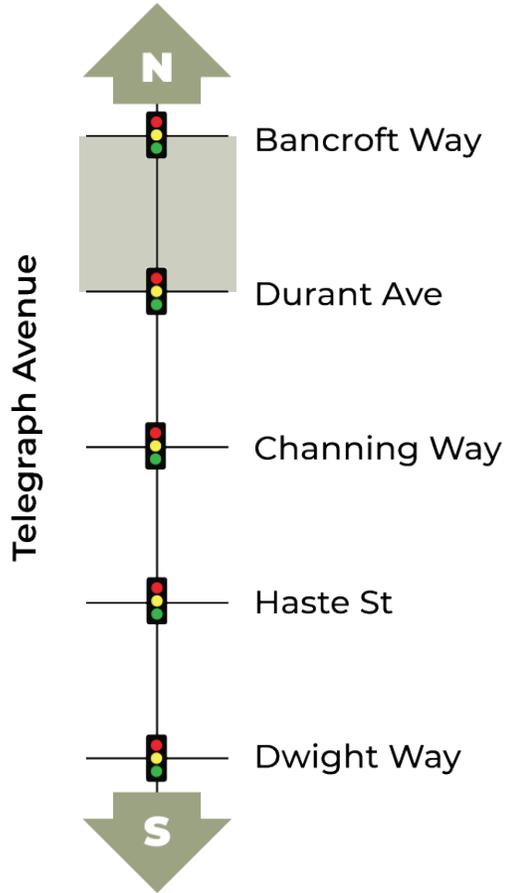
Option Two: Two-way mixed traffic, shared lane



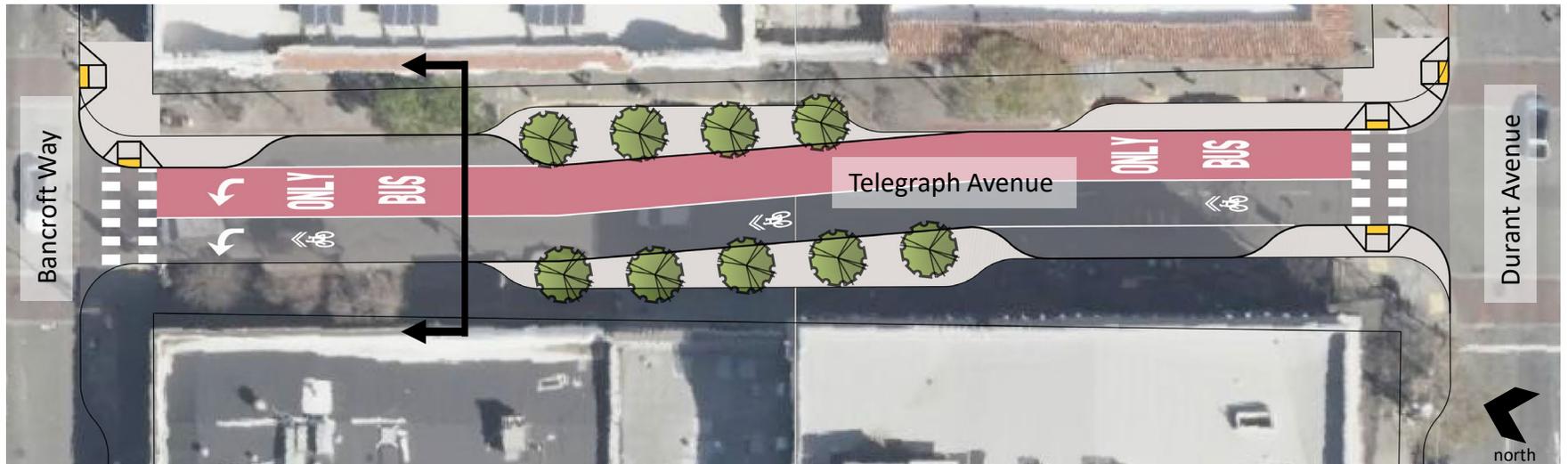
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# Telegraph Avenue Option 3

## Durant Avenue to Bancroft Way



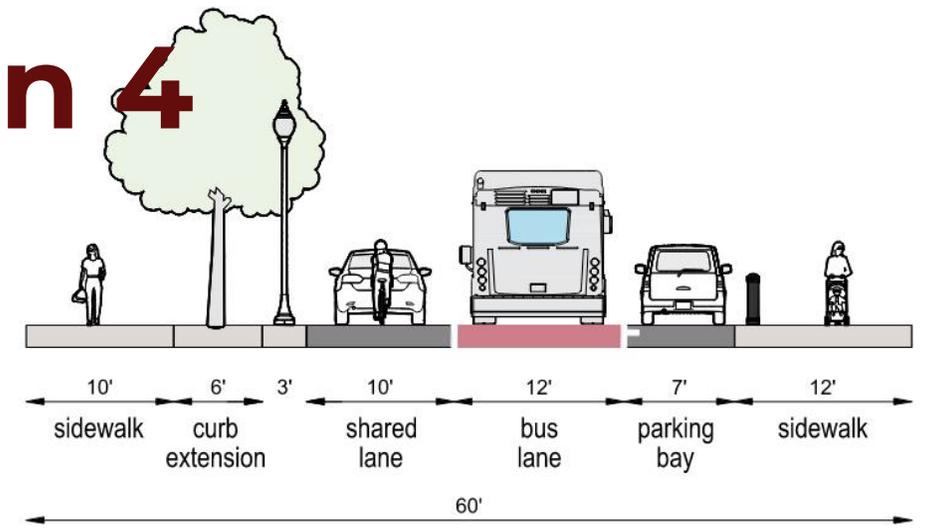
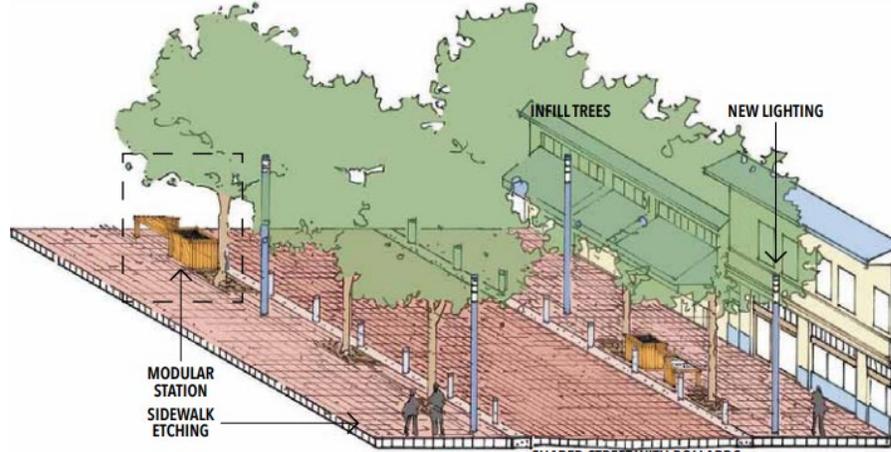
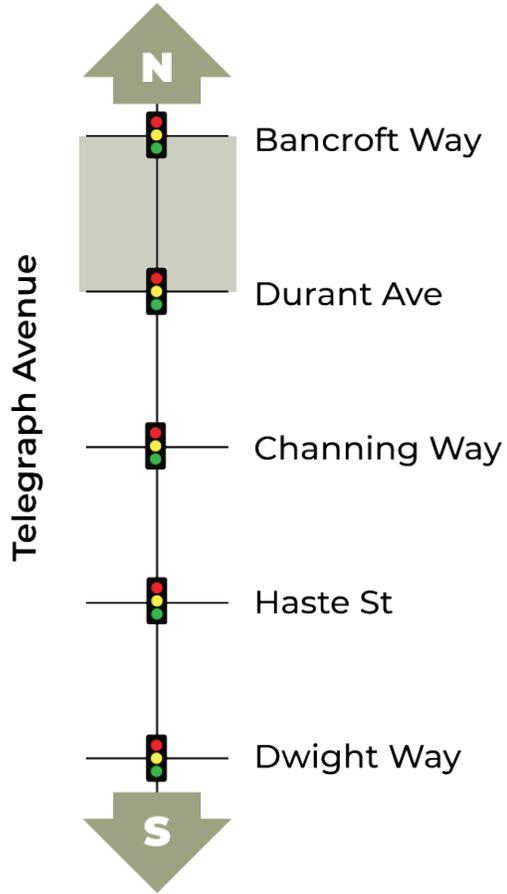
**TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY (FACING NORTH)**  
**Option Three: One-way mixed traffic chicane street with bus lane; parking/loading areas alternate sides with mid-block chicane**



**CONCEPT ONLY - NOT FOR CONSTRUCTION**

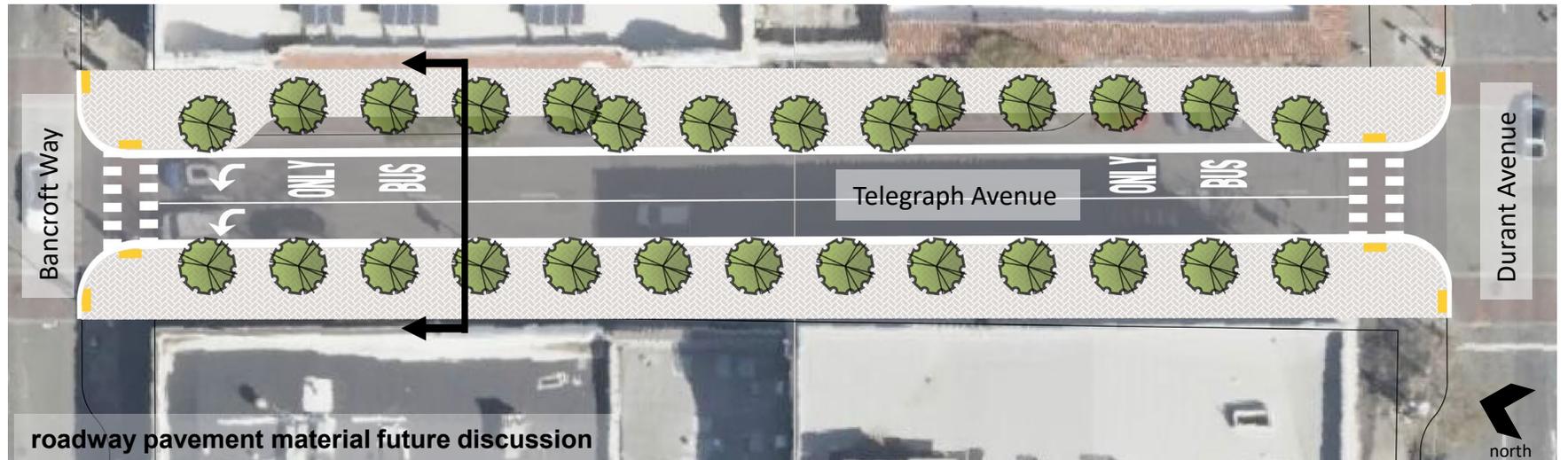
# Telegraph Avenue Option 4

## Durant Avenue to Bancroft Way



**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 can alternate sides each block or mid-block**



**CONCEPT ONLY - NOT FOR CONSTRUCTION**

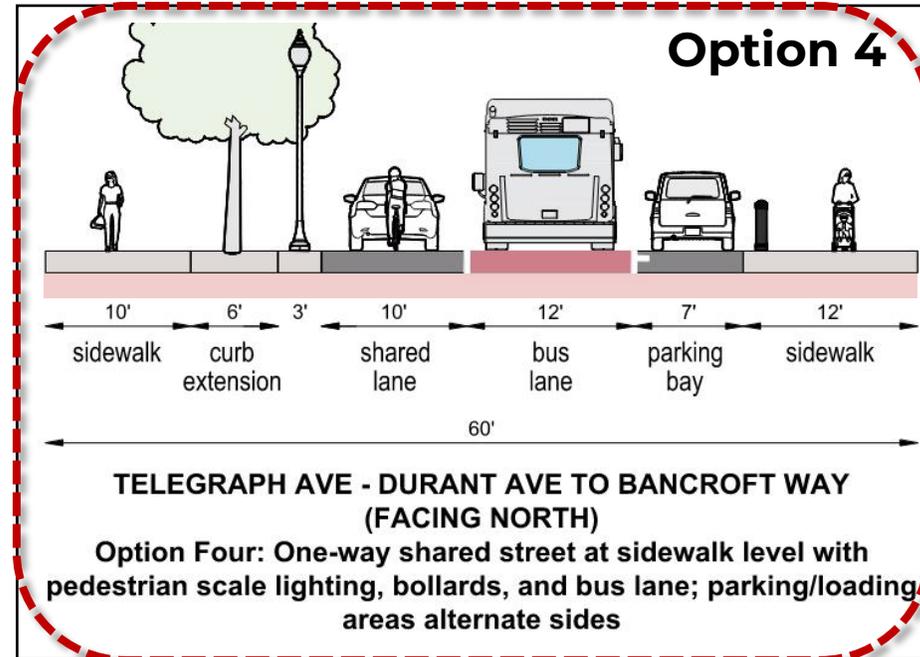
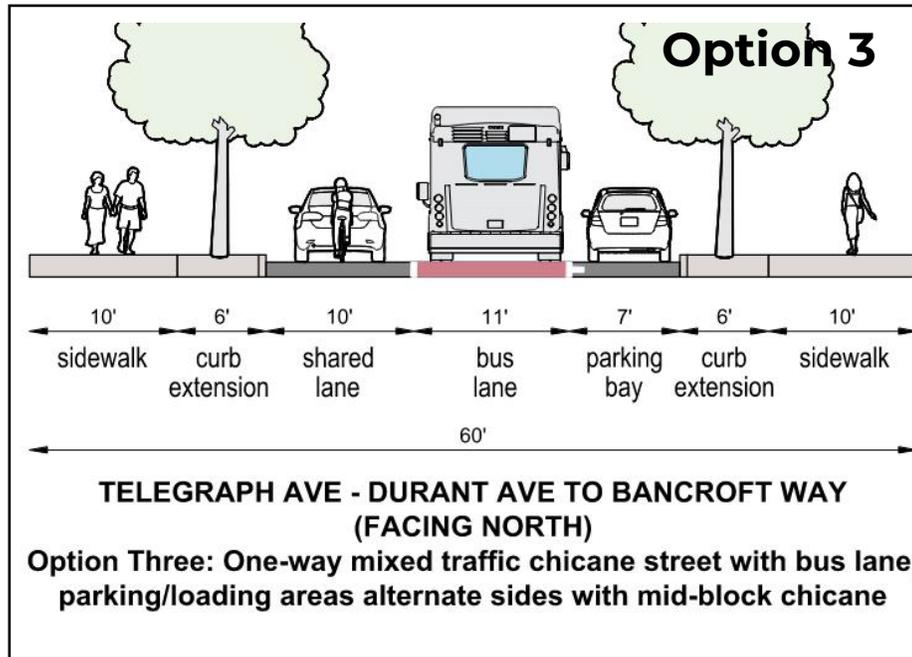
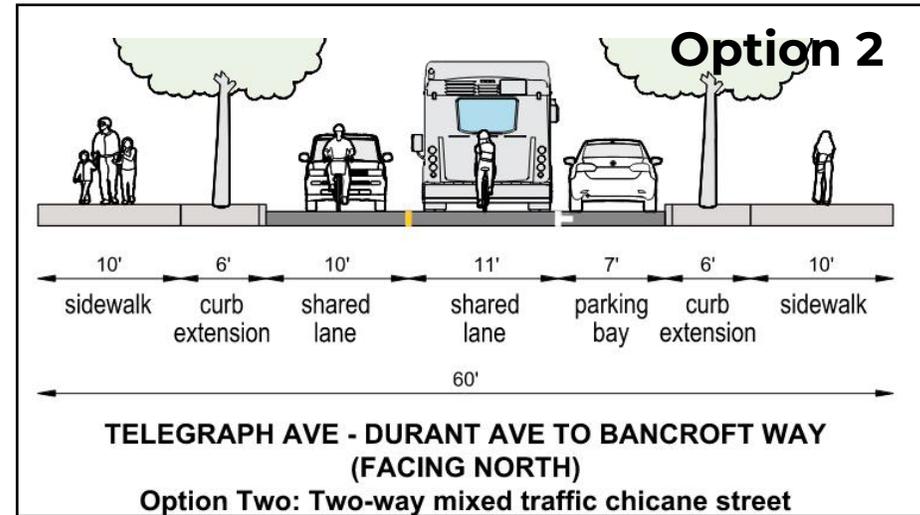
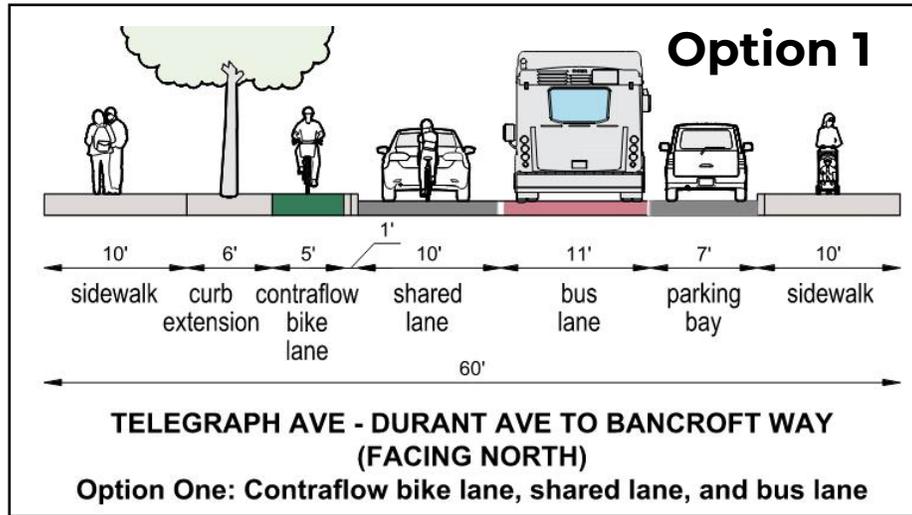
# Decision Matrix: Telegraph Ave

Project Goal	Performance Metrics	Telegraph 1	Telegraph 2	Telegraph 3	Telegraph 4
1 - Vision Zero	Pedestrian comfort, safety, and convenience	Poor	Fair	Fair	Good
	Bicycle comfort, safety, convenience	Fair	Poor	Poor	Poor
	Pedestrian/Bicyclist Conflict Points with Vehicles (intersection crossings, driveways, etc.)	Poor	Poor	Good	Good
2 - Transit Performance	Change in Bus Travel Time	Fair	Poor	Fair	Fair
	Expanded boarding areas, additional transit shelters, and platform level boarding	Fair	Fair	Good	Fair
3 - Economic Development	Enhances business and amenity access for the most common travel modes identified by the intercept survey (walking & transit) and provides new access for bicyclists (including space for bike racks)	Fair	Poor	Fair	Good
	Provides dynamic space to best serve adjacent businesses (loading zones to accommodate commercial delivery, food delivery, and/or rideshare)	Poor	Poor	Fair	Fair
	Provides space to ease operational considerations along the corridor (trash, recycling, compost collection)	Poor	Good	Good	Good
	Provides area for placemaking & opportunity for roadway flexibility (festival streets, streetery space)	Poor	Fair	Fair	Good
<b>Overall Project Goals Performance</b>		<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>

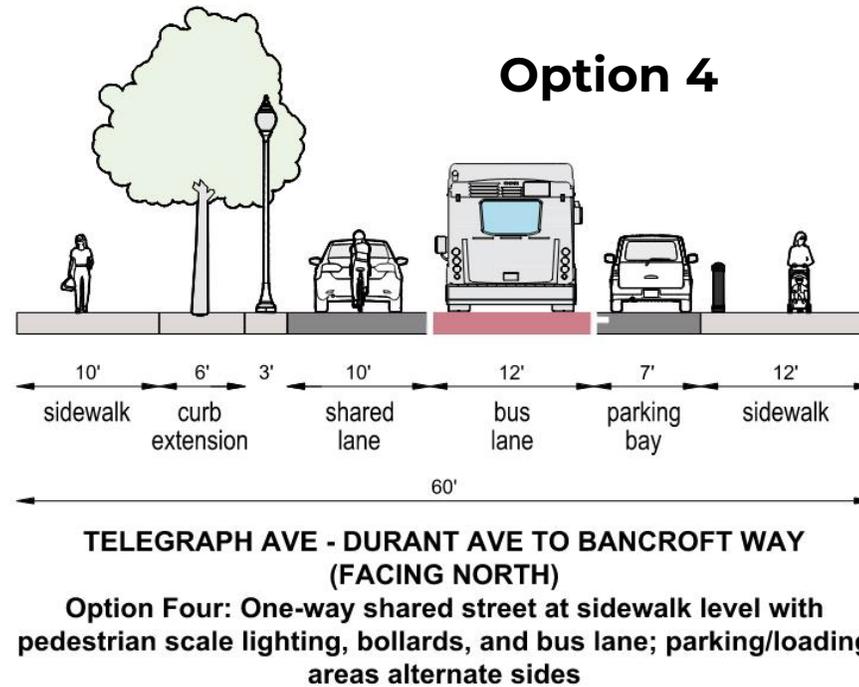
# Decision Matrix: Telegraph Ave

	Telegraph 1	Telegraph 2	Telegraph 3	Telegraph 4
<b>Overall Project Goals Performance</b>	Poor	Poor	Fair	Good
<b>Baseline Performance Metrics</b>				
Traffic Analysis: Volume-to-capacity ratio (V/C), vehicular queue length, and level of service (LOS)	Fair	Poor	Fair	Fair
Person Throughput	Good	Poor	Good	Good
Parking Inventory	Poor	Fair	Fair	Good
Universal Design	Poor	Fair	Fair	Good
Concept Impacts & Costs	Fair	Fair	Fair	Poor
Fire Marshal Requirements	Fair	Fair	Fair	Fair
Street Maintenance	Fair	Fair	Fair	Good
<b>Baseline Performance</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>
<b>Overall Performance</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>

# Telegraph Avenue: Option 4?



# Telegraph Avenue: Option 4?



**Open House #1:** Option 4

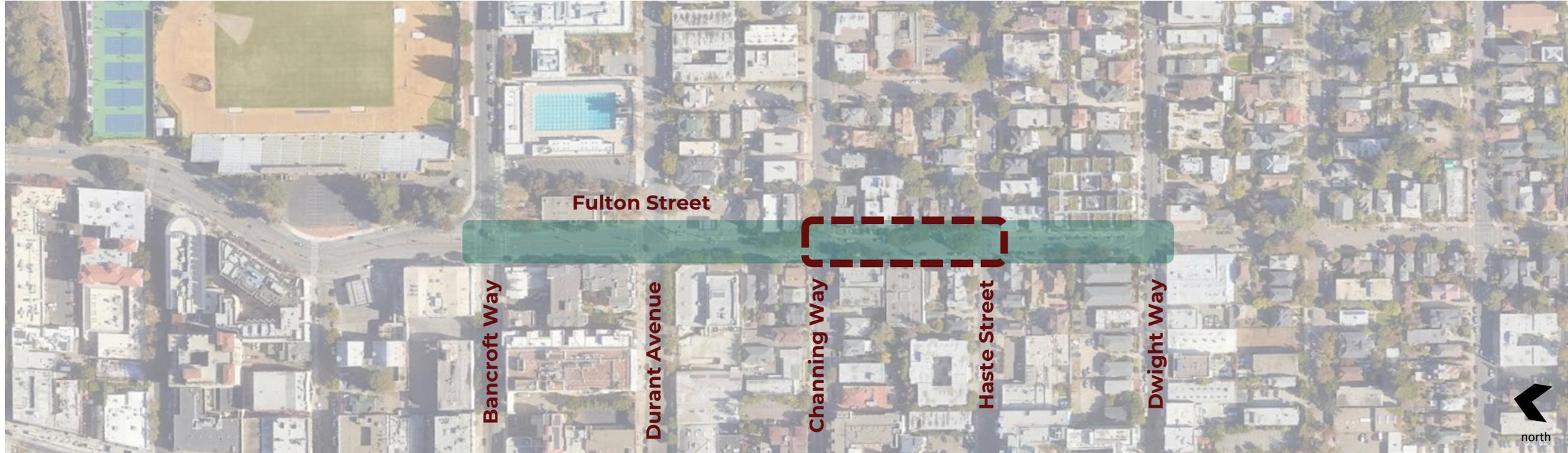
**Online Survey:** Option 1 & 4

**Stakeholder Groups:** Strong public support for pedestrianized Telegraph and car-free operation; concerns about passenger and commercial loading and double-parking; desire for bikeway connection; TBID opposes bus-only lane and restrictions on private vehicles

**Technical Analysis:** Options 3 and 4 (cost is major factor for Option 4)

# Fulton Street Project Area

## Bancroft Way to Dwight Way

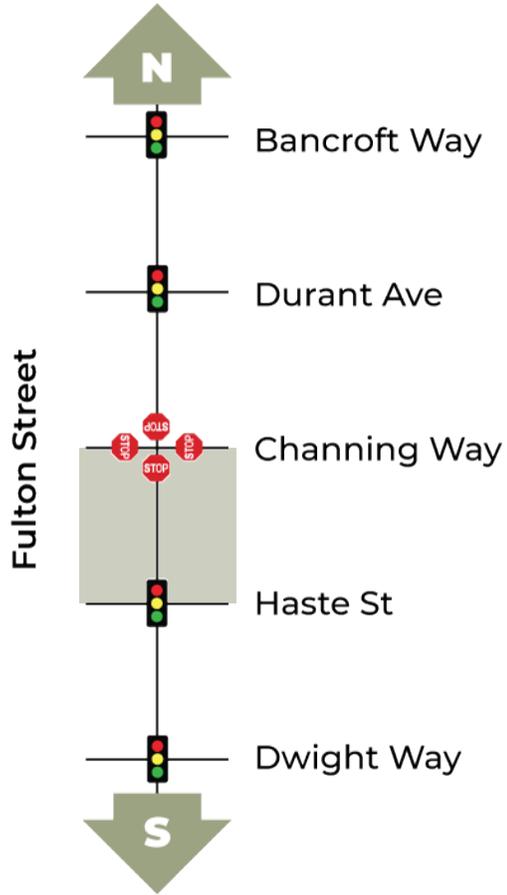


 Project area

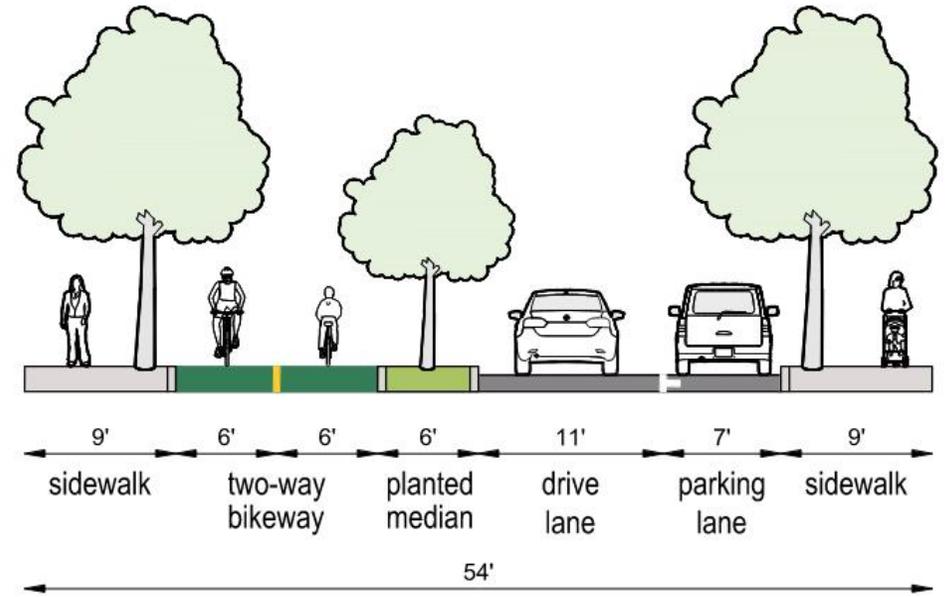
 Area highlighted in presentation; concept to be applied along entire corridor

# Fulton Street Option 1

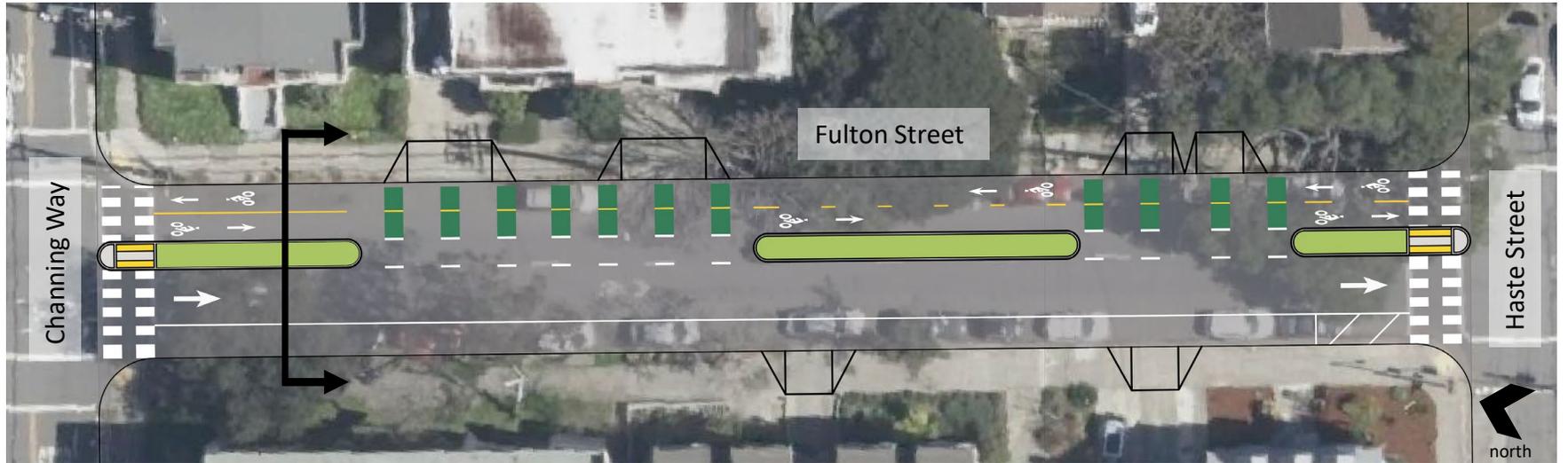
## Channing Way to Haste Street



Seattle, WA



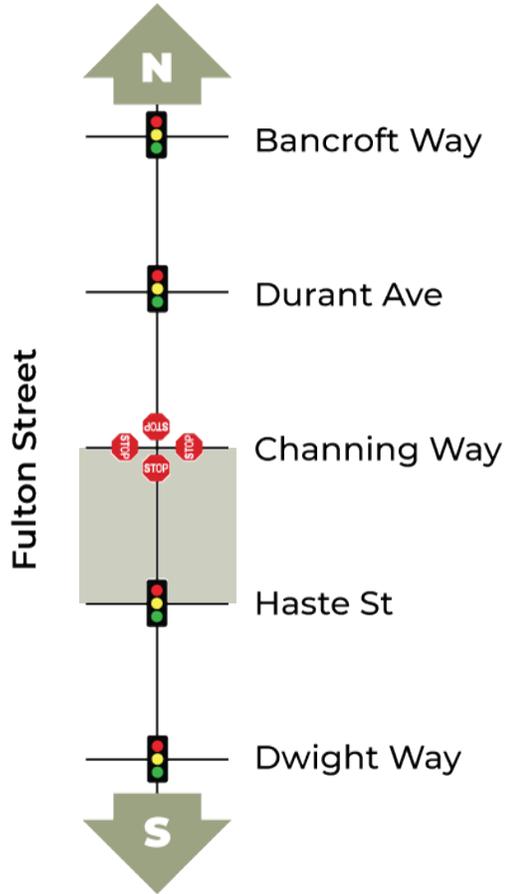
**FULTON ST - CHANNING TO HASTE (FACING SOUTH)**  
**Option One: Two-way bikeway on east side**



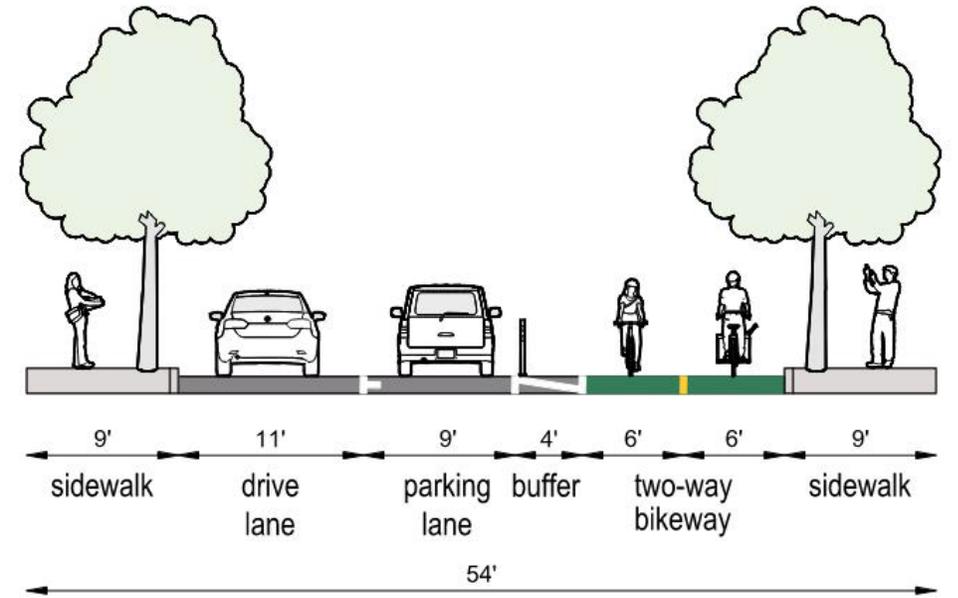
**CONCEPT ONLY - NOT FOR CONSTRUCTION**

# Fulton Street Option 2

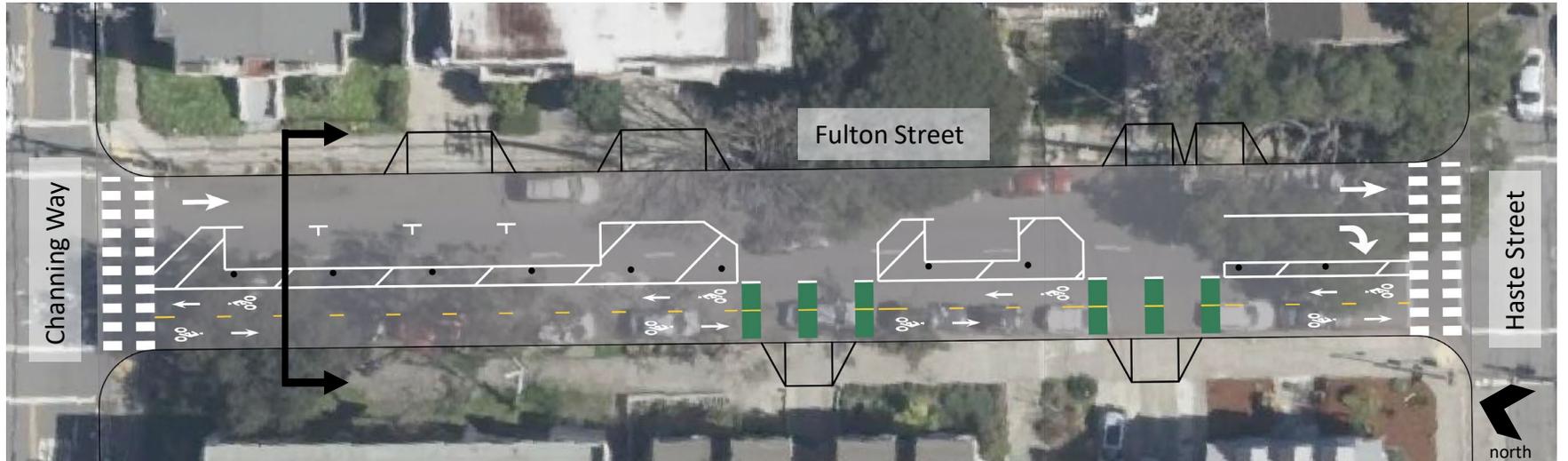
## Channing Way to Haste Street



Cambridge, MA



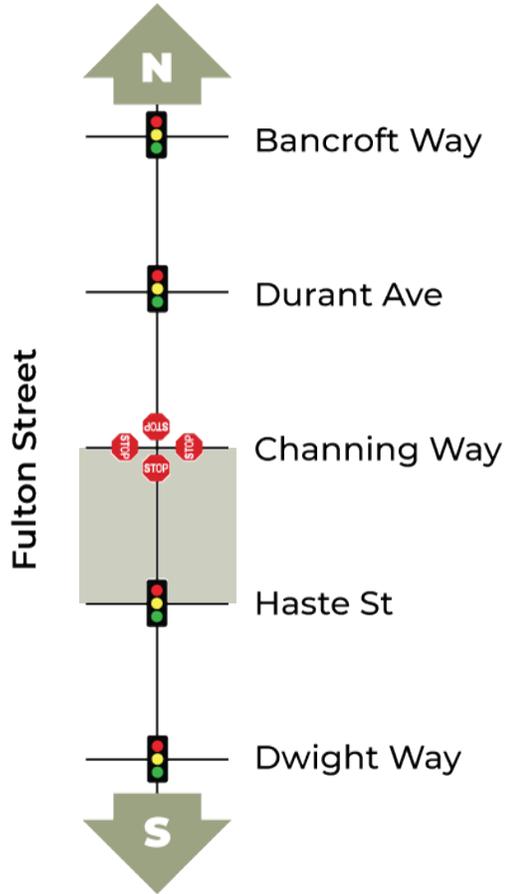
**FULTON ST - CHANNING TO HASTE (FACING SOUTH)**  
**Option Two: Two-way bikeway on west side**



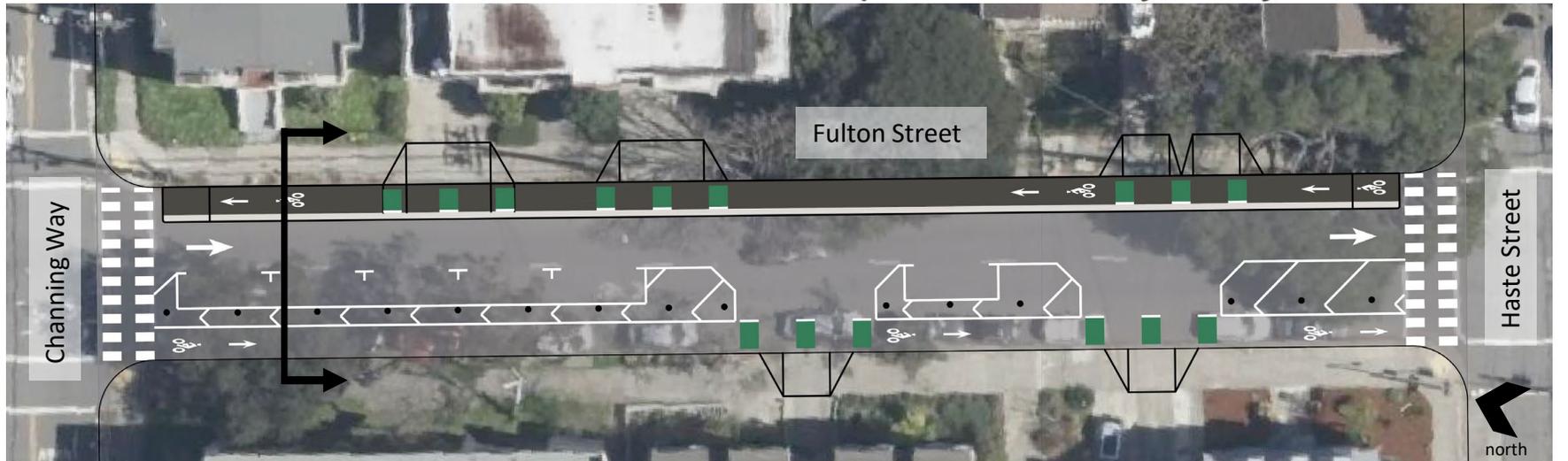
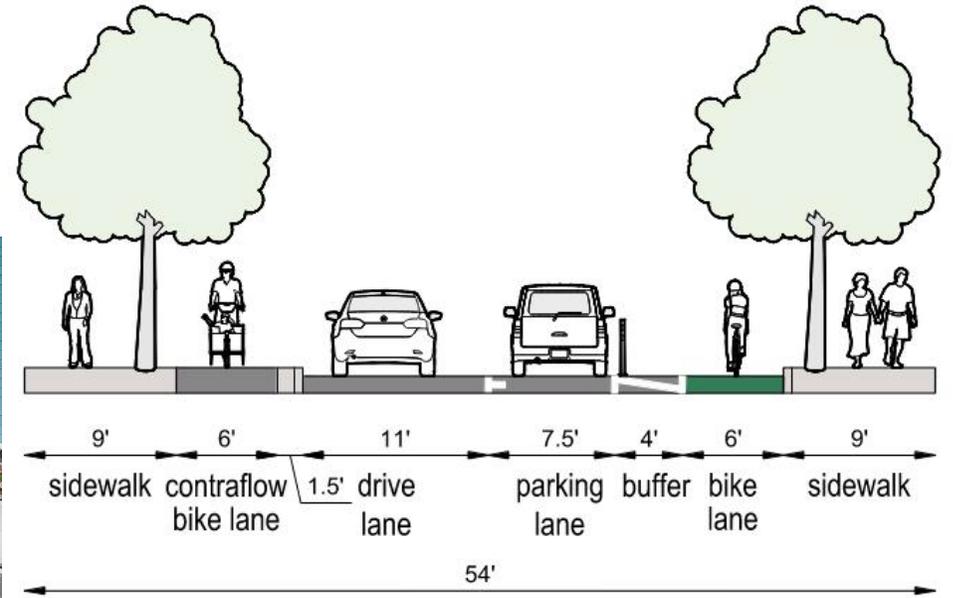
**CONCEPT ONLY - NOT FOR CONSTRUCTION**

# Fulton Street Option 3

## Channing Way to Haste Street



Cambridge, MA



CONCEPT ONLY - NOT FOR CONSTRUCTION

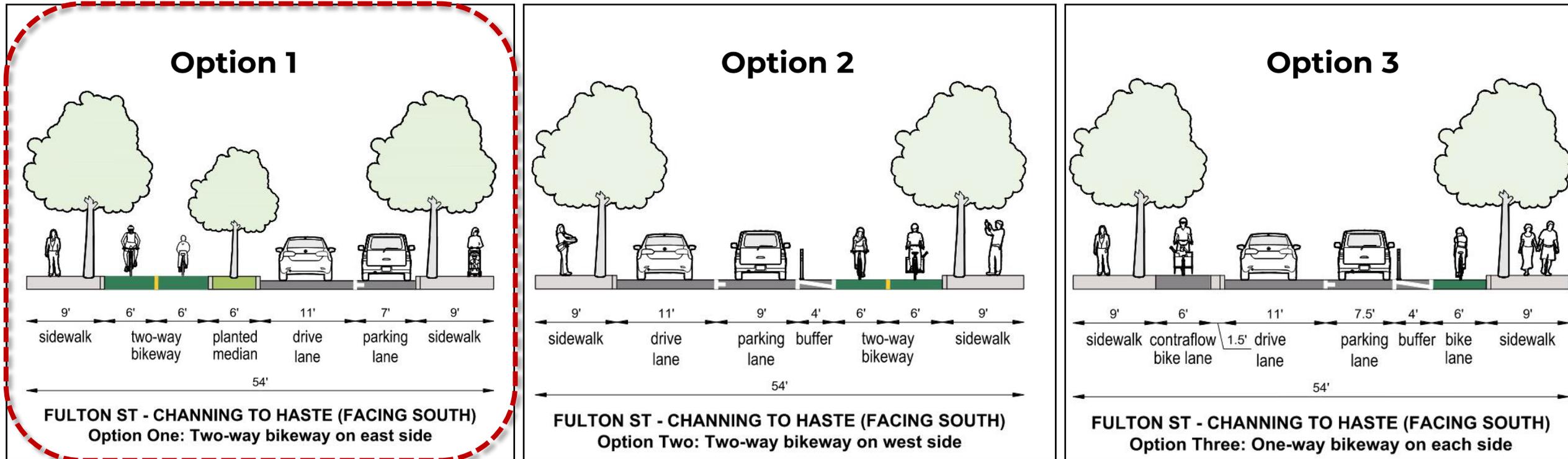
# Decision Matrix: Fulton Street

Project Goal	Performance Metrics	Fulton 1	Fulton 2	Fulton 3
1 - Vision Zero	Pedestrian comfort, safety, and convenience	Fair	Fair	Fair
	Bicycle comfort, safety, convenience	Good	Good	Fair
	Pedestrian/Bicyclist Conflict Points with Vehicles (intersection crossings, driveways, etc.)	Fair	Good	Poor
2 - Transit Performance	Change in Bus Travel Time	n/a	n/a	n/a
	Expanded boarding areas, additional transit shelters, and platform level boarding	n/a	n/a	n/a
3 - Economic Development	Enhances business and amenity access for the most common travel modes identified by the intercept survey (walking & transit) and provides new access for bicyclists (including space for bike racks)	Fair	Fair	Fair
	Provides dynamic space to best serve adjacent businesses (loading zones to accommodate commercial delivery, food delivery, and/or rideshare)	Fair	Fair	Fair
	Provides space to ease operational considerations along the corridor (trash, recycling, compost collection)	Fair	Fair	Fair
	Provides area for placemaking & opportunity for roadway flexibility (festival streets, streetery space)	Poor	Poor	Poor
<b>Overall Project Goals Performance</b>		<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

# Decision Matrix: Fulton Street

	Fulton 1	Fulton 2	Fulton 3
<b>Overall Project Goals Performance</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>
<b>Baseline Performance Metrics</b>			
Traffic Analysis: Volume-to-capacity ratio (V/C), vehicular queue length, and level of service (LOS)	Fair	Fair	Fair
Person Throughput	Good	Good	Good
Parking Inventory	Good	Poor	Fair
Universal Design	Fair	Good	Poor
Concept Impacts & Costs	Fair	Good	Poor
Fire Marshal Requirements	Fair	Fair	Fair
Street Maintenance	Good	Fair	Poor
<b>Baseline Performance</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>
<b>Overall Performance</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>

# Fulton Street: Option 1



**Open House #1:** Options 1 & 3

**Online Survey:** Option 1

**Stakeholder Groups:** Protected bike facility that connects to Oxford St

**Technical Analysis:** Option 1

# Dana Street Project Area

## Bancroft Way to Dwight Way



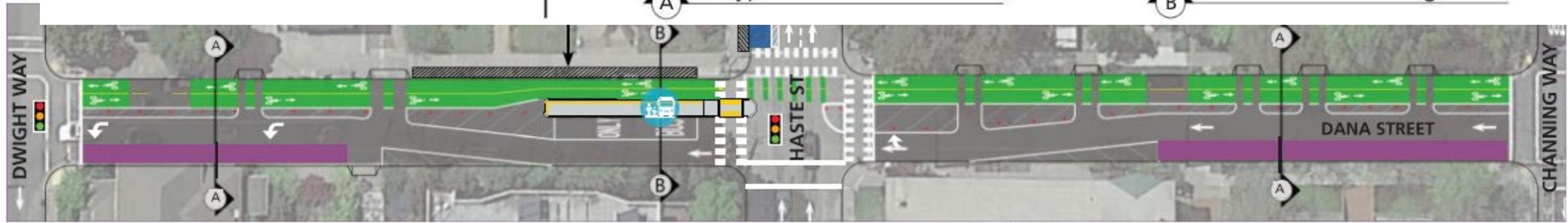
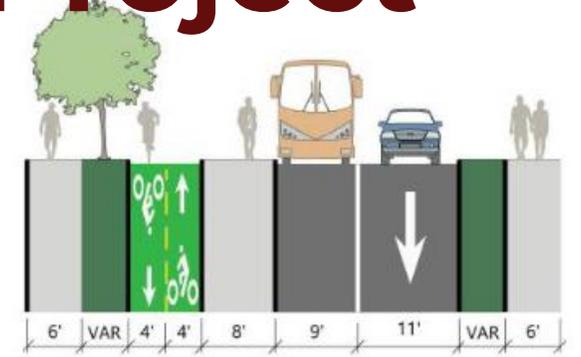
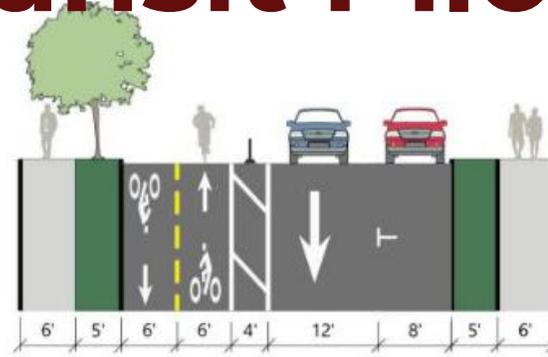
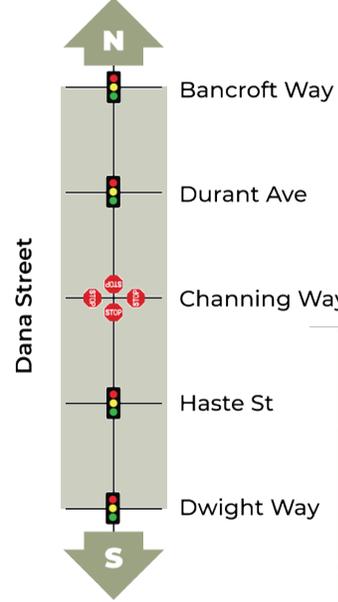
**Project area**



**Area highlighted in presentation; concept to be applied along entire corridor**

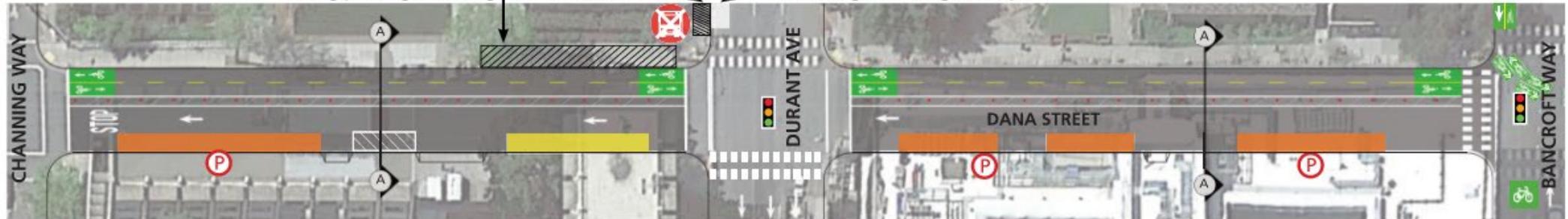
# Dana Street AC Transit Pilot Project

## Haste Street to Dwight Way



Sidewalk improvements along Dana St. and along passenger loading zone on Haste St.

Relocated bus stop replaced with 2 Passenger Loading Zone spaces



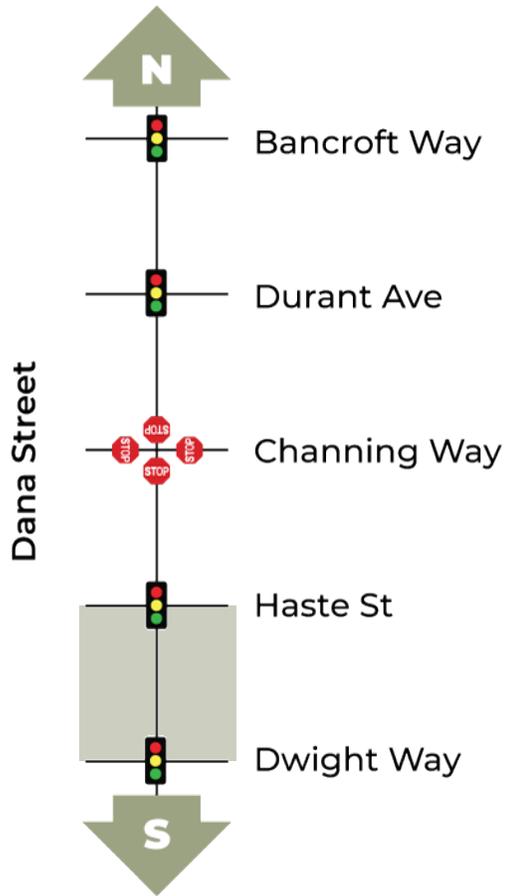
- Pay Parking
- Residential Permit Parking
- Accessible Parking Space (Blue Zone)
- Commercial Loading Zone
- Sidewalk Accessibility Spot Improvements
- Bus Boarding Island
- Bus Stop Removal
- Traffic Signal Improvement
- Pay Parking Station
- Cycling Infrastructure



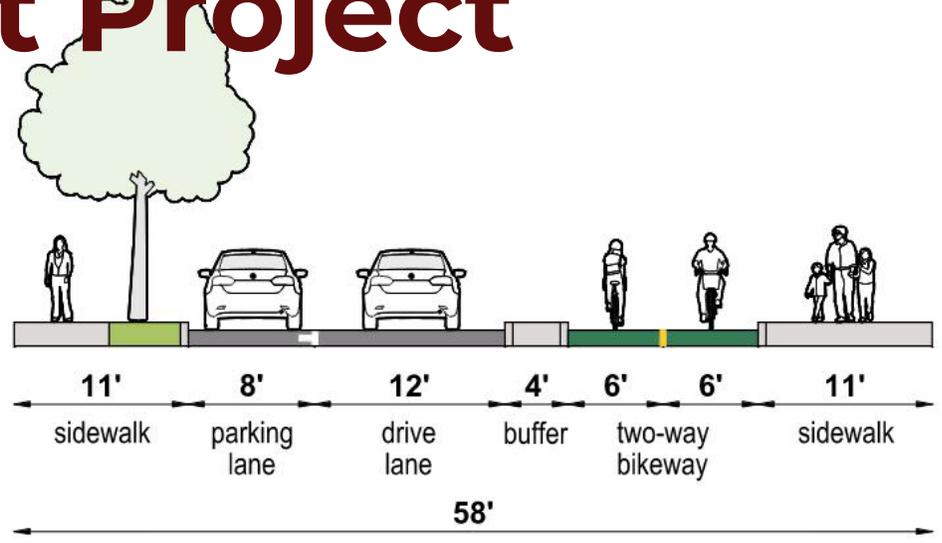
For more information:  
<https://www.actransit.org/rapid-corridors/dana-street>

# Dana Street Permanent Project

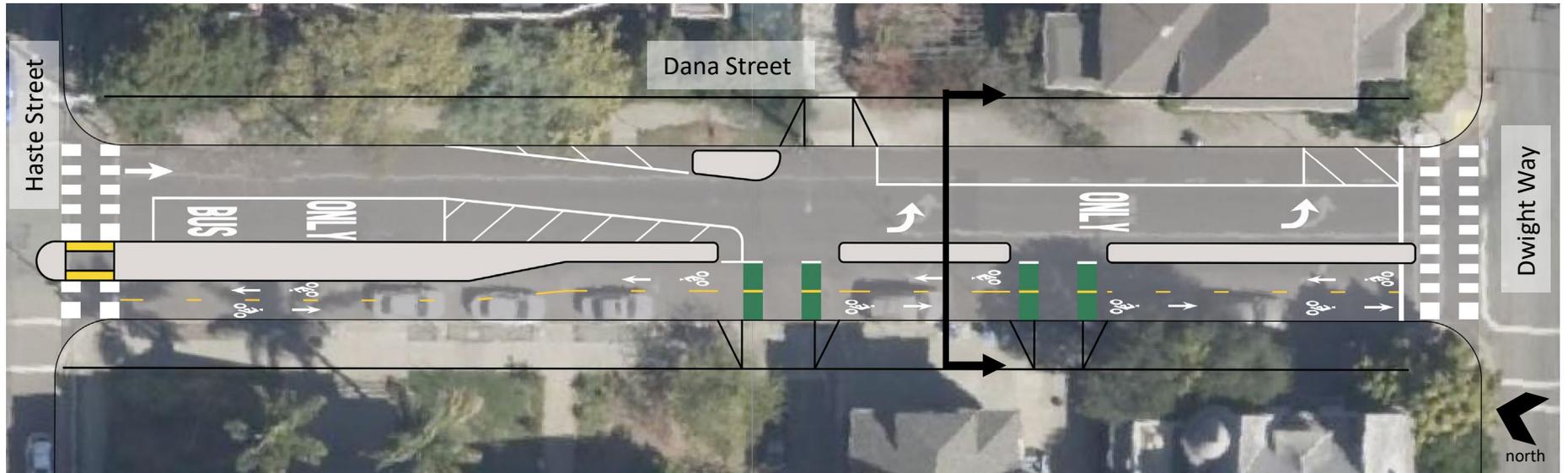
## Haste Street to Dwight Way



University of Minnesota, Minneapolis, MN



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



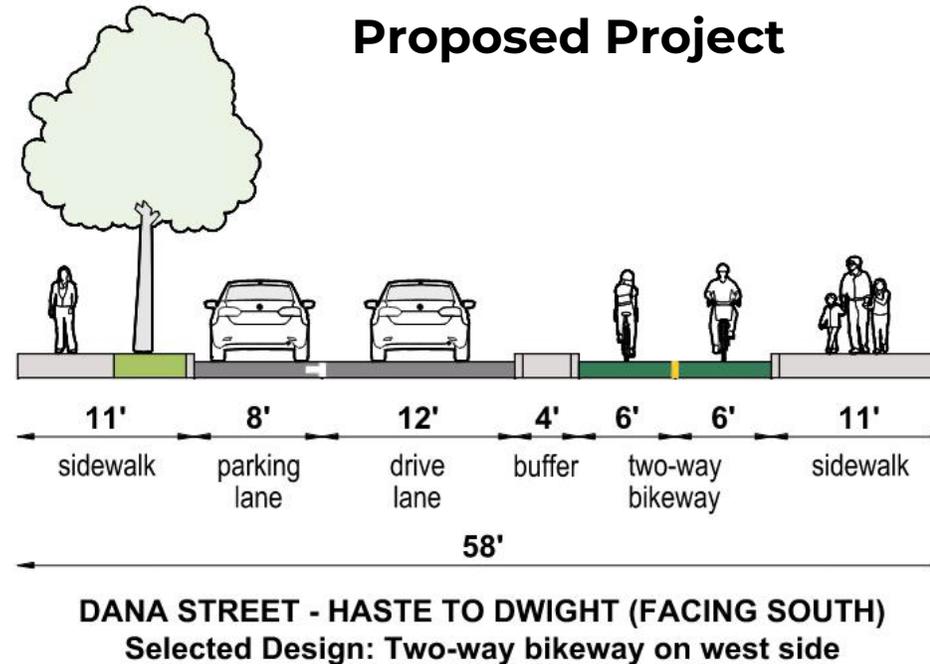
# Decision Matrix: Dana Street

Project Goal	Performance Metrics	Dana Pilot	Dana Permanent
1 - Vision Zero	Pedestrian comfort, safety, and convenience	Fair	Fair
	Bicycle comfort, safety, convenience	Fair	Fair
	Pedestrian/Bicyclist Conflict Points with Vehicles (intersection crossings, driveways, etc.)	Fair	Fair
2 - Transit Performance	Change in Bus Travel Time	Fair	Fair
	Person Throughput	Fair	Fair
	Expanded boarding areas, additional transit shelters, and platform level boarding	Fair	Fair
3 - Economic Development	Enhances business and amenity access for the most common travel modes identified by the intercept survey (walking & transit) and provides new access for bicyclists (including space for bike racks)	Fair	Fair
	Provides dynamic space to best serve adjacent businesses (loading zones to accommodate commercial delivery, food delivery, and/or rideshare)	Fair	Fair
	Provides space to ease operational considerations along the corridor (trash, recycling, compost collection)	Fair	Fair
	Provides area for placemaking & opportunity for roadway flexibility (festival streets, streetery space)	Fair	Fair
<b>Overall Project Goals Performance</b>		<b>Fair</b>	<b>Fair</b>

# Decision Matrix: Dana Street

	Dana Pilot	Dana Permanent
<b>Overall Project Goals Performance</b>	<b>Fair</b>	<b>Fair</b>
<b>Baseline Performance Metrics</b>		
Traffic Analysis: Volume-to-capacity ratio (V/C), vehicular queue length, and level of service (LOS)	Fair	Fair
Person Throughput	Fair	Fair
Parking Inventory	Fair	Fair
Universal Design	Fair	Fair
Concept Impacts & Costs	Fair	Fair
Fire Marshal Requirements	Fair	Fair
Street Maintenance	Fair	Fair
<b>Baseline Performance</b>	<b>Fair</b>	<b>Fair</b>
<b>Overall Performance</b>	<b>Fair</b>	<b>Fair</b>

# Dana Street Permanent Project



**Open House #1:** Support for permanent project

**Online Survey:** Support for permanent project

**Stakeholder Groups:** Concerns about passenger and commercial loading

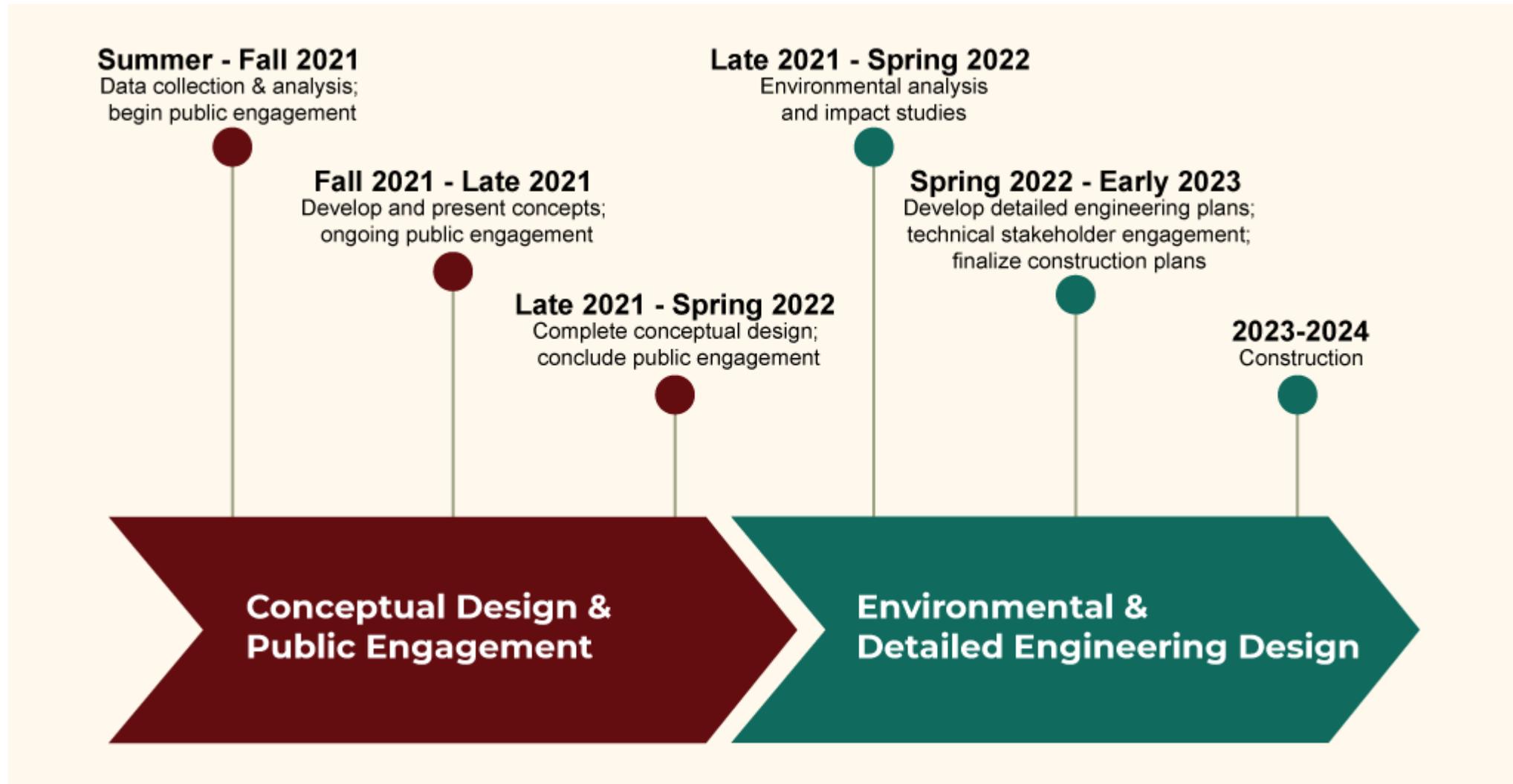
**Technical Analysis:** N/A (only one option)

# Next Steps

# Next Steps

- Identify Preferred Design Options (Dec/Jan)
- Seek feedback from Institutional and Public Groups Stakeholders (Dec/Jan)
- Berkeley Transportation Commission (Jan)
- Open House #2 (Jan)
- Berkeley City Council (Feb)

# Project Timeline



# Intersection Ops and Queueing Tables – refer to Appendix E

# Bus Travel Time and Speeds

Table 4. Travel time and travel speeds for each route and direction

Route	Direction	Average Time (m:ss) (AM Peak / Mid-Day / PM Peak / Off Peak)	Average Speed (mph) (AM Peak / Mid-Day / PM Peak / Off Peak)
6	Northbound	3:35 / 3:41 / 3:56 / 3:10	9 / 9 / 8 / 9
6	Southbound	4:04 / 4:03 / 3:53 / 3:57	10 / 10 / 10 / 10
36	Northbound	5:53 / 6:22 / 5:43 / 5:12	9 / 9 / 10 / 11
36	Southbound	5:35 / 6:08 / 5:37 / 5:19	10 / 9 / 10 / 11
51B	Northbound	4:45 / 4:59 / 5:21 / 4:14	7 / 8 / 7 / 8
51B	Southbound	4:02 / 4:30 / 4:42 / 3:50	10 / 9 / 9 / 10
52	Westbound	5:44 / 4:34 / 3:53 / 3:09	7 / 9 / 11 / 13
79	Northbound	5:23 / 7:16 / 5:46 / 5:30	12 / 9 / 11 / 11
79	Southbound	5:17 / 6:35 / 5:40 / 5:18	10 / 8 / 10 / 10
851	Northbound	NA / NA / NA / 2:13	NA / NA / NA / 16
851	Southbound	NA / NA / NA / 4:10	NA / NA / NA / 10
F	Westbound	NA / 7:22 / 9:51 / 6:55	NA / 9 / 7 / 10

Data from AC Transit for February 2020. AM Peak is 7am – 9am, PM Peak is 4pm – 6pm, Mid-Day is from 9am – 4pm, Off-Peak is all other hours. Lines 604 and 605 were not included due to having variable schedules adjusted for schools. Line 851 only runs during off-peak hours. Line F did not have sufficient data for AM Peak period.

# Parking Utilization - Weekday

Figure 9. Weekday Parking Utilization



# Parking Utilization - Saturday

Figure 10. Saturday Parking Utilization



# On-Street Parking Supply

Figure 14 On-street parking supply by block



# On Street Parking Summary

Street	Streetface	From	To	Number of On-Street Parking Spaces
Bancroft	North	Dana St	Ellsworth St	3
Bancroft	North	Bowditch St	Telegraph Ave	16
Bancroft	North	College Ave	Bowditch St	18
Bancroft	North	Piedmont Ave	College Ave	21
Bancroft	North	Fulton St	Shattuck Ave	7
Bancroft	South	Dana St	Ellsworth St	12
Bancroft	South	Ellsworth St	Fulton St	18
Bancroft	South	Telegraph Ave	Dana St	20
Bancroft	South	Bowditch St	Telegraph Ave	14
Bancroft	South	College Ave	Bowditch St	22
Bancroft	South	Piedmont Ave	College Ave	19
Bancroft	South	Fulton St	Shattuck Ave	9
Bancroft	South	Bowditch St	Telegraph Ave	8
Dana	West	Bancroft Way	Durant Ave	13
Dana	West	Durant Ave	Channing Way	8
Dana	West	Haste St	Dwight Way	4
Dana	West	Haste St	Dwight Way	3
Dana	West	Channing Way	Haste St	4
Fulton	East	Bancroft Way	Durant Ave	7
Fulton	East	Haste St	Dwight Way	9
Fulton	East	Channing Way	Haste St	8
Fulton	East	Durant Ave	Channing Way	4
Fulton	West	Durant Ave	Channing Way	15
Fulton	West	Channing Way	Haste St	9
Fulton	West	Haste St	Dwight Way	10
Telegraph	East	Bancroft Way	Durant Ave	5
Telegraph	East	Durant Ave	Channing Way	4
Telegraph	East	Channing Way	Haste St	2
Telegraph	West	Durant Ave	Channing Way	4
Telegraph	West	Haste St	Dwight Way	4
Telegraph	West	Bancroft Way	Durant Ave	4
Telegraph	West	Channing Way	Haste St	4

**Source:** Data provided from City of Berkeley GIS database. An average of 20 feet per parking space is assumed.