

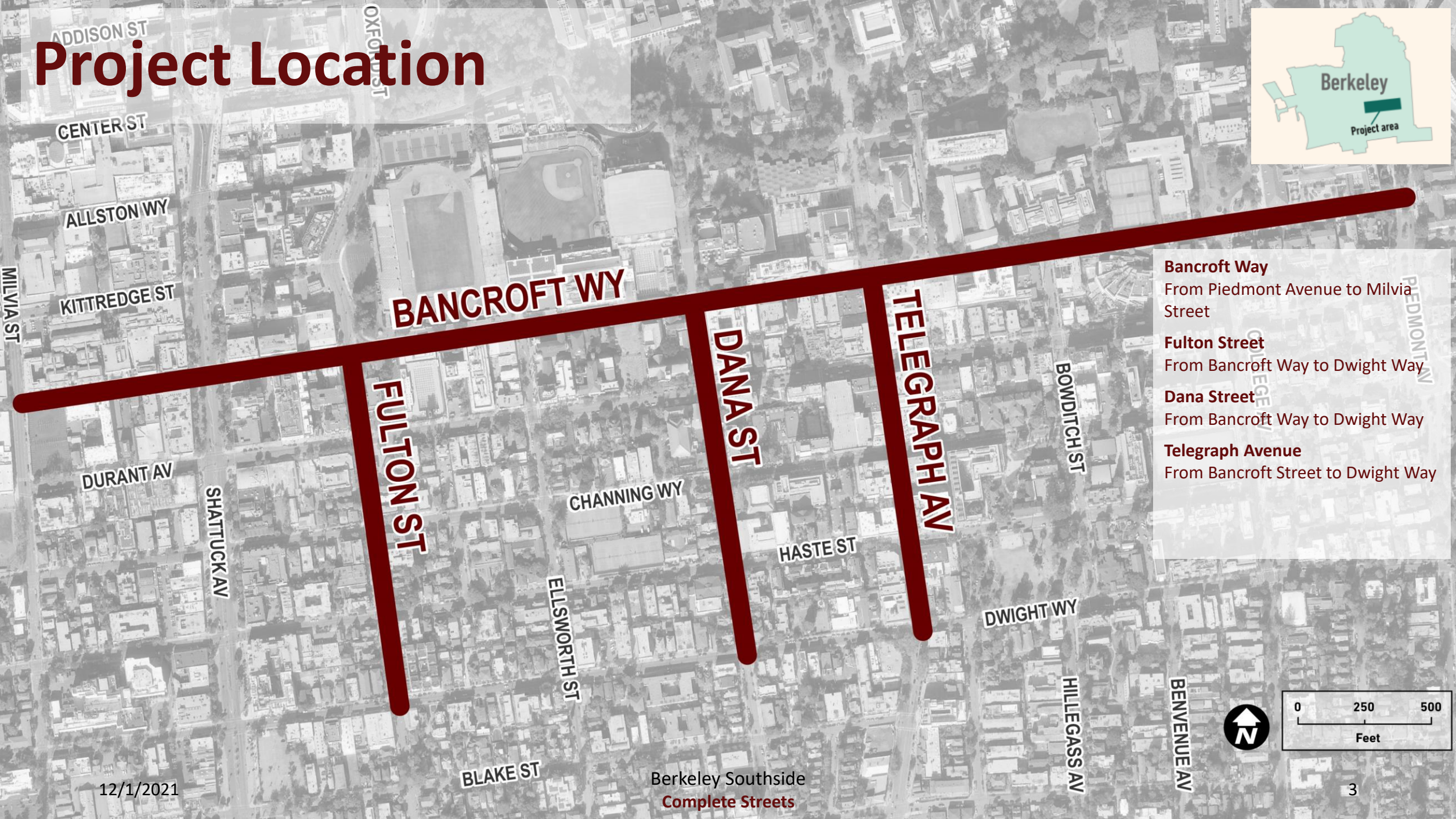
Berkeley Southside Complete Streets Project

East Bay Transit Riders Union
December 5, 2021



Project Overview

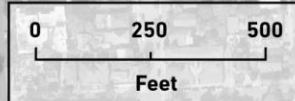
Project Location



- 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

12/1/2021

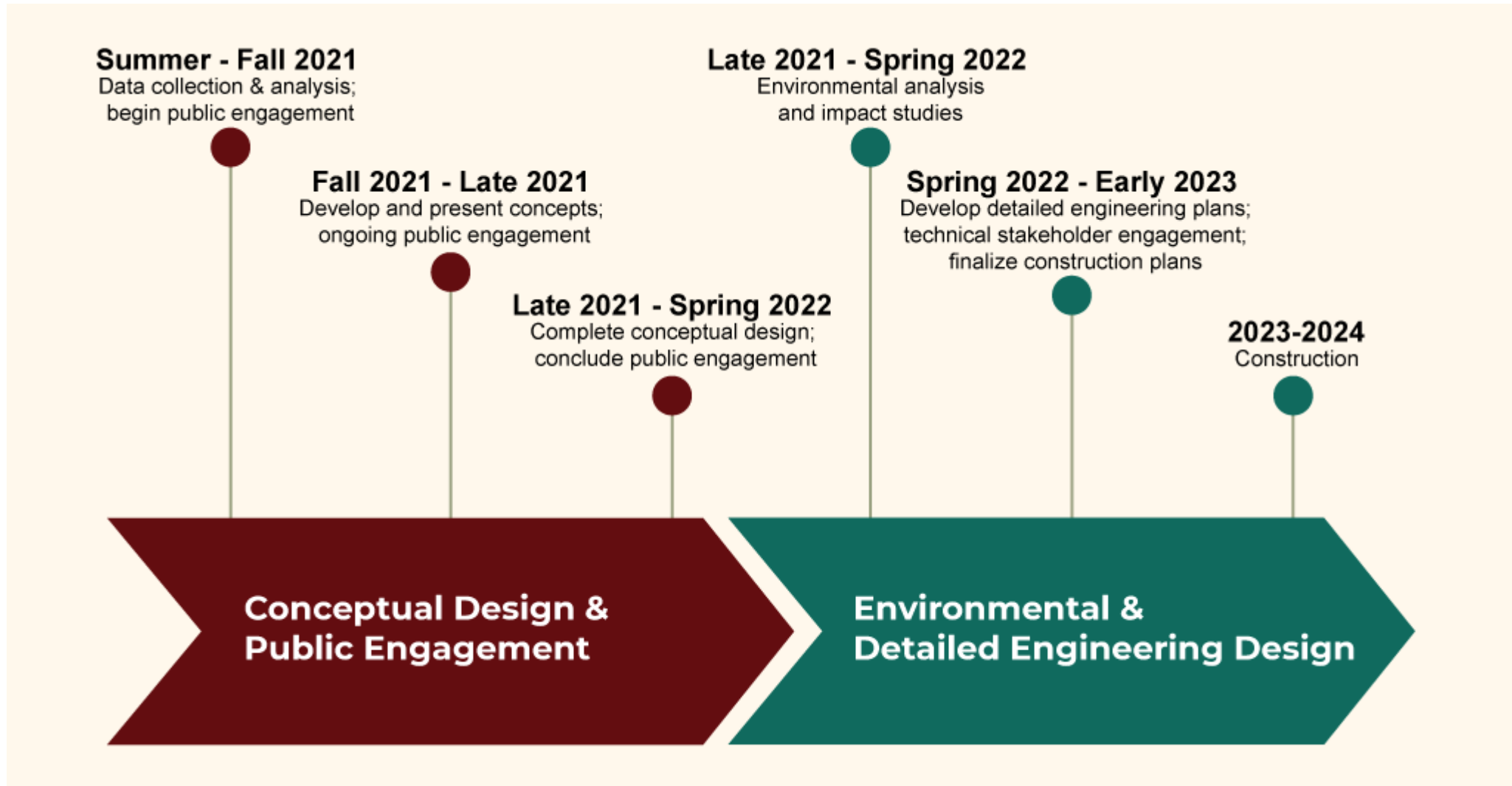
Berkeley Southside
Complete Streets



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

Project Timeline



Public Engagement Update

Public Engagement Plan

The Berkeley Community:

- Online Public Open Houses (2)
- Online Public Survey
- 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



Public Engagement Milestones

Present the Design Alternatives

- Open House #1 (Nov 10) ✓
- Online Survey (closed Nov 28) ✓
- Berkeley Transportation Commission Meeting (Nov 18) ✓
- Stakeholder Meetings (Nov) ✓
- Berkeley Commission on Disability (Dec 8) ✓
- Additional Stakeholder Meetings (Nov/Dec) ✓

Select a Preferred Alternative

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



Engagement Publicity

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



City of Berkeley
@CityofBerkeley

No matter how you travel, everyone should be safe on Berkeley's roads.

Learn about and give your input on how to make four Southside Streets safer for all.

Attend the online open house:
eventbrite.com/e/berkeley-sou...

Survey: survey.alchemer.com/s3/6575124/Ber...

cityofberkeley.info/City_Manager/P...

BERKELEY SOUTHSIDE COMPLETE STREETS
Attend online open house on Nov. 10
Complete survey by Nov. 28

Give input on how we can change four streets on the south side of campus to incorporate the needs of bicyclists, pedestrians, bus riders and local businesses.

CITYOFBERKELEY.INFO/NEWS



Zoom Open House and Online Survey

- Zoom Open House: 97 attendees
- Survey Results: 1,358 responses
- Public and Institutional Stakeholder Comments: hundreds, and counting

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

Yes to widening sidewalk

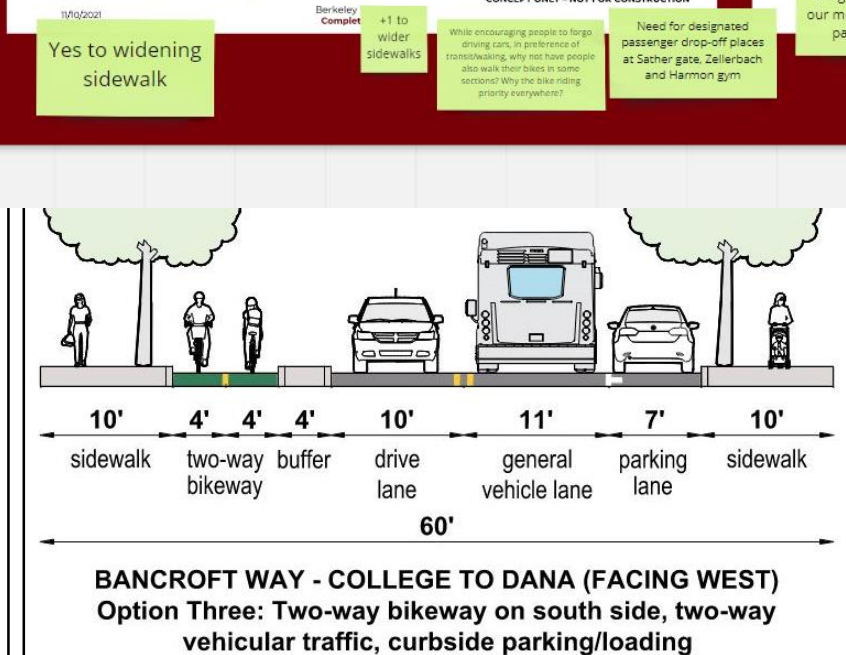
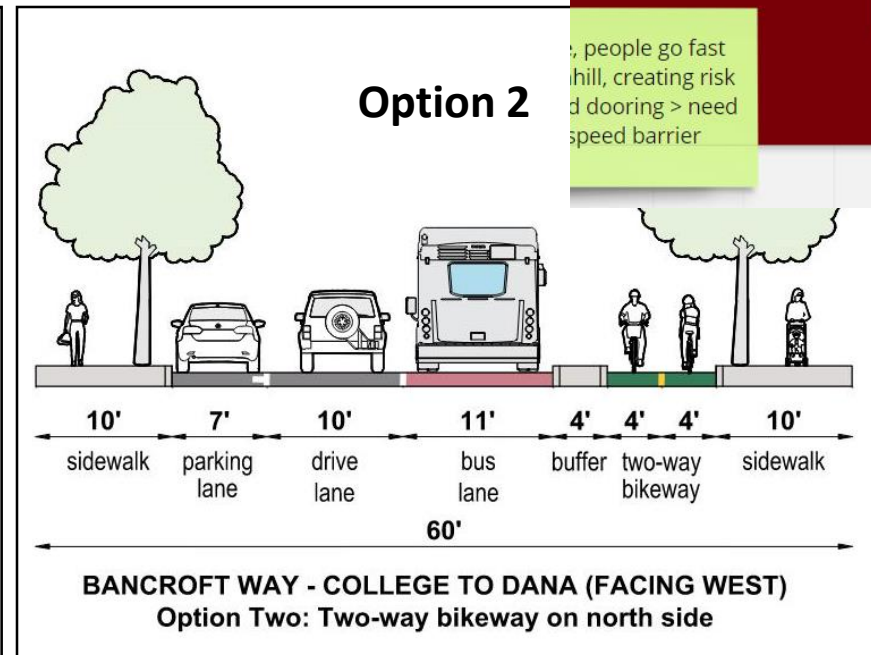
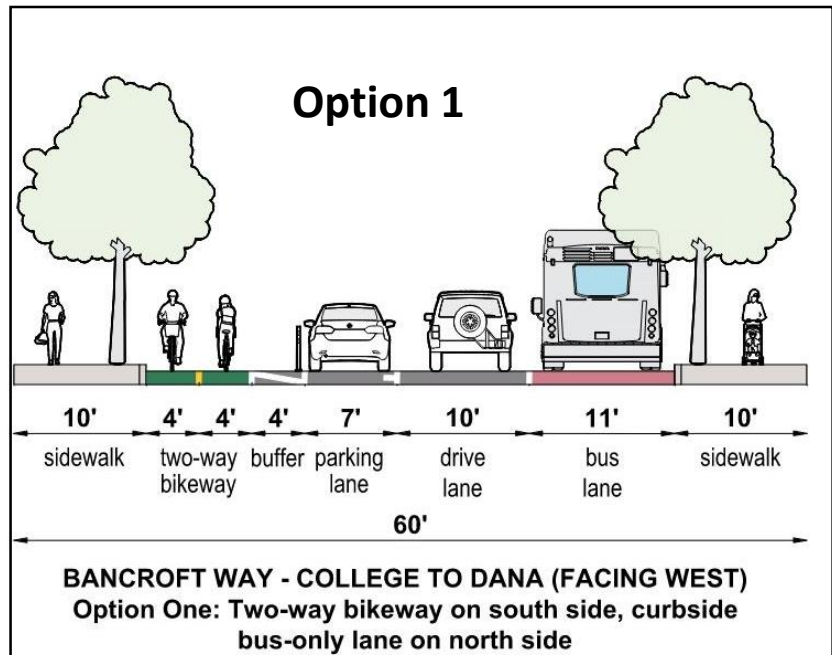
While encouraging people to forgo driving cars, in preference of transwalking, why not have people also walk their bikes in some sections? Why the bike riding priority everywhere?

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

Remove a high our mt pa

Berkeley Complet +1 to wider sidewalks

CONCEPT ONLY - NOT FOR CONSTRUCTION



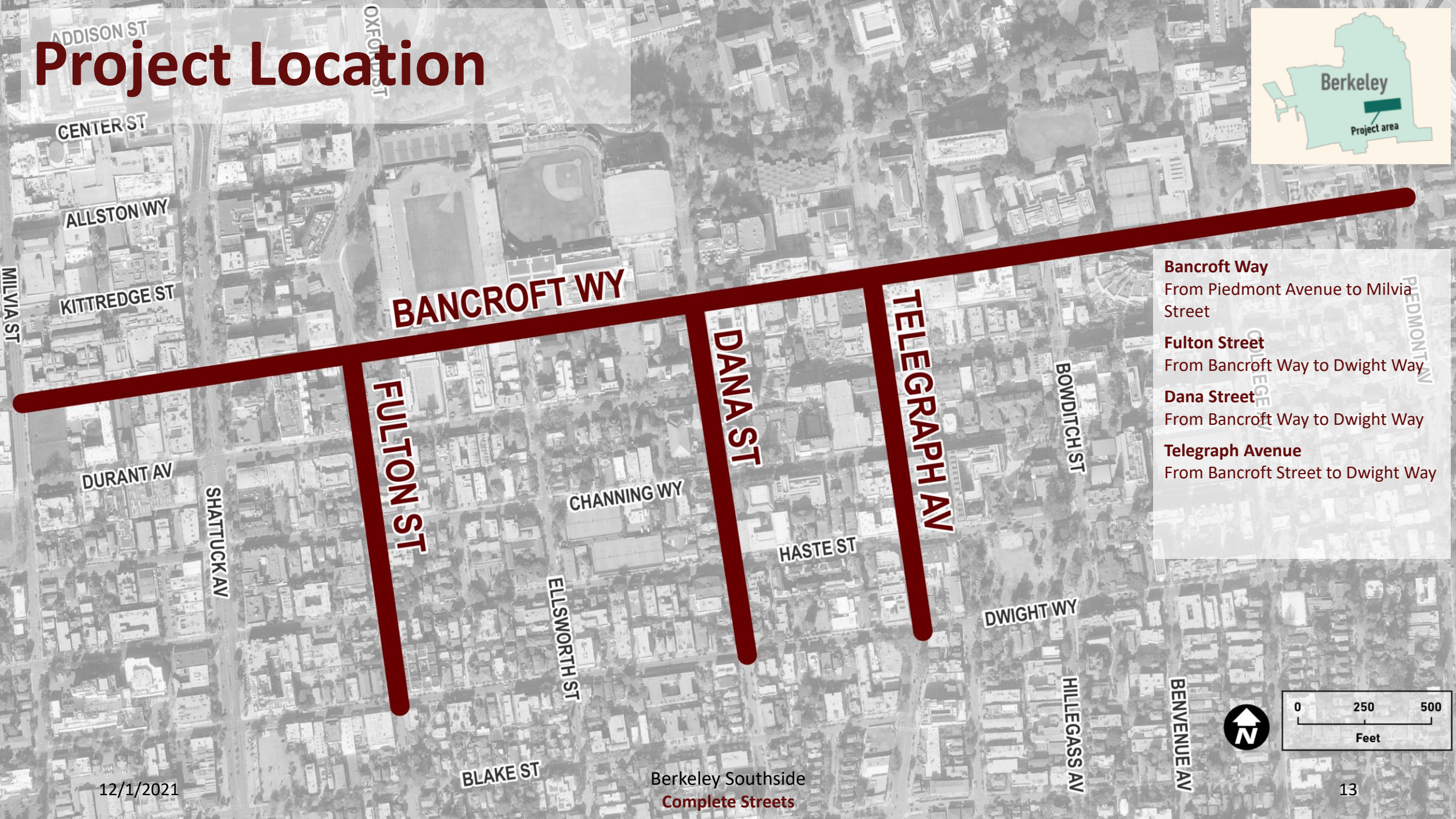
Conceptual Design Alternatives

Transit Design Considerations

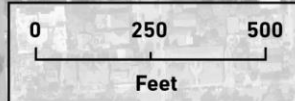
- Transit Signal Priority
- Bus Only Lanes
- Improve walking to transit and overall accessibility
- Bus Boarding Islands
- Platform level boarding?
- Manage bicycle/bus and bicycle/passenger interactions
- Maintain & improve overall transit efficiency



Project Location



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From Bancroft Street to Dwight Way



Dana Street Project Area

Bancroft Way to Dwight Way



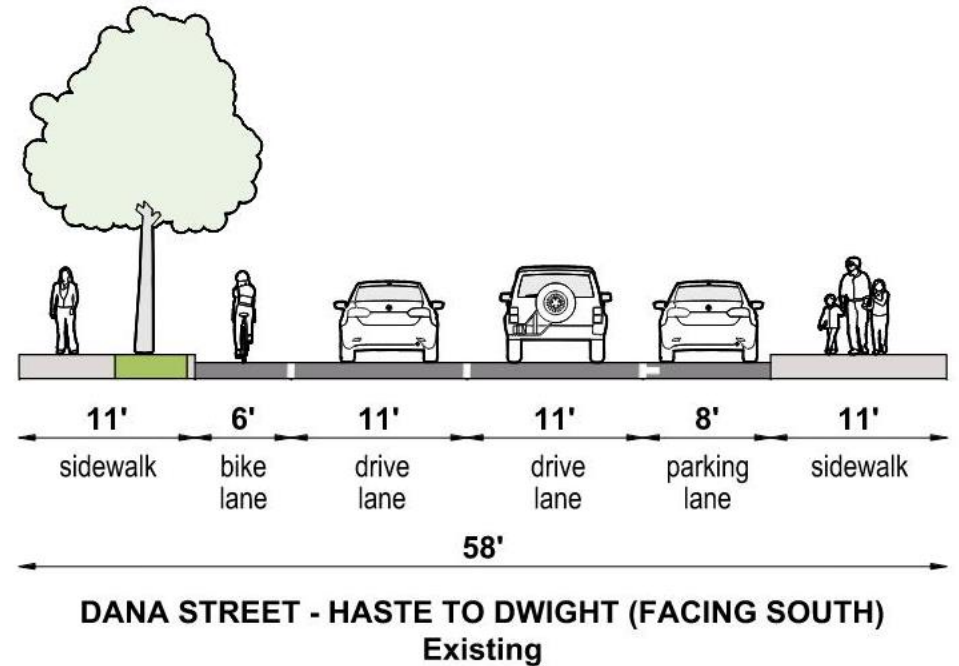
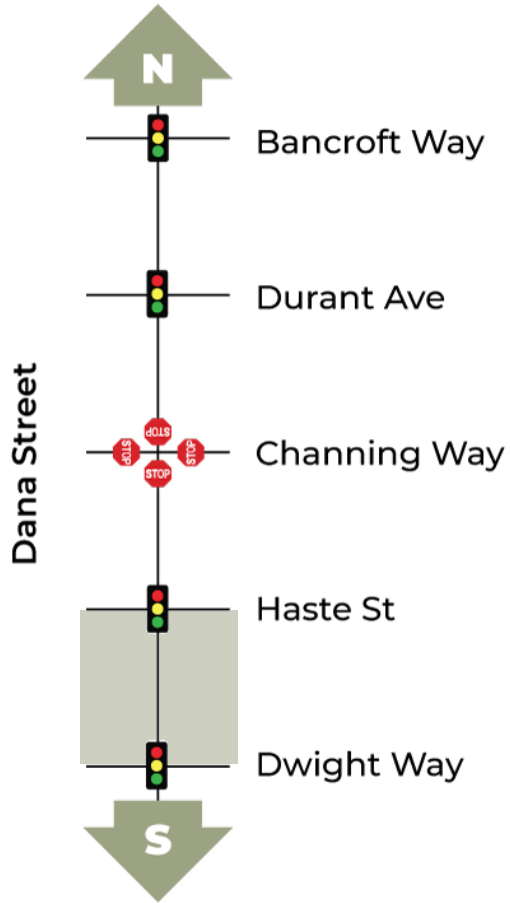
Project area



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

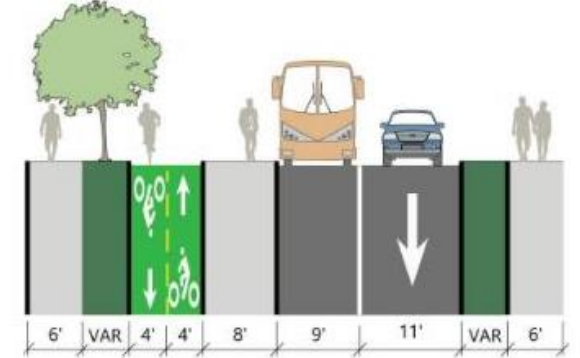
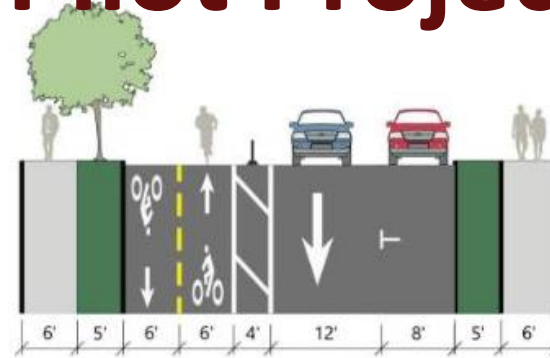
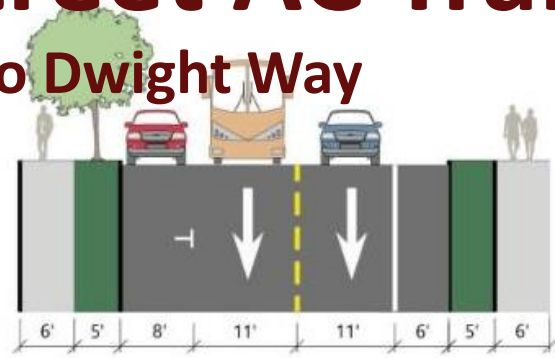
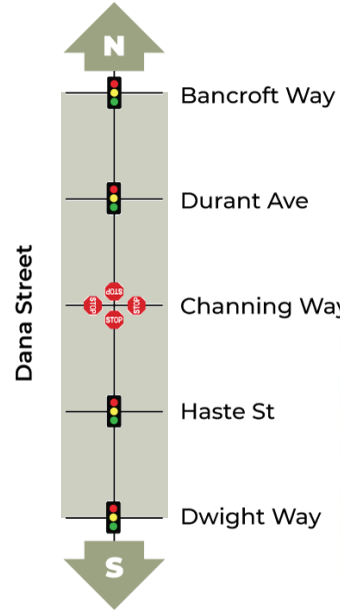
Dana Street Existing

Haste Street to Dwight Way



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

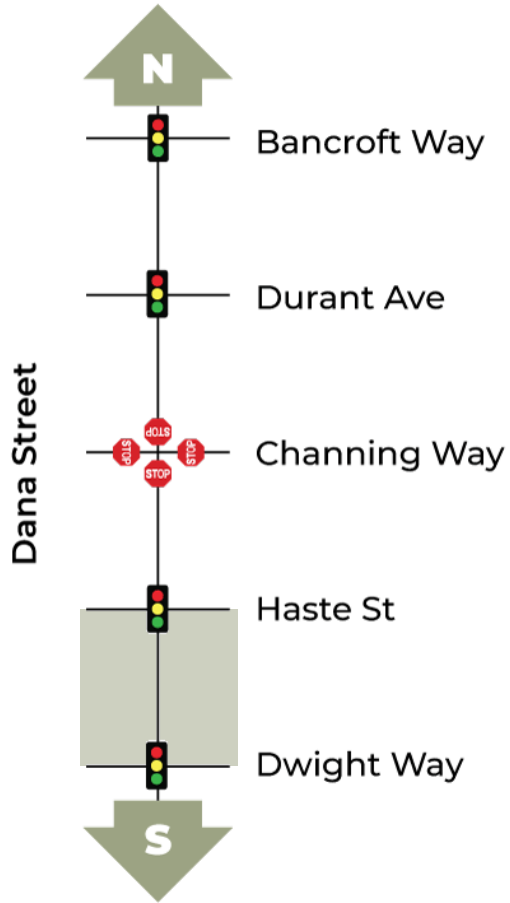


- Pay Parking
- Residential Permit Parking
- Accessible Parking Space (Blue Zone)
- Commercial Loading Zone
- Sidewalk Accessibility Spot Improvements
- Bus Boarding Island
- Bus Stop Removal
- Traffic Signal Improvement
- Pay Parking Station
- Cycling Infrastructure

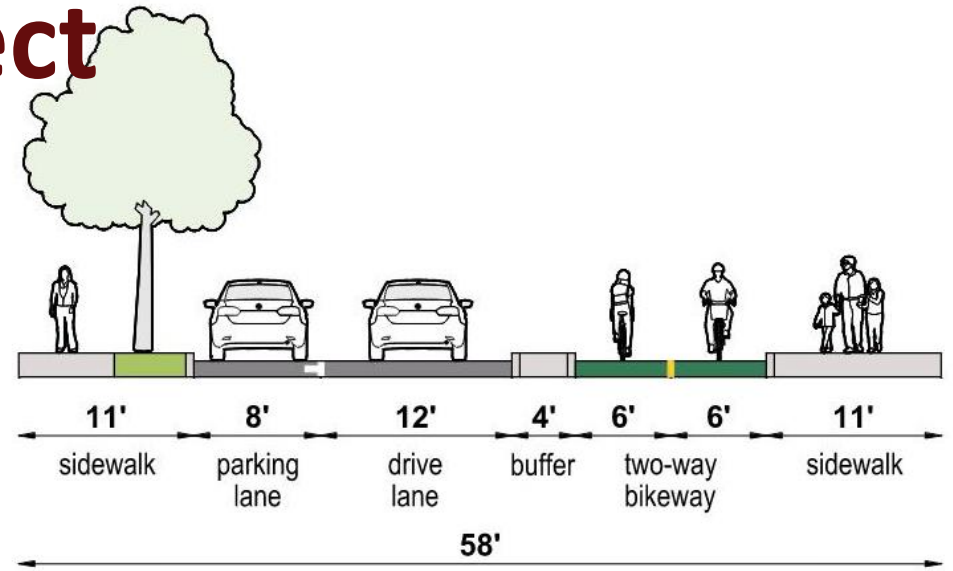


Dana Street Permanent Project

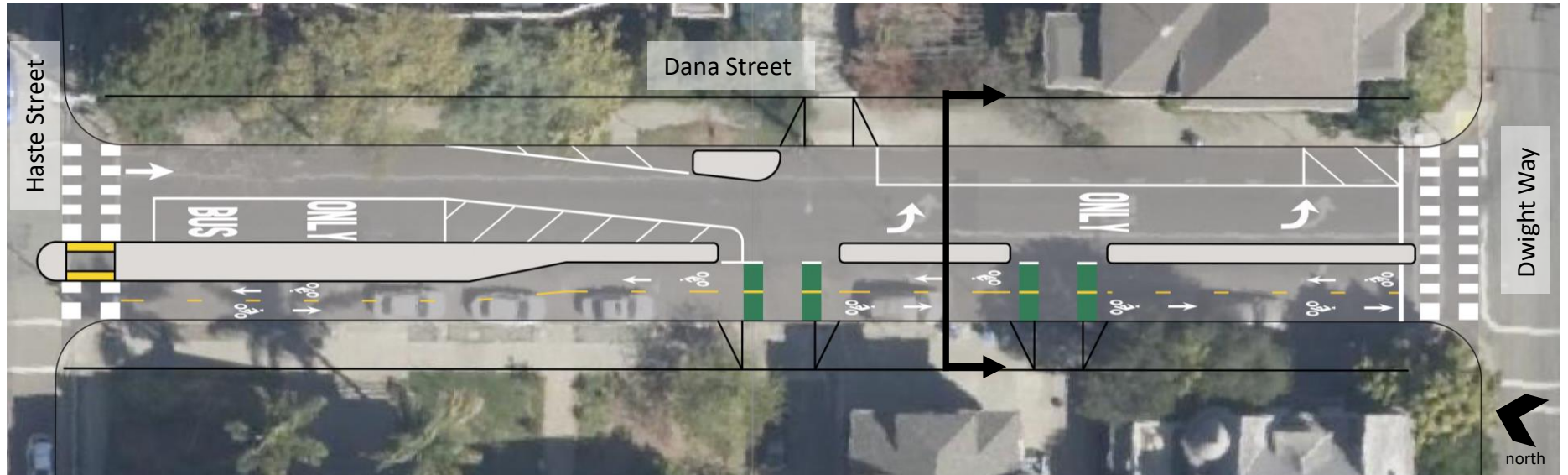
Haste Street to Dwight Way



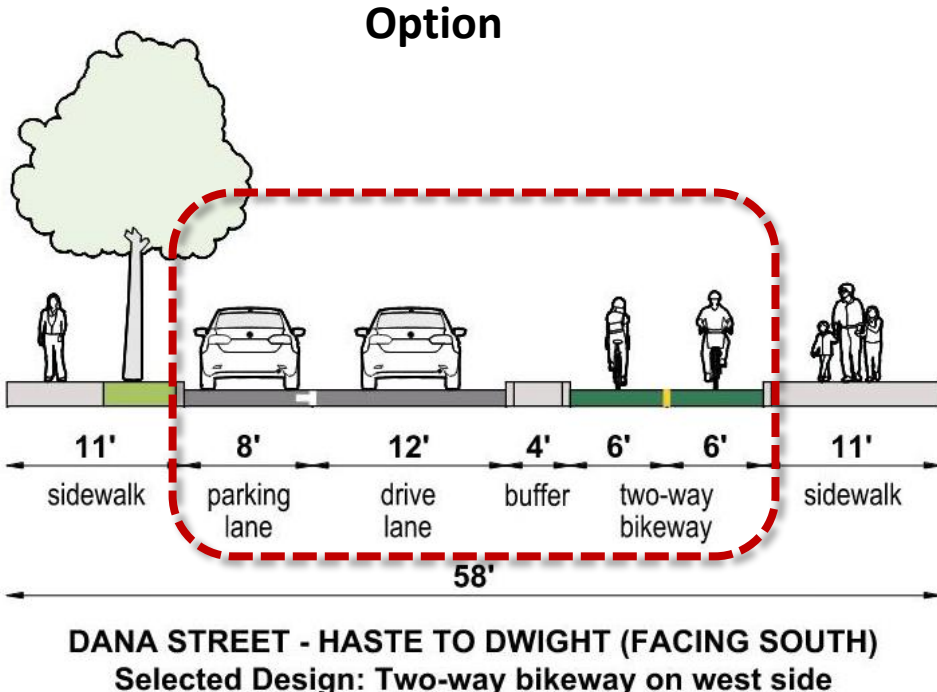
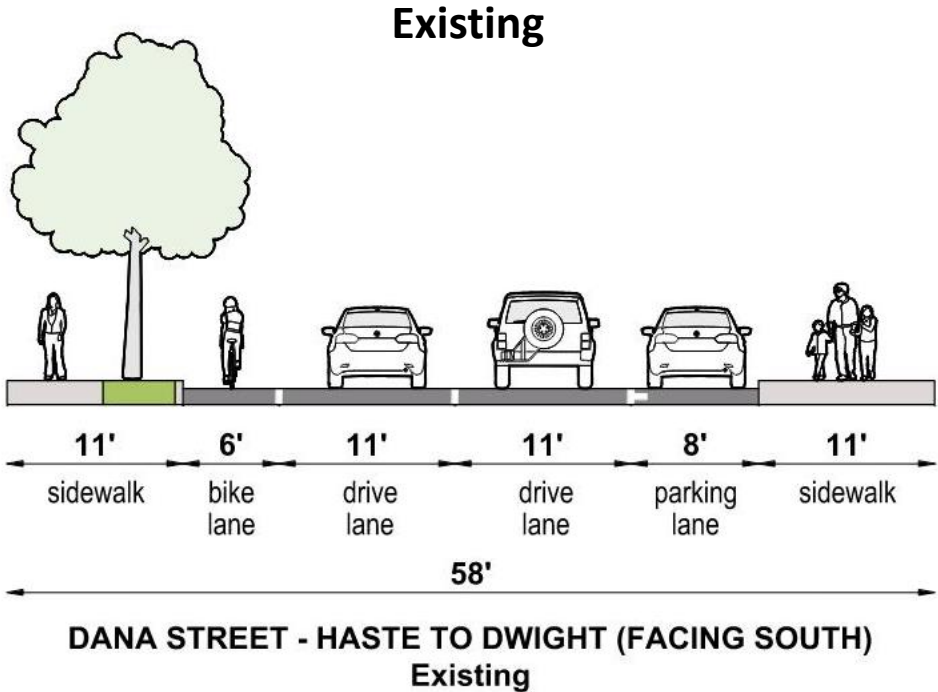
University of Minnesota, Minneapolis, MN



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

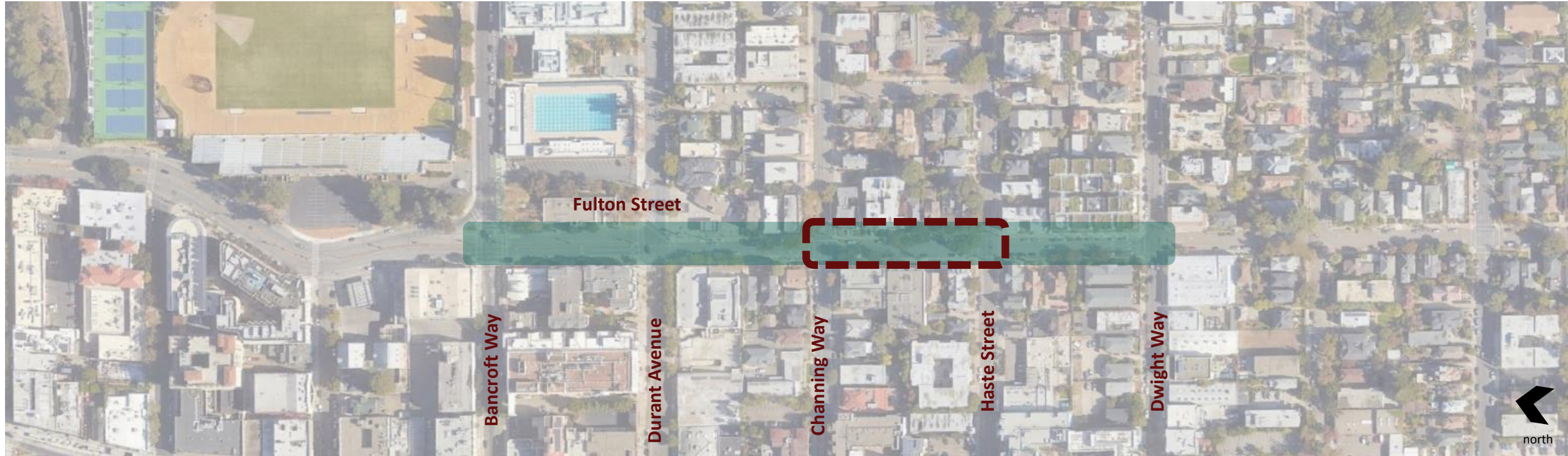


Dana Street Permanent Project



Fulton Street Project Area

Bancroft Way to Dwight Way

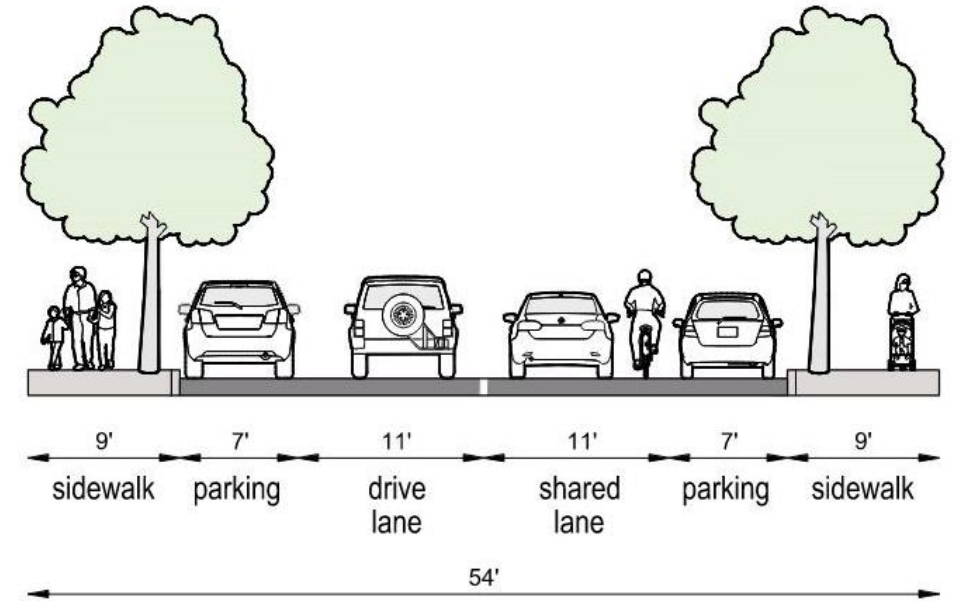
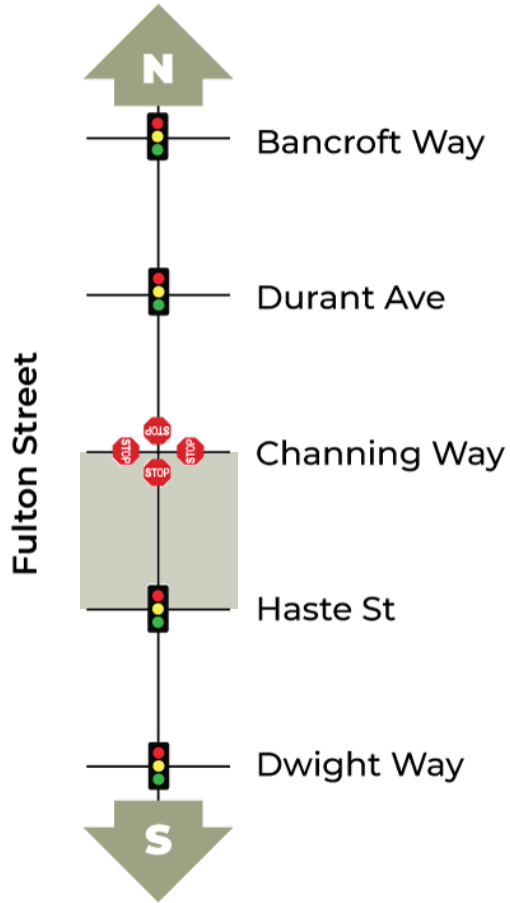


 Project area

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Fulton Street Existing

Channing Way to Haste Street



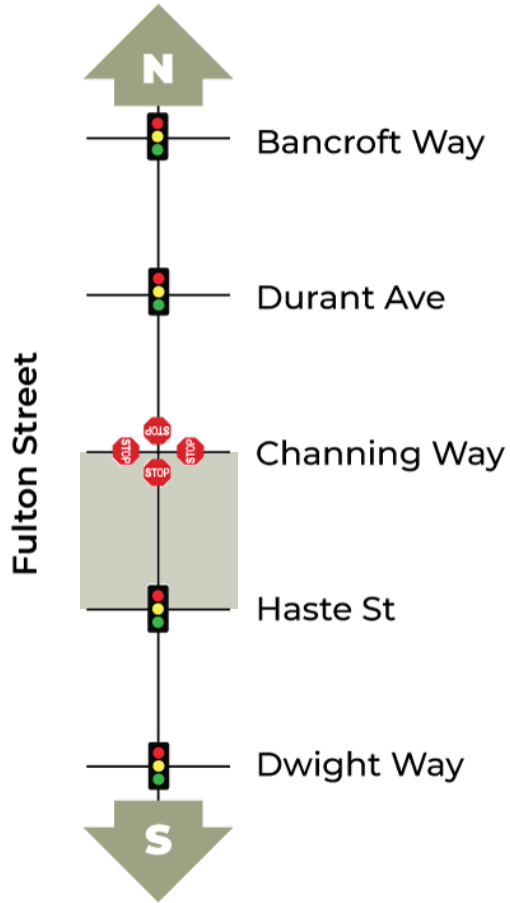
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Existing: Shared southbound lane



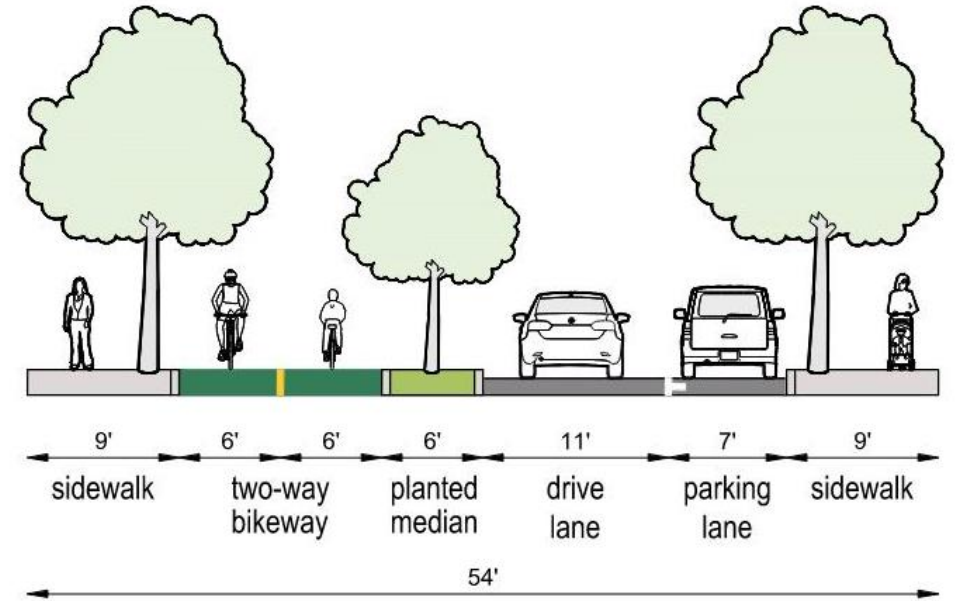
Fulton Street Design Options

Fulton Street Option 1

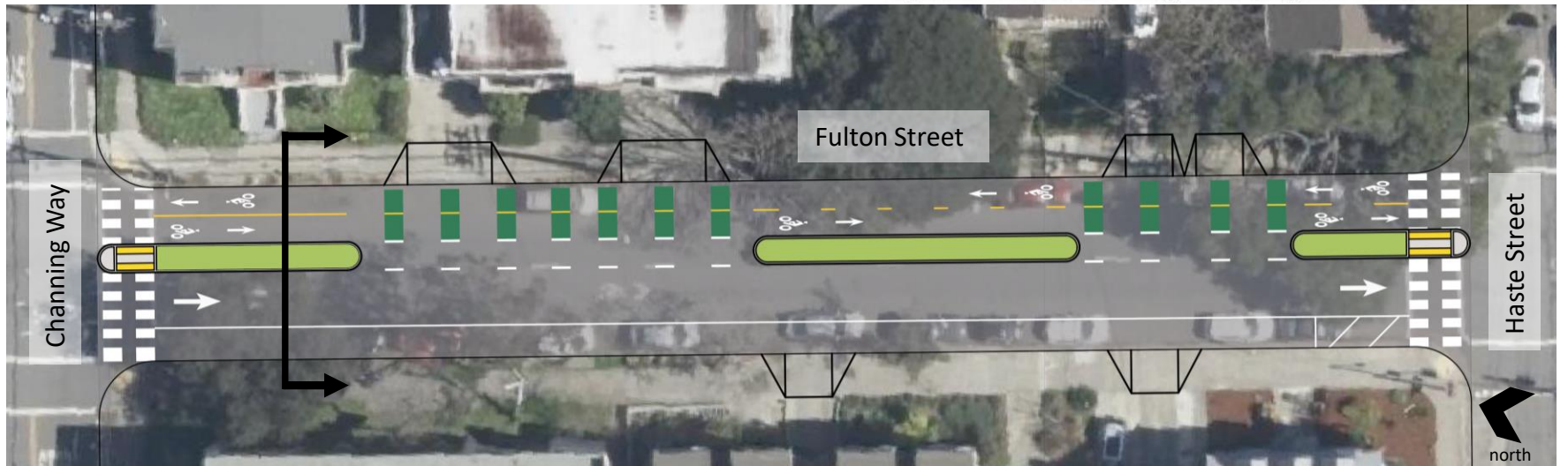
Channing Way to Haste Street



Seattle, WA



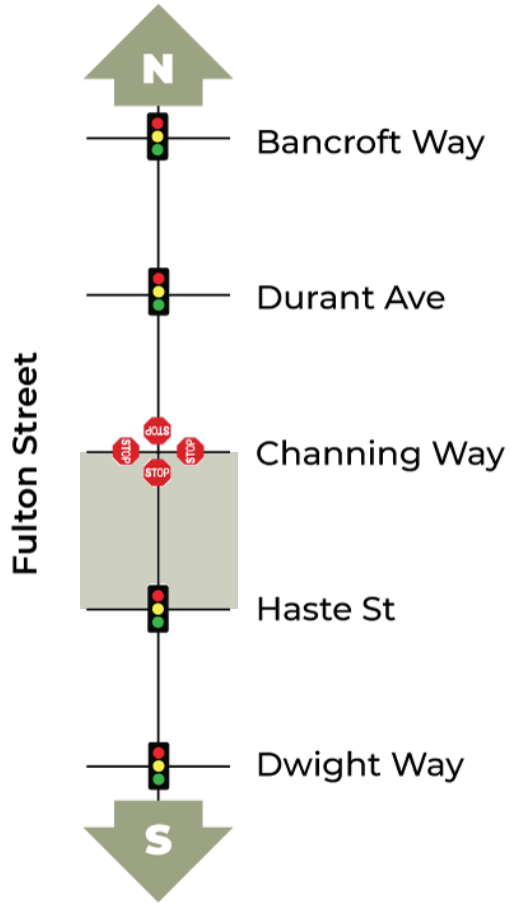
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side



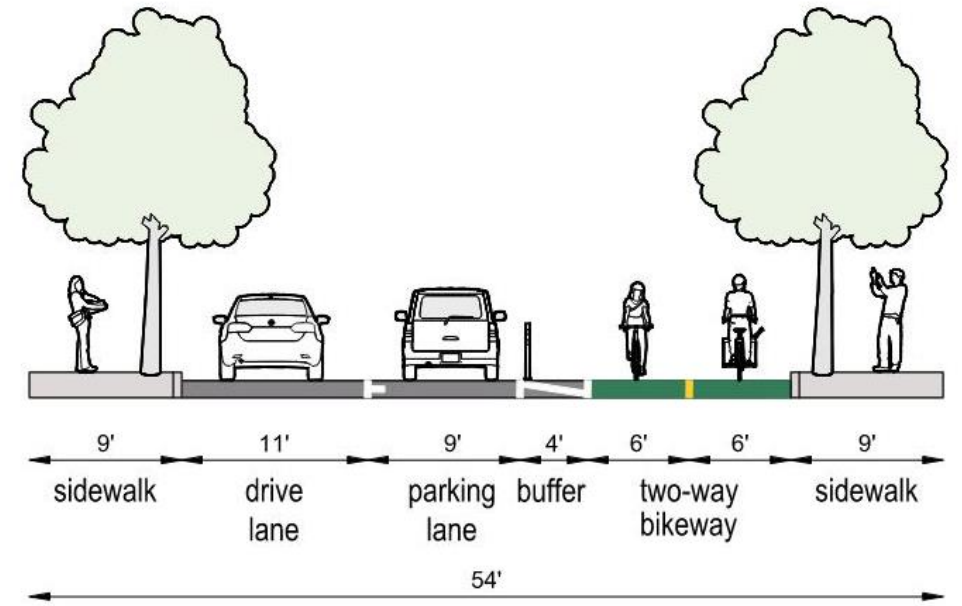
CONCEPT ONLY – NOT FOR CONSTRUCTION

Fulton Street Option 2

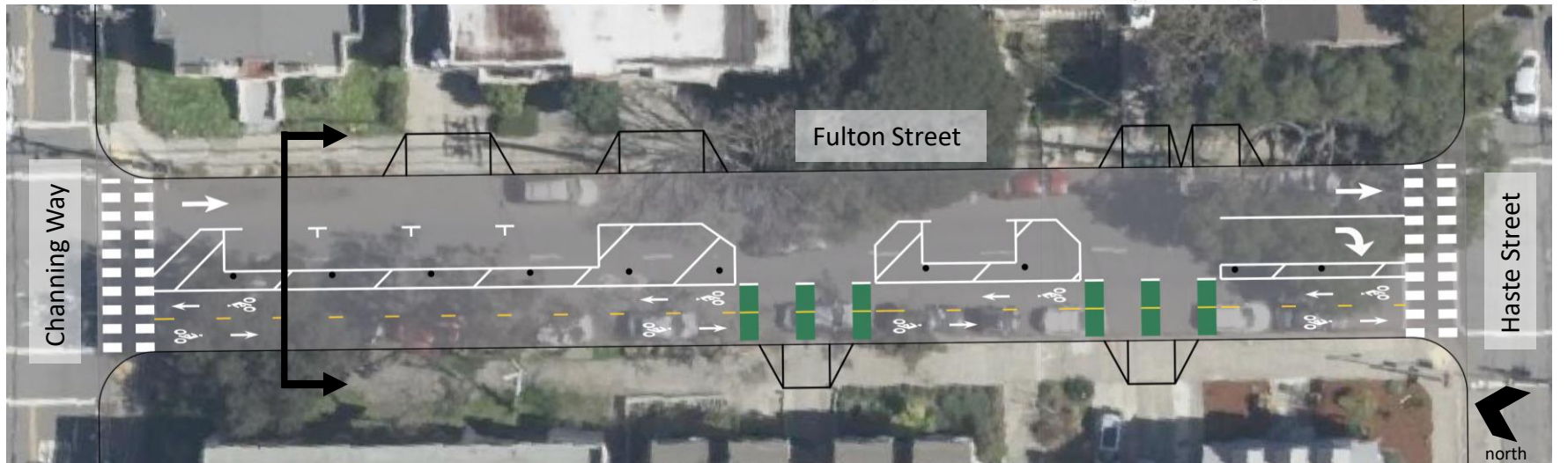
Channing Way to Haste Street



Cambridge, MA



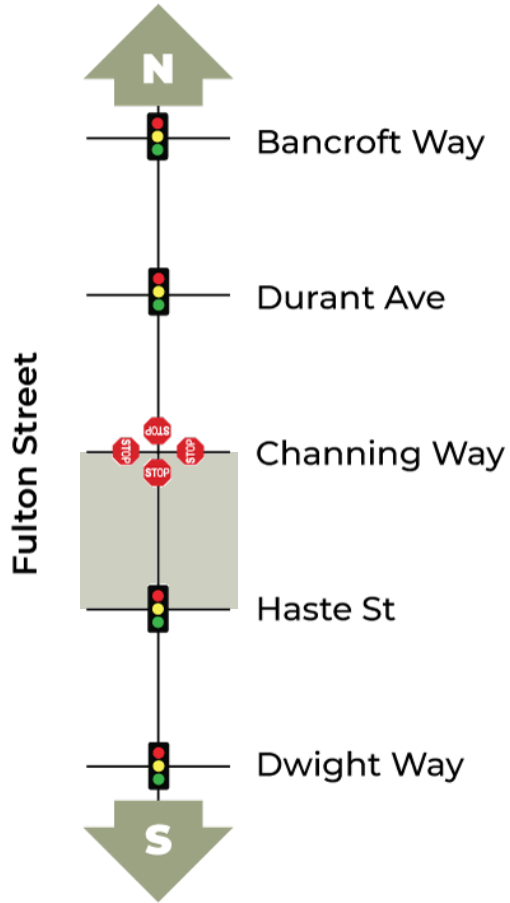
**FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option Two: Two-way bikeway on west side**



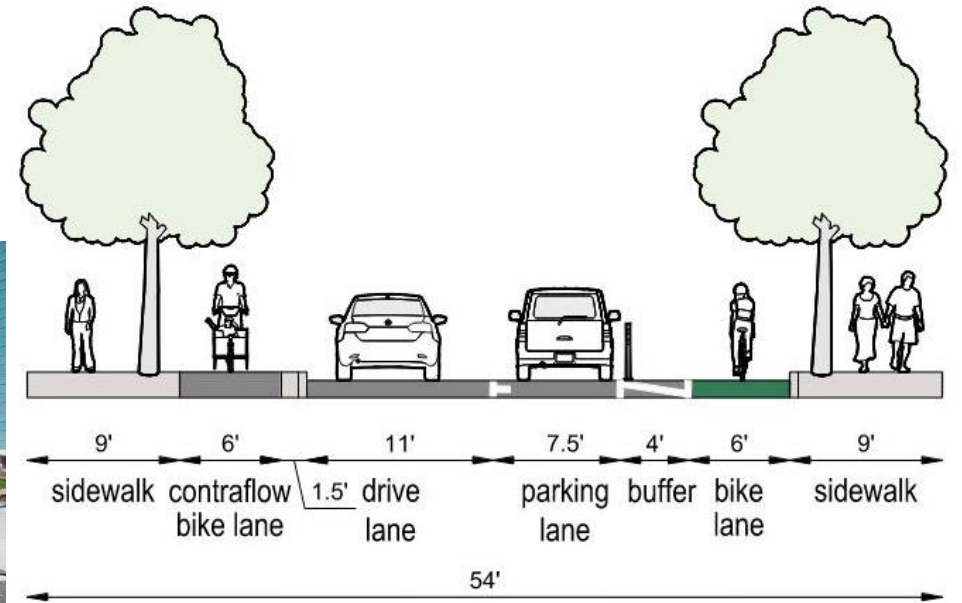
CONCEPT ONLY – NOT FOR CONSTRUCTION

Fulton Street Option 3

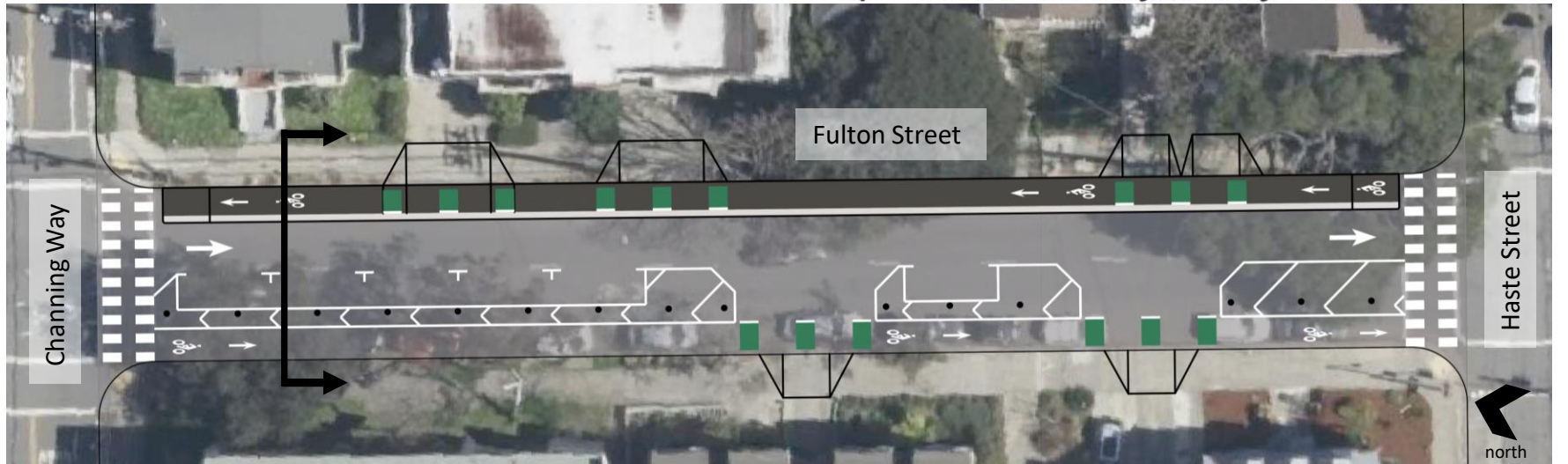
Channing Way to Haste Street



Cambridge, MA



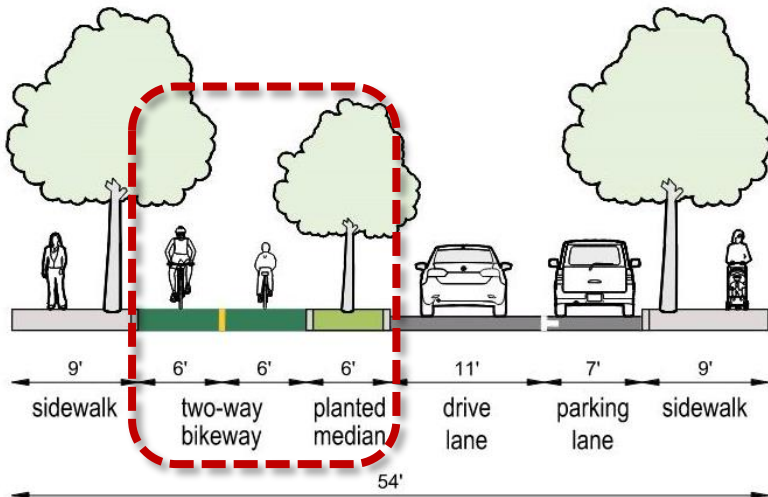
**FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option Three: One-way bikeway on each side**



CONCEPT ONLY – NOT FOR CONSTRUCTION

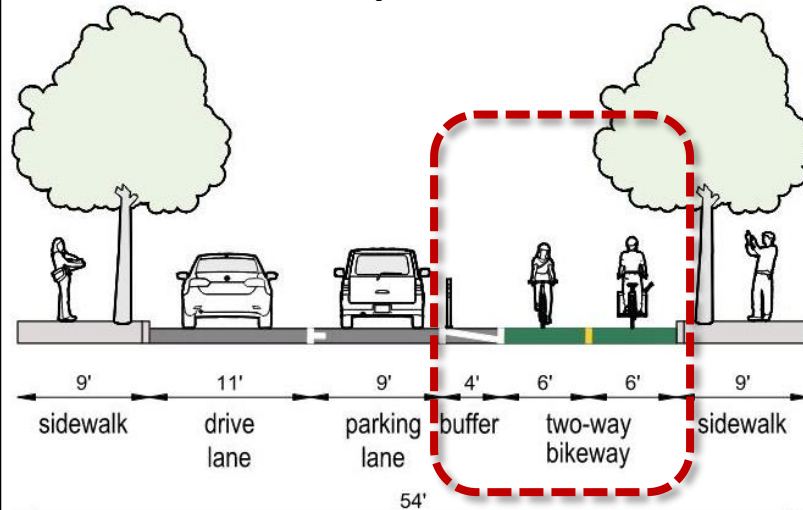
For Fulton Street, which option do you prefer?

Option 1



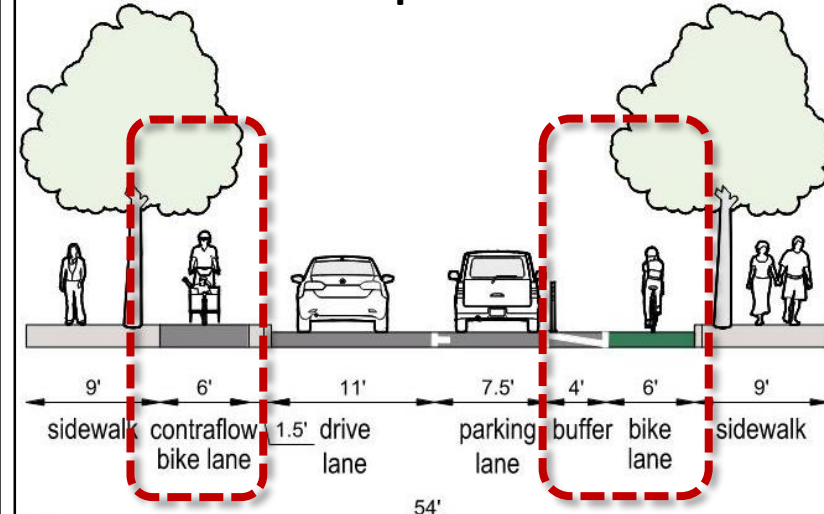
**FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side**

Option 2



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

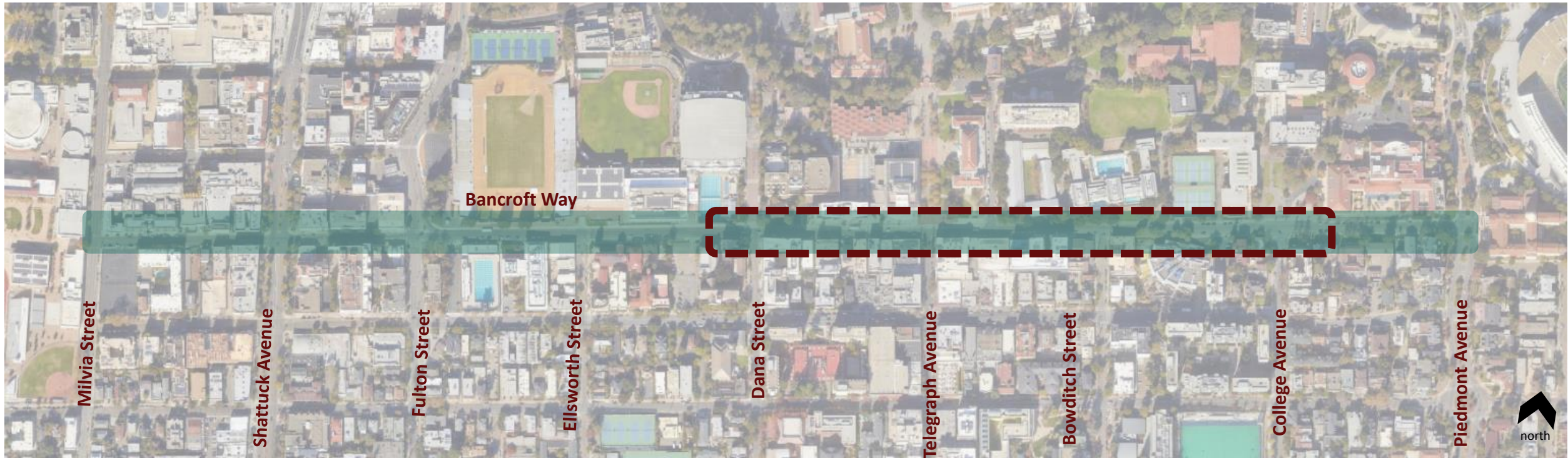
Option 3



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

Bancroft Way Project Area

Piedmont Avenue to Milvia Street



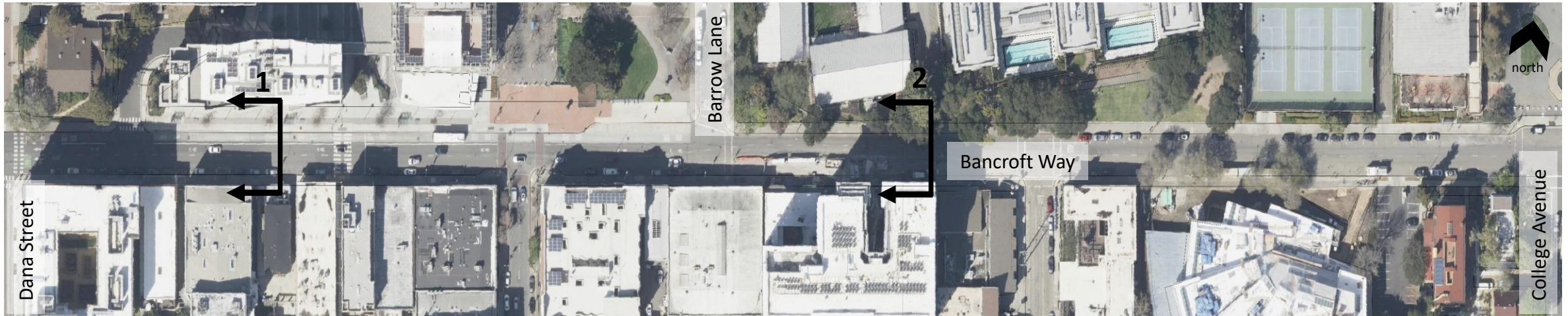
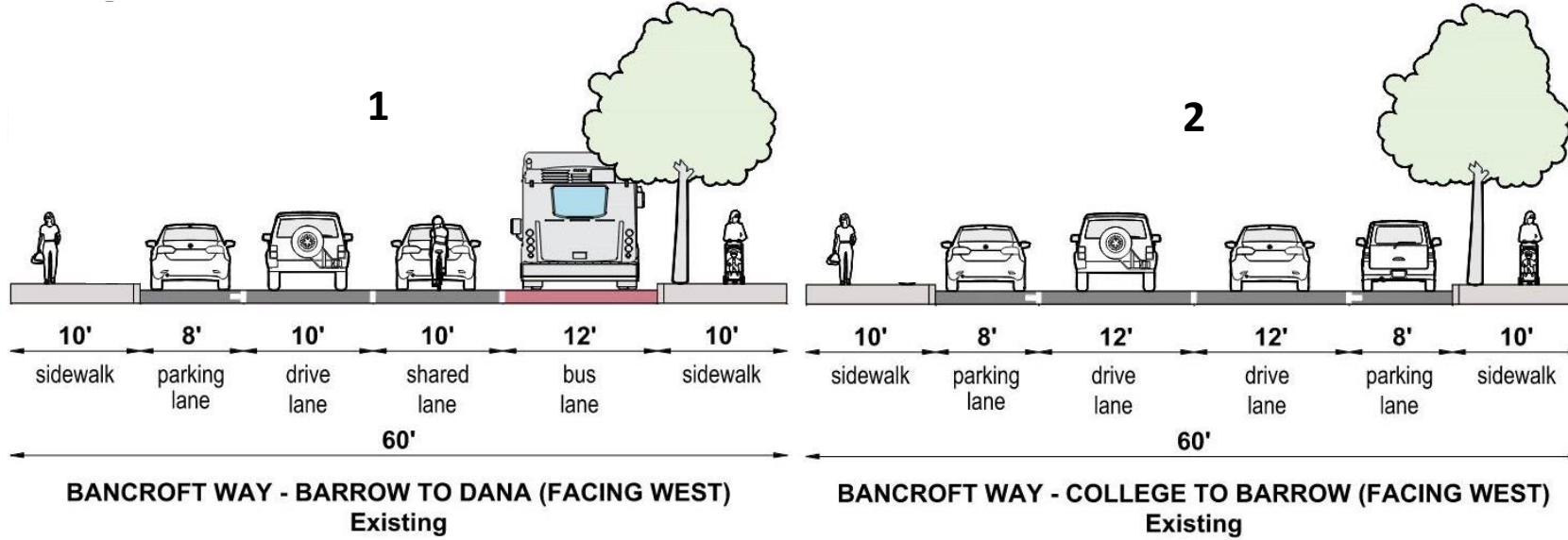
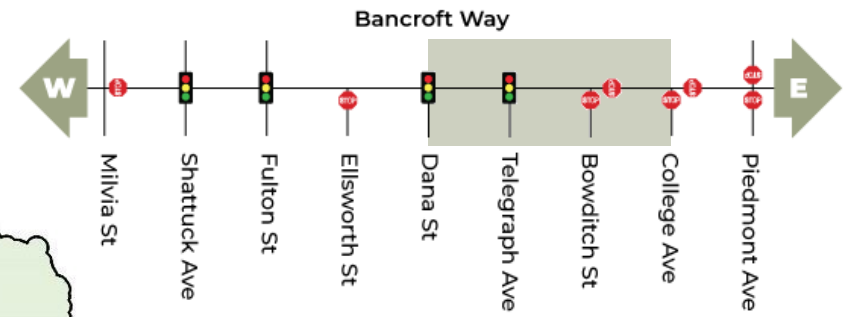
Project area



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

Bancroft Way Existing

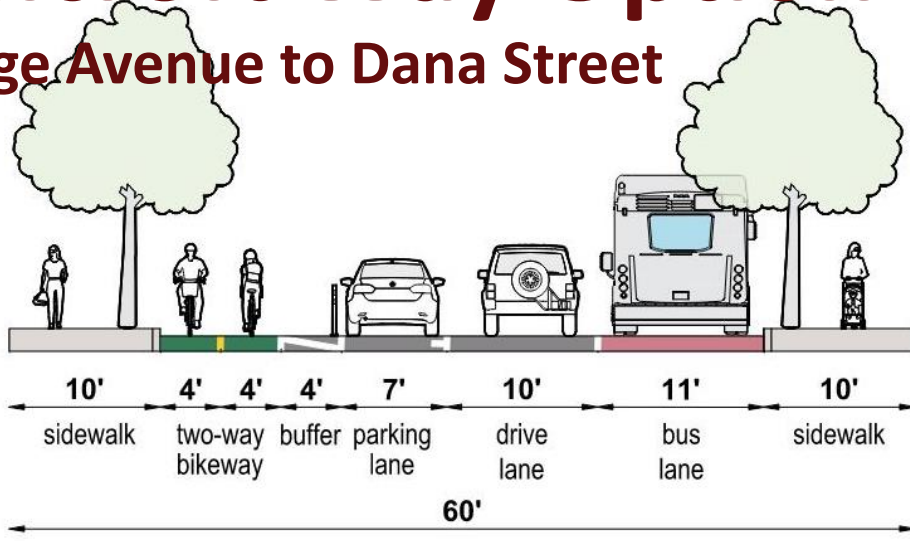
College Avenue to Dana Street



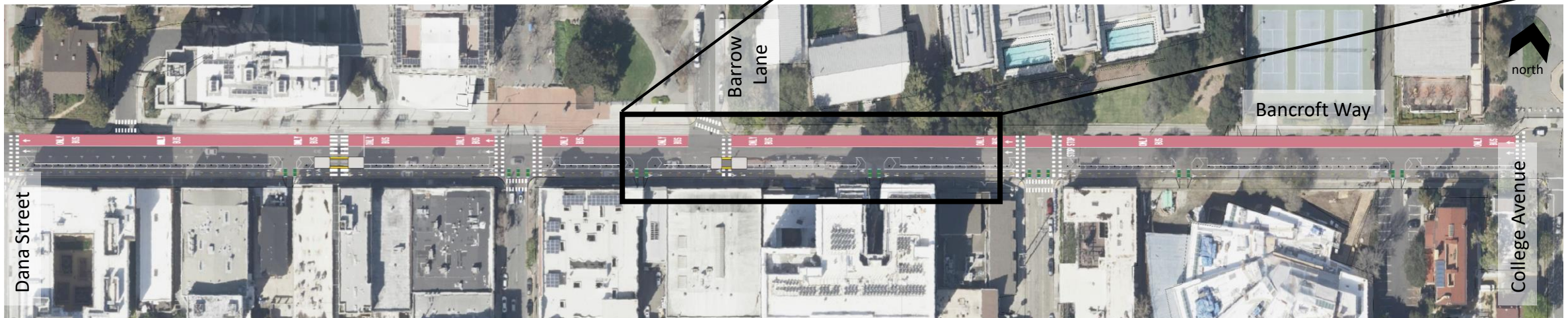
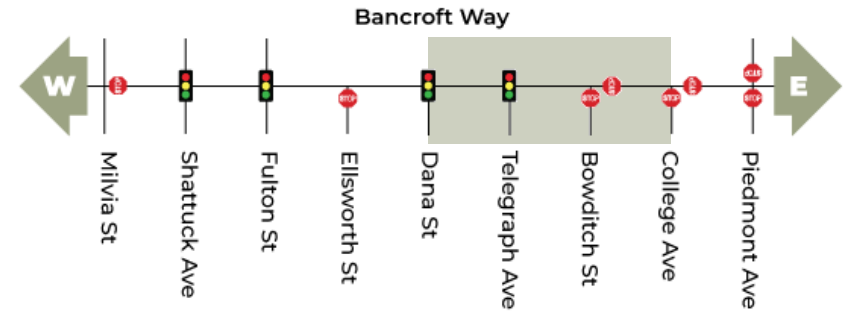
Bancroft Way Design Options

Bancroft Way Option 1

College Avenue to Dana Street



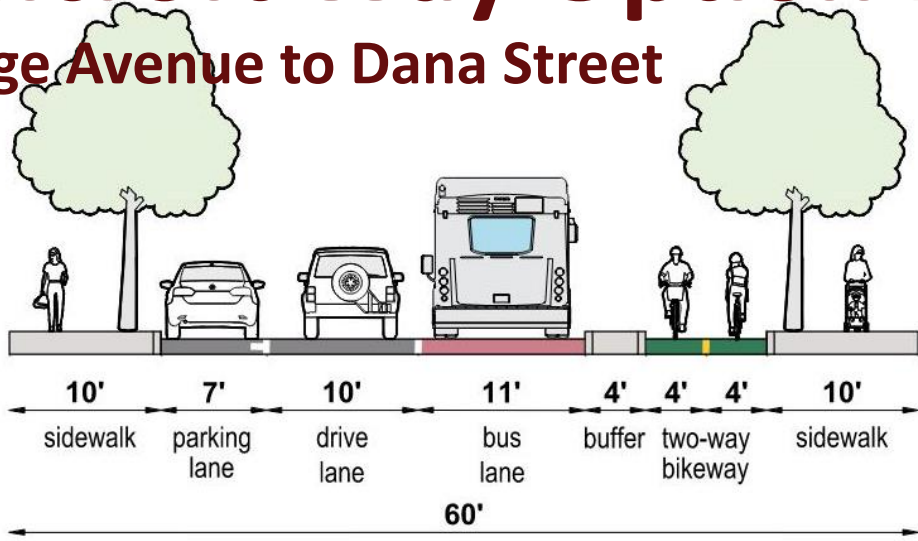
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option One: Two-way bikeway on south side, curbside bus-only lane on north side



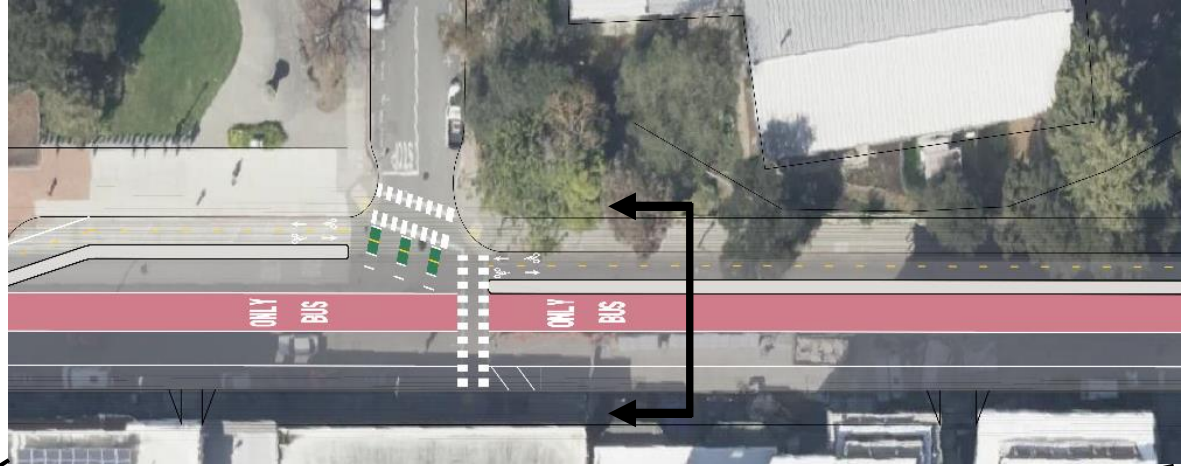
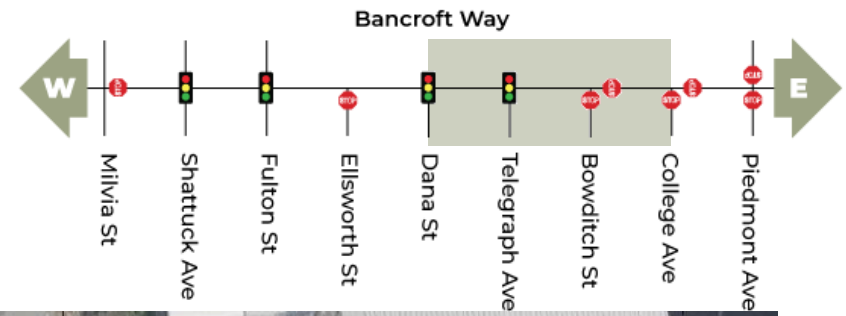
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Bancroft Way Option 2

College Avenue to Dana Street



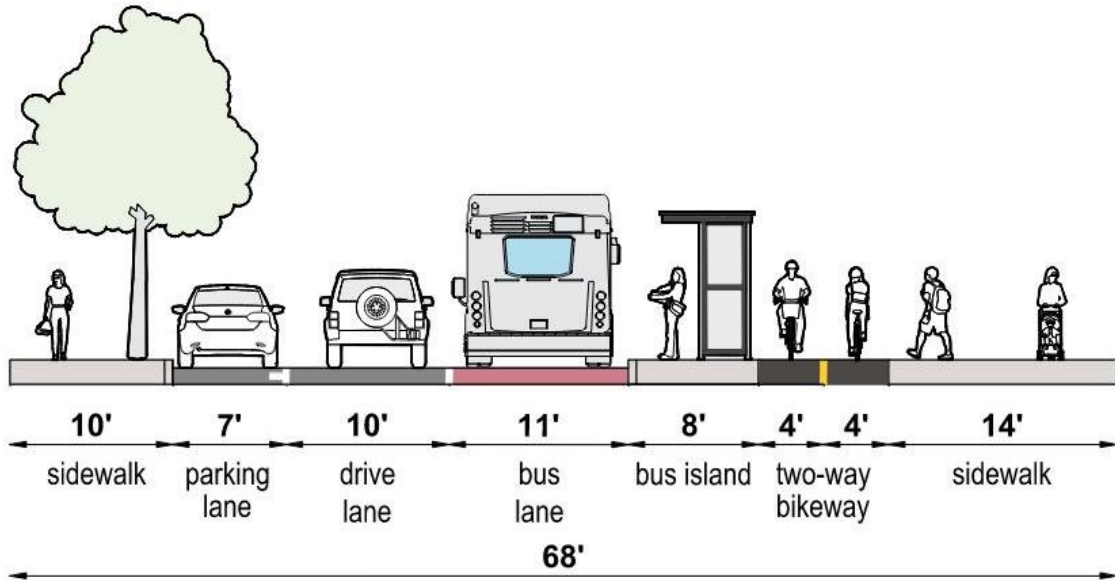
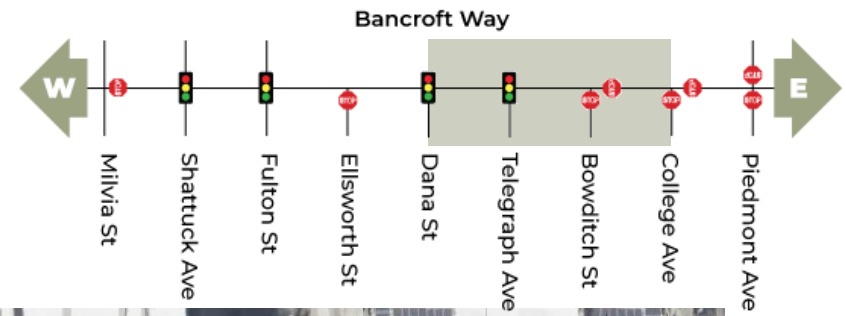
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side
Bus only lane on north side



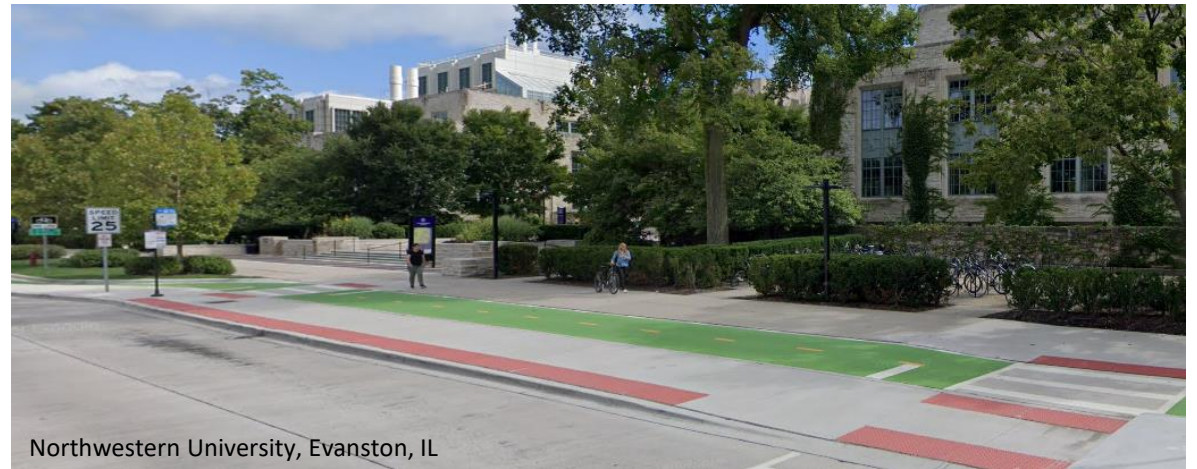
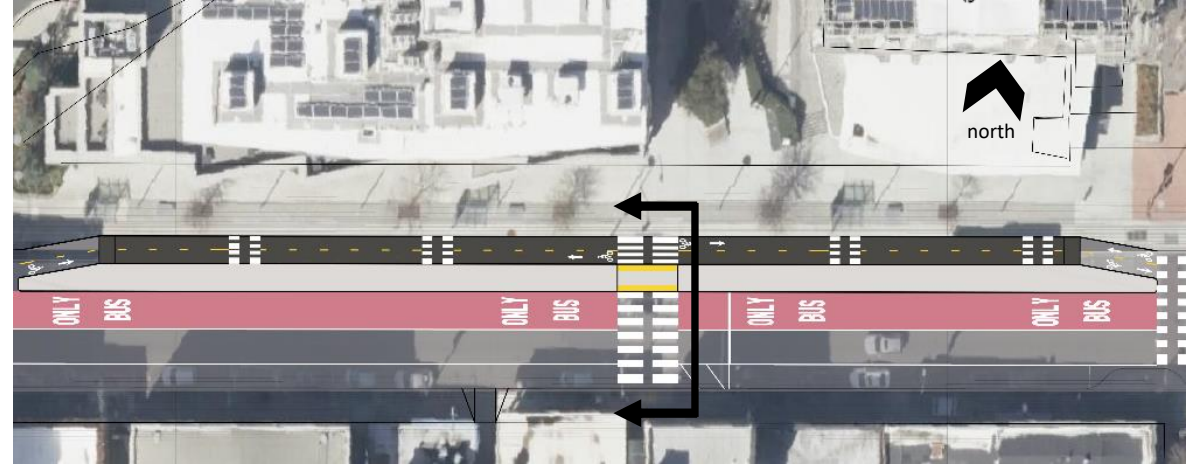
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Bancroft Way Option 2

College Avenue to Dana Street at Bus Boarding Island



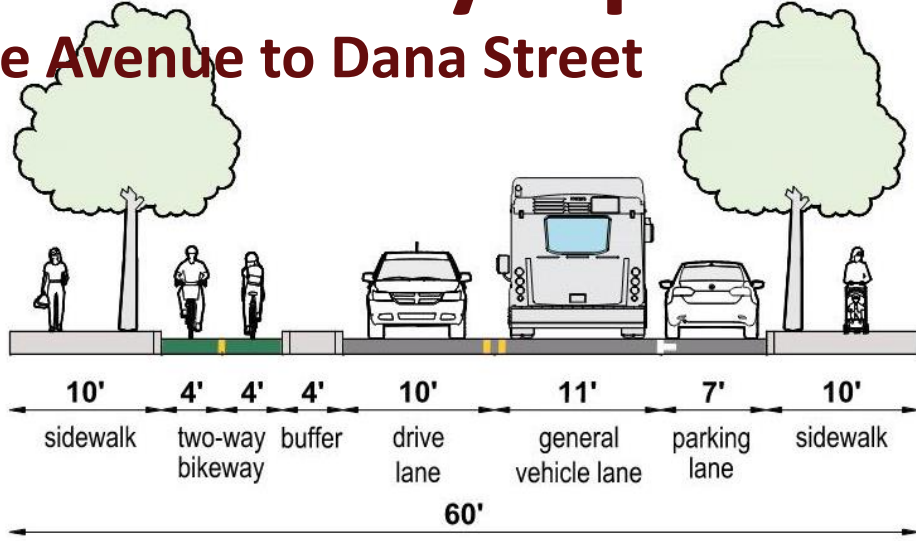
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side, with bus island
Bus only lane on north side



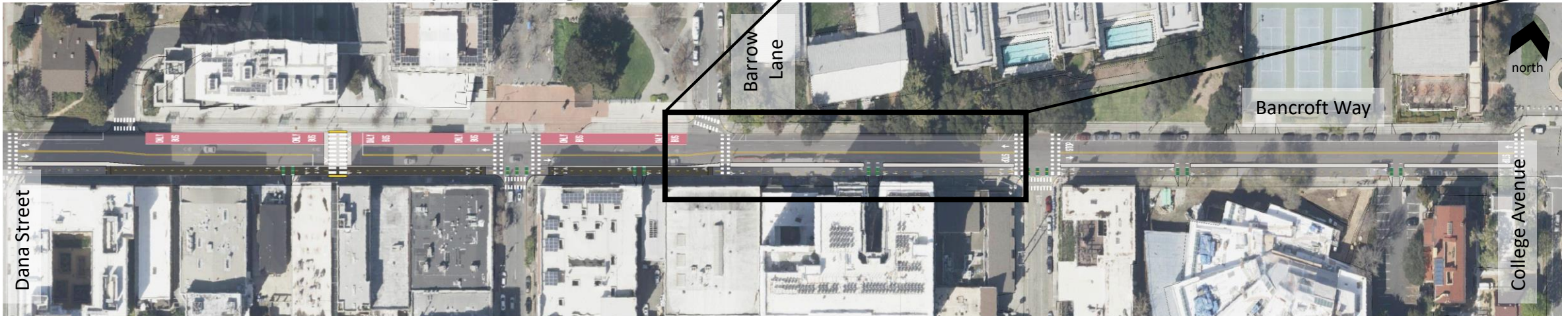
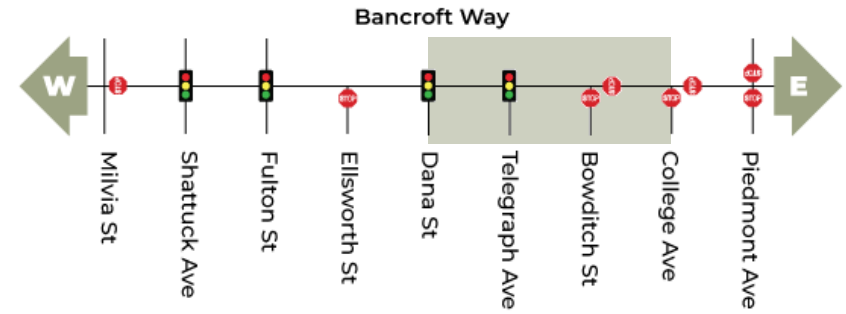
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Bancroft Way Option 3

College Avenue to Dana Street

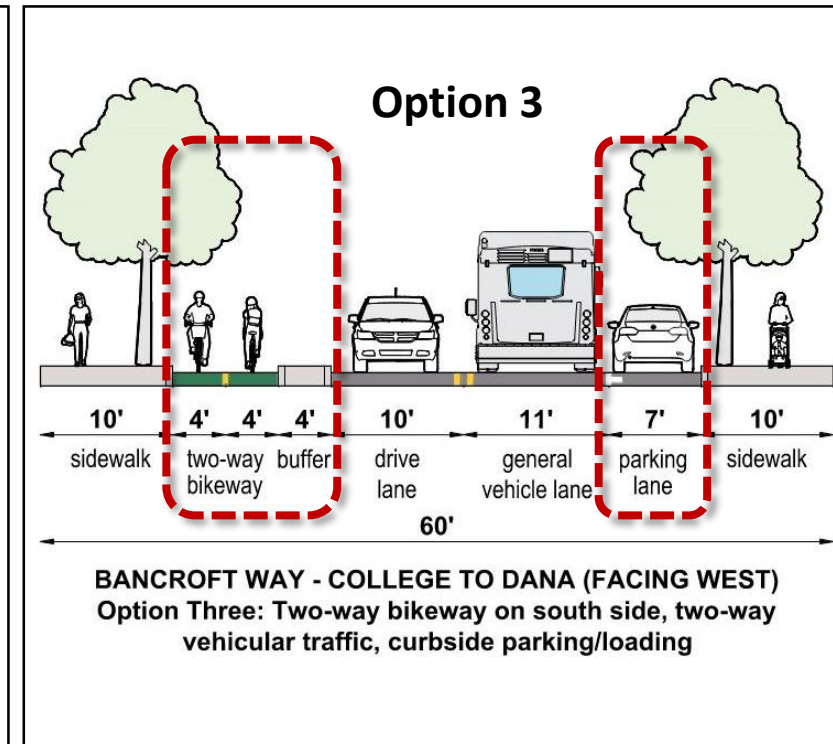
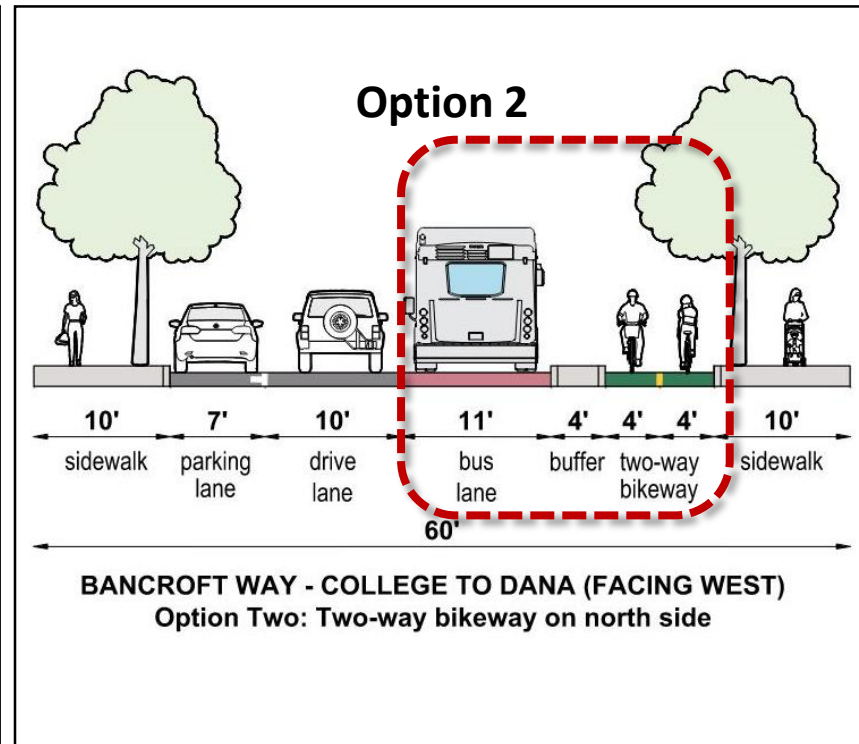
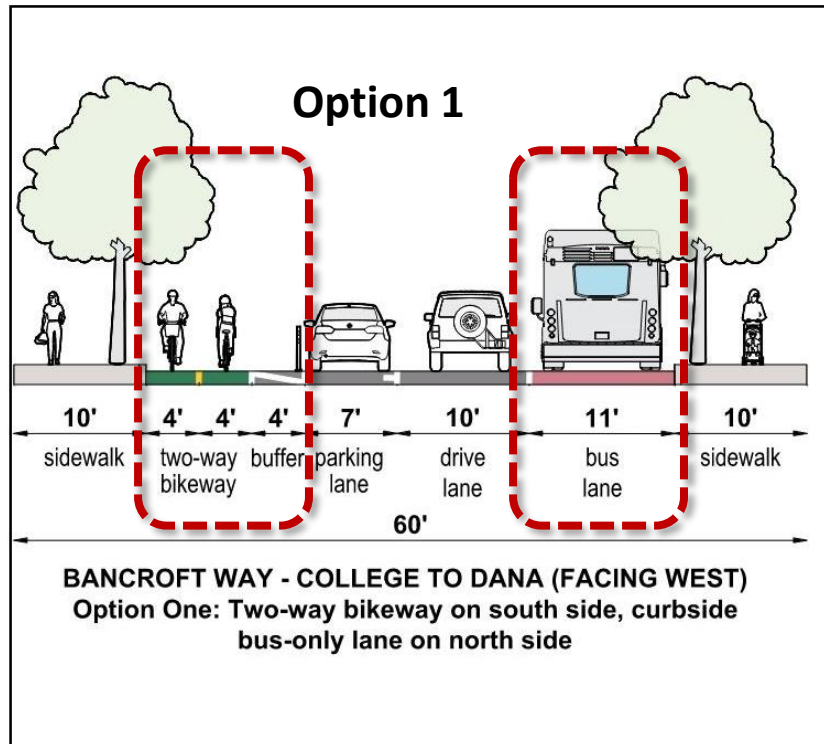


BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Three: Two-way bikeway on south side, two-way vehicular traffic, curbside parking/loading



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For Bancroft Way, which option do you prefer?



Telegraph Avenue Project Area

Bancroft Way to Dwight Way



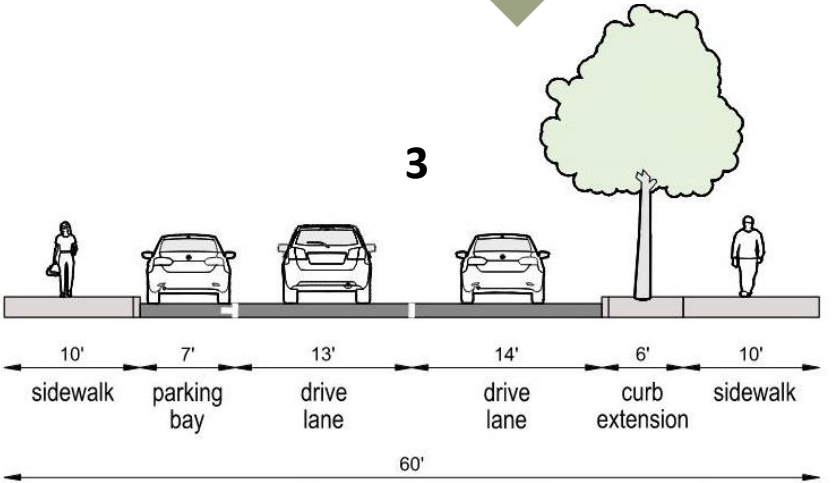
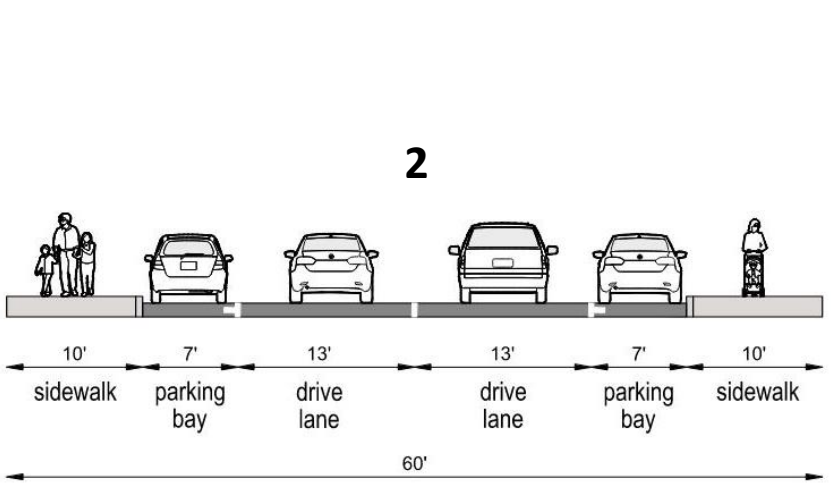
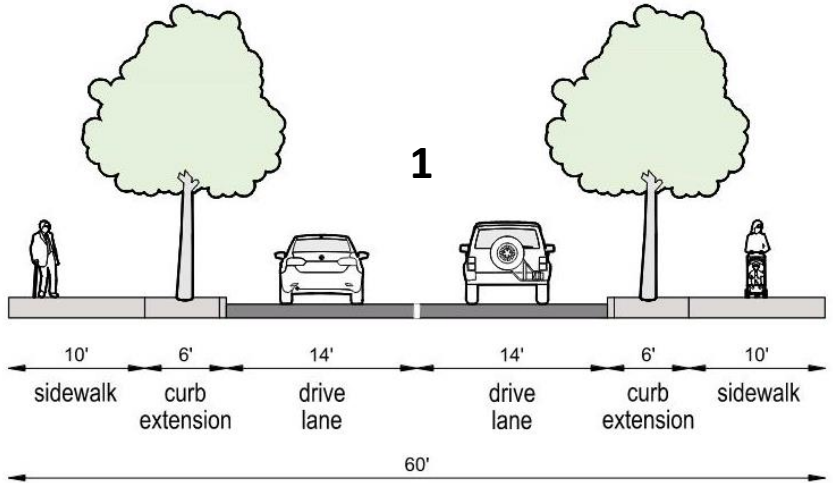
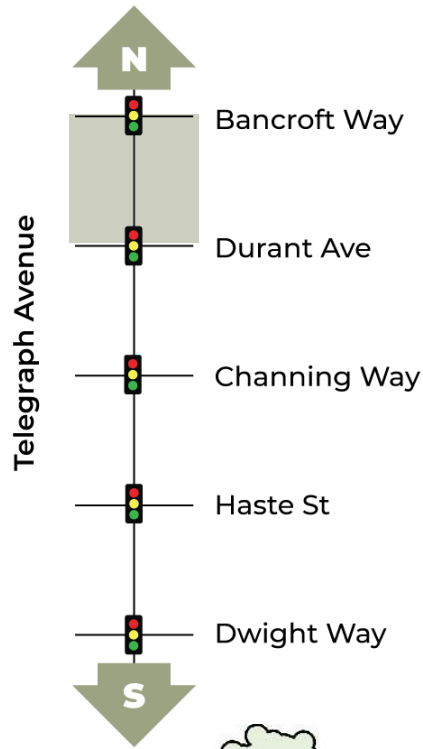
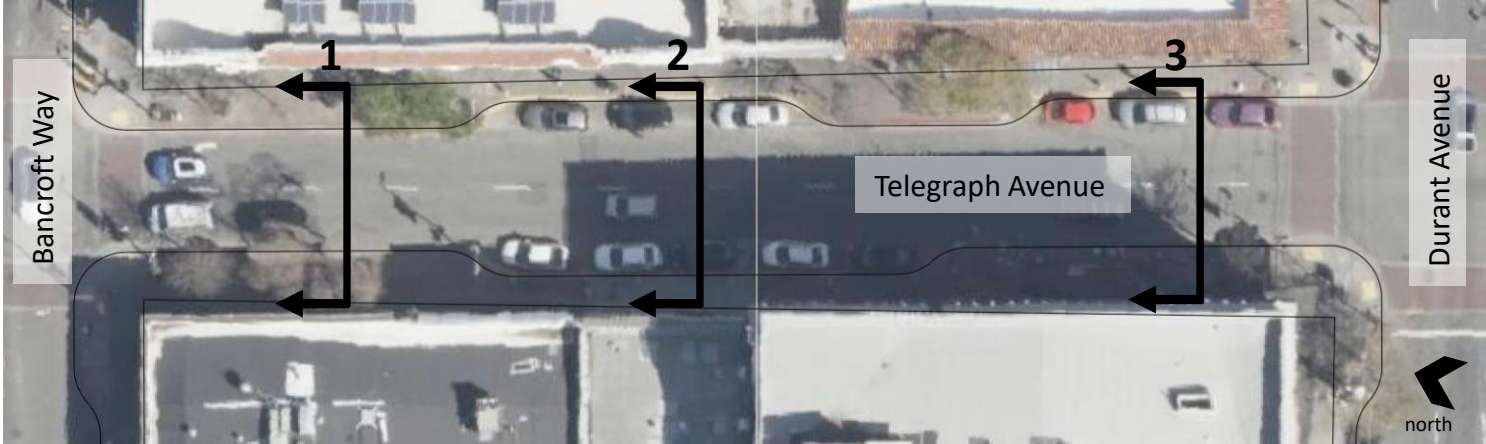
Project area



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Telegraph Avenue Existing

Durant Avenue to Bancroft Way



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

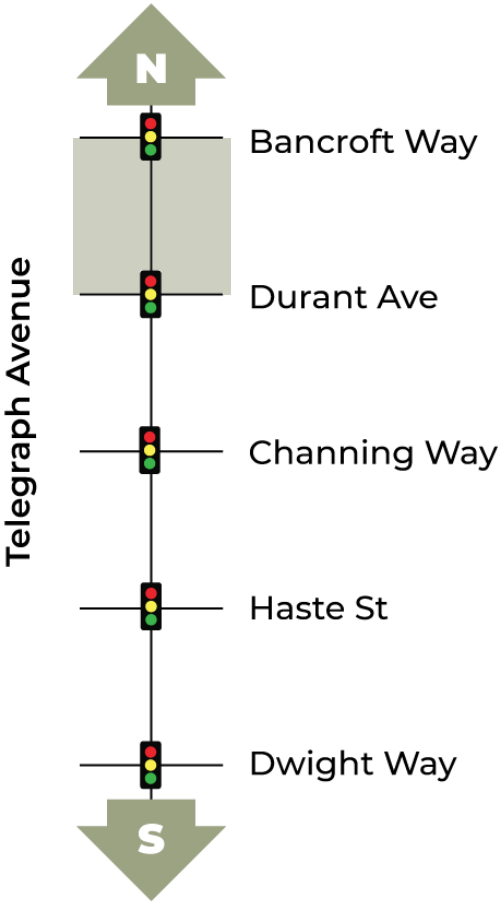
TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY (FACING NORTH)

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

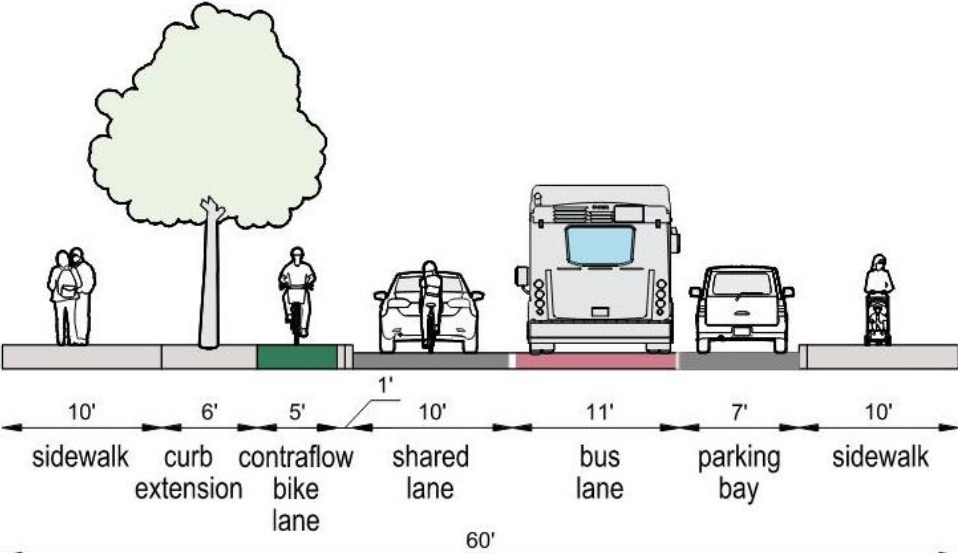
Telegraph Avenue Design Options

Telegraph Avenue Option 1

Durant Avenue to Bancroft Way

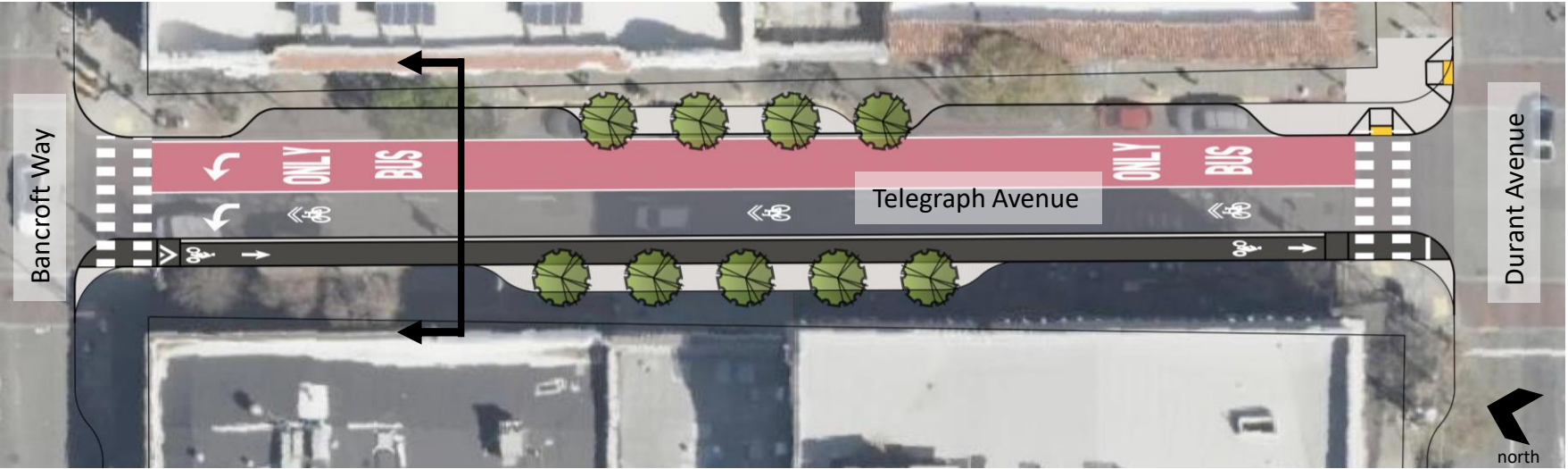


Chicago, IL



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

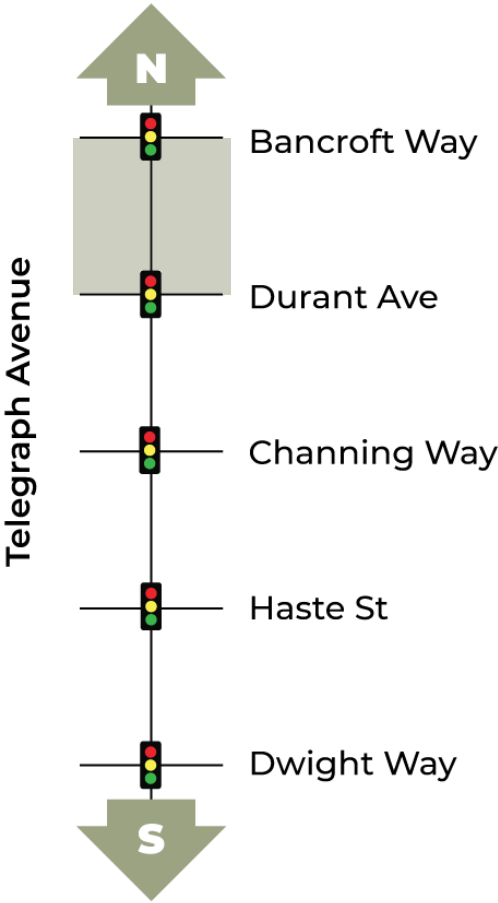
Option One: Contraflow bike lane, shared lane, and bus lane



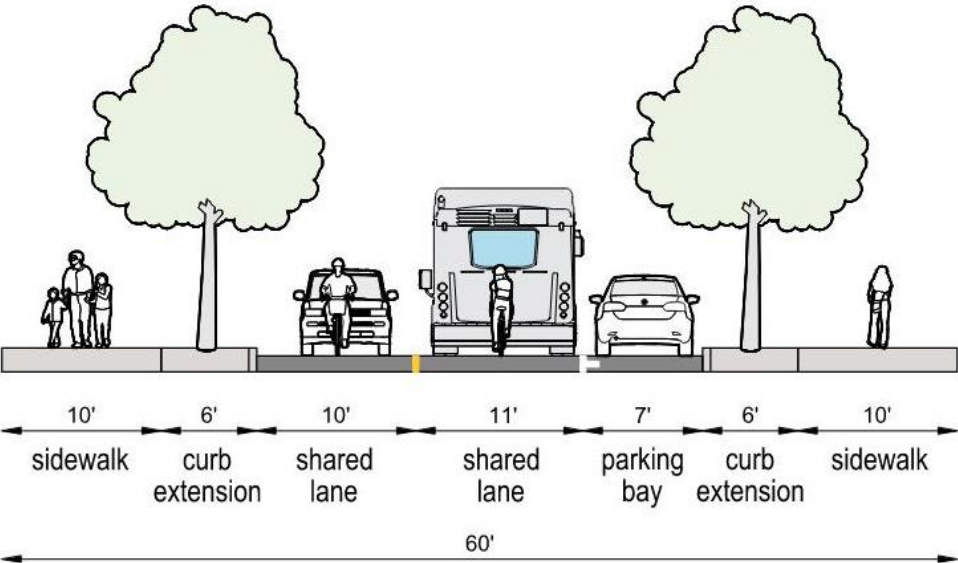
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Telegraph Avenue Option 2

Durant Avenue to Bancroft Way

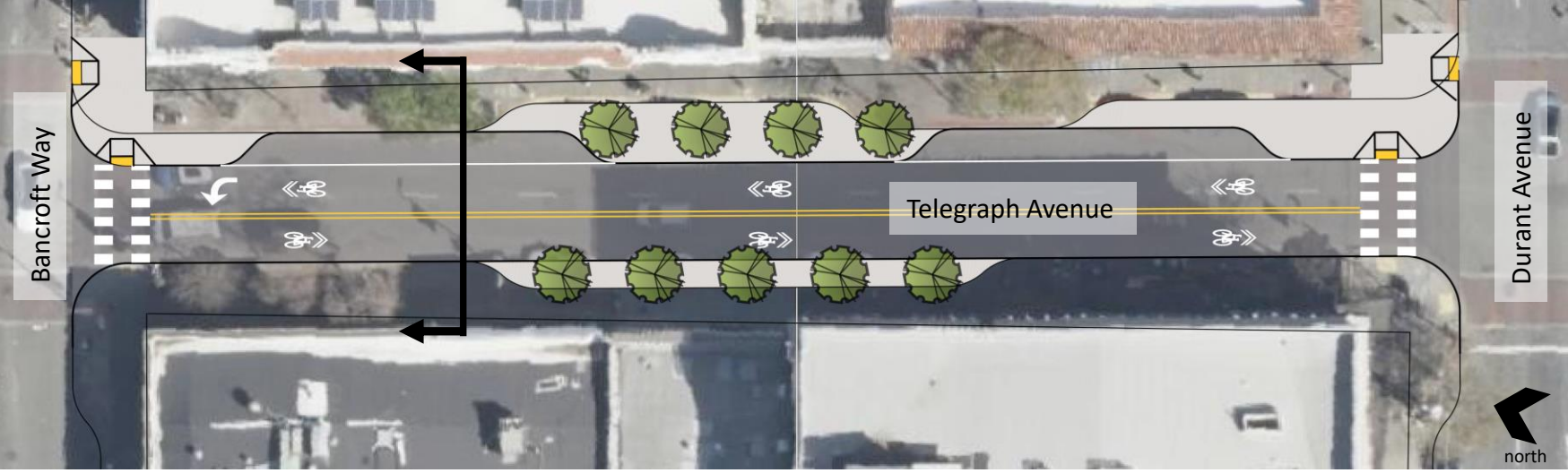


New York, NY



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

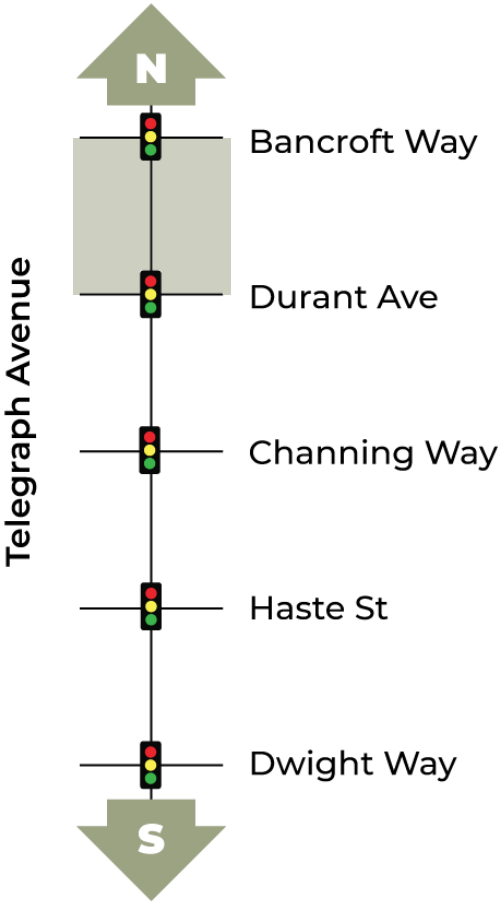
Option Two: Two-way mixed traffic, shared lane



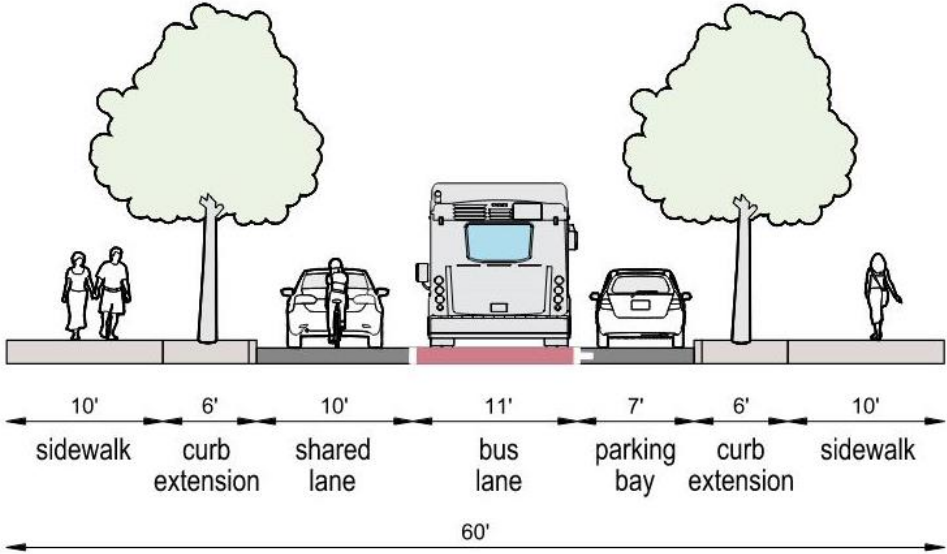
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Telegraph Avenue Option 3

Durant Avenue to Bancroft Way

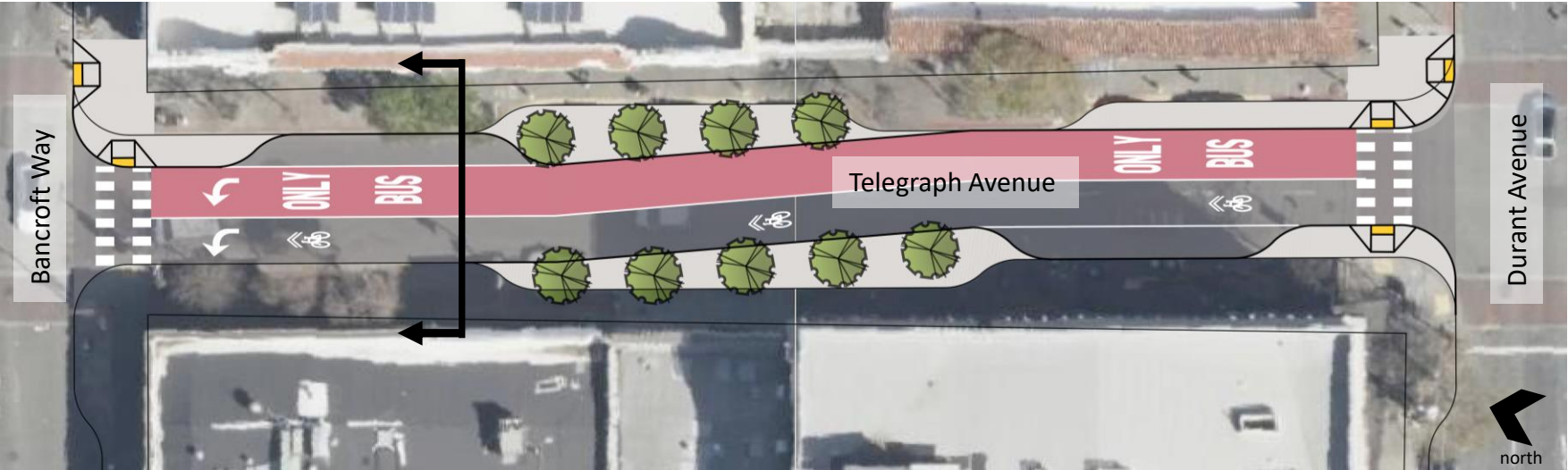


San Francisco



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

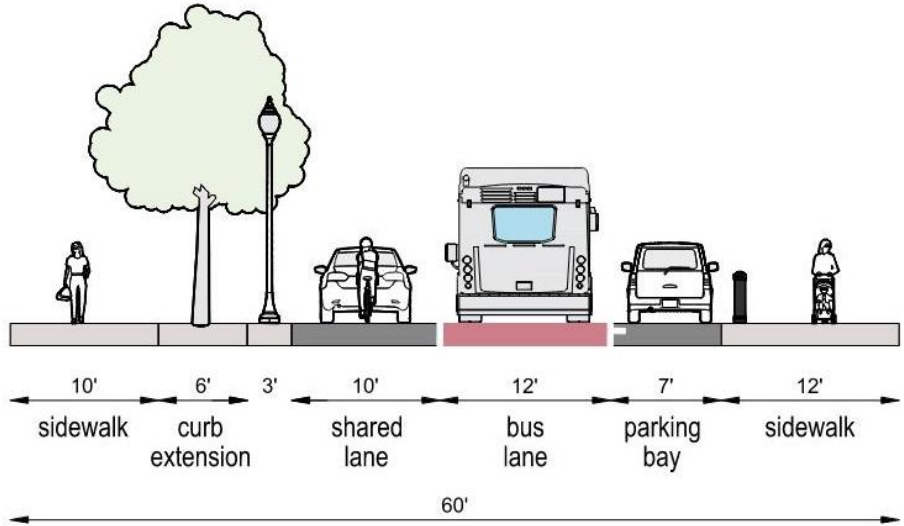
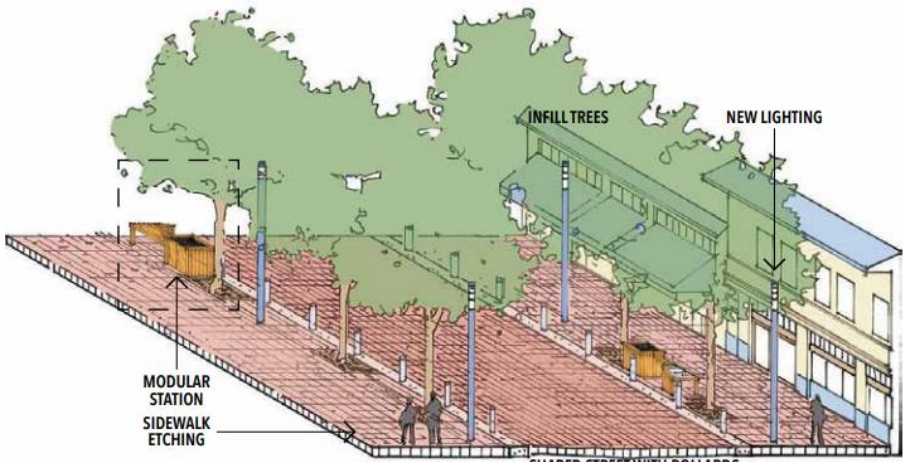
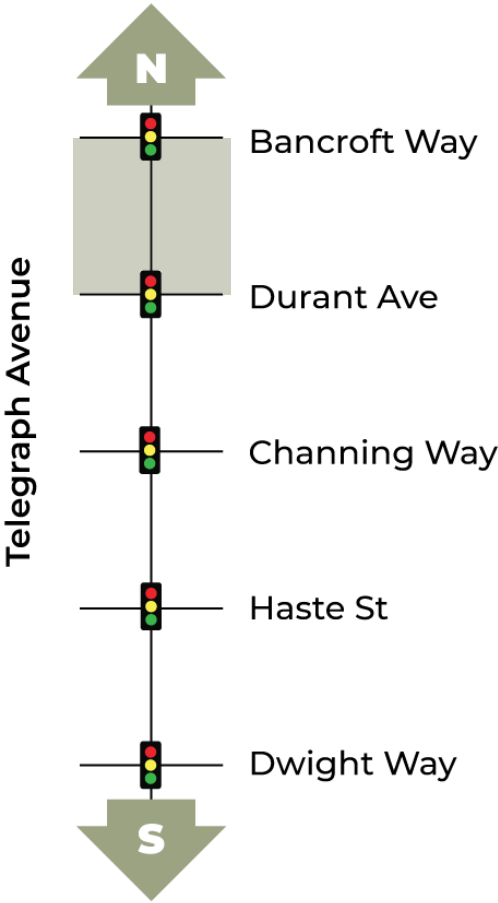
Option Three: One-way mixed traffic chicane street with bus lane; parking/loading areas alternate sides with mid-block chicane



CONCEPT ONLY – NOT FOR CONSTRUCTION

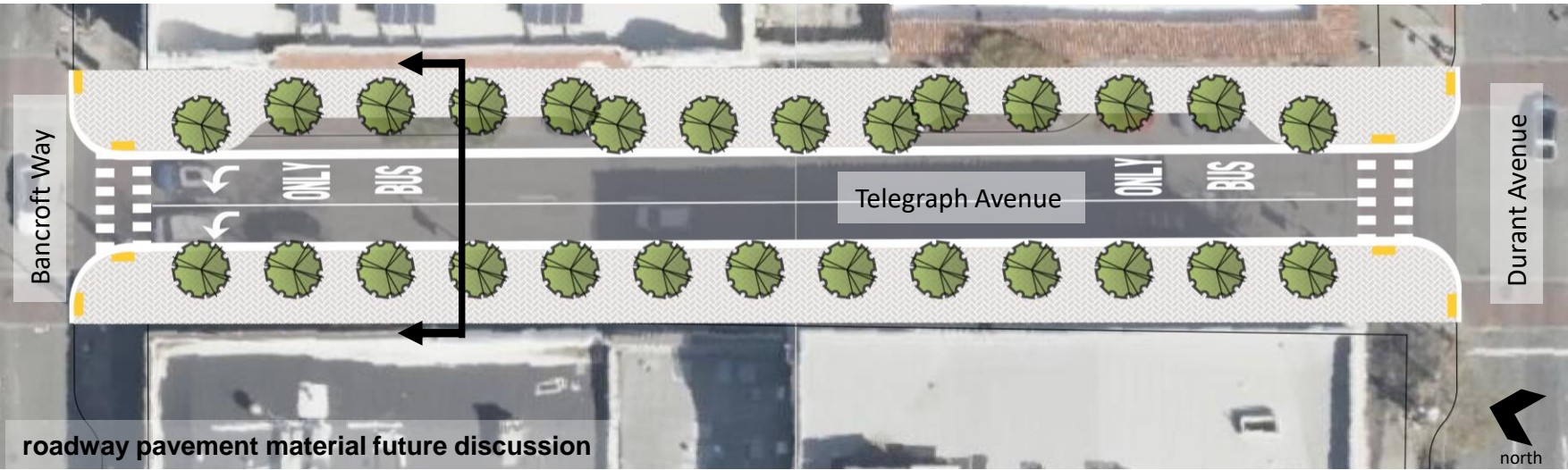
Telegraph Avenue Option 4

Durant Avenue to Bancroft Way



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

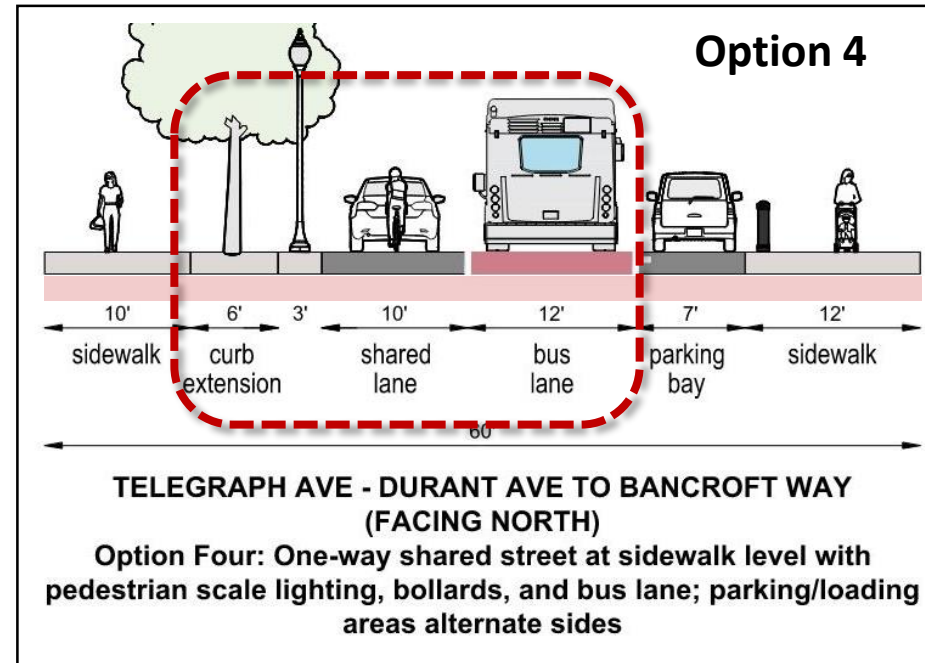
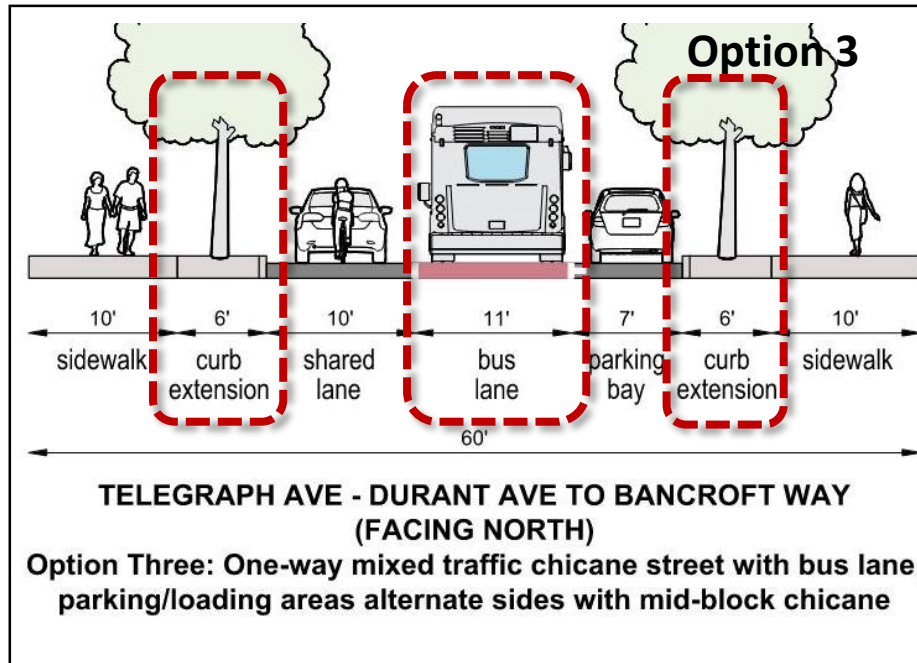
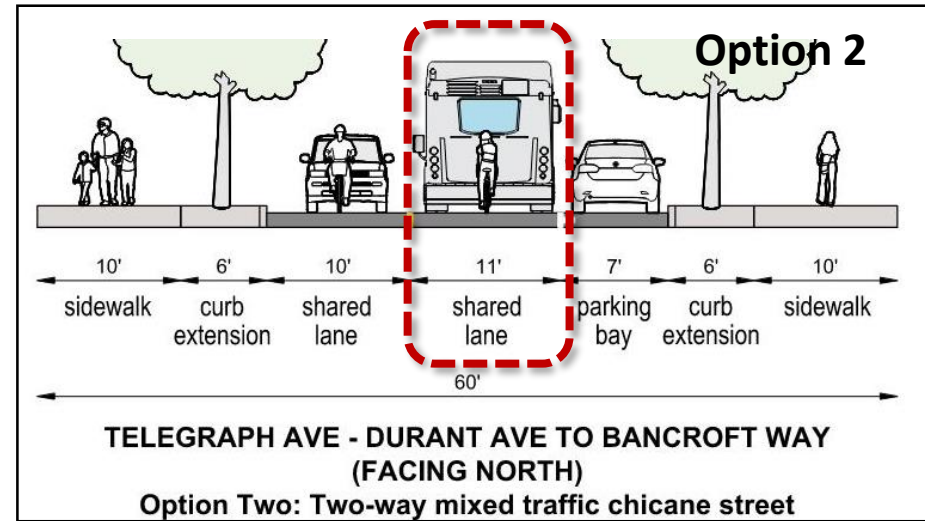
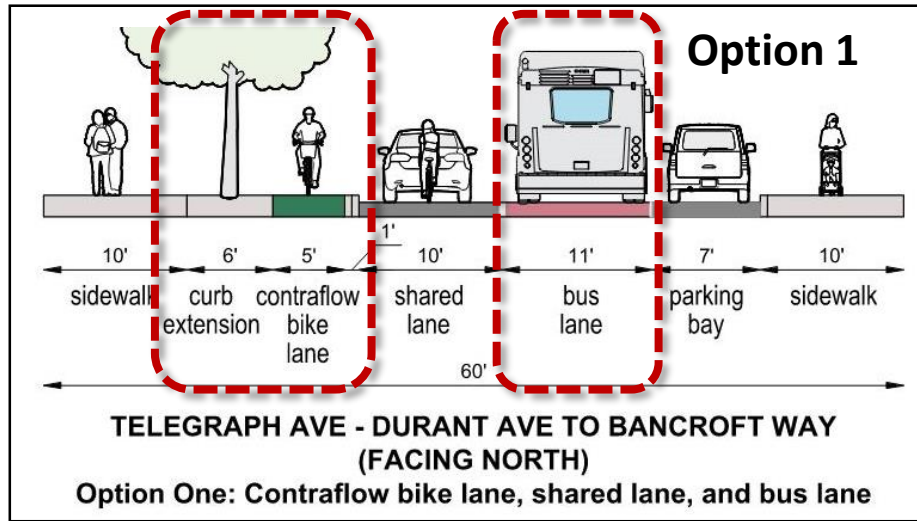
Option Four: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading can alternate sides each block or mid-block



roadway pavement material future discussion

CONCEPT ONLY – NOT FOR CONSTRUCTION

For Telegraph Avenue, which option do you prefer?



Next Steps

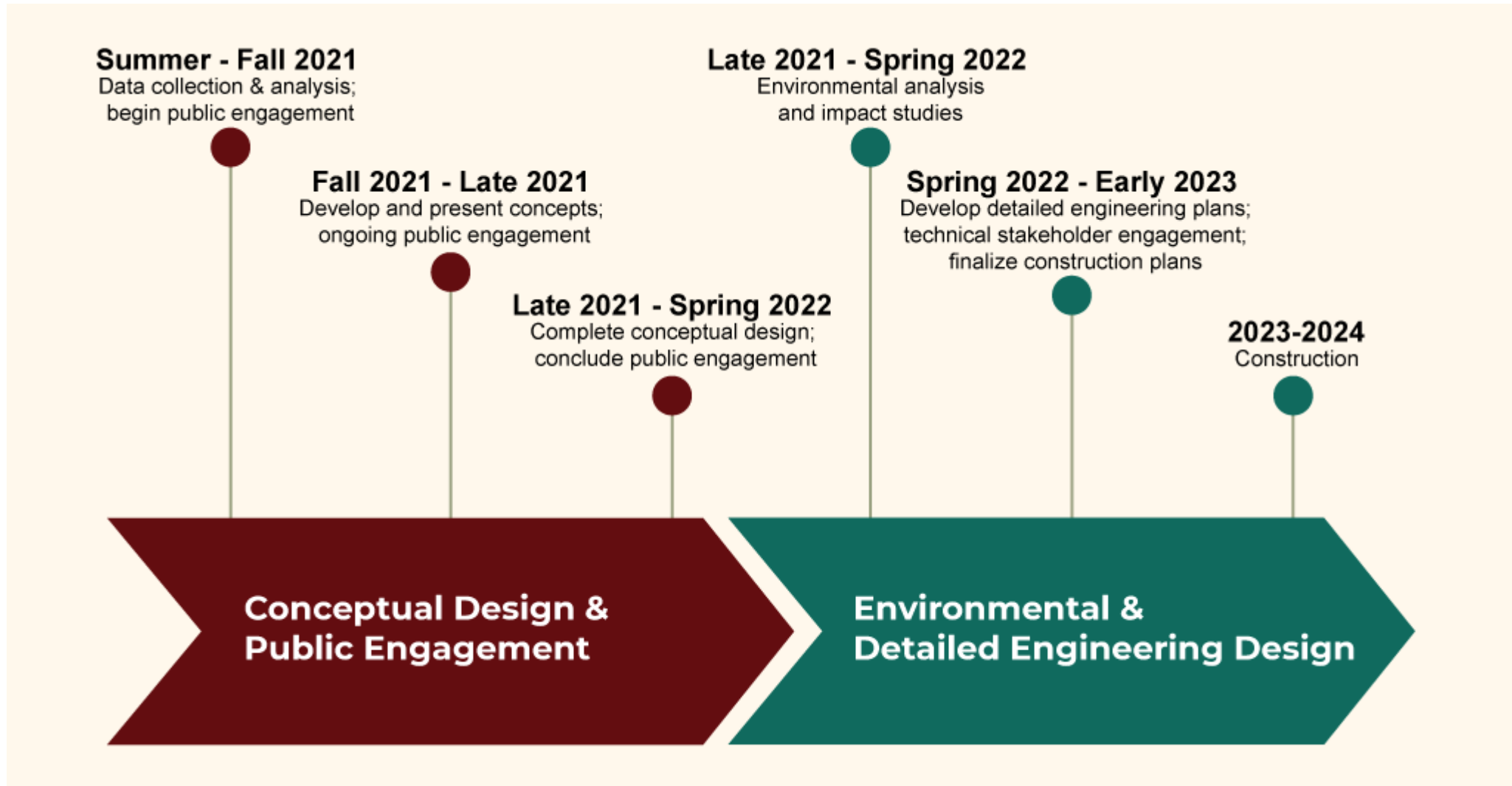
Next Steps

- 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
 - Universal Design
 - Parking Impacts
 - Emergency Access and Response (Police and Fire)
 - Streets Maintenance (street sweeping, stormwater)

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!

berkeleycompletestreets.org

More questions or comments?

Please contact

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