



TRANSPORTATION COMMISSION

REGULAR MEETING

AGENDA

Thursday, January 20th, 2022, 7:00 pm

Mission: Advise Council on transportation policies, facilities, and services

PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH ZOOM VIDEOCONFERENCE AND TELECONFERENCE.

Pursuant to Government Code Section 54953(e) and the state declared emergency, this meeting of the City of Berkeley Transportation Commission will be conducted exclusively through teleconference and ZOOM videoconference. The COVID-19 state of emergency continues to directly impact the ability of the members to meet safely in person and presents imminent risks to the health of attendees. Therefore, no physical meeting location will be available.

To access the meeting remotely from a PC, Mac, iPad, iPhone, or Android device, please use this URL to join: <https://us02web.zoom.us/j/85409127060>

Webinar ID: **854 0912 7060**

If you do not wish for your name to appear on the screen, then use the drop-down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen.

To join by phone: *Dial 1-669-900-9128 and enter Meeting ID: 854 0912 7060.* If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair. Note: Your phone number will appear on the videoconference screen.

A. PRELIMINARY BUSINESS

1. Call to Order
2. Roll Call
3. Public Comment on items not on the Agenda
4. Approval of Draft Action Minutes of [November 18, 2021](#)*
5. Approval and Order of Agenda
6. Update on Administration/Staff
7. Announcements

B. DISCUSSION/ACTION ITEMS

- * Written material included in packet
- ** Written material to be delivered at meeting
- *** Written material previously mailed

The public may speak at the beginning of any item.

1. Commission Reorganization

Update and Discussion

Farid Javandel, Deputy Director of Public Works

2. Nominations for Transportation Commission Chair and Vice-Chair

Action required

3. Southside Complete Streets*

Presentation and discussion – action required

Requested action: Pass a motion to recommend the selected conceptual designs for each Southside corridor (Bancroft, Telegraph, Dana, Fulton) for approval by the Berkeley City Council at the February 22nd, 2022 City Council Meeting.

Eric Anderson, Senior Planner

4. BerkDOT

Update

Farid Javandel, Deputy Director

5. Ashby Interchange

Project Website: <https://www.alamedactc.org/programs-projects/highway-improvement/i-80-ashby-avenue-sr-13-interchange-improvements/>

Action required: Make recommendation to Council to pass resolution of support

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TC.

1. Subcommittee Reports and Assignments: Verbal Reports from Subcommittees
2. Council Summary Actions 2022**
3. Link to Council and Agenda Committee Agendas and Minutes
<https://www.cityofberkeley.info/citycouncil/>
4. Transportation Commission Mission Statement*
5. Transportation Commission Work Plan <http://bit.ly/BerkTCWorkPlan>
6. Transportation Commission Subcommittees and Liaisons*

D. COMMUNICATIONS


E. FUTURE AGENDA ITEMS

F. ADJOURNMENT 10:00 p.m.

Agenda Posted: January 13th, 2022

A complete agenda packet is available for public review at the Main Branch Library and at the Transportation Division front desk.

ADA Disclaimer

 This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at

least three business days before the meeting date. Please refrain from wearing scented products to this meeting.

SB 343 Disclaimer

Any writings or documents provided to a majority of the commission regarding any item on this agenda will be made available for public inspection at the Public Works Transportation Division offices located at 1947 Center Street, 4th Floor.

Communications Disclaimer

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TRANSPORTATION COMMISSION

REGULAR MEETING

MINUTES

Thursday, November 18th, 2021 at 7:00 pm

A. PRELIMINARY BUSINESS

1. Call to Order

Meeting called to order by Chair Ghosh at 7:00pm

2. Roll Call

Commissioners Present: Anthony Bruzzone, Barnali Ghosh, Kate Gosselin, Beverly Greene (arrived 7:30pm), Adrian Leung (arrived 8:05pm) Karen Parolek, Kim Walton, Sofia Zander

Commissioners Absent: None

Staff Present: Farid Javandel, Beth Thomas, Eric Anderson, Gordon Hansen, Ken Jung, Alisha Gard

3. Public Comment on items not on the Agenda: 1 speaker

4. Approval of Draft Action Minutes of [October 21st, 2021](#)

Action: It was Moved/Seconded (Bruzzone/Parolek) to approve the minutes as written.

Ayes: Bruzzone, Ghosh, Gosselin, Parolek, Walton, Zander

Noes: None

Abstain: None

Absent: Greene, Leung

Motion carried 6-0-0-2

5. Approval and Order of Agenda

Action: It was Moved/Seconded (Parolek/Ghosh) to approve the order of the Agenda.

Ayes: Bruzzone, Ghosh, Gosselin, Parolek, Walton, Zander

Noes: None

Abstain: None

Absent: Greene, Leung

Motion carried 6-0-0-2

6. Update on Administration/Staff

Traffic Engineering is close to full staffing. New Traffic Engineer Kim Pham was recently hired.

7. Announcements

Chair Ghosh requests information regarding the forthcoming Commission Consolidation. Commission Secretary Farid Javandel is currently drafting the timeline for transition.

7:30pm: Commissioner Greene present at the meeting. Commissioner Zander absent.

B. DISCUSSION/ACTION ITEMS

1. Southside Complete Streets Project

Eric Anderson, City of Berkeley Senior Planner, with Ryan Parks and Craig Schoenberg of Toole Design, provided an update on the Southside Complete Streets goals, options, and proposals. The primary goals of the project are safety, transit, and economic and cultural vitality.

No action.

Speakers: 15

8:05pm: Commissioner Adrian Leung present.

2. GoBerkeley SmartSpace Parking Pilot Draft Proposals

Gordon B. Hansen, Senior Planner with the City's Transportation Division, provided a presentation on the GoBerkeley parking pilot program. Feedback from the public and Commissioners indicated a lack of enthusiasm for the proposals for the Elmwood neighborhood in particular.

No action.

Speakers: 5

9:49pm: Action: It was Moved/Seconded (Parolek/Ghosh) to extend the meeting to 10:30pm.

Ayes: Bruzzone, Ghosh, Gosselin, Greene, Leung, Parolek, Walton

Noes: None

Abstain: None

Absent: Zander

Motion carried 7-0-0-1

3. BerkDOT

Farid Javandel, Deputy Director of Transportation, shared the results of a recent in-person survey of Berkeley citizens aimed at determining support for a Berkeley Department of Transportation and Infrastructure. The survey was conducted by EMC Research. Farid Javandel and Public Works Director Liam Garland will report back to the Commission in 2022.

No action.

Speakers: 2

10:34pm: Action: It was Moved/Seconded (Parolek/Ghosh) to extend the meeting by 20 minutes until 10:55pm.

Ayes: Bruzzone, Ghosh, Gosselin, Greene, Leung, Parolek, Walton

Noes: None

Abstain: None

Absent: Zander

Motion carried 7-0-0-1

Transportation Commission Agenda
Thursday, November 18th, 2021

4. Vision 2050 Infrastructure Bond

Farid Javandel provided a presentation on the infrastructure bond and the long-term plans to support aging infrastructure in Berkeley. Transportation Commissioners requested an end-date on asphalt and encouraged connecting visionary infrastructure ideas to dollar amounts. Transportation Commissioners agreed that including housing in the Vision 2050 plan does not make sense. Emphasis was made on the importance of having a functional and safe pedestrian and bicycle network.

No action.

Speakers: 1

C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

Information items can be moved to Discussion or Action by majority vote of the TC.

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3. Link to Council and Agenda Committee Agendas and Minutes:
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4. Transportation Commission Mission Statement
5. Transportation Commission Work Plan: <http://bit.ly/BerkTCWorkPlan>
6. Transportation Commission Subcommittees and Liaisons

D. COMMUNICATIONS

1. Charles Siegel – “Divert Through Traffic on Telegraph to Haste”
2. Walk Bike Berkeley and Bike East Bay Letter re: Southside Complete Streets
3. Sam Kaplan-Pettus – Southside Complete Streets (public comment)

E. FUTURE AGENDA ITEMS

Southside Complete Streets

F. ADJOURNMENT

Action: It was Moved/Seconded (Parolek/Walton) to adjourn at 10:49pm.

Ayes: Bruzzone, Ghosh, Gosselin, Greene, Leung, Parolek, Walton

Noes: None

Abstain: None

Absent: Zander

Motion carried 7-0-0-1

Public Present: 45

Speakers: 24

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Public Works Department
Transportation Division

MEMORANDUM

January 20, 2022

TO: Transportation Commission

FROM: Eric Anderson, Senior Planner

SUBJECT: Southside Complete Streets Project Recommended Conceptual Designs

Based on the following information, staff recommends that the Transportation Commission recommend the Southside Complete Streets Project recommended conceptual designs for approval by the Berkeley City Council at the February 22, 2022 Berkeley City Council Meeting. The staff recommendation to Council will request Council approval of the conceptual designs for the Southside Complete Streets Project on Dana Street from Dwight Way to Bancroft Way; Bancroft Way from Milvia Street to Piedmont Avenue; Fulton Street from Dwight Way to Bancroft Way; and Telegraph Avenue from Dwight Way to Bancroft Way, and directing the City Manager to direct staff to proceed with the detailed engineering design of the project.

The Southside Complete Streets Project is an \$8.3M Federal Aid funded transportation improvement project in Berkeley's Southside neighborhood on Telegraph Avenue, Bancroft Way, Dana Street, and Fulton Street. The project proposes to construct improvements for walking, biking, transit, and commercial and passenger loading zones, as well as "placemaking" improvements to the public realm. The project repaves Telegraph Avenue and Dana Street from Bancroft Way to Dwight Way and Bancroft Way from Piedmont Avenue to Dana Street and from Fulton Street to Milvia Street. With the support of an engineering and design consultant team and staff from partner government agencies, City staff have identified conceptual design options for each of the project corridors; sought public input on and analyzed those conceptual design options; and selected recommended conceptual designs for consideration by the Berkeley City Council at the February 22, 2022 Berkeley City Council Meeting. Approval of the conceptual designs will keep the project on schedule for detailed engineering design in 2022, allowing the City to meet a January 2023 funding obligation deadline

and receive \$7.3M in Federal Aid construction funds. Staff anticipates advertising for construction bids in 2023, followed by construction of the project in 2023 and 2024.

The Southside neighborhood has experienced continuing growth in both commercial activity and residential occupancy, with increased walking, biking, transit use, ride-hailing, and freight and small package delivery. The Berkeley Vision Zero Action Plan has documented severe and fatal crashes on project streets; Southside sidewalks carry some of the highest numbers of people walking in the East Bay; gaps in the low-stress protected bikeway network result in connectivity problems that discourage bicycling for transportation; AC Transit buses have on-time performance issues that discourage bus ridership in the project area; and competition for limited loading zones creates operational issues for neighborhood businesses and further delays traffic and transit operations. The City of Berkeley Five-Year Street Repair Plan identifies numerous street segments in the project area with low Pavement Condition Index in need of repaving.

The goals of the Southside Complete Streets project are:

- Ensure safety for all street users consistent with the City's Vision Zero policy
- Improve transit reliability consistent with the City's Transit-First policy
- Support the economic and cultural vitality of Berkeley's Southside neighborhood consistent with the Economic Development goals of the City's Southside Plan

The project follows a community and data-driven approach to deliver on the City's Vision Zero, Complete Streets, Transit-First, and Climate Action Plan policies, and builds upon the specific recommendations of numerous plans and studies, including the Southside Plan, the Berkeley Bicycle and Pedestrian Plans, the 5-Year Street Repair Plan, the AC Transit Major Corridors study, and the Telegraph Avenue Public Realm Plan, among others. The Southside Complete Streets Project is a City of Berkeley Strategic Plan priority project and supports the Plan's goals of being a global leader in addressing climate change, advancing environmental justice, and protecting the environment and creating a resilient, safe, connected, and prepared City.

Stakeholder and Public Engagement

City staff initiated the project in 2020 by convening an Institutional Stakeholder Group (ISG) consisting of government agency staff from various City departments as well as University of California Berkeley (UC Berkeley), UC Berkeley Bear Transit, Lawrence Berkeley National Labs (LBNL) shuttle operators, and Alameda-Contra Costa Transit (AC Transit). The ISG met multiple times, first identifying and refining preliminary conceptual design options for each project corridor, and then providing input on the selection of the preferred conceptual designs. In 2020, City staff also conducted preliminary outreach with the Telegraph Business Improvement District (TBID) and engaged in a robust public process with AC Transit for the Dana Complete Street Pilot

Project – see the Background section for more information on these and other pre-project activities.

Following the kickoff of the design consultant contract in August 2021, City staff and consultants deployed an extensive public engagement strategy consisting of two online public meetings engaging dozens of attendees; an online public survey with over 1,300 individual respondents; six Commission meetings, including the Transportation, Public Works, and Disability Commissions; and multiple stakeholder group meetings with the Associated Students of the University of California Berkeley (ASUC), TBID, Walk Bike Berkeley, and East Bay Transit Rider’s Union. City staff and project consultants publicized the process by distributing and mailing thousands of postcards and flyers; installing temporary sidewalk decals on project streets, especially at or near AC Transit bus stops; and issuing press releases and conducting a social media campaign, all with the support of partner organizations like AC Transit, UC Berkeley, and TBID to help get the word out. The current phase of public engagement will conclude with the second Online Public Open House on January 27, 2022.

Following anticipated approval of the conceptual designs by the Berkeley City Council, City staff will continue to work with the Berkeley community and institutional stakeholders to refine the designs through the detailed engineering process during the remainder of 2022. Staff will continue to seek input on technical and operational details of the project designs from TBID, AC Transit, Bear Transit, LBNL Shuttle operators, and others, and anticipates returning to the relevant City of Berkeley commission(s) to provide updates on the refinement of the project designs. Staff anticipates that the Southside Complete Streets Project will next return to the Berkeley City Council for the authorization of the construction contract in early 2023.

Conceptual Design Options Analysis

As depicted in Attachment 1: Southside Complete Streets Project presentation slides, and described in the following section, City staff and consultants considered multiple design options for Telegraph Avenue, Bancroft Way, and Fulton Street, as well as a permanent version of the temporary Dana Complete Street pilot project being constructed by AC Transit. City staff and consultants analyzed these designs using two filters: 1) public input (as described in the previous section) and 2) technical analysis. The technical analysis utilized qualitative and quantitative criteria to assess how well each design option performed in meeting the project’s primary goals of safety, transit efficiency, and supporting local businesses. The analysis also tested each option against “baseline operations” metrics in order to identify potential fatal flaws, including traffic operations, parking effects, accessibility and “Universal Design”, construction impacts and costs, fire marshal requirements, and streets maintenance. Table 1 provides a high-level summary of public and stakeholder preferences for each design option. Table 2 provides a summary of the results of the technical analysis expressed as overall “Good, Fair, Poor” rankings for each design option.

A comprehensive traffic study was performed using Syncho traffic modelling software. Vehicle Level of Service (LOS) is a traffic metric for individual vehicle delay, which ranks delay with a grade of A, B, C, D, E, or F. The traffic model showed that for each of the options, vehicle LOS remains at or above LOS D, and as such meets the City’s goal for vehicle delay. The only exceptions are two intersections where existing conditions operate at E (Bancroft Way & Piedmont Avenue) or F (Fulton Street & Channing Way); both locations would maintain their existing LOS under all project options. Queue length is a traffic metric that is used to understand the length of queues of vehicles waiting for a green signal at signalized intersections in the “worst case scenario” (during the peak hour of the day, which is about 5% of the time that a traffic signal operates). Queue length is important because of the impact on traffic operations when queues extend into adjacent upstream intersections. The traffic model showed three locations where some of the design options produced queue lengths that exceed the length of the block between traffic signals: Options 1 and 2 on Bancroft Way between Dana Street and Telegraph Avenue; Options 1 and 2 on Shattuck Avenue between Kittredge Street and Durant Avenue; and Option 1 on Fulton Street between Channing Way and Haste Street. None of these locations represent a “fatal flaw” in the design, but rather are locations where the detailed engineering design process will focus on signal design and optimization to try to reduce and hopefully eliminate these peak-hour queuing impacts to traffic operations.

Table 1: Southside Complete Streets Design Options Public and Stakeholder Input

Input	Fulton St	Bancroft Way	Telegraph Ave	Dana St
Online Public Meeting #1	Options 1 & 3	Option 2	Option 4	Support
Online Survey	Option 1	Option 2	Options 1 & 4	Support
Institutional Stakeholder Meetings	Option 2	Option 1	Options 1 & 4	Support

Table 2: Southside Complete Streets Design Options Technical Analysis Results

Corridor	Option 1	Option 2	Option 3	Option 4
Bancroft Way	Good	Fair	Poor	N/A
Telegraph Avenue	Poor	Poor	Fair	Good
Fulton Street	Fair	Fair	Poor	N/A
Dana Street	N/A	N/A	N/A	N/A

Recommended Conceptual Designs

The following summaries describe the conceptual design options, their impacts, and the recommended conceptual design option for each project corridor based on public and stakeholder input and the results of the technical analysis. For each design option, the intent is to utilize the most permanent, durable, low-maintenance materials possible (e.g., raised concrete bikeway buffers vs. temporary “paint and posts” bikeway buffers, etc.). Final materials choices will be made during the detailed engineering design process, based on a variety of factors such as cost, Fire Marshall access requirements, accessibility for people with disabilities, and other technical criteria. Please see Attachment 1 for illustrations of each design option. Updated design option graphics will be prepared as part of the final public engagement activities in January, and provided as supplemental material to this report.

Bancroft Way:

- Option 1: one westbound travel lane with a two-way parking-protected bike lane on the south side and a curbside bus-only lane on the north side
- Option 2: one westbound travel lane with a parking lane on the south side and a two-way curbside separated bike lane on the north side, next to a bus-only lane
 - To construct a bus-only lane and two-way protected bikeway, Options 1 and 2 remove one of two existing westbound traffic lanes and remove parking/loading on one side of the street, leaving a single westbound traffic lane and parking/loading on only the south side of the street
- Option 3: one travel lane in each direction with a two-way separated bike lane on the south side and a parking lane on the north side
 - To construct an eastbound traffic lane and two-way protected bikeway, Option 3 removes one of two existing westbound traffic lanes and removes parking/loading on one side of the street, leaving a single westbound traffic lane and parking/loading on only the south side of the street

Recommended Bancroft Way Conceptual Design: Option 1.

Telegraph Avenue:

- Option 1: one northbound travel lane (shared with bikes) with a wider sidewalk and contraflow raised southbound bike lane on the west side and a bus-only lane on the east side, with alternating bulb-outs and parking/loading on the east side only
 - To construct a bus-only lane, a wider sidewalk, and one-way southbound protected bikeway, Option 1 removes one of two existing northbound traffic lanes and removes parking/loading on the west side of the street, leaving a single northbound traffic lane and consolidating all existing parking/loading to the east side of the street

- Option 2: one travel lane in each direction (shared with bikes), wider sidewalks on both sides of the street, with alternating bulb-outs and parking/loading on the east side only
 - To construct a southbound traffic lane and wider sidewalks on both sides of the street, Option 2 removes one of two existing northbound traffic lanes and removes parking/loading on the west side of the street, leaving a single northbound traffic lane and consolidating all existing parking/loading to the east side of the street
- Option 3: one northbound travel lane (shared with bikes) with a bus-only lane on the east side, wider sidewalks on both sides of the street, and alternating bulb-outs and parking on either side of the street resulting in a chicane
 - To construct a bus-only lane, wider sidewalks on both sides of the street, and a traffic-calmed “chicane” roadway, Option 3 removes one of two existing northbound traffic lanes and removes parking/loading alternately on the east or west side of the street, leaving a single northbound traffic lane and approximately half as much parking/loading
- Option 4: a “curbless” northbound street at sidewalk level with one northbound travel lane (shared with bikes), a bus-only lane on the east side, wider sidewalks on both sides of the street with pedestrian-scale lighting, bollards, and other “placemaking” amenities, alternating bulb-outs and parking on either side of the street
 - To construct a curbless street with a bus-only lane and wider sidewalks on both sides of the street, Option 4 removes one of two existing northbound traffic lanes, leaving a single northbound travel lane.
 - Of the four options proposed for Telegraph Avenue, Option 4 is among the most expensive. For this reason, as detailed cost estimates are developed during the engineering design process, Option 4 may be constructed on a limited number of blocks, with a curbed version of this option or Option 3 (the next-highest scoring option) as alternate design options.
 - During the public engagement process, a substantial number of comments were received in favor of a “car free” design option for Telegraph Avenue. Limiting or eliminating access for private vehicles on Telegraph Avenue is beyond the scope of this project. However, of the options considered, Option 4 provides the most suitable and intuitive built environment for future consideration of changes to private vehicle access.

Recommended Telegraph Avenue Conceptual Design: Option 4, budget permitting, with a curbed version of Option 4 or Option 3 as fallback design options.

Fulton Street:

- Option 1: one southbound travel lane with a two-way separated bike lane on the east side and parking on the west side
- Option 2: one southbound travel lane with a two-way parking-protected bike lane on the west side

- Option 3: one southbound travel lane with a parking-protected southbound bike lane on the west side and a contraflow raised northbound bike lane on the east side
 - To construct either a two-way protected bikeway or one-way protected bikeways on either side of the street, Options 1, 2, and 3 remove one of two existing southbound traffic lanes and remove parking on the east side of the street, leaving a single southbound traffic lane and parking on only the west side of the street

Recommended Fulton Street Conceptual Design: Option 1.

Dana Street:

- Upgrade AC Transit's Dana Street pilot project, scheduled for installation in Spring 2022, from temporary paint and post separated bikeway buffers to permanent concrete-protected bikeway buffers. See Background section for more information about the AC Transit pilot project.

Recommended Dana Street Conceptual Design: Dana Complete Street pilot conversion to permanent project.

Background

The Berkeley City Council and the Berkeley Transportation Commission have taken action on several occasions in support of transportation improvements in the Southside neighborhood. The current project delivers on past Transportation Commission recommendations and Council direction and referrals, as described below.

In 2013, the Berkeley City Council directed staff to study conversion of Bancroft Way and Durant Street from one-way to two-way streets consistent with the Southside Area Plan recommendation to study this change. In 2015, staff delivered a traffic study to the Transportation Commission and Council, and identified a cost estimate of \$5M for the conversion project. Also in 2015, as a follow-up to the two-way streets study, Council Member Kriss Worthington brought forward a referral to make Dana Street two-way for bicycle travel. This project considered but ultimately rejected the options to convert one-way Southside streets to two-way vehicle traffic, due to cost considerations and the poor performance of these options in meeting project goals. The project does carry forward the referral to implement a two-way bikeway on Dana Street.

In 2016, in response to a near-fatal vehicle-bicycle crash, at the recommendation of the Transportation Commission and with the urging of the Berkeley Community, the Berkeley City Council authorized installation of a one-way southbound protected bikeway on Fulton Street between Bancroft Way and Channing Way. This project continues that bikeway two blocks to the south to connect at Dwight Way with the planned and funded Fulton Street Bicycle Boulevard, and makes the bikeway two-way for all four blocks.

In 2016, following recommendation by the Transportation Commission, the Berkeley City Council approved the Southside Pilot Project (SPP), which included the Phase I: Bancroft Way West bus lane and bikeway pilot project between Dana Street and Fulton Street, as well as a future Dana Complete Street Pilot Project as part of the overall SPP vision. This project proposes to upgrade the Phase I: Bancroft Way West project using more permanent, low-maintenance materials, as well as constructing the remaining phases of Bancroft Way as described in the SPP Council report.

In 2017, following review, comment, and recommendation by the Transportation Commission, the Berkeley City Council approved the Berkeley Bicycle Plan, which calls for evaluation of two-way cycle tracks on Bancroft Way, Dana Street, Fulton Street, and Telegraph Avenue. This project evaluated bikeways on all project corridors and prioritized Bancroft Way, Dana Street, and Fulton Street for implementation of protected bikeways. Telegraph Avenue was considered for a protected bikeway but due to the space needs for wider sidewalks, abundant loading zones, and a bus-only lane, a protected bikeway could not be included.

In 2019, Council Member Rigel Robinson brought forward a referral to develop a plan to implement the shared streets proposal outlined in the Telegraph Public Realm Plan. The recommended option for Telegraph Avenue – Option 4 – is based on the ultimate design envisioned by the Telegraph Public Realm Plan.

In 2021, following recommendation by the Transportation Commission, the Berkeley City Council approved the AC Transit Dana Complete Street Pilot project, which is currently being developed and delivered through a partnership between AC Transit and the City of Berkeley. AC Transit's Dana Complete Street Pilot Project complements the City's Southside Complete Streets Project by piloting a two-way cycle track and bus boarding island on Dana Street. Construction of the Dana pilot project is expected to be complete in 2022, followed immediately by an evaluation of the pilot project's performance. AC Transit's evaluation consultant will recommend design modifications, if any are needed, for integration into the City's Southside Complete Streets Project detailed engineering design process. At a minimum, the City's Southside project would repave the entire street and would make temporary elements of the Dana pilot project permanent.

In 2021, the Berkeley City Council approved the most recent Five-Year Street Repair Plan. Consistent with this plan, the project repaves Telegraph Avenue and Dana Street from Bancroft Way to Dwight Way, and Bancroft Way from Piedmont Avenue to Dana Street and from Fulton Street to Milvia Street.

Project Funding

In 2018, the City of Berkeley received an \$8,335,000 grant from Alameda CTC and Caltrans for transportation improvements in Berkeley's Southside neighborhood. Improvements may include physically protected bikeways (i.e. cycle tracks), signal

modifications, transit efficiency and reliability improvements (transit signal priority, transit only lanes), more useful freight and passenger loading zones, pedestrian sidewalk and crosswalk safety upgrades, and street repaving. Of this grant, \$1M is allocated for the current phase of the project, consisting of Preliminary Engineering (planning, conceptual design, and public engagement); California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance; Plans, Specifications, and Estimates (detailed engineering design and preparation of construction plans); and construction bid and engineering support. This phase of the project is projected for completion by April 30, 2023. The remaining \$7,335,000 of the grant is for construction of transportation improvements, and would be obligated by Caltrans upon successful completion of detailed engineering design in January 2023.

Southside Complete Streets Project Timeline

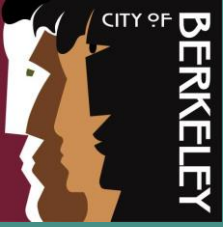
- Conceptual Design, Preliminary Engineering, Public Outreach, and Environmental Review August 2021 to February 2022
- Environmental Review and Detailed Engineering Design March 2022 to January 2023
- Advertise project & award construction contract February 2023 to April 2023
- Construction May 2023 to May 2024

Next Steps

Based on this information, staff recommends that the Transportation Commission recommend the Southside Complete Streets Project recommended conceptual designs for approval by the Berkeley City Council at the February 22, 2022 Berkeley City Council Meeting.

Attachments:

- 1: Southside Complete Streets Project Presentation Slides



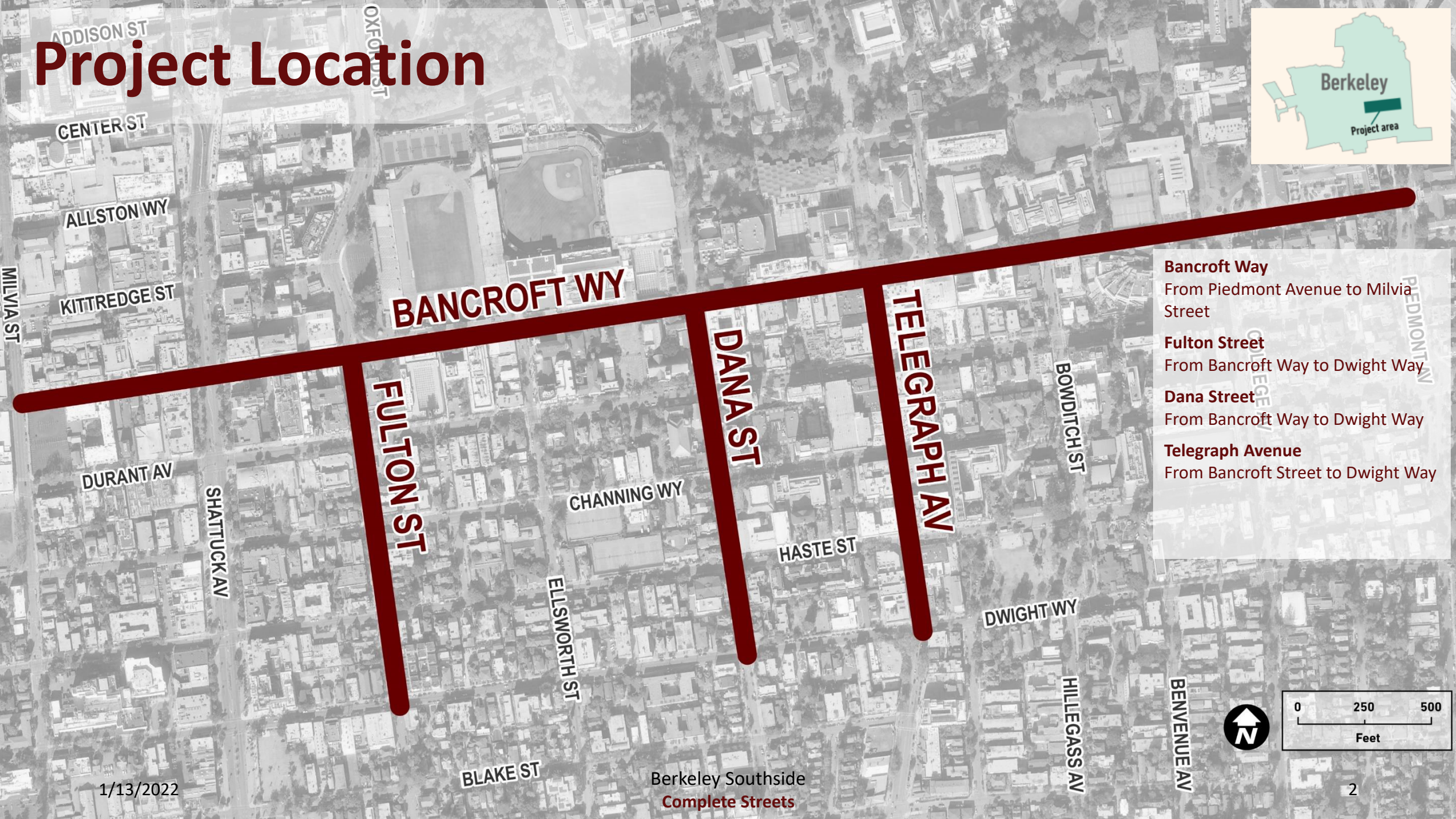
Berkeley Southside Complete Streets Project

Berkeley Transportation Commission Meeting

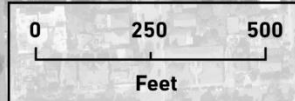
January 20, 2022



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



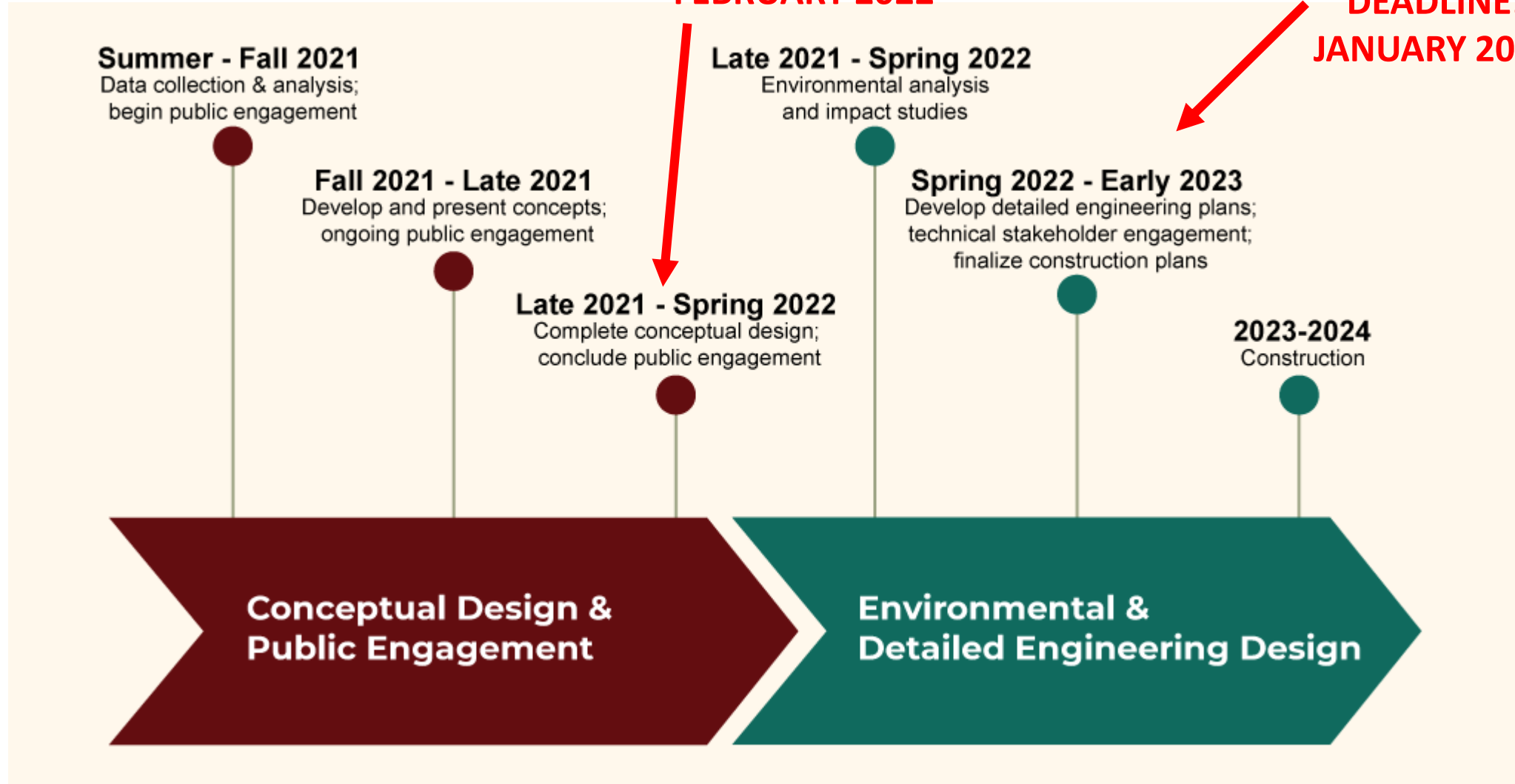
Project Goals

- **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

**CITY COUNCIL
CONCEPT DESIGN
APPROVAL:
FEBRUARY 2022**

**CONSTRUCTION
FUNDING ALLOCATION
DEADLINE:
JANUARY 2023**



Public and Stakeholder Engagement

Public and Stakeholder Engagement Plan

The Berkeley Community:

- Online Public Open Houses (2)
- Online Public Survey (1)
- Transportation Commission Meetings (3)
- Commission on Disability Meetings (2)
- Public Works Commission Meeting (1)
- 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

1/13/2022



Engagement Milestones

Present the Design Options

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

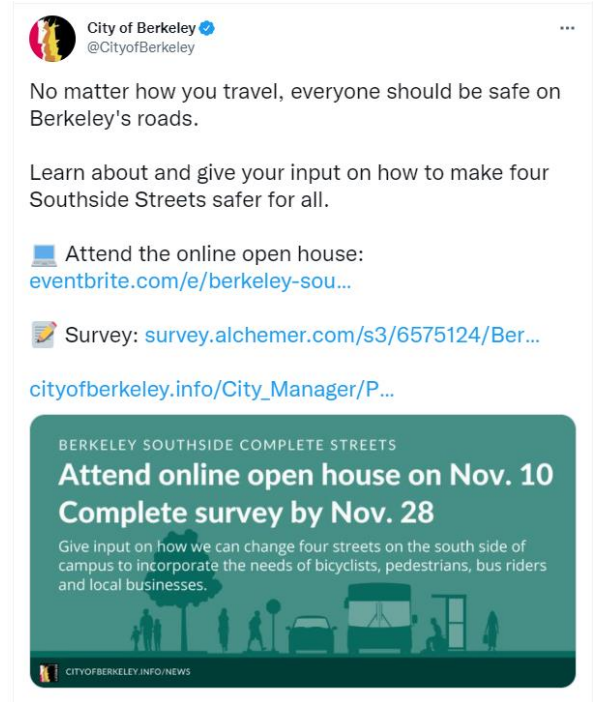
Preferred Design Option

- Berkeley Transportation Commission Meeting (Jan 20)
- Open House #2 (Jan 27)
- Other Commission and Stakeholder Meetings Stakeholder Meetings (Jan/Feb)
- Berkeley City Council (Feb 22)



Online Meeting Publicity

- 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 #1

- Meeting purpose: solicit input on design options for each corridor
- 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 purpose: solicit input on design options for each corridor
- Open from October 27 – November 28
- **1,358 respondents**, (718 completed, 640 partially complete)
- **74%** of respondents were Berkeley residents

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.

A map of the Berkeley Southside neighborhood showing the project area. The map highlights Bancroft Way, Telegraph Avenue, Dana Street, and Fulton Street in a darker green color. Other streets shown include Allston Way, Kittredge St, Milvia St, Shattuck Ave, Durant Ave, Elsworth St, Channing Way, Haste St, Dwight Way, Blake St, Parker St, Bowditch St, College Ave, and Piedmont Ave. The UC Berkeley Campus is also labeled. An inset map shows the location of the project area within the city of Berkeley.

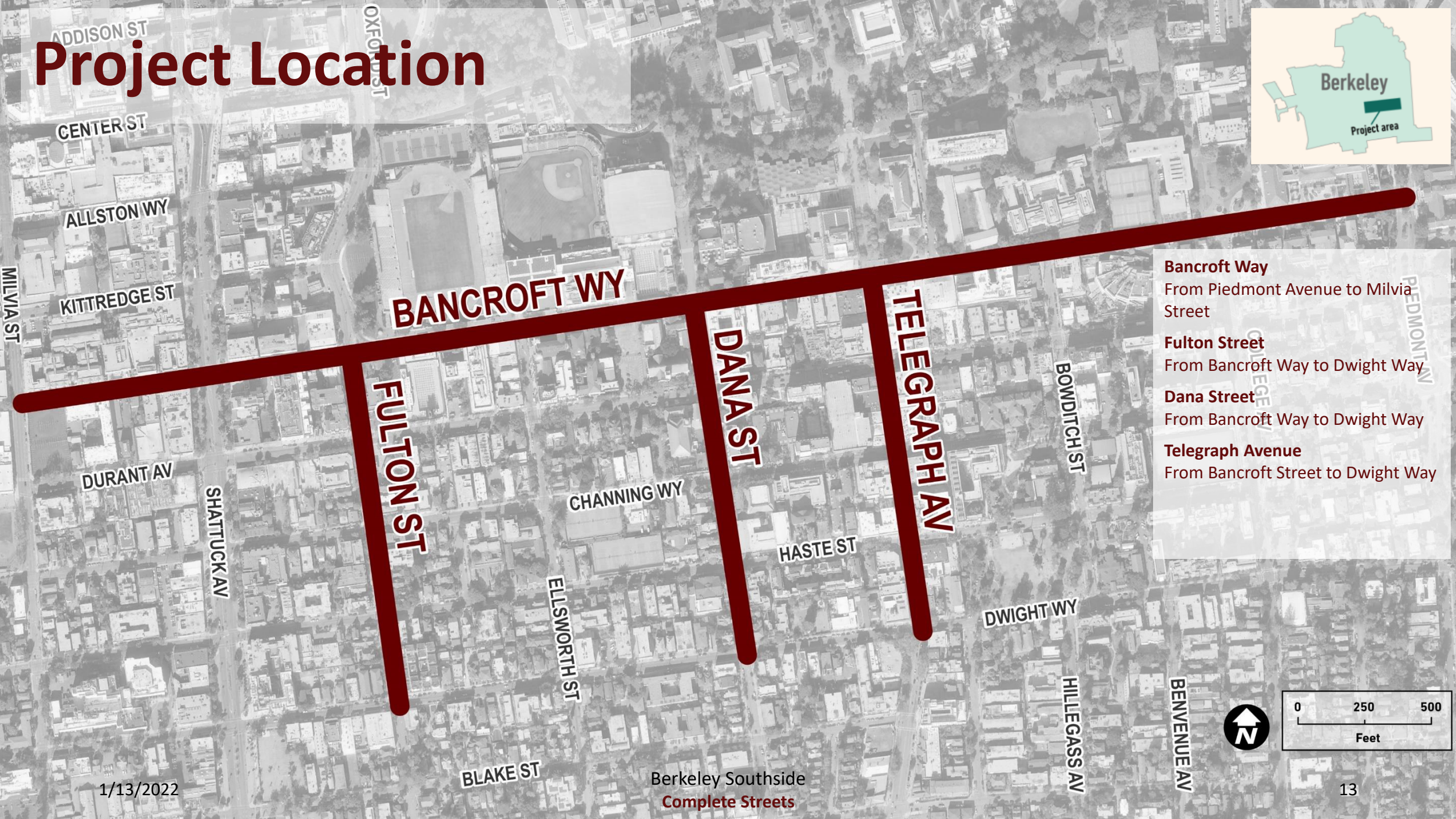
The focus of this project is Bancroft Way, Telegraph Avenue, Dana Street, and Fulton Street in Berkeley's Southside neighborhood.

Overall Engagement Takeaways

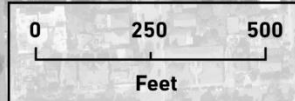
- Overall public support to provide **dedicated spaces for bicyclists and pedestrians** safely and comfortably travel along all corridors.
- Public and TC support for **pedestrians to be the most highly prioritized mode on Telegraph.**
- **Transit operations and priority are important on all corridors,**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

Recommended Design Options

Project Location

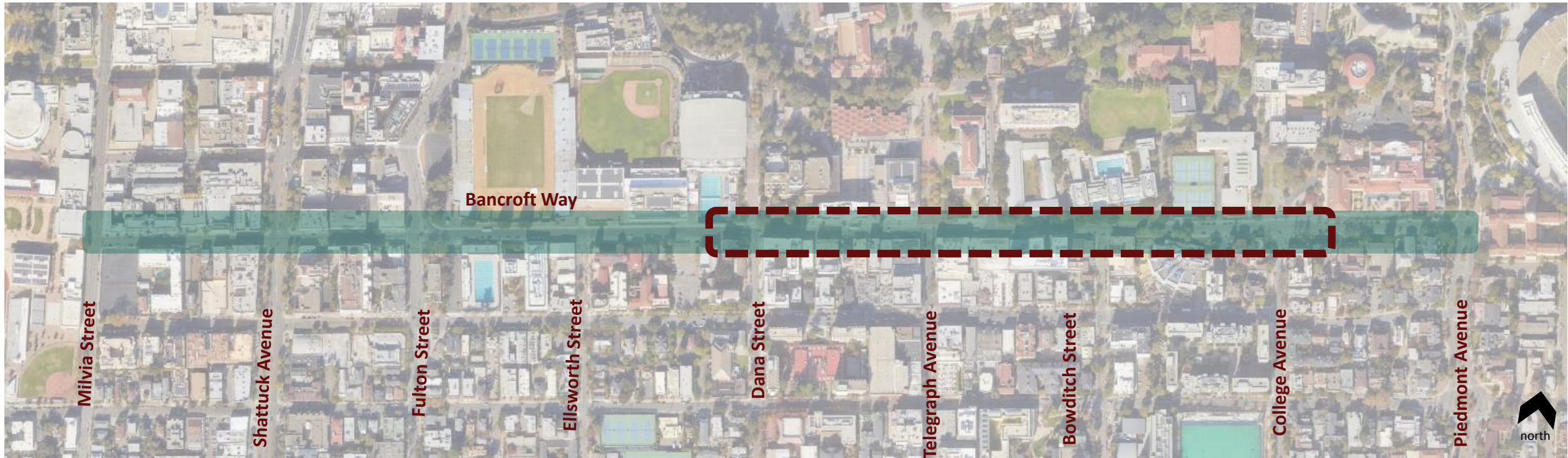


- Bancroft Way**
From Piedmont Avenue to Milvia Street
- Fulton Street**
From Bancroft Way to Dwight Way
- Dana Street**
From Bancroft Way to Dwight Way
- Telegraph Avenue**
From Bancroft Street to Dwight Way



Bancroft Way Project Area

Piedmont Avenue to Milvia Street



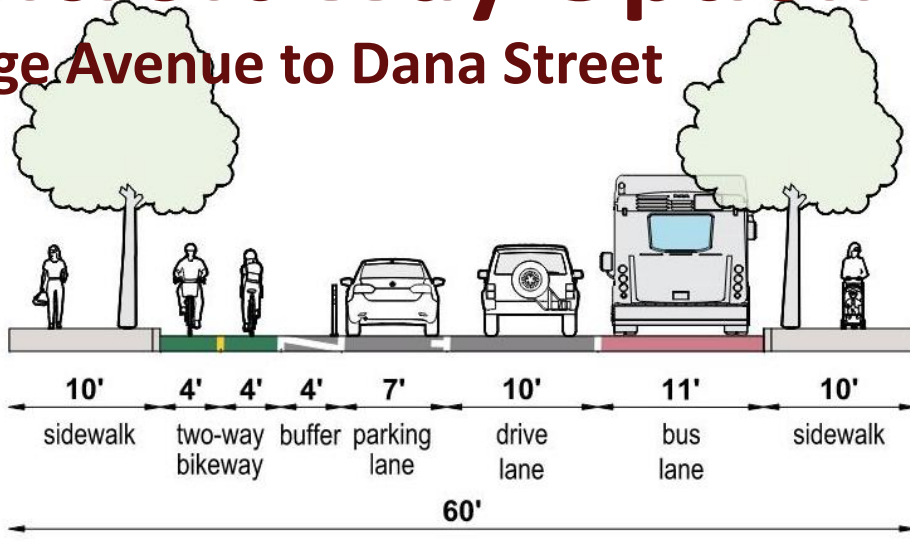
Project area



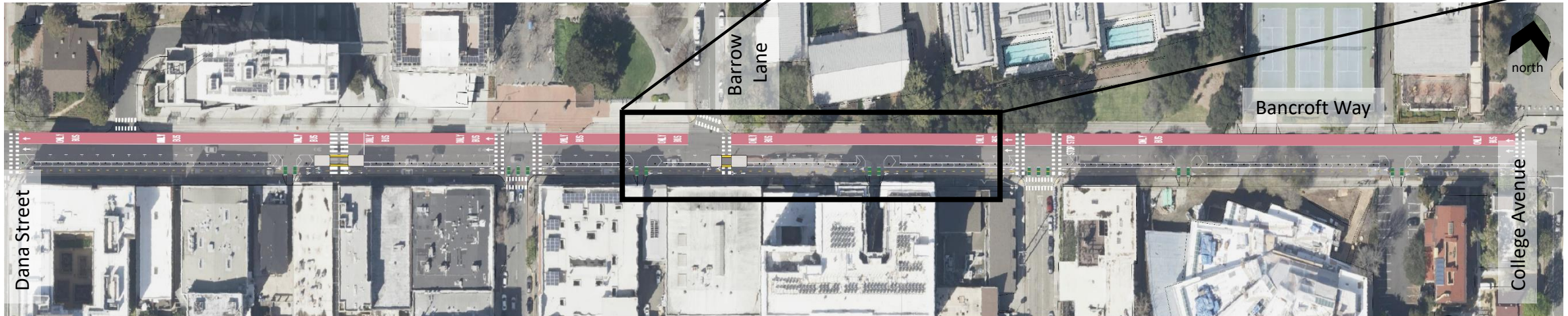
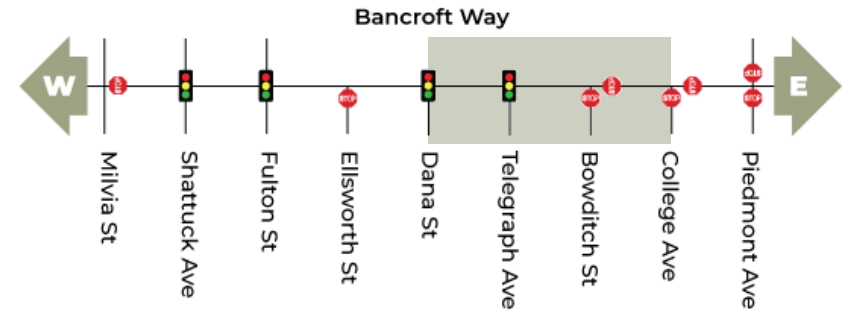
Area highlighted in presentation; concept to be applied along entire corridor

Bancroft Way Option 1

College Avenue to Dana Street



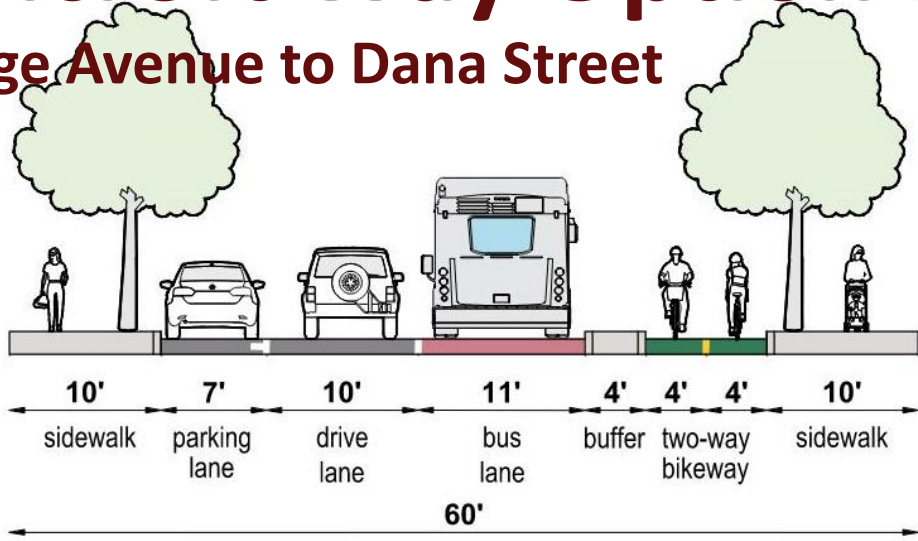
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option One: Two-way bikeway on south side, curbside bus-only lane on north side



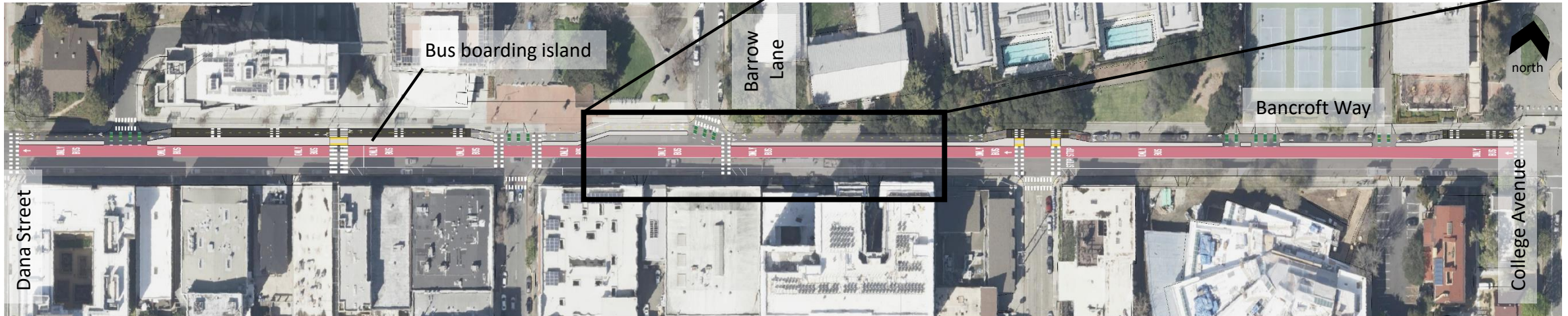
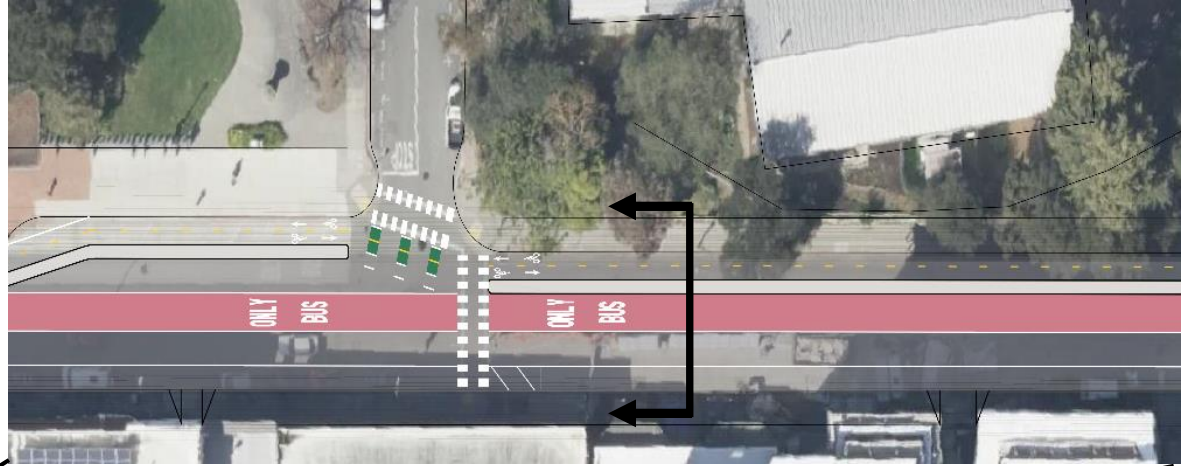
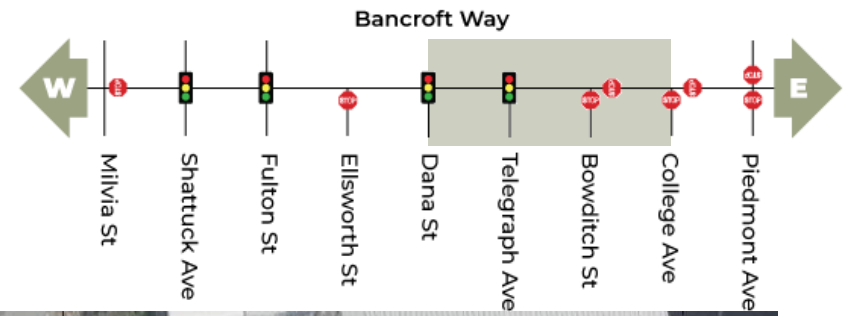
CONCEPT ONLY – NOT FOR CONSTRUCTION

Bancroft Way Option 2

College Avenue to Dana Street



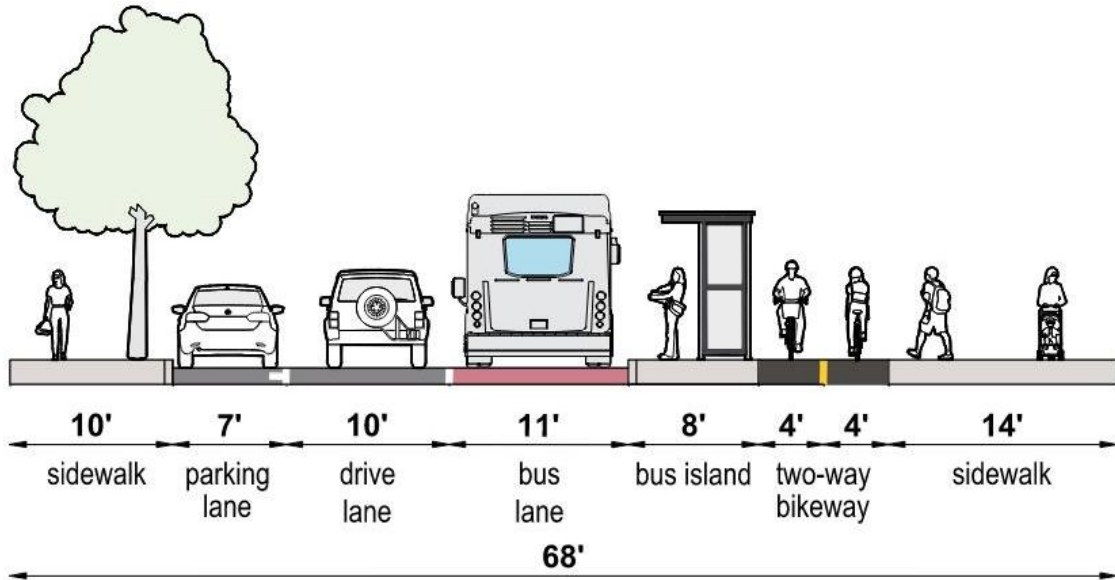
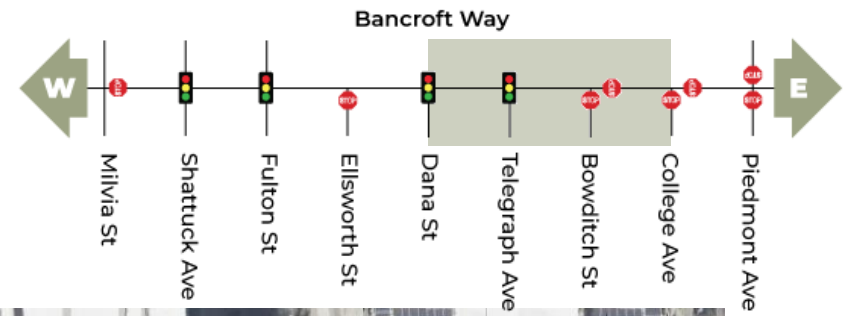
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side
Bus only lane on north side



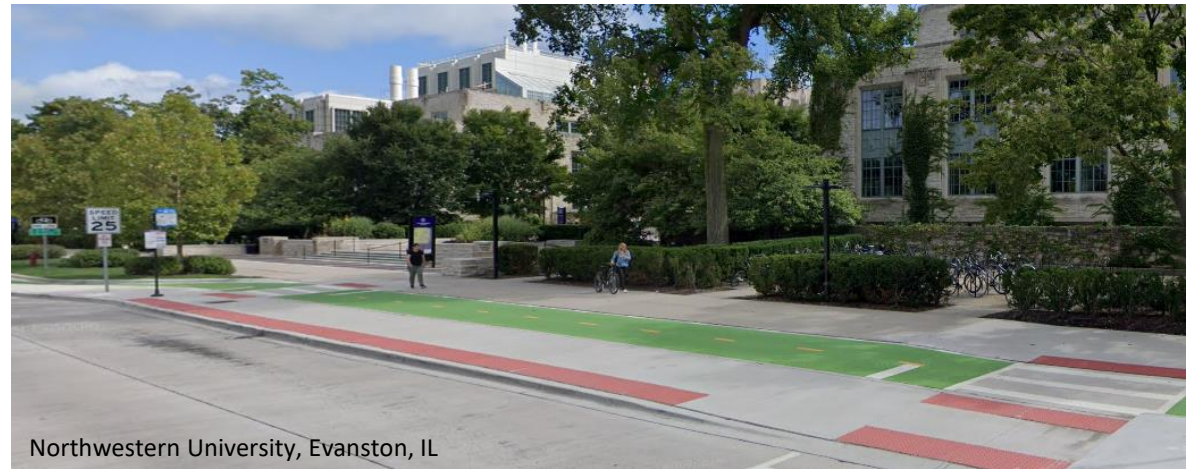
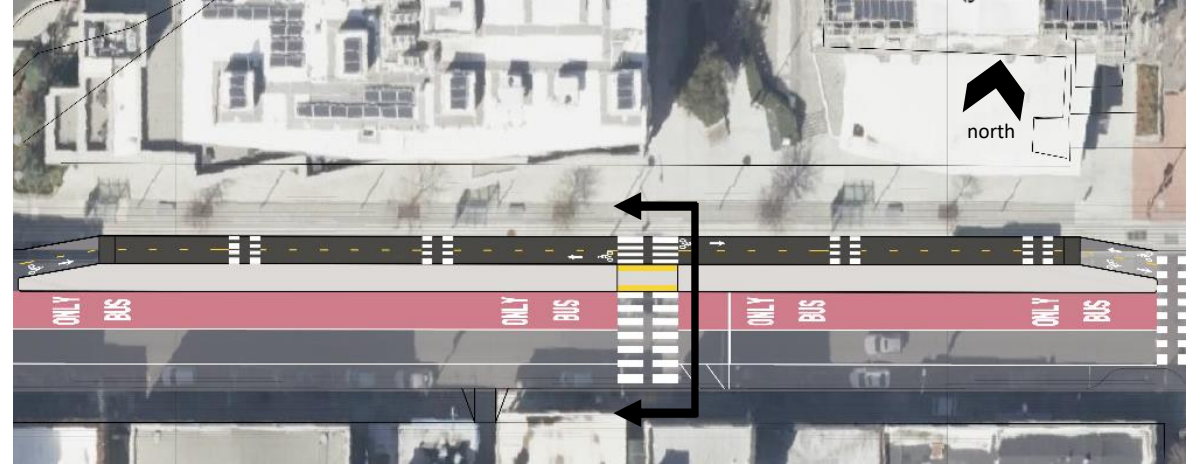
CONCEPT ONLY – NOT FOR CONSTRUCTION

Bancroft Way Option 2

College Avenue to Dana Street at Bus Boarding Island



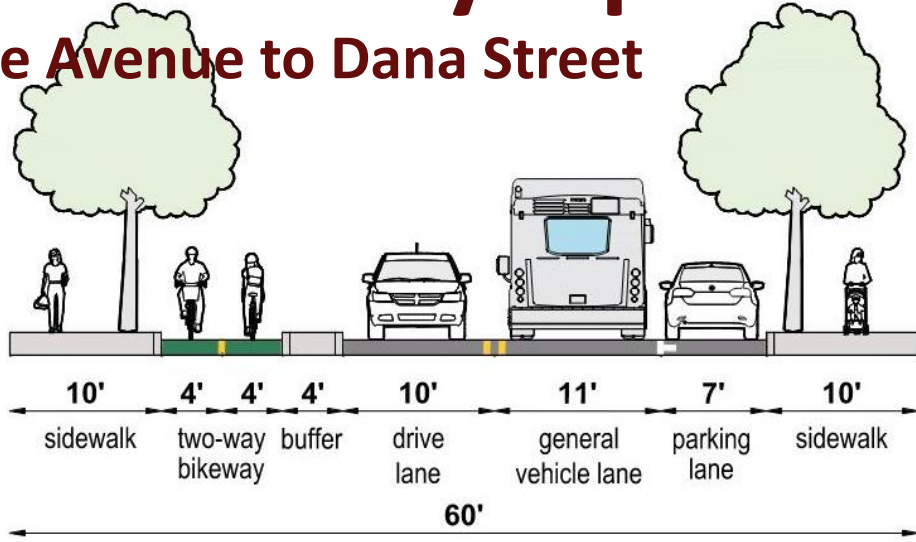
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side, with bus island
Bus only lane on north side



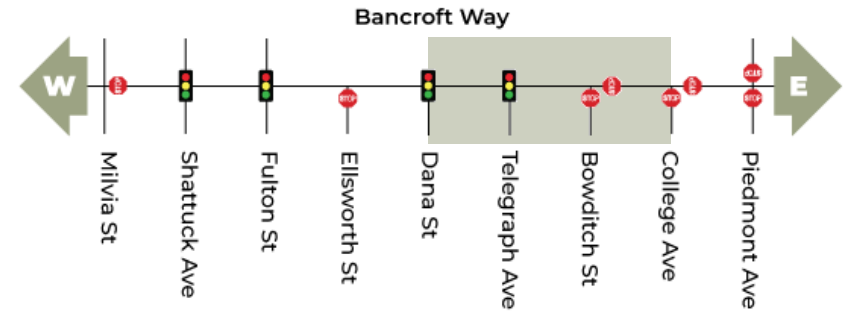
CONCEPT ONLY – NOT FOR CONSTRUCTION

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

Telegraph Avenue Project Area

Bancroft Way to Dwight Way



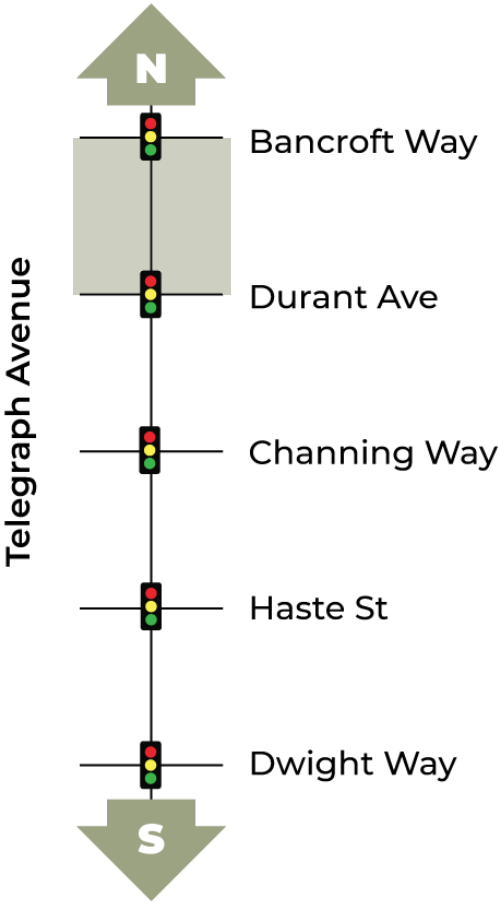
Project area



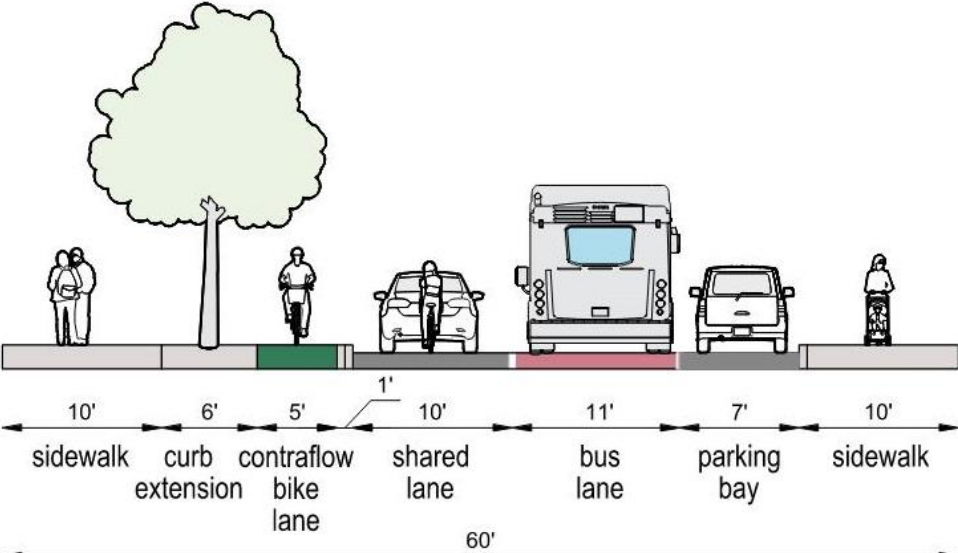
Area highlighted in presentation; concept to be applied along entire corridor

Telegraph Avenue Option 1

Durant Avenue to Bancroft Way

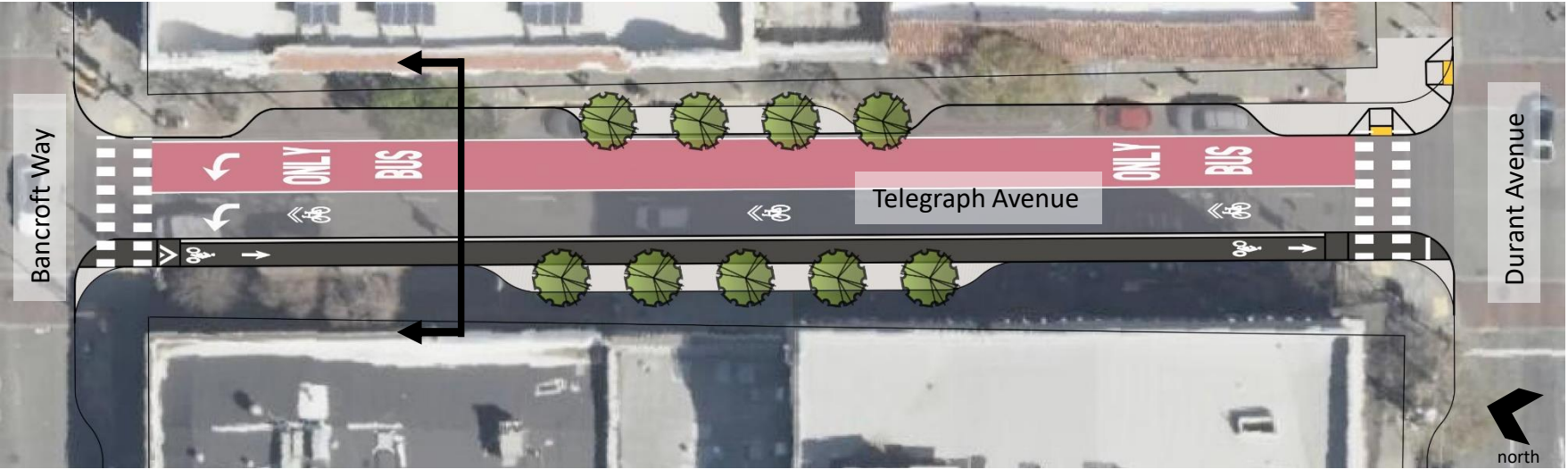


Chicago, IL



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

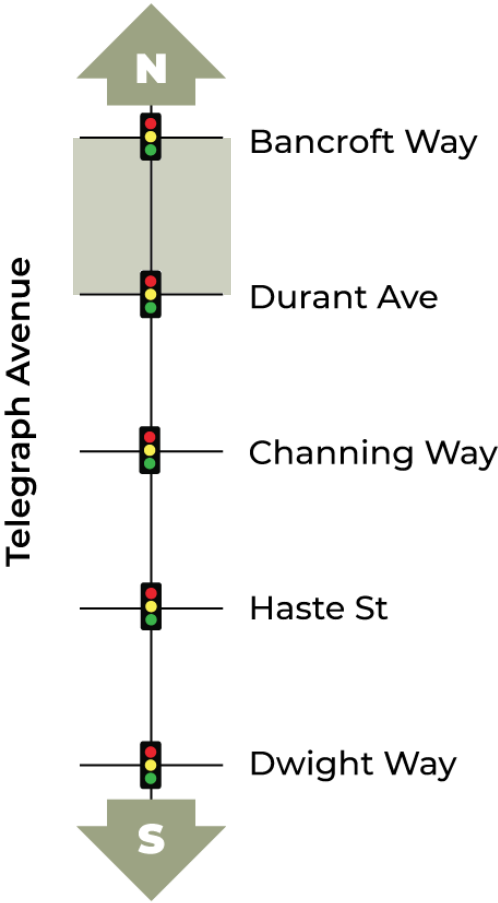
Option One: Contraflow bike lane, shared lane, and bus lane



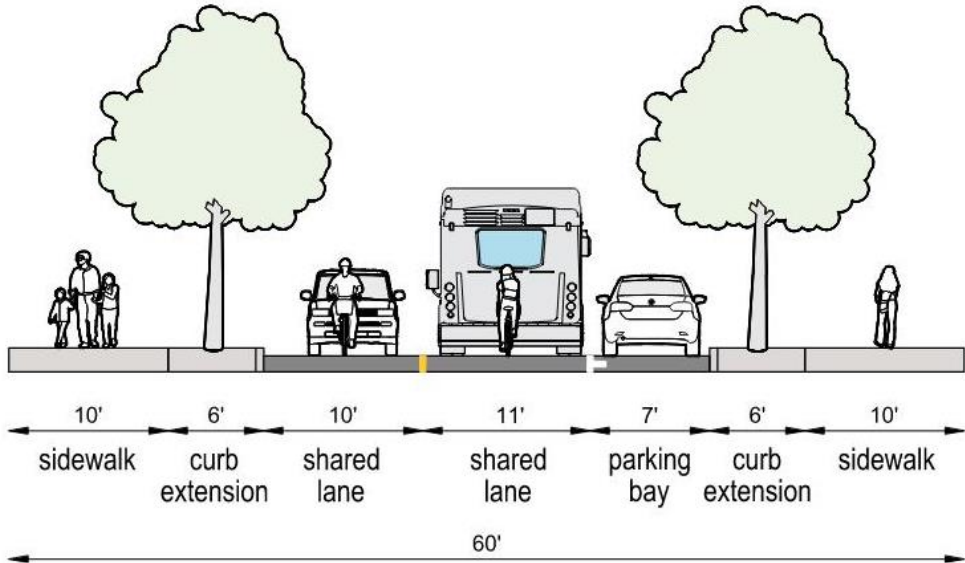
CONCEPT ONLY – NOT FOR CONSTRUCTION

Telegraph Avenue Option 2

Durant Avenue to Bancroft Way

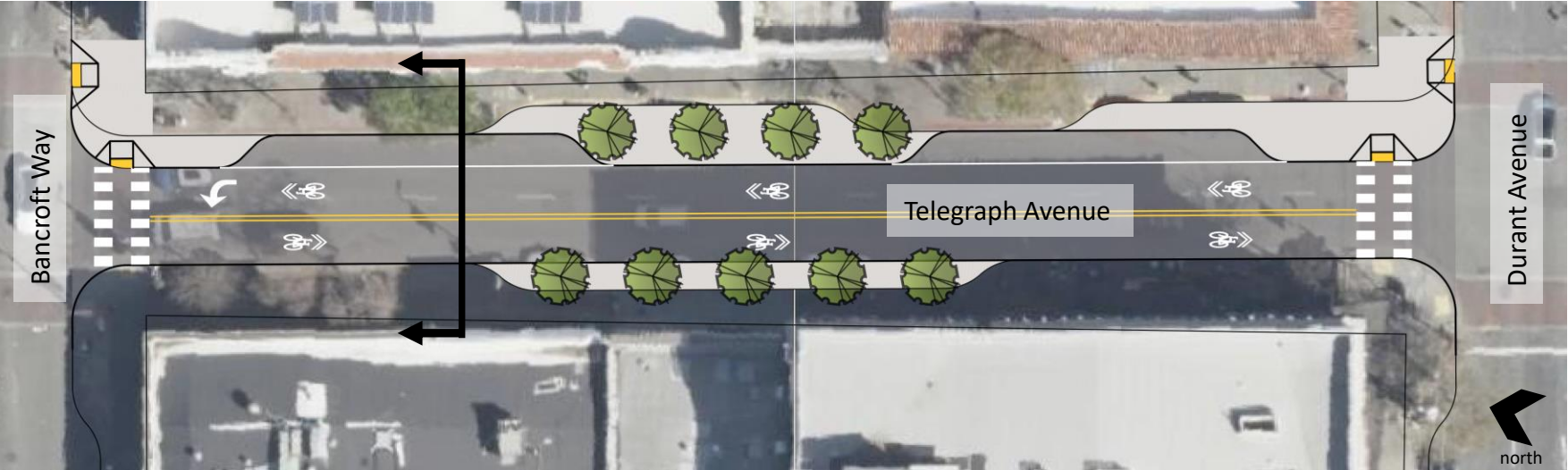


New York, NY



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

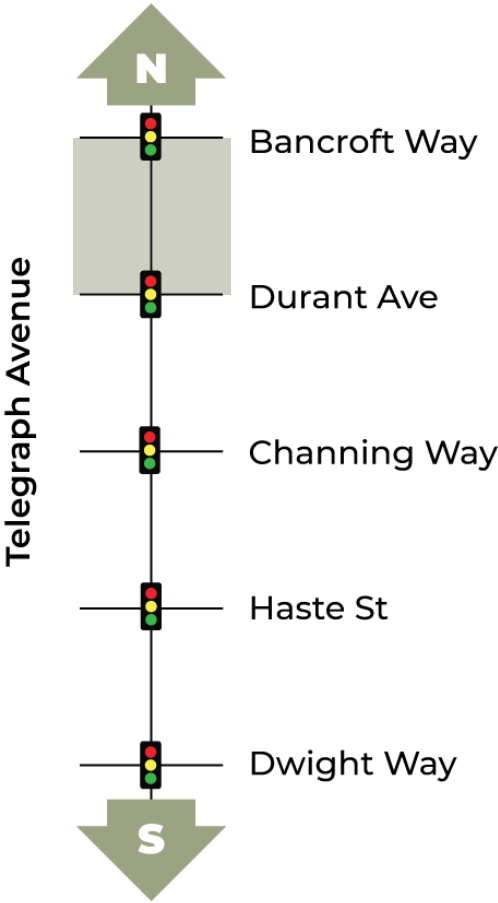
Option Two: Two-way mixed traffic, shared lane



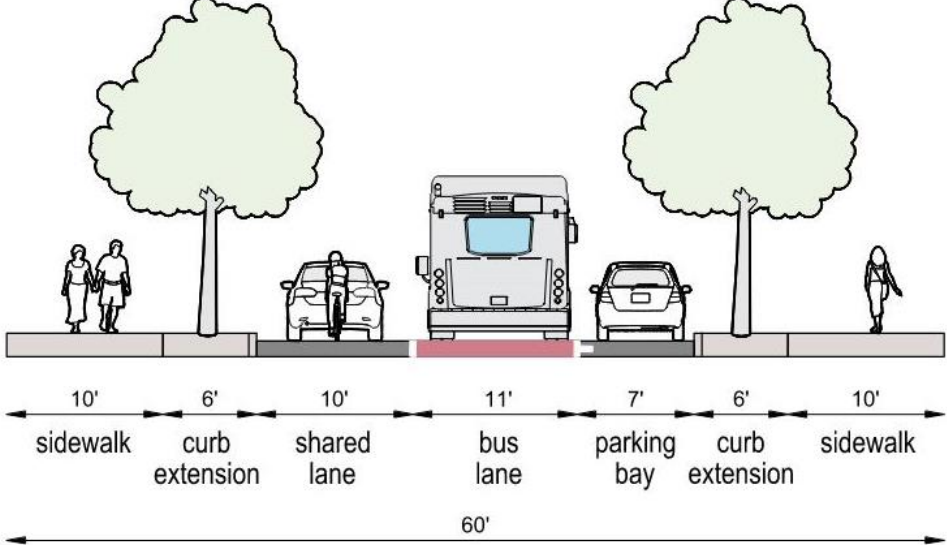
CONCEPT ONLY – NOT FOR CONSTRUCTION

Telegraph Avenue Option 3

Durant Avenue to Bancroft Way

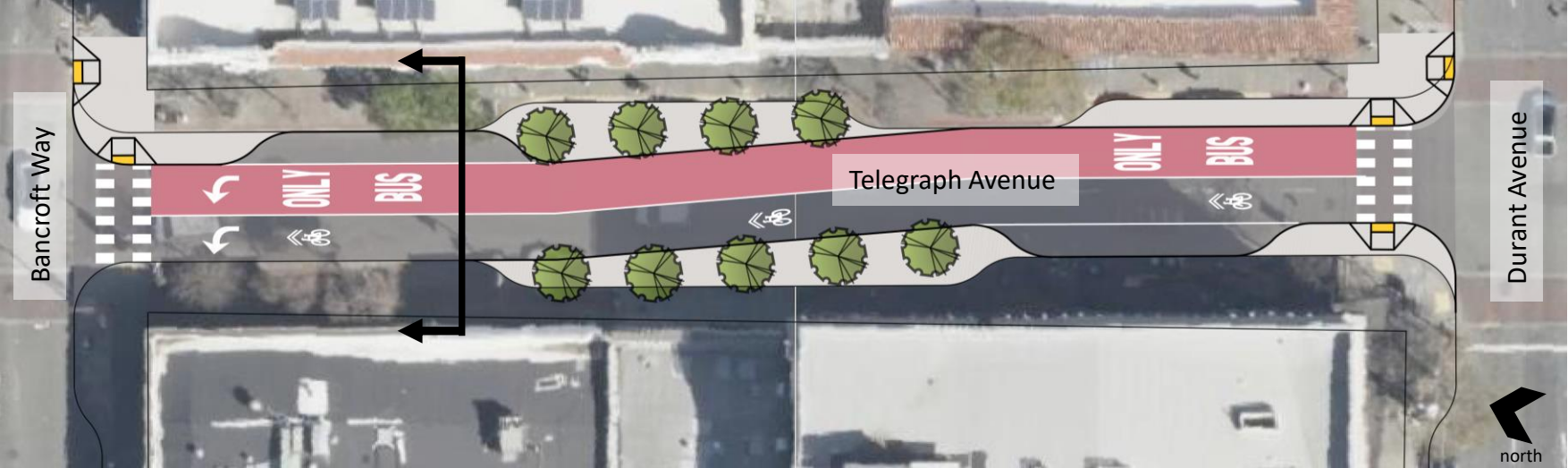


San Francisco



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

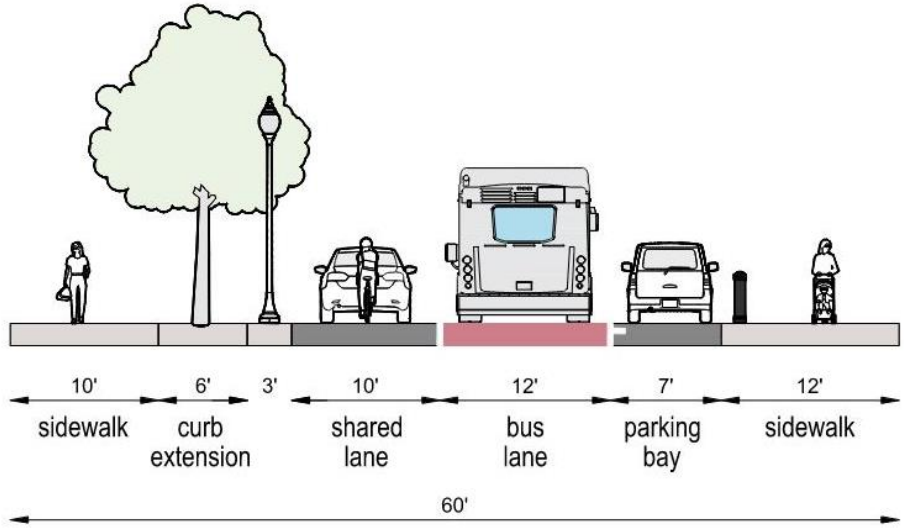
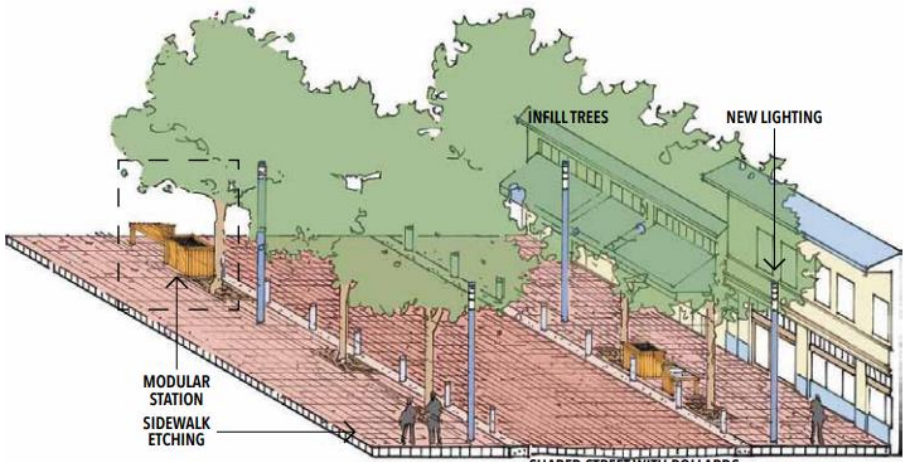
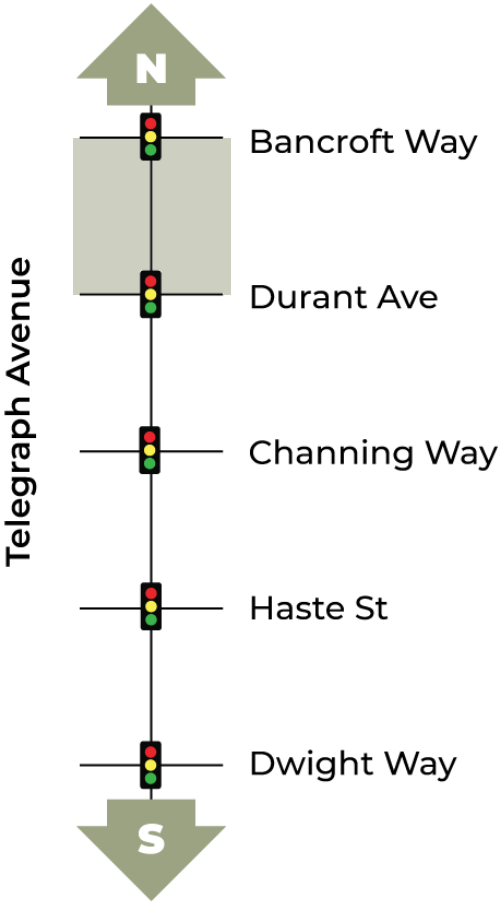
Option Three: One-way mixed traffic chicane street with bus lane; parking/loading areas alternate sides with mid-block chicane



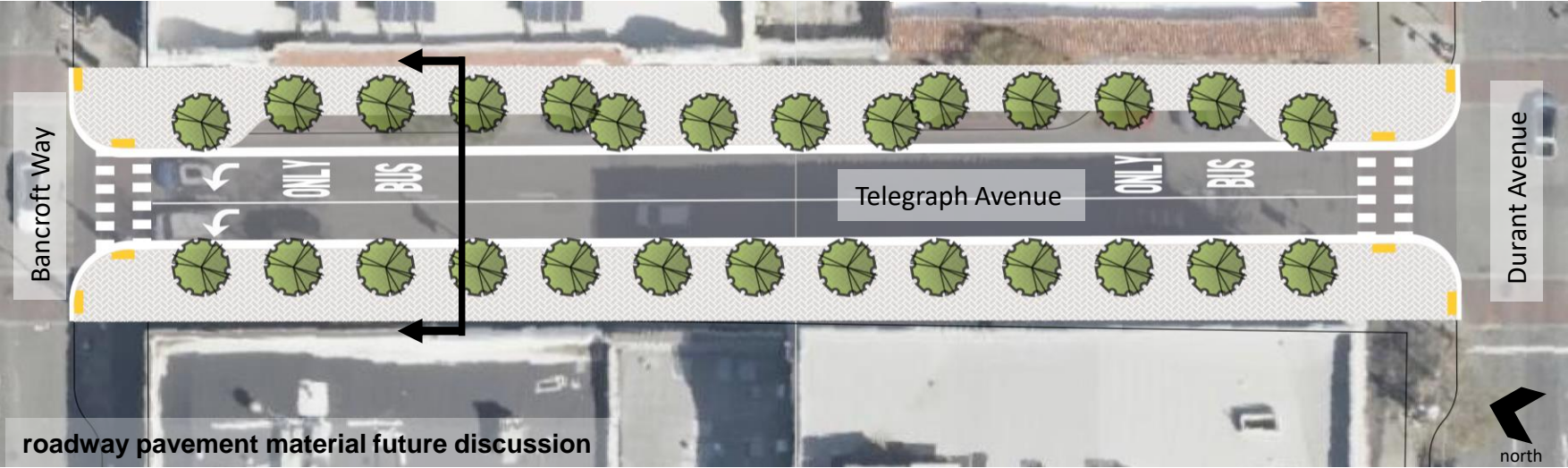
CONCEPT ONLY – NOT FOR CONSTRUCTION

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

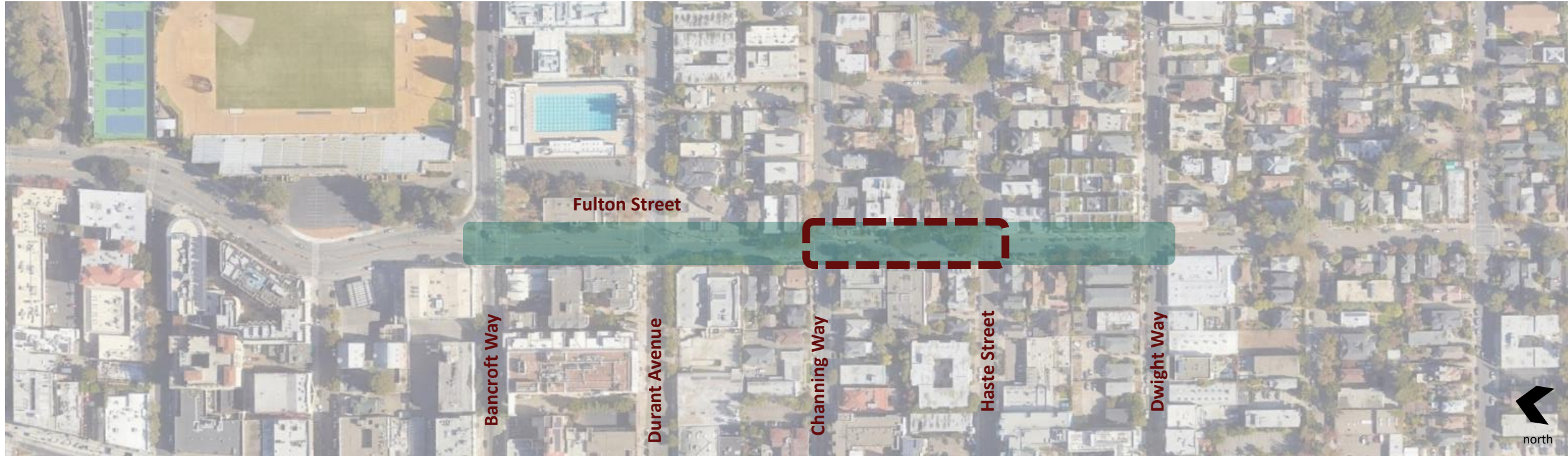


roadway pavement material future discussion

CONCEPT ONLY – NOT FOR CONSTRUCTION

Fulton Street Project Area

Bancroft Way to Dwight Way

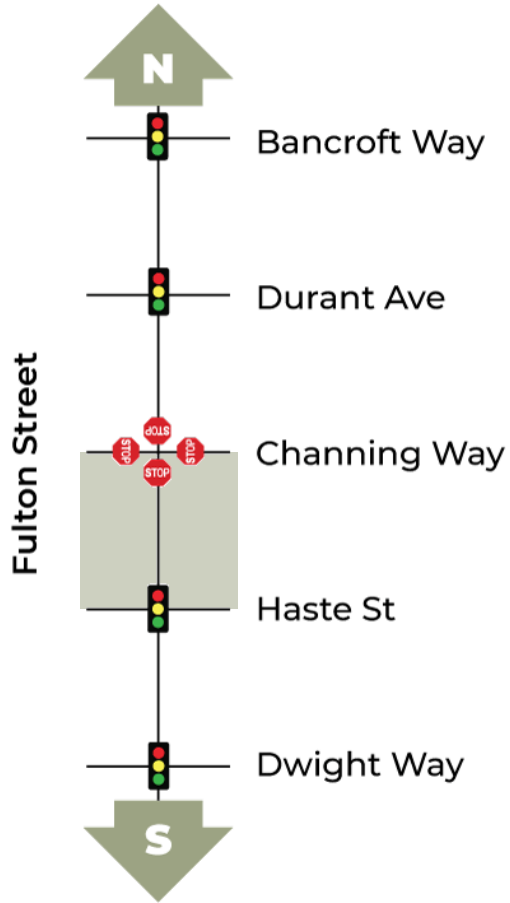


 Project area

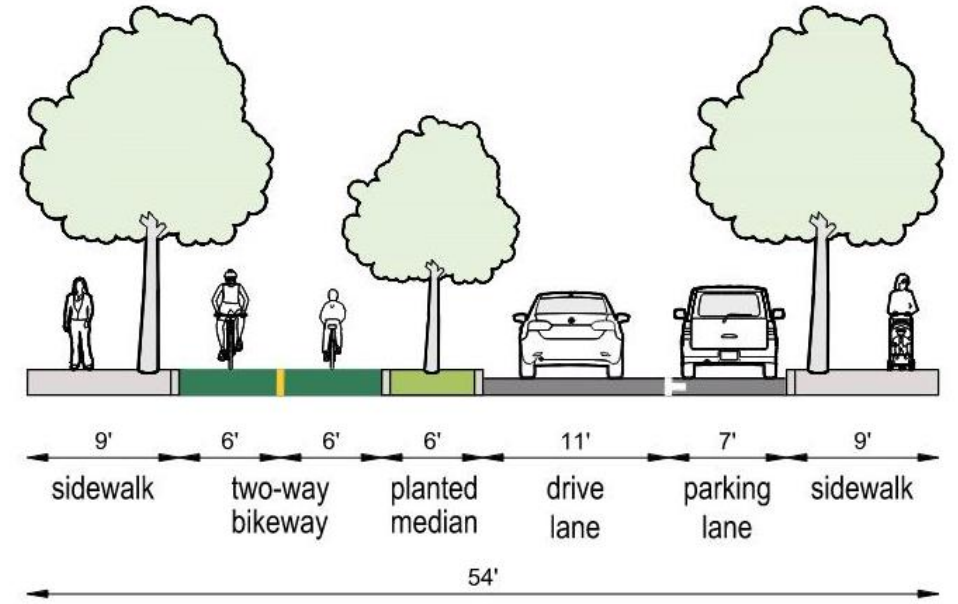
 Area highlighted in presentation; concept to be applied along entire corridor

Fulton Street Option 1

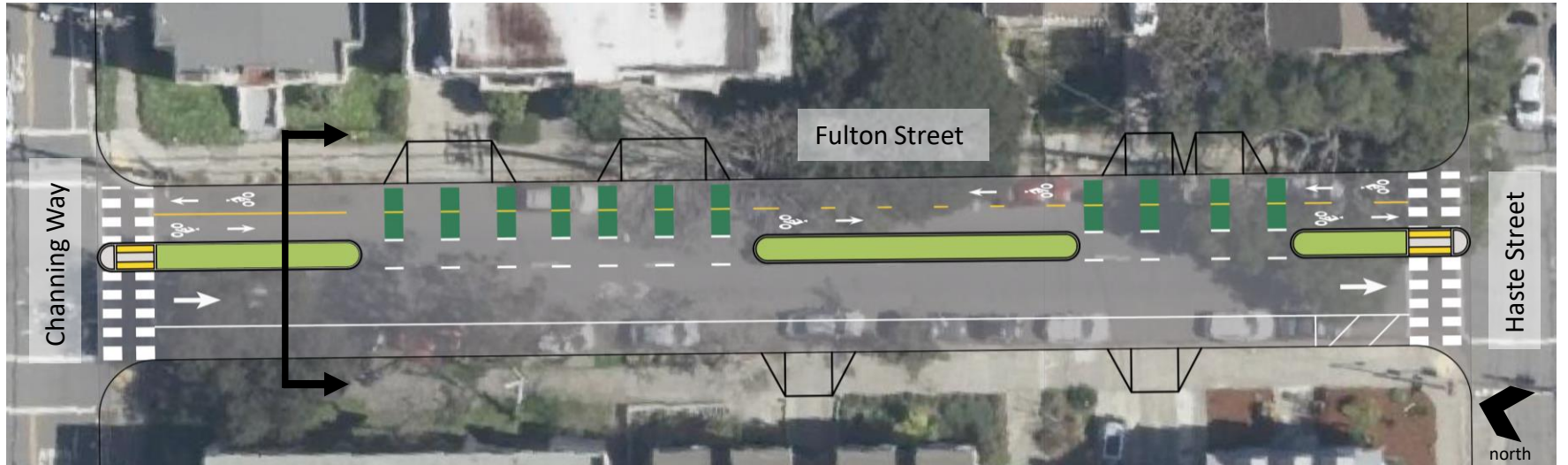
Channing Way to Haste Street



Seattle, WA



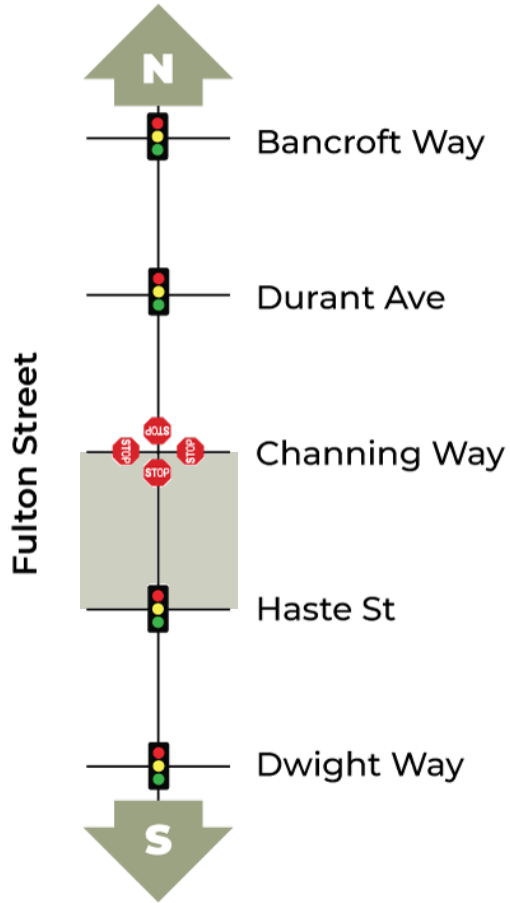
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side



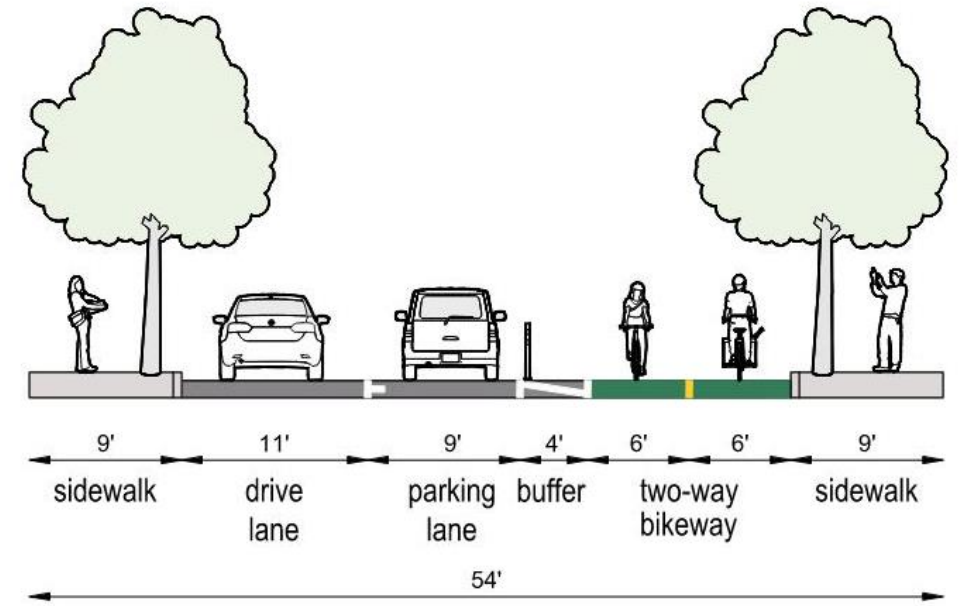
CONCEPT ONLY – NOT FOR CONSTRUCTION

Fulton Street Option 2

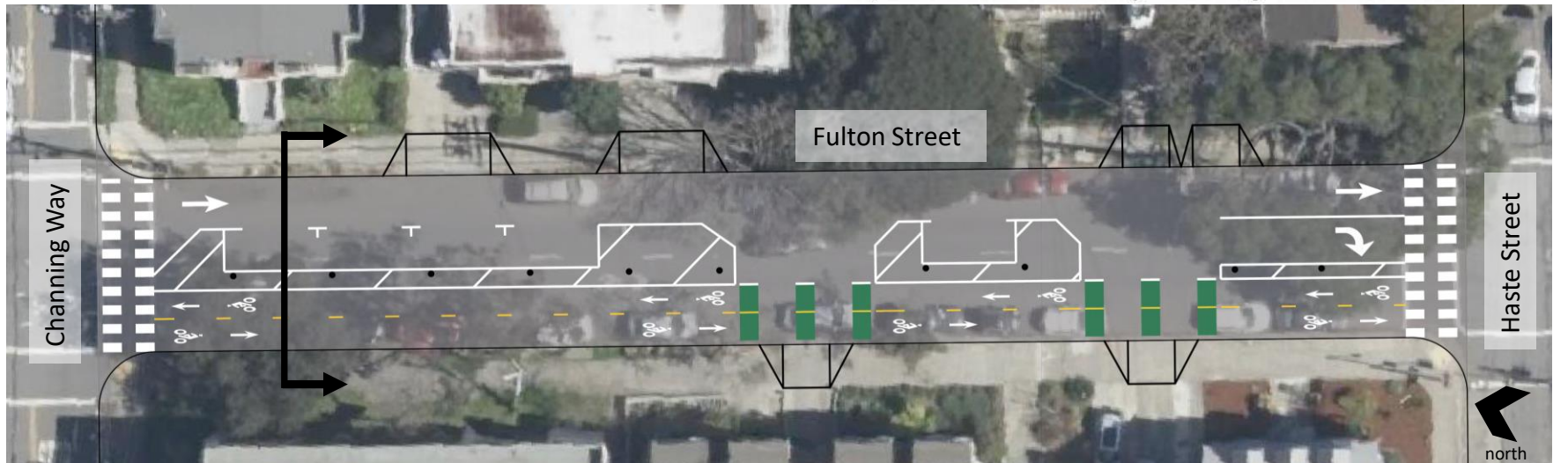
Channing Way to Haste Street



Cambridge, MA



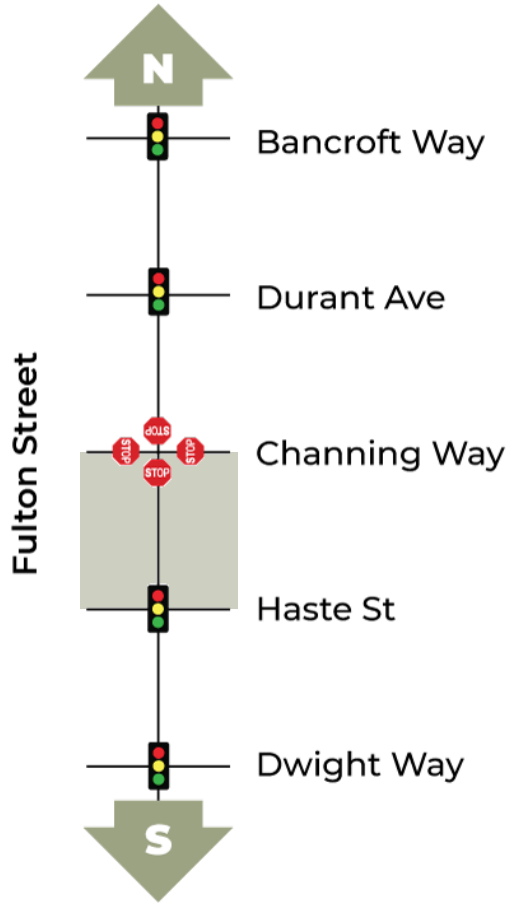
FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option Two: Two-way bikeway on west side



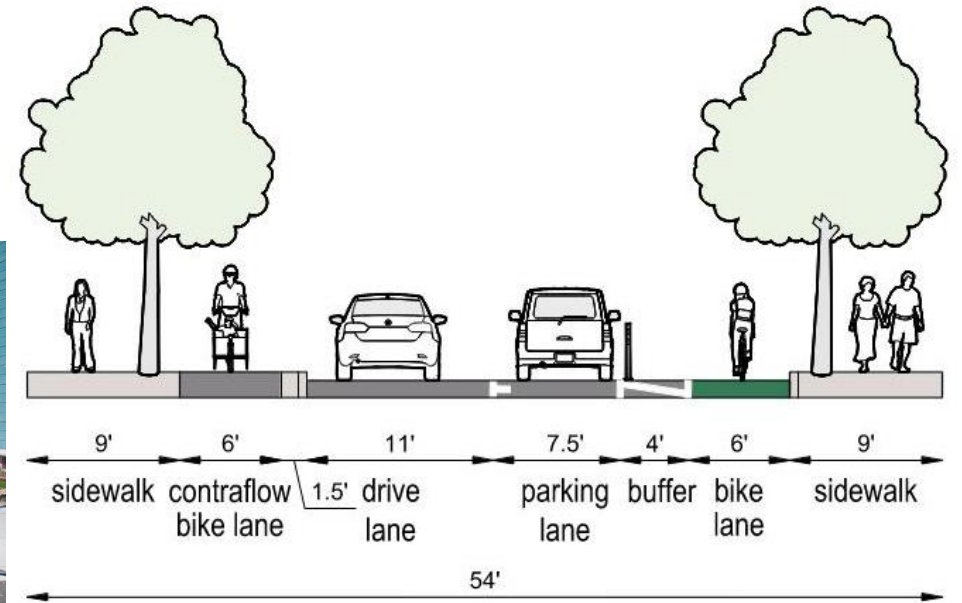
CONCEPT ONLY – NOT FOR CONSTRUCTION

Fulton Street Option 3

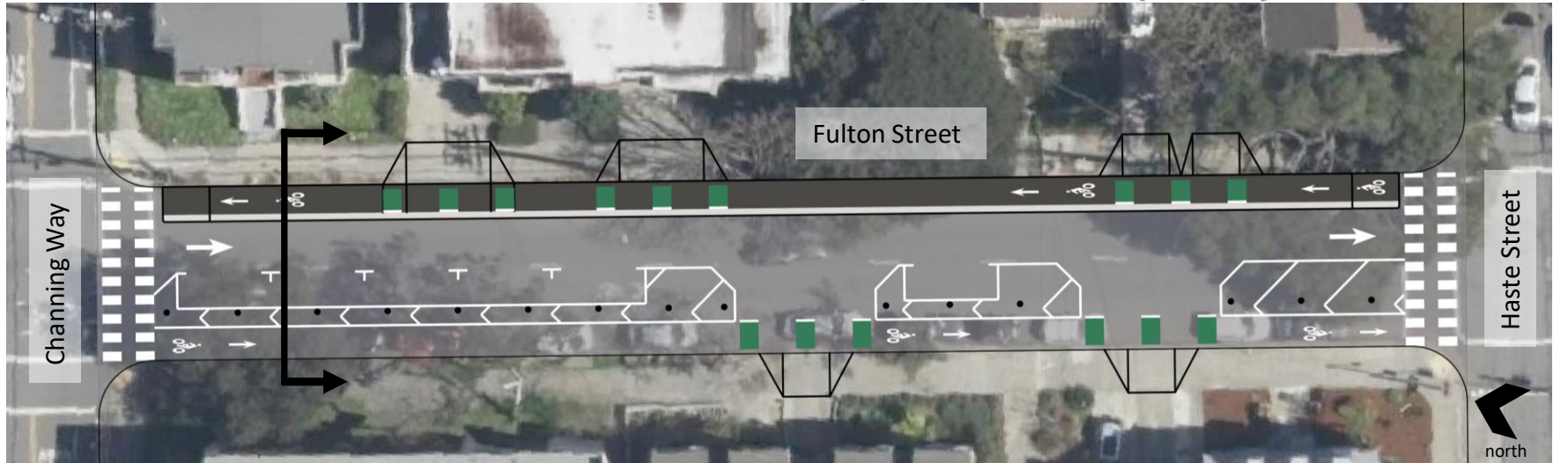
Channing Way to Haste Street



Cambridge, MA



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



CONCEPT ONLY – NOT FOR CONSTRUCTION

Dana Street Project Area

Bancroft Way to Dwight Way



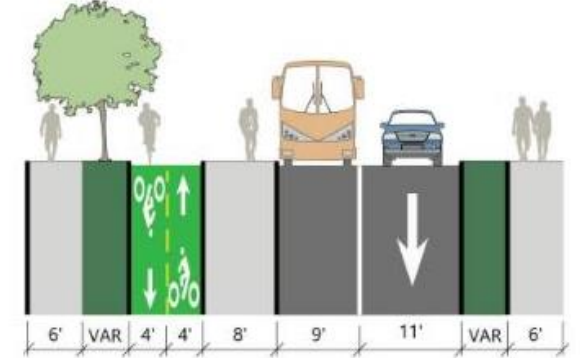
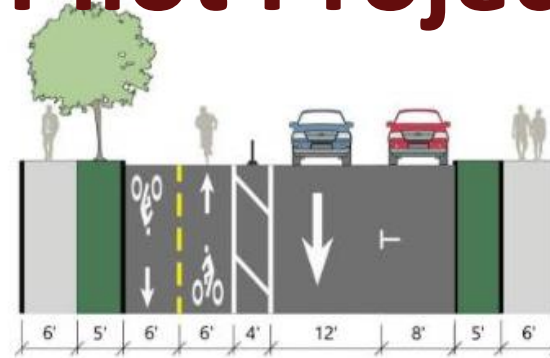
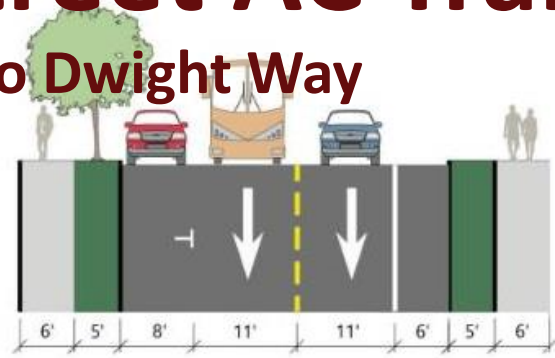
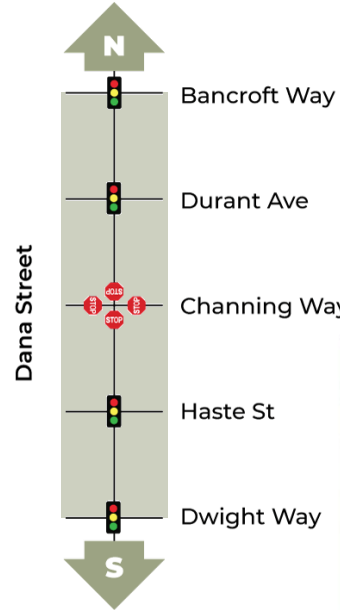
Project area



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



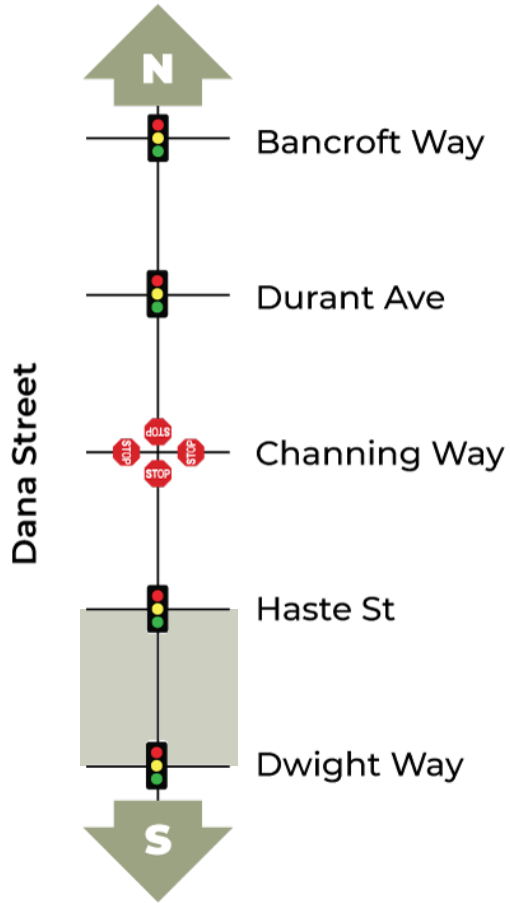
- Pay Parking
- Residential Permit Parking
- Accessible Parking Space (Blue Zone)
- Commercial Loading Zone
- Sidewalk Accessibility Spot Improvements
- Bus Boarding Island
- Bus Stop Removal
- Traffic Signal Improvement
- Pay Parking Station
- Cycling Infrastructure



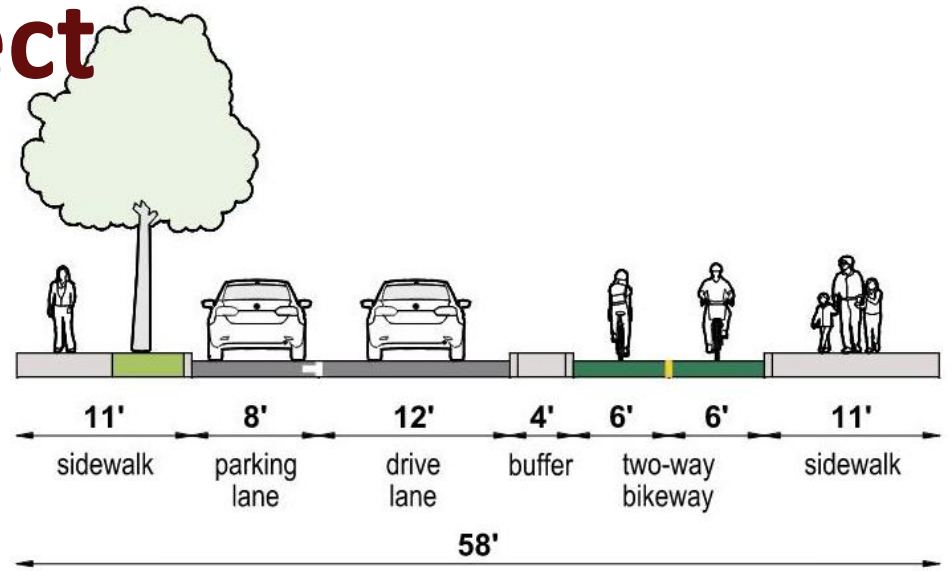
For more information:
<https://www.actransit.org/rapi-d-corridors/dana-street>

Dana Street Permanent Project

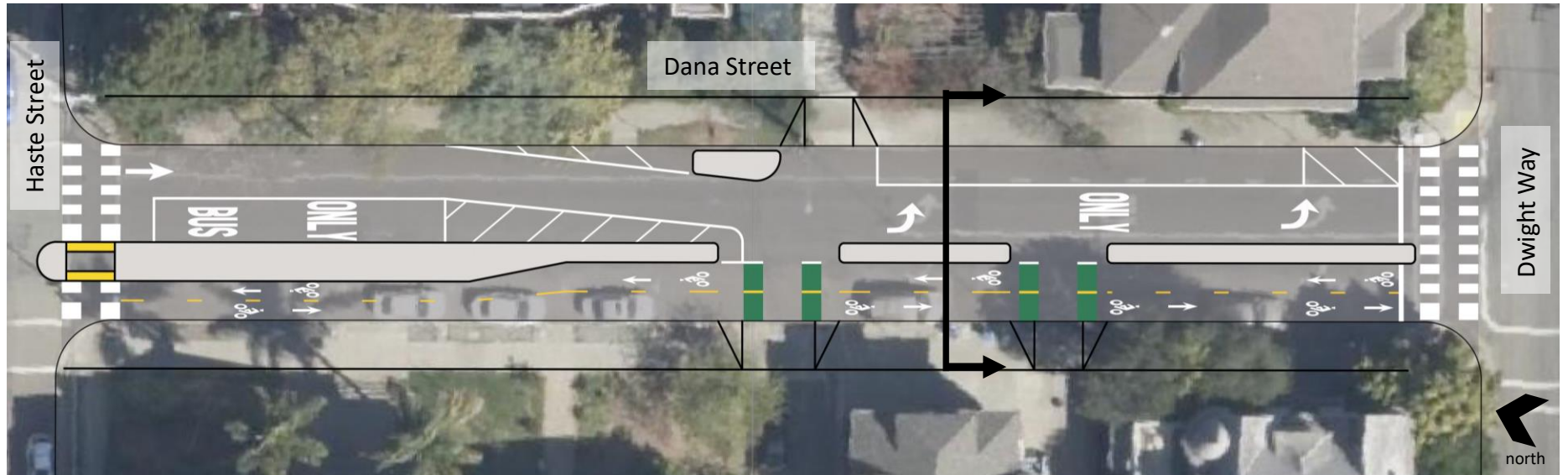
Haste Street to Dwight Way



University of Minnesota, Minneapolis, MN



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



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

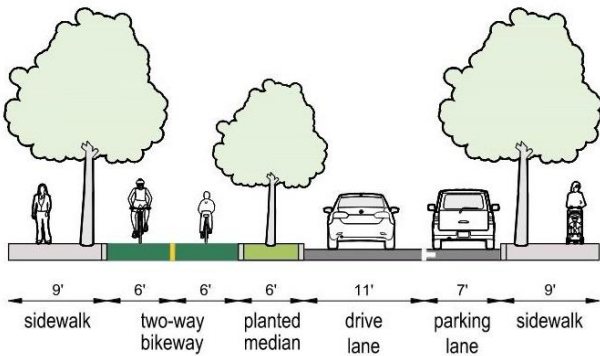
- Assessment of baseline operations:

- Traffic analysis
- Person throughput
- Parking inventory
- Universal design
- Concept impacts & costs
- Fire Marshal requirement
- Street maintenance

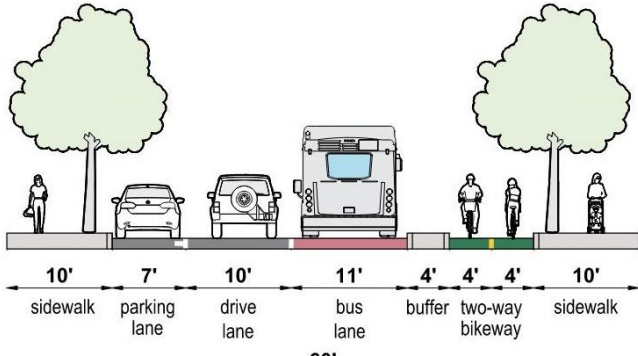
Design Option Public & Stakeholder Feedback

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	Option 1	Option 1 & 4	Support
Transportation Commission	Varied	Varied	Option 4	Support

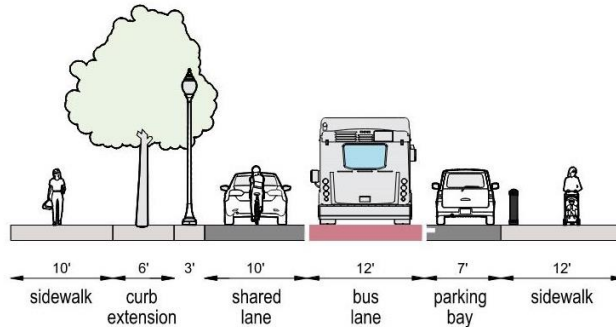
Fulton Option 1



Bancroft Option 2



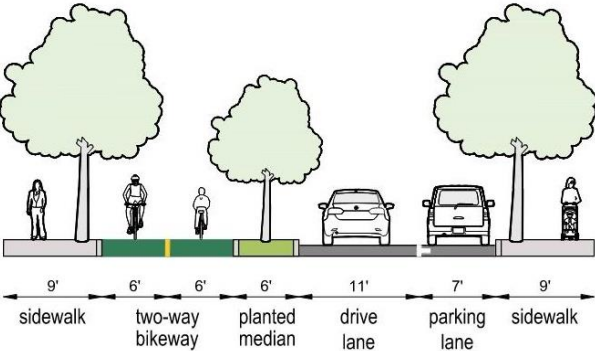
Telegraph Option 4



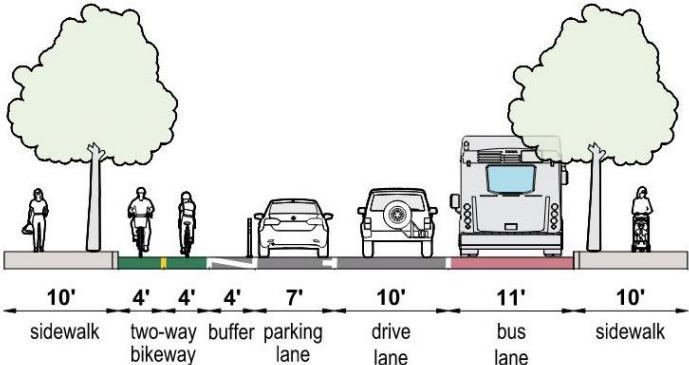
Design Option Technical Analysis

Corridor	Option 1	Option 2	Option 3	Option 4
Bancroft Way	Good	Fair	Poor	N/A
Telegraph Avenue	Poor	Poor	Fair	Good
Fulton Street	Fair	Fair	Poor	N/A
Dana Street	N/A	N/A	N/A	N/A

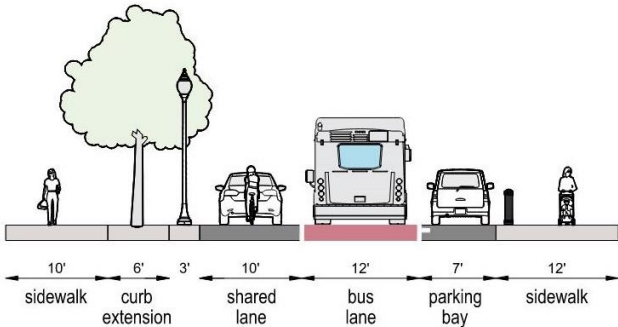
Fulton Option 1



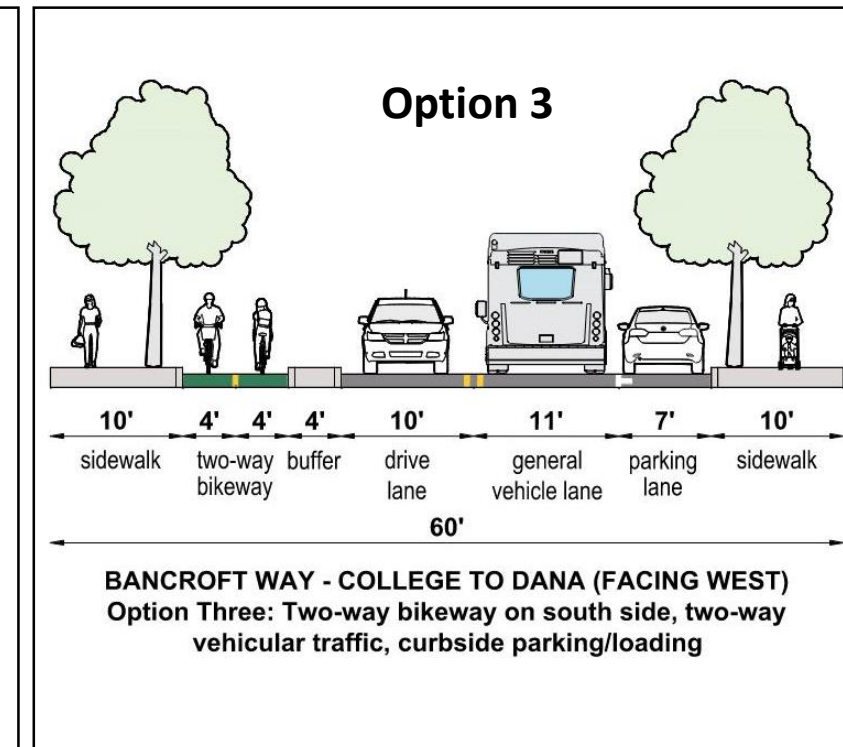
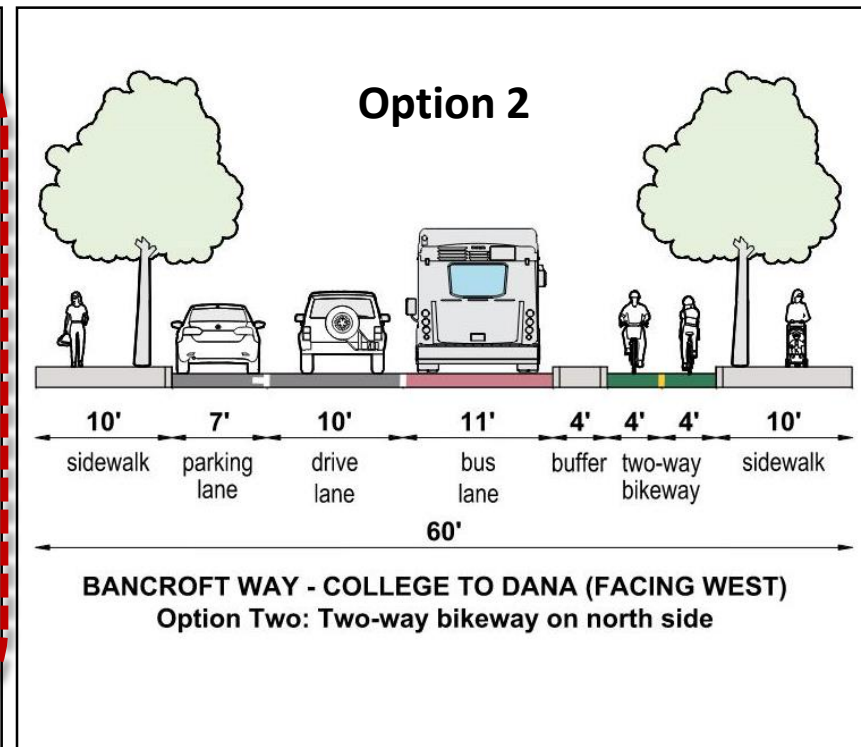
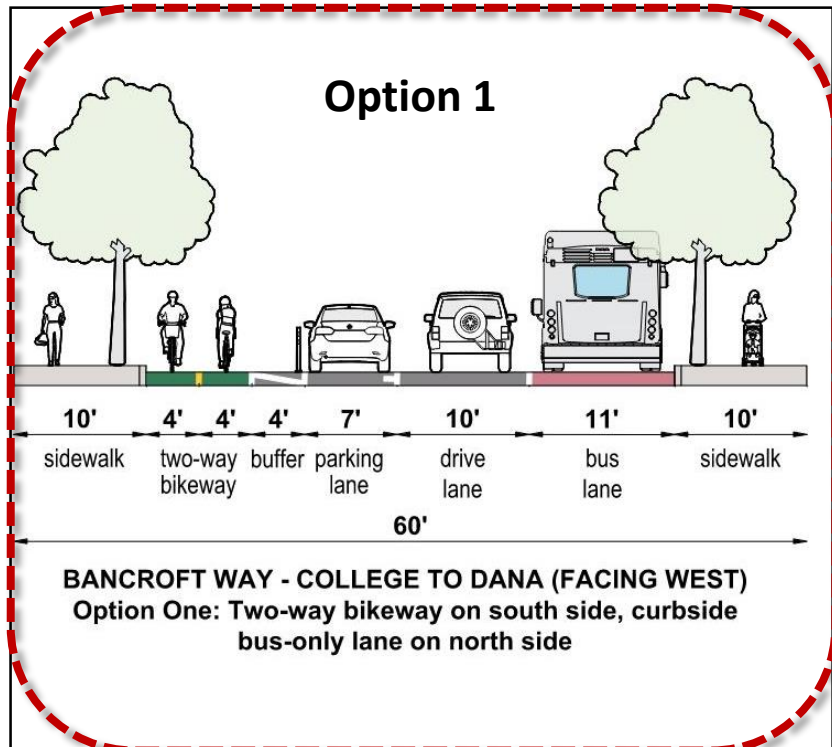
Bancroft Option 1



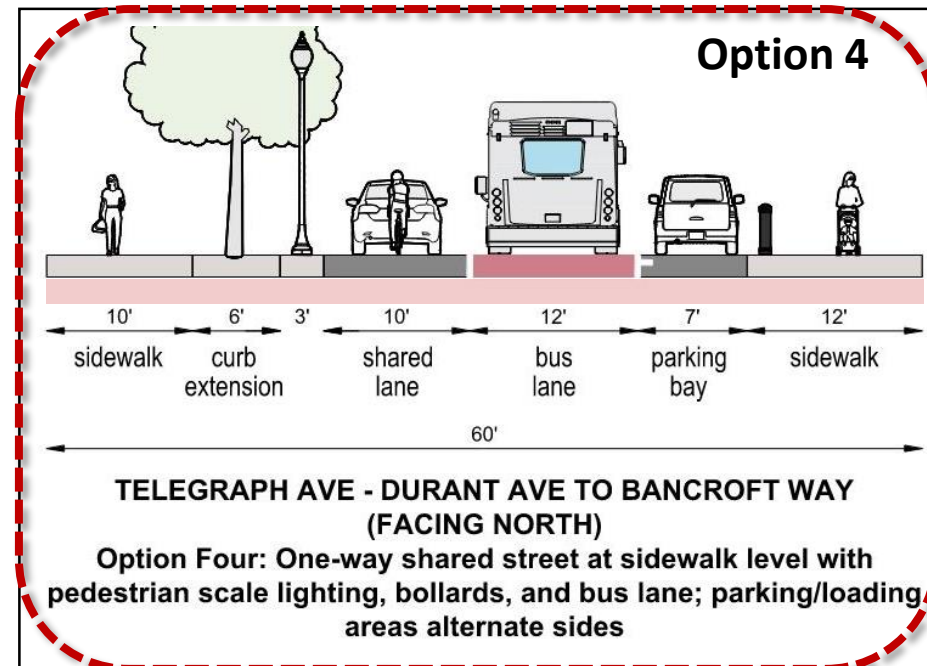
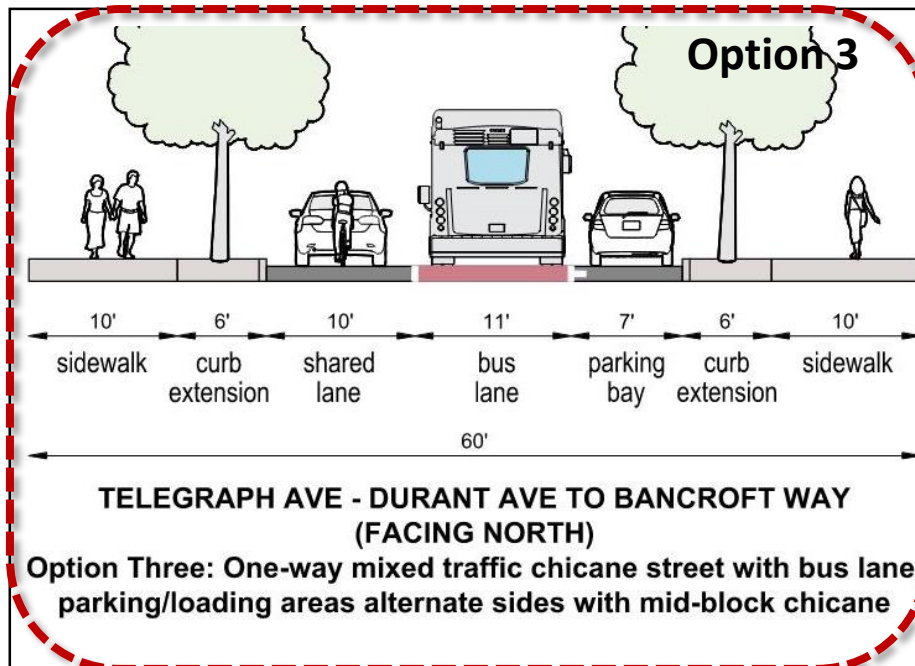
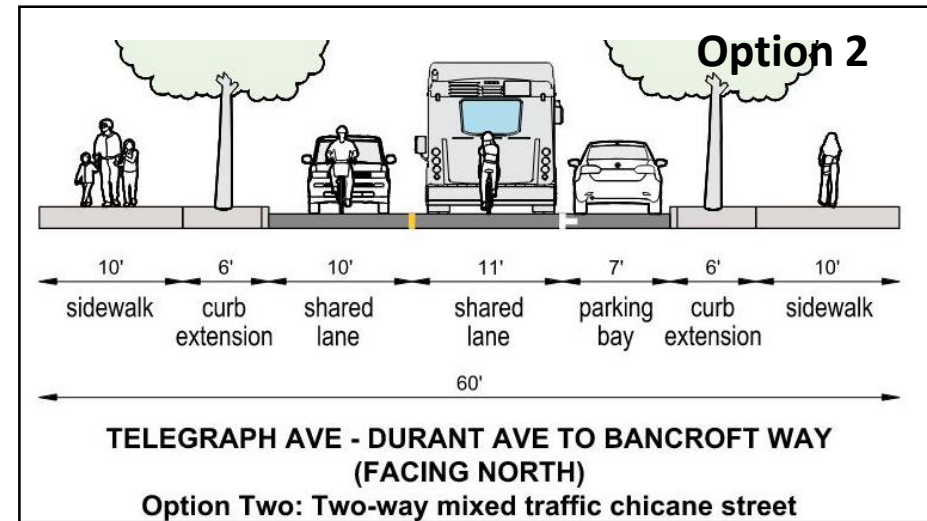
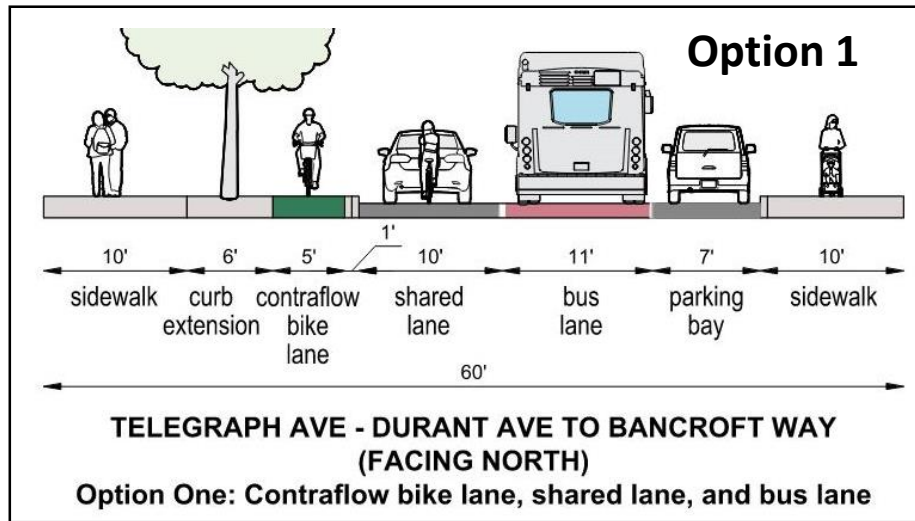
Telegraph Option 4



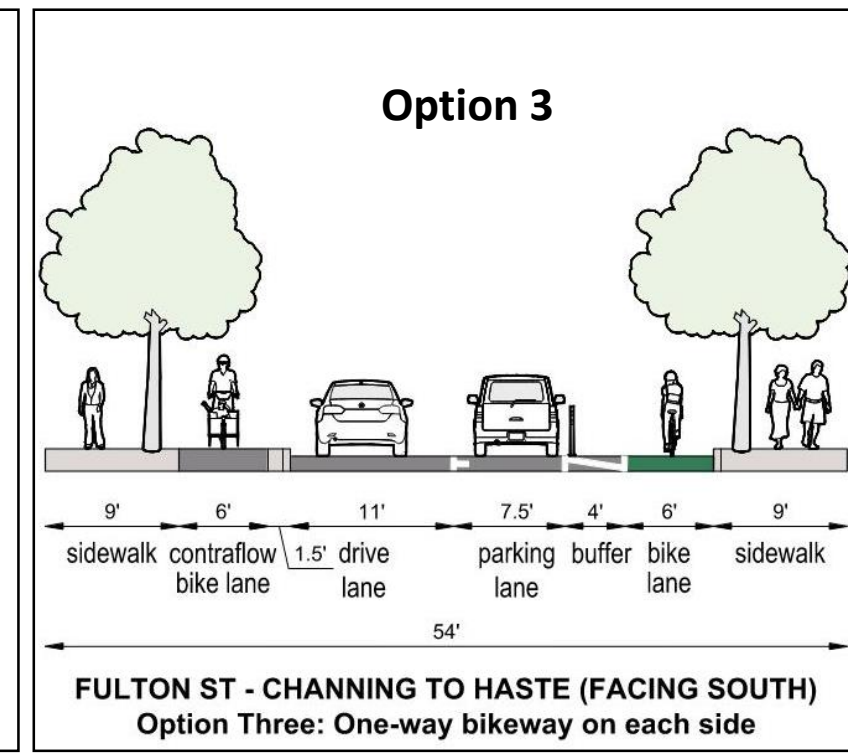
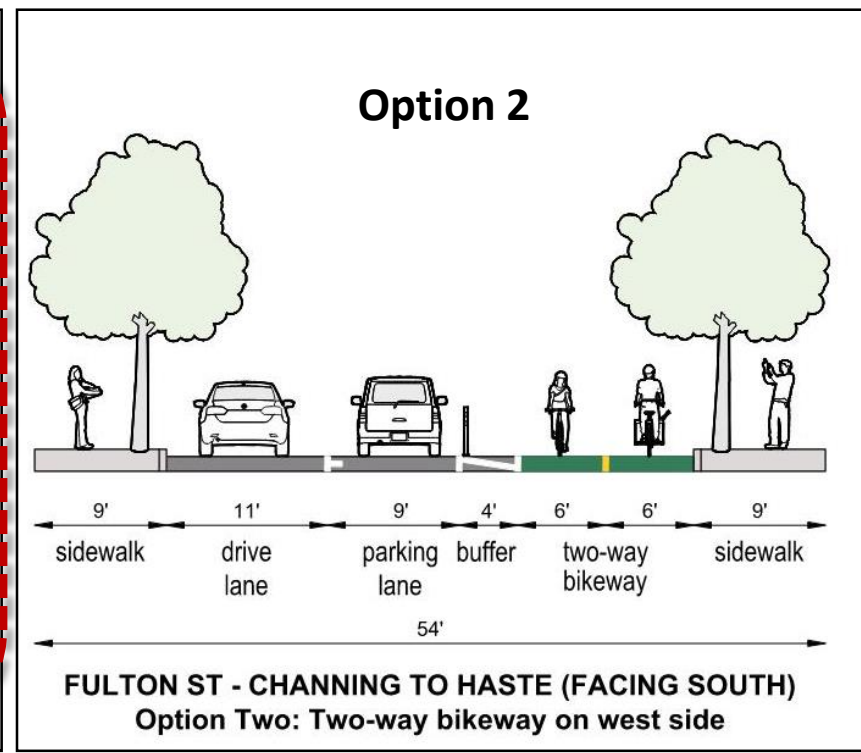
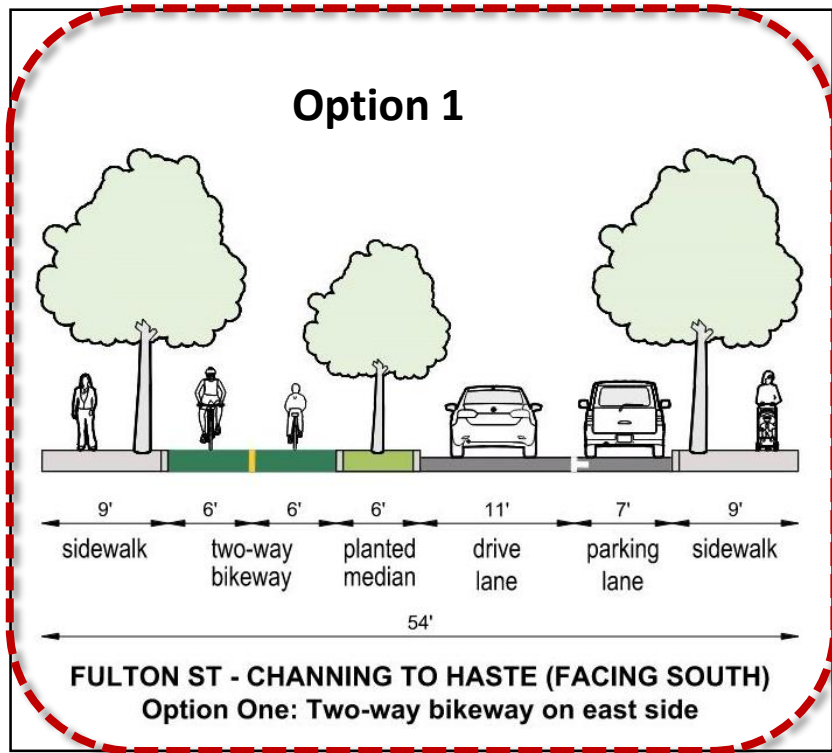
Bancroft Way Recommended Conceptual Design: Option 1



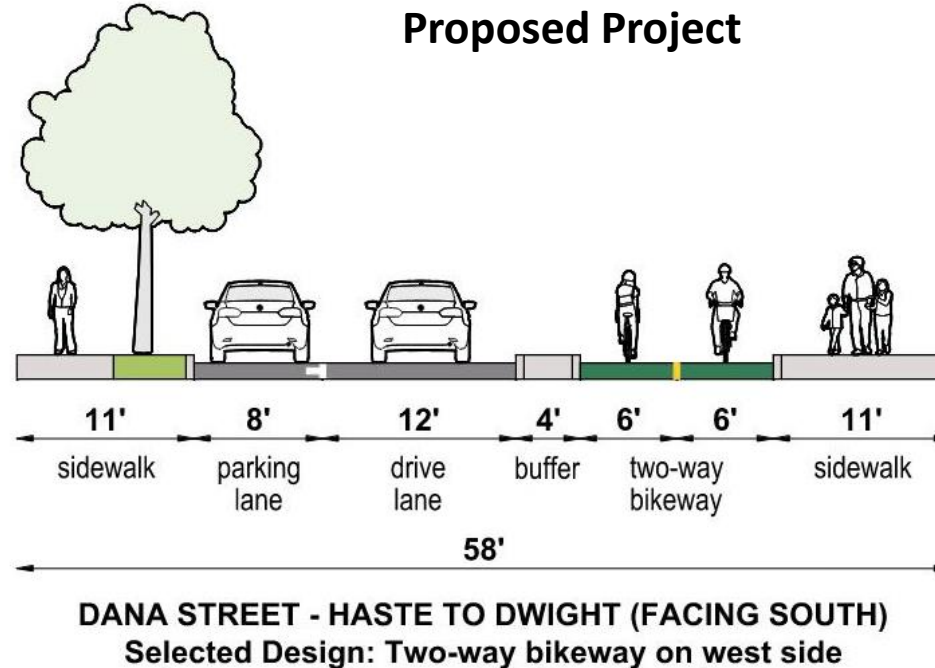
Telegraph Avenue Recommended Conceptual Design: Option 4 with Option 3 as lower-cost fallback



Fulton Street Recommended Conceptual Design: Option 1



Dana Street Recommended Conceptual Design: Pilot to Permanent Conversion Project



Next Steps

Next Steps

- Present Recommended Design Options (Jan)
- Seek feedback from Institutional and Public Groups Stakeholders (Jan)
- Open House #2 (Jan 27)
- Berkeley City Council (Feb 22)

Thank You!

berkeleycompletestreets.org

More questions or comments?

Please contact

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City of Berkeley
Transportation Commission

Statement of Mission of Transportation Commission:

To be published with each agenda packet per TC action on 2/21/2019

The Berkeley City Council established this Transportation Commission to advise the City Council on matters related to transportation policies, facilities, and services in the City. We are empowered to hold hearings, gather information, and provide recommendations to the City Council in order to help them make informed transportation decisions. The Transportation Commission's work is guided by several transportation-related documents and policies implemented by the City Council, including the Transportation Element of the General Plan, Bike Plan, Pedestrian Plan, Climate Action Plan, West Berkeley Circulation Master Plan, Complete Streets Policy, and BeST Plan.

Related Plans and Policies:

- A. [Transportation Element](#) (2001) of the [General Plan](#) (2003)
 - a. Transit-First Policy (General Plan Policy T-4 "Transit-First Policy")
- B. [Bike Plan](#) (2017)
- C. [Pedestrian Plan](#) (2010, update in process)
- D. Vision Zero
- E. [Climate Action Plan](#) (2009, 2018 update)
- F. [West Berkeley Circulation Master Plan](#) (2009)
- G. [Complete Streets Policy](#) (2012 Council Resolution)
- H. [BeST Plan](#)(2016)
- I. [Berkeley Bike Boulevard Design Guidelines](#) (2000)

TRANSPORTATION COMMISSION – Ad Hoc Subcommittee Assignments		
Subcommittee	Appointees	Assignment/Due Date
ACTC/MTC Review (Transportation Commission may also fill the MTC- required role of Bike/Pedestrian Advisory Committee)	Ghosh, Zander	Review TDA Article 3-funded Bike & Ped project plans as assigned in 2019 (Staff: advise in advance if BPAC needs to meet)
Bicycle Plan Implementation	Greene, Parolek	Monitor Bike Plan projects through 6/2019
Fossil Fuel Free Berkeley		Develop recommendations for Council; report to TC by 5/2019
Pedestrian Plan Update	Ghosh, Zander	Follow, coordinate Ped Plan issues, attend public meetings; report to TC by 6/2019
Vision Zero	Ghosh, Greene	Develop recommendations for VZ policy to supplement Ped Plan and Complete Streets Policy; Report to TC by 6/2019
Legislative Body	Liaison	
Alameda CTC (Ashby/I-80 interchange)	Zander Ghosh (Alternate)	Attend ACTC meetings re Emeryville's Ashby/I-80 Project; Update TC
Energy Commission	Zander	Attend EC meetings re electric mobility; provide comments; Update TC
Public Works Commission	Bruzzone	Attend PWC meetings re Undergrounding Utility wires, paving, Lighting, and Measure T-1 projects
goBerkeley Advisory Group	Ghosh Bruzzone (Alternate)	Attend meetings; Report to TC re: value-priced parking program
Commission on Disability	Leung	Report to TC on issues of common concern
Council Policy Committee on F.I.T.E.S.	Parolek Ghosh	Attend meetings; Report to TC re: Transportation issues

Ad Hoc Subcommittees (there are no standing subcommittees):

- Must have at least two commissioners present to hold a subcommittee meeting, but never a quorum of the current total TC membership
- **Must be reviewed annually by the Commission to determine if a subcommittee is needed, to specify work assignments, and to establish response times. (Reso. 60,504-N.S.)**
- Do not have officers or submit minutes
- May submit their recommendations as written or verbal reports to support an Action or Discussion item. [The Commission Secretary needs to receive written material 10 days before the meeting date for inclusion in the agenda packet. Late arrivals will be delivered at meeting and published with next agenda.]
- May submit written summary meeting notes for inclusion in the TC agenda packet under Information item or as a Communication.
- Provides staff secretary with agenda content based on TC adopted Work Plan and/or specific assignment by full commission.

Commission Secretary

- Is directly responsible to the Public Works Department Director and City Manager
- Assists the commission by providing available information, ensuring compliance with Brown Act requirements, but is neither a voting member nor an employee of the commission
- Maintains agenda subscription lists, if any; formats, publishes and (e)mails agendas; reserves meeting room
- Coordinates communications between commission and staff, the public, and other commissions
- May attend, but not required to attend subcommittee meetings