



# TRANSPORTATION and INFRASTRUCTURE COMMISSION REGULAR MEETING AGENDA

Thursday, October 20<sup>th</sup>, 2022, 7:00 pm

*Mission: Advises Council on transportation and public works infrastructure 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 and Infrastructure 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/81634591168>**

Webinar ID: **816 3459 1168**

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: 860 4009 5447*. 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 (staff)
2. Roll call
3. Public comment on items not on the agenda
4. Approval of [minutes from September 15<sup>th</sup>, 2022\\*](#)
5. Update on administration and staff
6. Commission member introductions

## **B. DISCUSSION/ACTION ITEMS**

- \* Written material included in packet
- \*\* Written material to be delivered at meeting The public may speak at the beginning of any item.

### **1. Chair and Vice Chair Elections**

Actions required: election of Chair; Vice Chair nominations; Vice Chair elections

**2. Adeline at Ashby BART Project\***

Action required: Recommend to the City Council to adopt a preferred design concept

Beth Thomas, Principal Planner

**3. Berkeley Strategic Transportation (BeST) Plan Update and Transit-First Policy Implementation Plan\***

Action required: receive presentation and provide comments to staff

Beth Thomas, Principal Planner

**C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS**

*Information items can be moved to Discussion or Action by majority vote of the TIC*

1. Subcommittee Reports and Assignments

Actions required: Appoint subcommittee to work with staff on the bike plan update; appoint subcommittee to review the 5-year paving plan

2. Council Summary Actions 2022

3. [Link to Council and Committee Agendas and Minutes](#)

4. Transportation and Infrastructure Commission Mission Statement – TBD

5. Work Plans

a. [Transportation Commission](#)

b. [Public Works Commission](#)

6. Subcommittees and Liaisons

**D. COMMUNICATIONS**

1. John Givens. Email to the TIC with the subject “Oct 20 Meeting: Adeline Street Redesign: 2 lanes and NO GAP!” Received via email by Public Works Deputy Director Farid Javandel on 10/18/2022.

2. Abbie Turiansky. Email to the TIC with the subject “Oct 20 Meeting: Adeline Street Redesign: 2 lanes and NO GAP!” Received via email by Public Works Deputy Director Farid Javandel on 10/18/2022.

3. Teresa Clarke. Email to the TIC with the subject “Oct 20 Meeting: Adeline Street Redesign: 2 lanes and NO GAP!” Received via email by Public Works Deputy Director Farid Javandel on 10/18/2022.


**E. ADJOURNMENT 9:30 pm**

Agenda Posted: October 14<sup>th</sup>, 2022

*The next virtual meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, November 17<sup>th</sup>, 2022 at 7:00 pm.*

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

### **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, 4<sup>th</sup> Floor.

### **Communications Disclaimer**

*Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission or committee for further information.*

Commission Secretary: Farid Javandel, Deputy Director of Public Works  
1947 Center St., 4th Floor, Berkeley, CA, 94704  
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903  
Email: FJavandel@CityofBerkeley.info



**TRANSPORTATION and INFRASTRUCTURE COMMISSION  
REGULAR MEETING  
DRAFT MINUTES**

Thursday, September 15<sup>th</sup>, 2022, 7:00 pm

**A. PRELIMINARY BUSINESS**

**1. Call to order**

Meeting called to order by Commission Secretary Farid Javandel at 7:01 pm.

**2. Roll call**

Commissioners Present: Noelani Fixler, Barnali Ghosh, Sam Greenberg,  
Adrian Leung, Liza Lutzker, Karen Parolek,  
Kim Walton (arrived at 7:20 pm), Ray Yep

Commissioners Absent: None

Staff Present: Farid Javandel, Beth Thomas, Alisha Gard

**3. Public comment on items not on the agenda**

Speakers: 3

**4. Approval of [minutes](#) from special meeting on July 27<sup>th</sup>, 2022**

**Action:** It was Moved / Seconded (Yep / Ghosh) to approve the minutes.

Ayes: Ghosh, Greenberg, Lutzker, Yep

Noes: None

Abstain: Fixler, Leung, Parolek

Absent: Walton

**Motion failed 4-0-3-1**

**5. Update on administration and staff**

Public Works Deputy Director Farid Javandel and Principal Planner Beth Thomas provided updates on the Telegraph Corridor Study; Vision Zero analyst position; the MLK quick-build project; the Center Street Garage; and current Transportation Division vacancies (Traffic Engineering Inspector, Associate Planner). No action.

**7:26 pm Action:** It was Moved / Seconded (Leung / Parolek) to reconsider the vote on whether to approve the special meeting minutes.

Ayes: Fixler, Ghosh, Greenberg, Leung, Lutzker, Parolek, Walton, Yep

Noes: None

Abstain: None

Absent: None

**Motion carried 8-0-0-0**

**7:30 pm Action:** It was Moved / Seconded (Leung / Lutzker) to approve the minutes, amended to include the following statement in section B-1: "The Transportation and Infrastructure Commission reviewed the checklist" (edit recommended by Commissioner Yep).

Transportation and Infrastructure Commission  
Thursday, September 15<sup>th</sup>, 2022

Ayes: Fixler, Ghosh, Greenberg, Leung, Lutzker, Parolek, Walton, Yep  
Noes: None  
Abstain: None  
Absent: None

**Motion carried 8-0-0-0**

## B. DISCUSSION / ACTION ITEMS

1. **AC Transit “Quick Build Durant Transit Lane Project” presentation**  
Kathryn Vo of AC Transit provided a presentation and received commissioners’ comments. No action.
2. **Nominations for Transportation and Infrastructure Commission (TIC) Chair**  
**Action:** It was Moved / Seconded (Yep / Walton) to nominate Karen Parolek for Transportation and Infrastructure Commission Chair.  
Ayes: Fixler, Ghosh, Greenberg, Leung, Lutzker, Parolek, Walton, Yep  
Noes: None  
Abstain: None  
Absent: None  
**Motion carried 8-0-0-0**
3. **Confirm meeting schedule**  
**Action:** It was Moved / Seconded (Parolek / Walton) to schedule meetings for 7:00 pm on the third Thursday of each month, excluding August and December.  
Ayes: Fixler, Ghosh, Greenberg, Leung, Lutzker, Parolek, Walton, Yep  
Noes: None  
Abstain: None  
Absent: None  
**Motion carried 8-0-0-0**
4. **Work Plan**  
Discussion only. No action.

## C. INFORMATION ITEMS AND SUBCOMMITTEE REPORTS

1. Subcommittee Reports and Assignments  
Action required: Appoint subcommittee to work with staff on the bike plan update
2. Council Summary Actions 2022
3. [Link to Council and Committee Agendas and Minutes](#)
4. Transportation and Infrastructure Commission Mission Statement
5. Work Plans
  - a. [Transportation Commission](#)
  - b. [Public Works Commission](#)
6. Subcommittees and Liaisons

Transportation and Infrastructure Commission  
Thursday, September 15<sup>th</sup>, 2022

**D. COMMUNICATIONS**

**E. FUTURE AGENDA ITEMS**

Commissioner Introductions  
Nominations for Vice Chair  
Elections of Chair and Vice Chair  
Create and assign subcommittees

Review City Council referrals  
Vision Zero update  
5-year paving plan update  
Appoint subcommittee members

**F. ADJOURNMENT**

**Action:** It was Moved / Seconded (Parolek / Leung) to adjourn the meeting at 9:30 pm.  
All Ayes. **Motion carried 8-0-0-0.**

Public Present: 5

Speakers: 4

*The next meeting of the Transportation and Infrastructure Commission is scheduled for Thursday, October 20<sup>th</sup>, 2022 at 7:00 pm.*

Commission Secretary: Farid Javandel, Deputy Director of Public Works  
1947 Center St., 4th Floor, Berkeley, CA, 94704  
Telephone (510) 981-7061 / Fax: (510) 981-7060 / TDD: (510) 981-6903  
Email: [FJavandel@CityOfBerkeley.info](mailto:FJavandel@CityOfBerkeley.info)



Public Works Department  
Transportation Division

October 19, 2022

TO: Transportation and Infrastructure Commission

FROM: Farid Javandel, Transportation Manager  
Beth Thomas, Principal Planner  
Dianne Yee, Associate Planner

SUBJECT: Adeline Street at Ashby BART Conceptual Design

### **Summary**

The Adeline Street at Ashby BART project consists of a redesign of part of Adeline Street in order to increase safety for pedestrians and people bicycling, while also meeting the needs of public transit and emergency vehicles. The project location is Adeline Street adjacent to the Ashby BART station between Ashby Avenue and Martin Luther King Jr. Way (MLK). Features include a narrowing of the street primarily through a reduction in the number of traffic lanes, and a new plaza on the west side of Adeline Street. The proposed design concept was based on previously adopted plans, policies and a Council referral, and refined through engagement with the public and stakeholders, including Bay Area Rapid Transit District (BART) staff and Board Directors, AC Transit staff, the Berkeley Flea Market Board and vendors, and the Ed Roberts Campus management and tenant organizations. Additional community engagement will continue as the high-level conceptual designs for the Adeline Street right-of-way at the Ashby BART station are refined.

### **Project Background**

The project responds in part to a City Council Budget Referral (February 11, 2020) calling for an analysis of “the potential for a major redesign of the section of Adeline St. between MLK Way and Ward St., to improve the public space to increase safety for pedestrians, cyclists, and people living with disabilities, while also meeting the needs of public transit and emergency vehicles.” The Referral requests that a two-lane option that reduces the width of the street be prioritized.

Following the approval of the above-described Referral, Adeline Street was prioritized for safety improvements through the City’s planning efforts. It was identified as a high-injury street for severe and fatal traffic crashes in the Berkeley Vision Zero Action Plan, which was adopted in March 2020. Adeline Street south of Ashby Avenue was also

identified in the Berkeley Pedestrian Plan (January 2021) as one of the City's top ten street segments recommended for pedestrian safety treatments based primarily on its high rate of severe traffic crashes with pedestrian victims.

Simultaneous to these planning efforts, the Adeline Corridor Specific Plan (ACSP) (December 2020) set goals related to transportation safety, including to improve intersection crossing safety for pedestrians, to provide universal access to improve mobility and safety for persons with disabilities, and to create new bicycle facilities integrated with the City's bicycle network. The ACSP also set a goal to improve transit and connections to transit. For the segment of Adeline between Ashby and MLK, the ACSP identified the west side of Adeline Street next to the Ashby BART station as a public space opportunity and as a future location for a cycle track.

The project also supports future housing development plans for the Ashby BART station western parking lot by designing future plaza space that could accommodate the needs of the Berkeley Flea Market that currently utilizes the parking lot (west of Adeline Street), as reflected in recently approved zoning and a City and BART Memorandum of Agreement for the North Berkeley and Ashby BART Station Areas. Amenities potentially to be located on the future plaza include stationary artwork (e.g. a memorial wall to acknowledge the history of the Berkeley Flea Market and the Lorin District), a stage area for events, and a children's play area. Other amenities being considered, which may possibly be provided through the future development of the current western parking lot site, are public restrooms and a storage room for custodial equipment.

The proposed conceptual design responds to the Budget Referral and the adopted plans and policies by incorporating pedestrian crossing safety improvements (including converting the intersection of Adeline and MLK into a right-angle intersection), a plaza and southbound protected bikeway (cycle track) along the west of Adeline, and transit priority treatments, as described in further detail below.

### **Project Description**

This project focuses on right-of-way options for the segment of Adeline Street between Ashby Avenue and Martin Luther King Jr. Way. It is related to other planning efforts for the entire length of Adeline Street in Berkeley ("the Adeline Corridor") and for mixed-use development on surface parking lots at Ashby BART Station.

The goals developed through and for the Adeline Street at Ashby BART project are as follows:

- **Enhance safety for all users** through management of vehicle speeds, reduced crossing distances for pedestrians, and provision of a separated bicycle facility along the entire segment
- **Increase public space** by expanding sidewalk widths and exploring the potential of a new permanent location for the Berkeley Flea Market, which may be relocated as a result of future development at the Ashby BART station.



- **Support bus transit operations** by incorporating designs that increase safety for bus riders, facilitate bus and shuttle operations, improve passenger connections to BART, and reduce potential bus-bike conflicts.
- **Accommodate passenger and freight loading** for businesses along the corridor, including Berkeley Bowl and Ed Roberts Campus.
- **Implement inclusive engagement practices** and coordinate public outreach across ongoing projects within the study area to reach a larger and broader audience and provide multiple opportunities for meaningful interactions

### Conceptual Design Options

As shown in Attachments 1 and 2, two conceptual design options (Options 1: Linear Plaza, Two Vehicle Travel Lanes and Dedicated Bus Lanes and Option 2: Linear Plaza, Two Vehicle Travel Lanes with Bus Queue Jump Only) were developed for the Adeline Street at Ashby BART project based on prior adopted plans, new outreach and engagement efforts with institutional stakeholders, and public input. Each of these design options has the potential to include an expanded plaza at the south end, pending the identification of funding for the podium that would need to be constructed to accommodate this expanded plaza.

#### Option 1 – Plaza with Adeline Bus Lanes

- Approximately 40,000 square feet of plaza space on the west side of Adeline; approximately 52,000 square feet with the addition of a potential plaza extension.
- Reduction in number of general purpose traffic lanes on Adeline from four (two each direction) to two (one each direction)
- Dedicated northbound and southbound bus lanes, with the southbound bus lane utilized as a parking lane on weekends for vendor and customer access to the plaza; and a dedicated southbound bus lane segment on Adeline approach Ashby from the north in order to allow for “sorting” of traffic prior to the intersection.
- Southbound protected bikeway in the form of a raised path on the east side of the plaza, extension of the existing southbound protected bikeway that is north of Ashby up to the Ashby intersection, and a northbound protected bikeway from north of the Ed Roberts Campus loading zone to the Ashby intersection.
- Currently skewed intersection of Adeline/MLK converted to a right-angle intersection which also creates potential additional public open space to the southeast of the new intersection

#### Option 2 – Plaza with Two-Lane Adeline

- Approximately 53,000 square feet of plaza space on the west side of Adeline; approximately 65,000 square feet with the addition of a potential plaza extension.
- Reduction in number of general purpose traffic lanes on Adeline from four (two each direction) to two (one each direction)
- Transit queue jump lane on Adeline southbound approaching the Ashby intersection in order to prioritize bus travel and reduce bus delay through the narrowed segment of Adeline between Ashby and MLK (traffic analysis found no delay northbound so this is only recommended southbound)

- Southbound protected bikeway in the form of a raised path on the east side of the plaza, extension of the existing southbound protected bikeway that is north of Ashby up to the Ashby intersection, and northbound protected bikeway from north of the Ed Roberts Campus loading zone to the Ashby intersection.
- Currently skewed intersection of Adeline/MLK converted to a right-angle intersection which also creates potential additional public open space to the southeast of the new intersection

### *Traffic Analysis Results*

The traffic analysis completed for the project initially showed that the proposed reduction in the number of traffic lanes from four to two (from two lanes each direction to one lane each direction) would increase traffic delay in the PM peak period at the Adeline/Ashby intersection by nearly one minute southbound and nearly 30 seconds northbound, and at the Adeline/MLK intersection by less than 10 seconds making the left turn from Adeline onto MLK southbound, with no change in the delay for the right turn to continue on Adeline northbound. This initial analysis assumed no change in the signal timing. By optimizing the signal timing, however, the delay in the PM peak period caused by the traffic lane reduction, in the year 2040 full buildout of the Adeline Corridor Specific Plan, was lowered at the Adeline/Ashby intersection to less than 30 seconds southbound, with no additional delay northbound. This signal timing optimization also eliminated the delay at the Adeline/MLK intersection for traffic making the left turn from Adeline onto MLK southbound, and reduced the delay to less than 10 seconds for traffic making the northbound right turn at the Adeline/MLK intersection to continue on Adeline northbound. The dedicated bus lanes in Option 1 and the dedicated southbound intersection queue jump lane in Option 2 would further reduce delay for transit.

### *Public Engagement*

City staff, in coordination with BART staff, engaged in an extensive stakeholder engagement process. This included meeting with the Berkeley Flea Market Board and vendors, AC Transit staff, and Ed Roberts Campus management and tenant organizations. City and BART staff conducted multiple weekend site visits at the Berkeley Flea Market to engage with vendors, including hosting an information table on September 17, 2022, at which a vendor survey was administered. In addition, City staff met with the Berkeley Flea Market Board to get their input about the project on several occasions between January and August 2022, and held an in-person vendor meeting to receive their input on September 28, 2022. Following this engagement, the City received public input through a well-attended public meeting with over 120 attendees held on October 3, 2022, and through an Office Hours session with 20 attendees held on October 5, 2022. The results of the feedback showed a strong preference among the public and stakeholders for Option 2 (Plaza with Two-Lane Adeline).

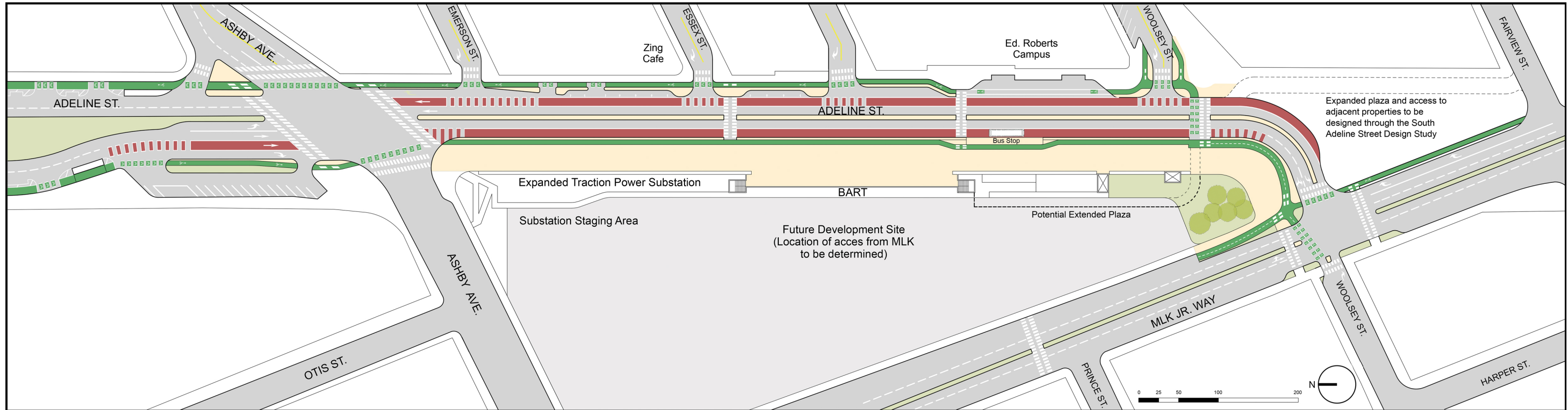
### **Purpose and Next Steps**

Staff is requesting that the Transportation and Infrastructure Commission provide a recommendation to the City Council to adopt the Plaza with Two-Lane Adeline design concept. Staff anticipates bringing this item to the City Council at their November 29, 2022. Approval of the conceptual design will allow the City to continue to work with BART on plans to develop housing, including affordable housing, on the current site of the Ashby BART station western parking lot by identifying a potential future location to accommodate the Berkeley Flea Market that currently uses the station parking lot. This

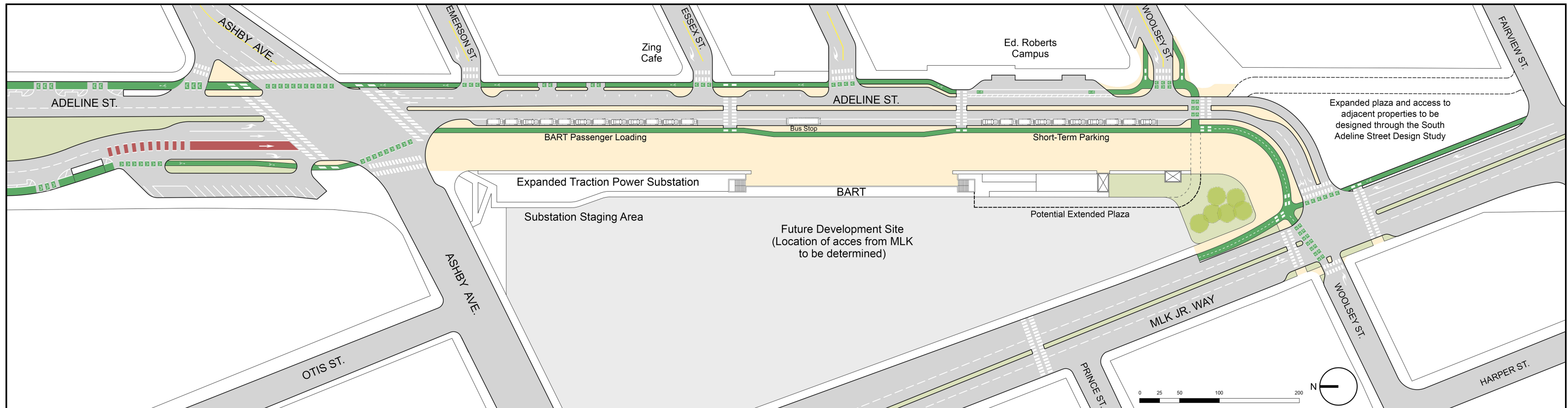
action will also keep the project on track to compete for capital grant funding for detailed design and construction of the plaza and street reconfiguration.

Attachment 1: Option 1: Plaza with Adeline Bus Lanes

Attachment 2: Option 2: Plaza with Two-Lane Adeline



- Legend**
- Protected Bikeway
  - Bus-Only Lane



- Legend**
- Protected Bikeway
  - Bus Queue Jump



Public Works Department  
Transportation Division

October 17, 2022

TO: Transportation and Infrastructure Commission

FROM: Farid Javandel, Transportation Manager  
Beth Thomas, Principal Planner  
Dianne Yee, Associate Planner

SUBJECT: Berkeley Strategic Transportation (BeST) Plan Update – Advancing  
Transit-First Policy Implementation Plan

### **Purpose**

The City of Berkeley General Plan has a Transit-First Policy (Berkeley General Plan Policy T-4), which gives “priority to alternative transportation and transit over single-occupant vehicles on transit routes identified on the [General Plan] Transit Network map” (see Figure 1 below). The Berkeley Transit-First Policy Implementation Plan will create a set of policies and design guidelines that provide procedures for implementation of the Transit-First Policy and for future planning for the City’s existing transit priority corridors.

To work toward implementing the City’s Transit-First Policy, the proposed objectives of this Plan are to:

- Improve transit efficiency, reliability, and accessibility,
- Increase transit ridership, and
- Prioritize transit corridors for future planning.

The Transit-First Policy Implementation Plan would be developed as a stand-alone document and later incorporated into an update of the Berkeley Strategic Transportation (BeST) Plan.

### **Scope of Work**

Development of the Transit-First Policy Implementation Plan involves outreach to a technical advisory committee (TAC) and the Transportation and Infrastructure Commission. The TAC includes Public Works staff and transit operators. Two TAC meetings were held in the second half of 2019. The former Transportation Commission held Transit Subcommittee meetings in October 2019 and March 2020 and provided feedback on the scope of work and transit design guidelines. The work on the Plan was

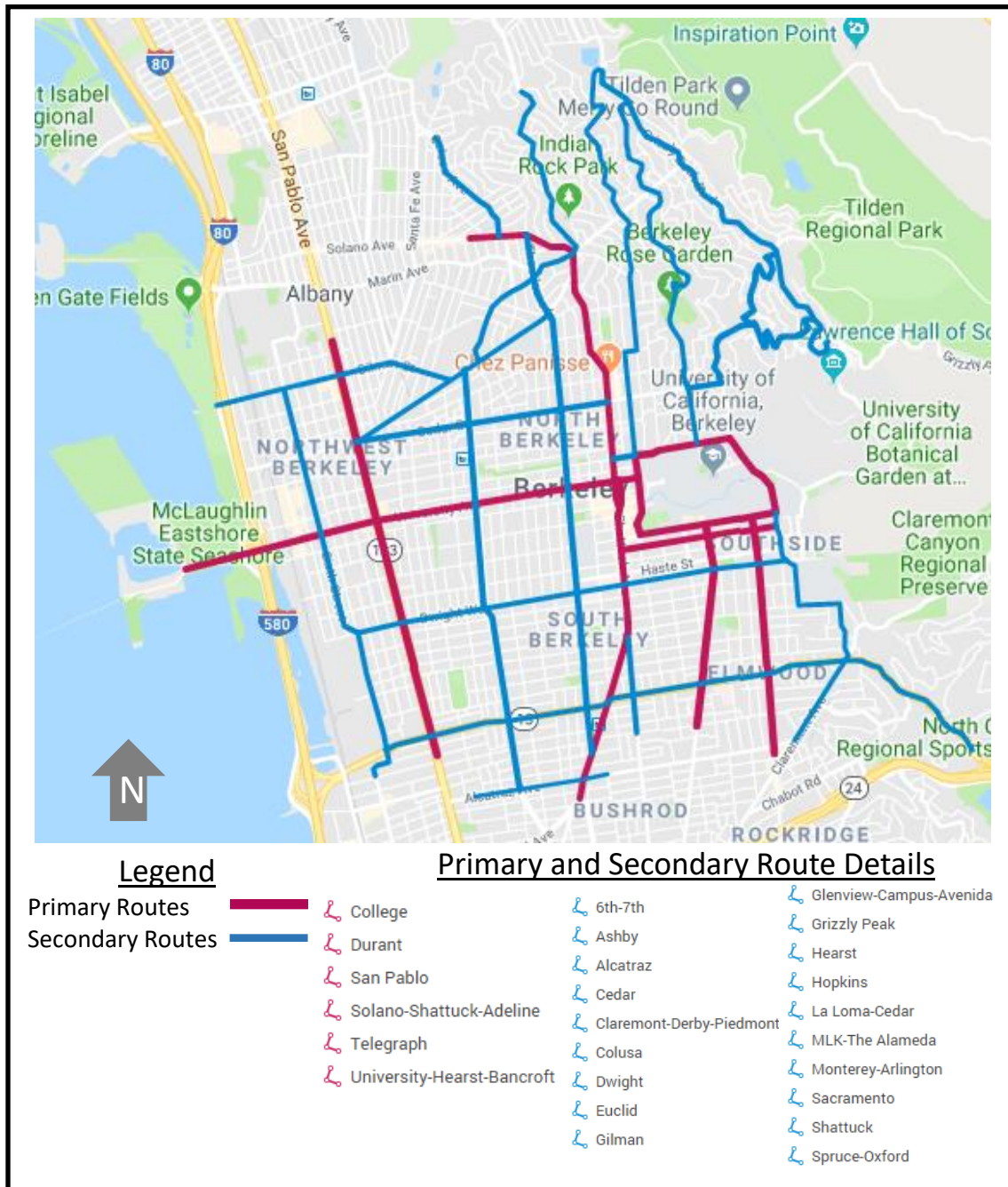
largely put on hold during the COVID-19 pandemic due to the suspension of commission subcommittee meetings and the uncertainties regarding future transit services and ridership. However, City staff received feedback from AC Transit staff on draft Plan sections during 2021.

The Transit-First Policy Implementation Plan will include the following sections:

- Existing policies and best practices, including a review of transit design guidelines
- Recommended City transit policies and design guidelines, including standard design guidance
- Transit priority corridors, including recommendations for future transit corridor studies

### **Next Steps**

Staff will present preliminary recommendations for the above described areas at the October 2022 Transportation & Infrastructure Commission meeting in order to receive comments from Commissioners. Staff plans to return to the Transit & Infrastructure Commission at a future meeting to present revised draft recommendations and request Commission approval of them.



**Figure 1:**  
 Map of Primary and Secondary Transit Routes,  
 City of Berkeley: General Plan – Transportation Element



**From:** [Gard, Alisha](#)  
**To:** [Gard, Alisha](#)  
**Subject:** FW: Oct 20 Meeting: Adeline Street Redesign: 2 lanes and NO GAP!  
**Date:** Tuesday, October 18, 2022 4:51:45 PM

---

**From:** John Givens <[john.a.givens@gmail.com](mailto:john.a.givens@gmail.com)>  
**Sent:** Tuesday, October 18, 2022 3:28 PM  
**To:** Javandel, Farid <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)>  
**Cc:** All Council <[council@cityofberkeley.info](mailto:council@cityofberkeley.info)>  
**Subject:** Oct 20 Meeting: Adeline Street Redesign: 2 lanes and NO GAP!

Dear Transportation Commissioners:

There are several key ingredients to making a vibrant neighborhood: Safe streets, great access, public open space, and thriving local businesses at the ground floor. For our South Berkeley neighborhood, it is absolutely critical that we get the Adeline Street Redesign right.

Please support Option 2 of the Adeline street redesign. Option 2 shows 2 lanes of traffic and staff has confirmed that this works for the buses, bike lanes, and vehicles. By reducing Adeline to two lanes pedestrian crossings will be safer and we can devote the remainder of the Public Right of Way to sidewalks, plaza, bike lanes, recreational and green open space. Shared lanes for buses and cars will reduce pedestrian crossings and allow room for public open space and dedicated bike lanes on both sides of the vehicle lanes.

Unfortunately, the plans also show in the background a huge problem: a gap between ground floor retail and Adeline Street plaza and sidewalks on the west side of Adeline. Ground floor retail and the new building entrances MUST be at the same level as the street, sidewalk and plaza and must be continuous from Ashby to MLK. This is a key element that the community approved in the Adeline Corridor Plan. As happened 60 years ago, our neighborhood could get shorted once again. Our community will not accept expedient and bad design solutions for South Berkeley!

Please ensure that the city and BART correct the flaws of the past BART station design and do not compound them. NO GAP ALLOWED: Ground floor retail MUST be at the same level as the sidewalk and plaza and it must be continuous from Ashby to MLK. A direct connection between the public open space and future mixed use buildings at Ashby BART is a critical urban design component for a vibrant, walkable neighborhood.

Sincerely,

john givens  
Berkeley Resident

**From:** [Gard, Alisha](#)  
**To:** [Gard, Alisha](#)  
**Subject:** FW: Adeline Street Redesign: 2 lanes and NO GAP!  
**Date:** Tuesday, October 18, 2022 4:42:07 PM

---

**From:** Abbie Turiansky <[abbita@gmail.com](mailto:abbita@gmail.com)>  
**Sent:** Tuesday, October 18, 2022 3:30 PM  
**To:** Javandel, Farid <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)>  
**Cc:** All Council <[council@cityofberkeley.info](mailto:council@cityofberkeley.info)>  
**Subject:** Adeline Street Redesign: 2 lanes and NO GAP!

Dear Transportation Commissioners:

There are several key ingredients to making a vibrant neighborhood: Safe streets, great access, public open space, and thriving local businesses at the ground floor. For our South Berkeley neighborhood, it is absolutely critical that we get the Adeline Street Redesign right.

Please support Option 2 of the Adeline street redesign. Option 2 shows 2 lanes of traffic and staff has confirmed that this works for the buses, bike lanes, and vehicles. By reducing Adeline to two lanes pedestrian crossings will be safer and we can devote the remainder of the Public Right of Way to sidewalks, plaza, bike lanes, recreational and green open space. Shared lanes for buses and cars will reduce pedestrian crossings and allow room for public open space and dedicated bike lanes on both sides of the vehicle lanes.

Unfortunately, the plans also show in the background a huge problem: a gap between ground floor retail and Adeline Street plaza and sidewalks on the west side of Adeline. Ground floor retail and the new building entrances MUST be at the same level as the street, sidewalk and plaza and must be continuous from Ashby to MLK. This is a key element that the community approved in the Adeline Corridor Plan. As happened 60 years ago, our neighborhood could get shorted once again. Our community will not accept expedient and bad design solutions for South Berkeley!

Please ensure that the city and BART correct the flaws of the past BART station design and do not compound them. NO GAP ALLOWED: Ground floor retail MUST be at the same level as the sidewalk and plaza and it must be continuous from Ashby to MLK. A direct connection between the public open space and future mixed use buildings at Ashby BART is a critical urban design component for a vibrant, walkable neighborhood.

Sincerely,

Abbie Turiansky  
South Berkeley resident (Ellis St.)

**From:** [Gard, Alisha](#)  
**To:** [Gard, Alisha](#)  
**Subject:** FW: Oct 20 Meeting: Adeline Street Redesign: 2 lanes and NO GAP!  
**Date:** Tuesday, October 18, 2022 4:50:29 PM

---

**From:** Clarke Teresa <[tkclarke2@yahoo.com](mailto:tkclarke2@yahoo.com)>  
**Sent:** Tuesday, October 18, 2022 4:10 PM  
**To:** Javandel, Farid <[FJavandel@cityofberkeley.info](mailto:FJavandel@cityofberkeley.info)>  
**Cc:** All Council <[council@cityofberkeley.info](mailto:council@cityofberkeley.info)>  
**Subject:** Oct 20 Meeting: Adeline Street Redesign: 2 lanes and NO GAP!

Dear Transportation Commissioners:

There are several key ingredients to making a vibrant neighborhood: Safe streets, great access, public open space, and thriving local businesses at the ground floor. For our South Berkeley neighborhood, it is absolutely critical that we get the Adeline Street Redesign right.

Please support Option 2 of the Adeline street redesign. Option 2 shows 2 lanes of traffic and staff has confirmed that this works for the buses, bike lanes, and vehicles. By reducing Adeline to two lanes pedestrian crossings will be safer and we can devote the remainder of the Public Right of Way to sidewalks, plaza, bike lanes, recreational and green open space. Shared lanes for buses and cars will reduce pedestrian crossings and allow room for public open space and dedicated bike lanes on both sides of the vehicle lanes.

Unfortunately, the plans also show in the background a huge problem: a gap between ground floor retail and Adeline Street plaza and sidewalks on the west side of Adeline. Ground floor retail and the new building entrances MUST be at the same level as the street, sidewalk and plaza and must be continuous from Ashby to MLK. This is a key element that the community approved in the Adeline Corridor Plan. As happened 60 years ago, our neighborhood could get shorted once again.

Our community will not accept expedient and bad design solutions for South Berkeley!

Please ensure that the city and BART correct the flaws of the past BART station design and do not compound them. NO GAP ALLOWED: Ground floor retail MUST be at the same level as the sidewalk and plaza and it must be continuous from Ashby to MLK. A direct connection between the public open space and future mixed use buildings at Ashby BART is a critical urban design component for a vibrant, walkable neighborhood.

Sincerely,

Teresa Clarke  
Berkeley Resident District 3