



**REDESIGN OF
ADELINE STREET AT ASHBY BART**
for access for all users and a new community plaza space

Community Meeting

October 3, 2022



MEETING AGENDA

- 1. Welcome & Meeting Goals**
- 2. Presentation**
 - Project Context
 - Where we are in the Process
 - Overview of Adeline Street Redesign Options
- 3. Comments and Questions**

Meeting Goals

October 3, 2022

- **Share information**
 - Proposed Adeline Street concepts
 - Process timeline
- **Gather input on the proposed Adeline Street and new plaza concepts**
 - Transportation access and safety needs
 - Plaza design elements and uses



Project Context

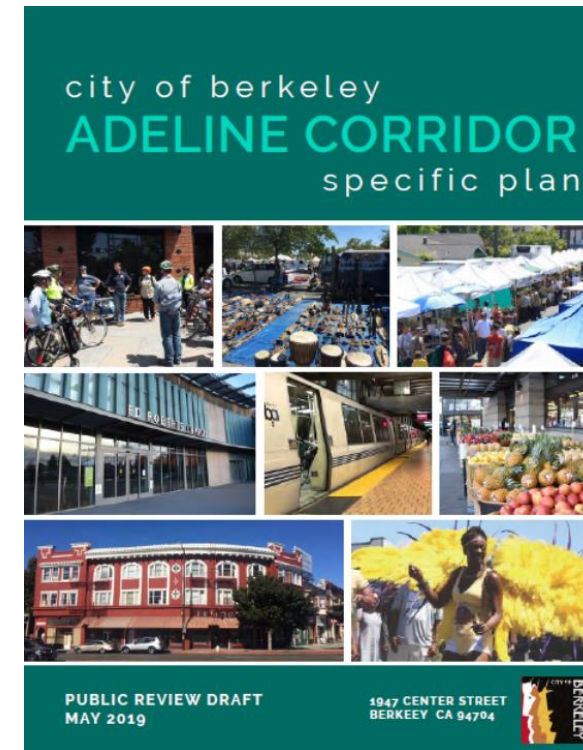
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Plans and Policies

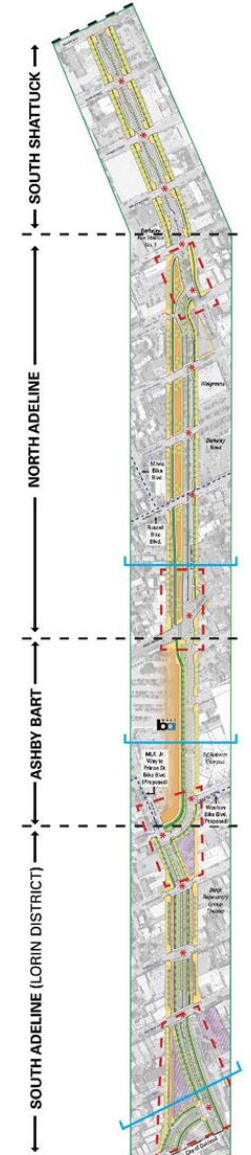
- City Council Referral (2020)
- Adeline Corridor Specific Plan (2020)
- Pedestrian Plan (2021)
- City and BART Joint Vision and Priorities for Ashby and N. Berkeley BART (2022)

Refined Design/Implementation Projects:

- N. Adeline Quick-Build Project (2020)
- S. Adeline Street Improvements (late 2022 – 2024)
- **Adeline Street at Ashby BART Redesign (2022)**



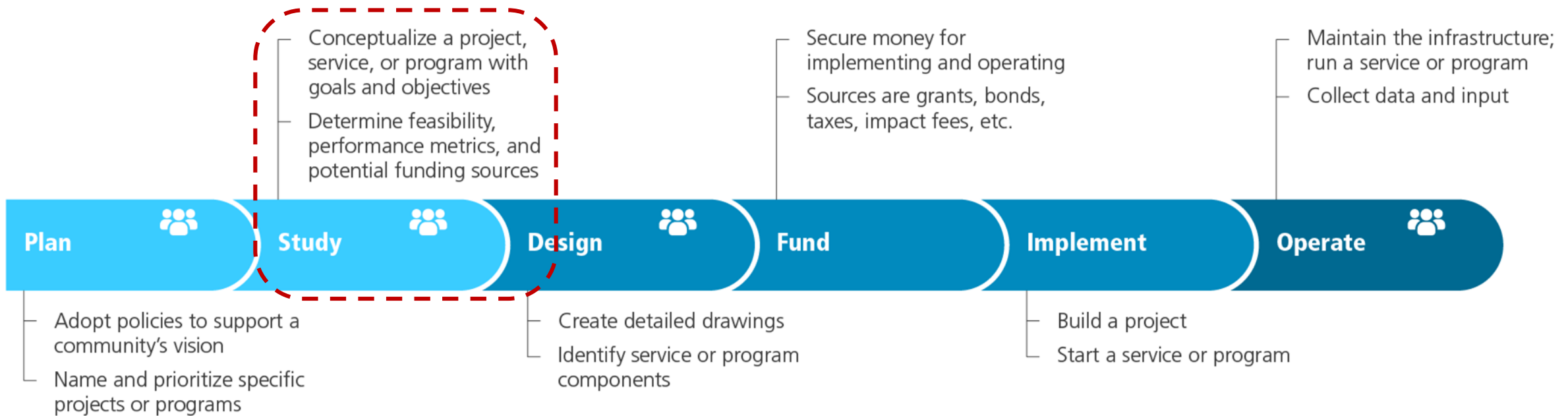
Adeline Street Roadway Redesign Concept



Public Projects Process – Illustrative

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How do public projects, programs, and services get going?
How do you know if they work?



Community Input

Ashby BART Station

- Station Access needs
- Operations needs
- Accessibility

Flea Market

- Maximize vendor space
- Provide new amenities

Realign Adeline/MLK Intersection

- Additional public space
- Possible additional Flea Market space

Future Development

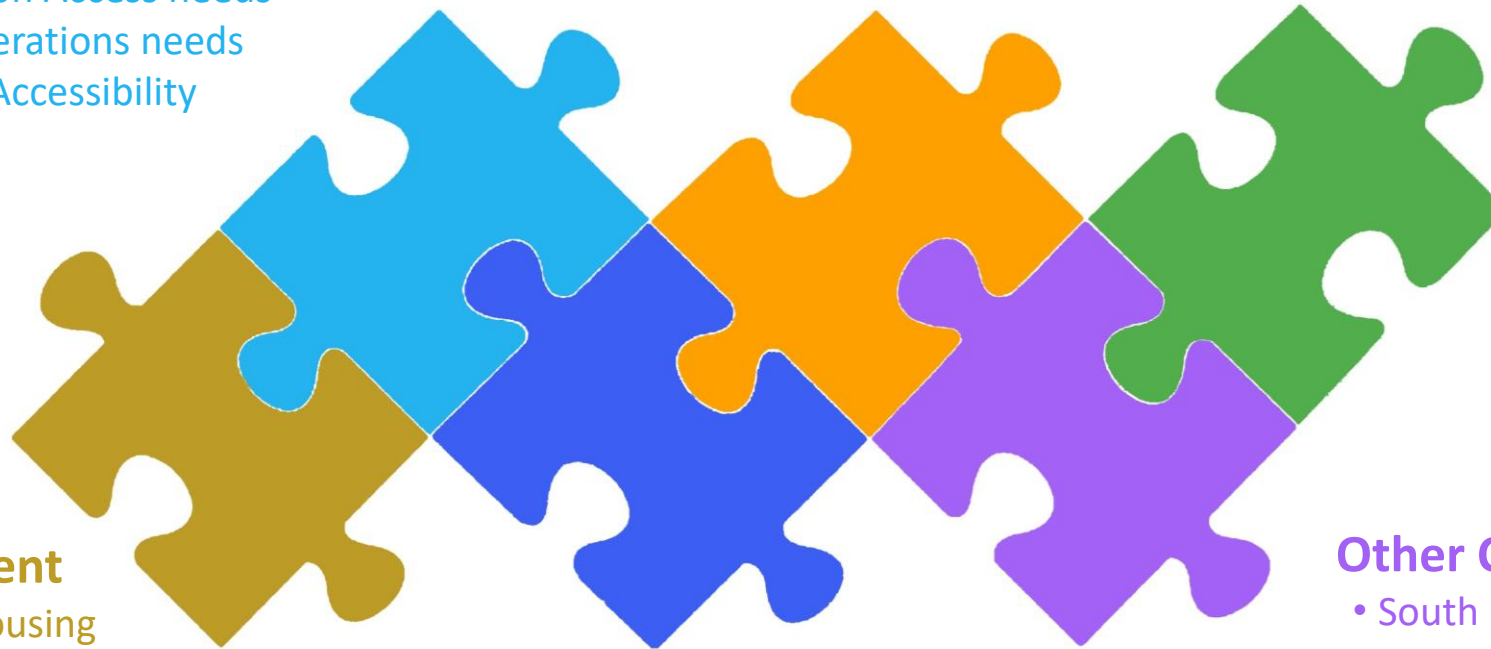
- Maximize affordable housing
 - Avoid displacement
- New public open space

Adeline Street Redesign

- Safe access for everyone
- Meet the needs of public transit
 - More community space

Other Community Input

- South Berkeley Community
- Broader Community



Where we are in the process

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• 2022

Fall Adeline & Plaza Options

- Sept. – Vendor and Other Stakeholder Outreach
- **Today – Community Meeting**
- 10/20 – Transportation and Infrastructure Commission
- 11/29 – City Council Meeting

• 2023

Spring

City Council & BART Board of Directors – finalize Ashby Related Memorandum of Agreement (MOA)

Spring to Winter

Developer(s) selection process

• 2024

Ashby BART Objective Design Standards developed and adopted

• 2025

Development Project application and entitlements

• 2026 and beyond

- Phased financing/ construction and Berkeley Flea Market move to temporary location sequencing to be determined
- Berkeley Flea Market moves to permanent location

Pursue funding for further design of Adeline Street and the plaza

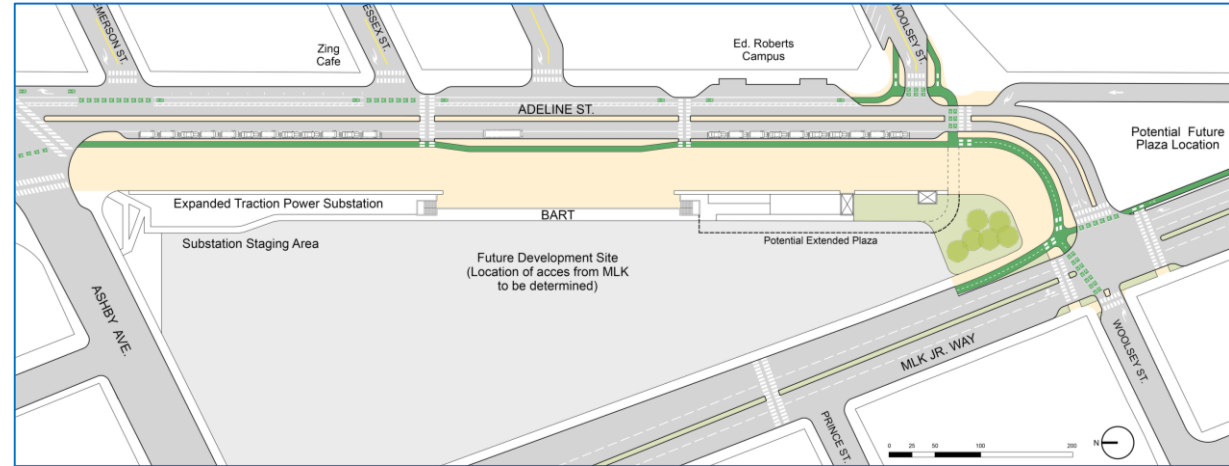
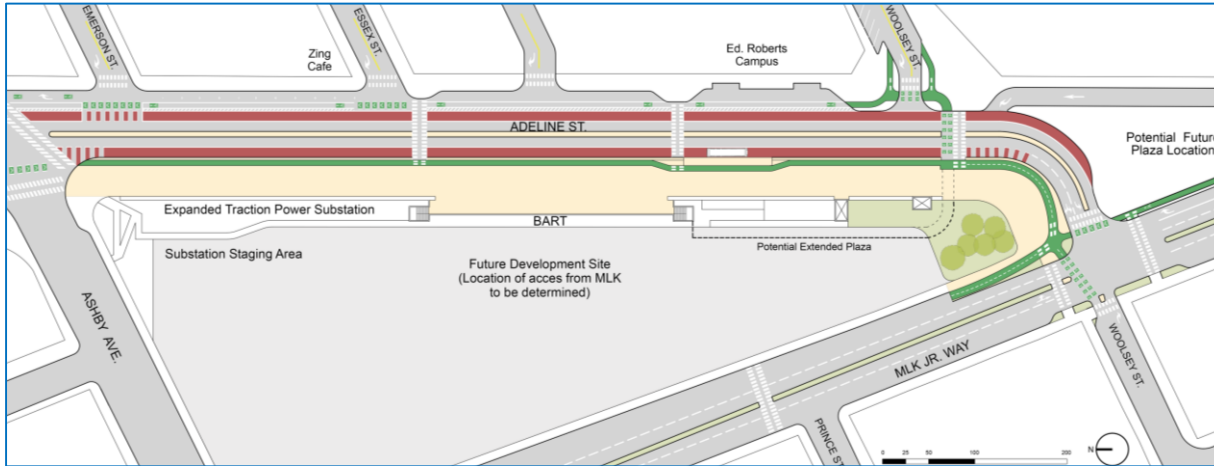
Project Area Overview

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Design Options Comparison

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Option 1

- Dedicated bus lanes
- No westside drop-off or parking
- Shorten crosswalks from ~84 to 60 feet
- Plaza on westside narrower than Option 2

Option 2

- No dedicated bus lanes
- Westside drop-off and parking
- Shorten crosswalks from ~84 to 46 feet
- Plaza on westside wider than Option 1

Both Options

- One vehicle lane each way
- Protected bikeway on westside
- Buffered bike lane on eastside
- In-lane bus stop with bicycle bypass at BART
- Redesigned Adeline / MLK Jr. Way intersection
- Potential to expand south end of the plaza

Common Transportation Improvements

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Bicycle Improvements

- Raised protected bikeway southbound
- Buffered bike lane northbound
- Woolsey bike boulevard connection
- Connections to BART

Buffered Bike Lane

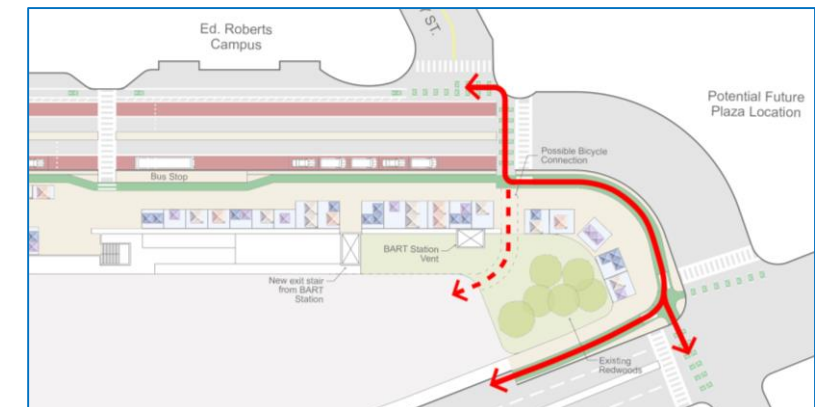
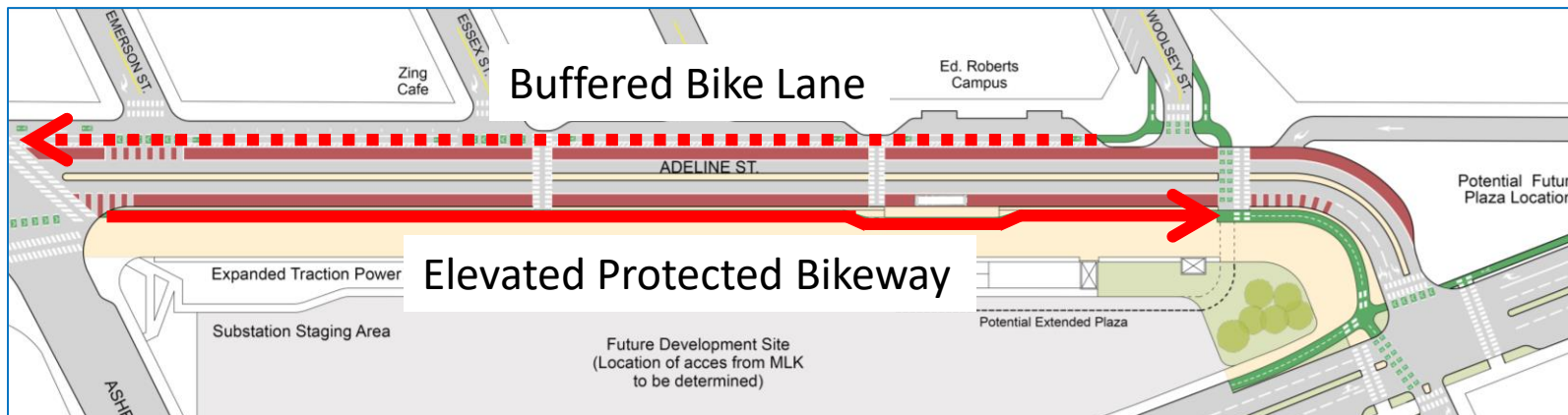


Source: Zicla

Elevated Protected Bikeway



Source: City of Cambridge, MA



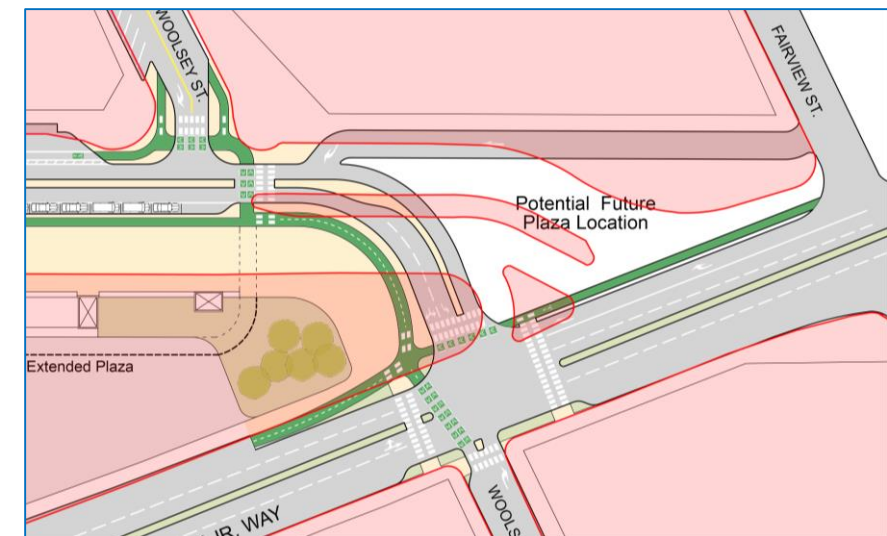
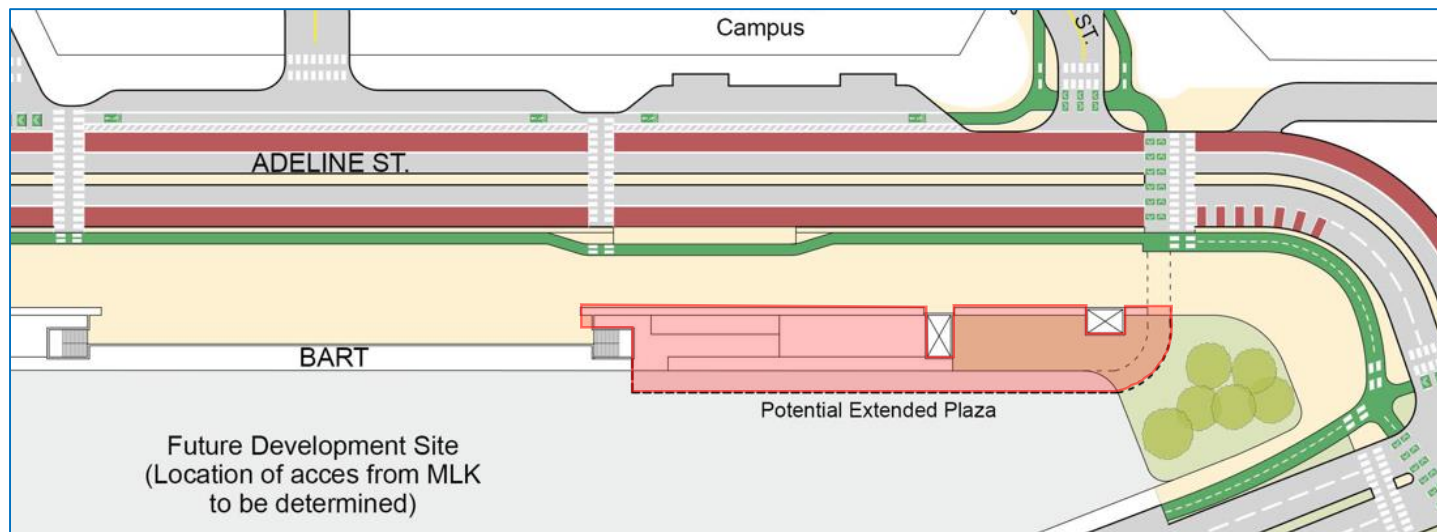
Stall locations for discussion purposes, actual locations TBD through future design and by BFM management.

Shaping the Plaza Space

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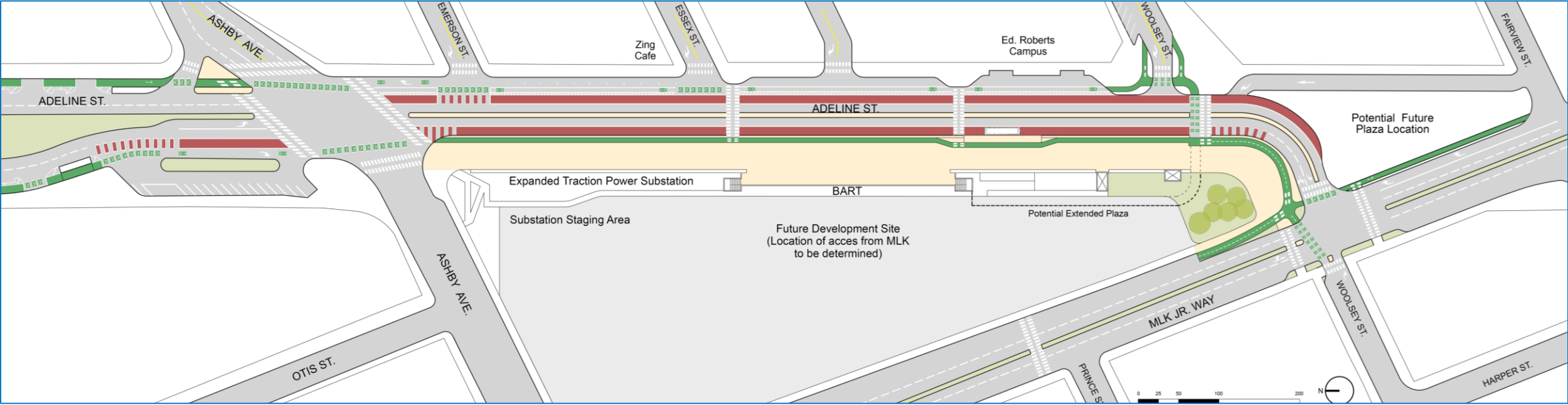
Elements that shape the plaza space

- Public right of way not used for transportation
- Preserve redwoods at south end of the site
- Potential expansion of plaza to the south
- Realignment of Adeline and MLK Jr Way intersection





Option 1

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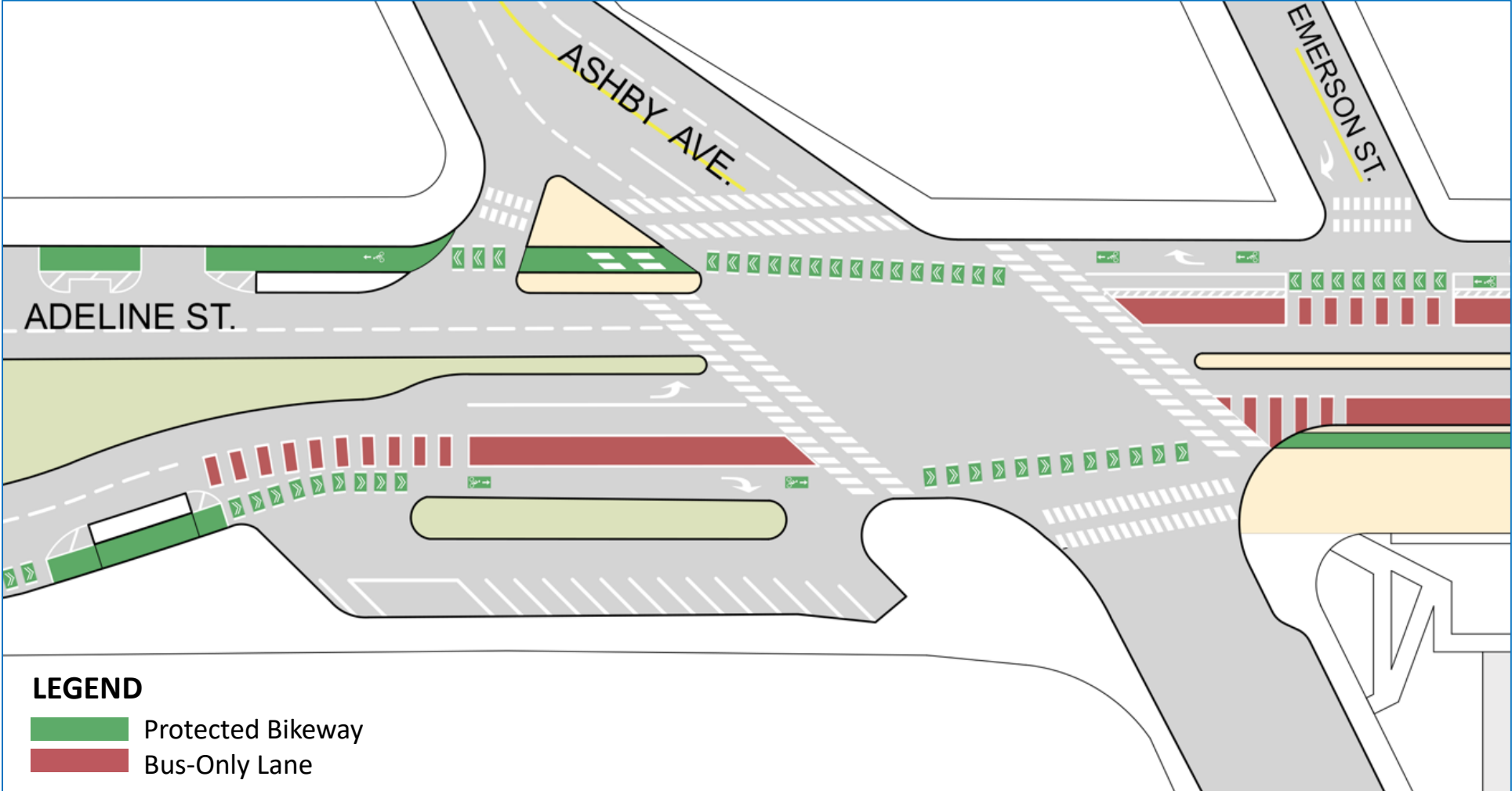


LEGEND

-  Protected Bikeway
-  Bus-Only Lane

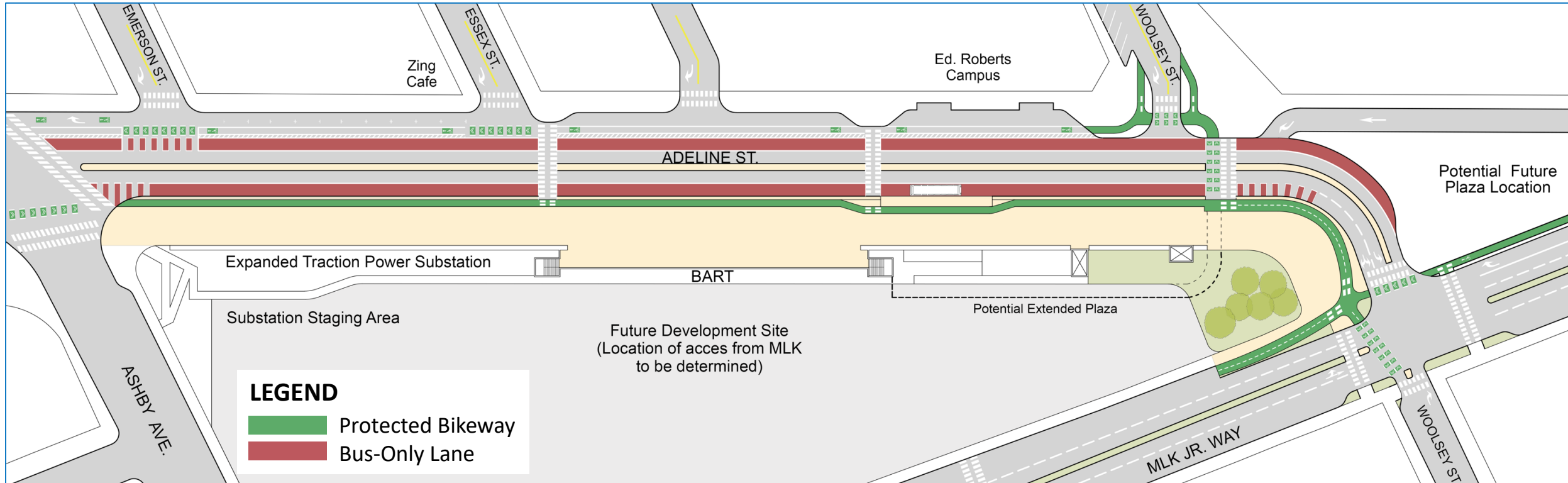
Option 1 – Ashby Intersection

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Option 1 – South of Ashby

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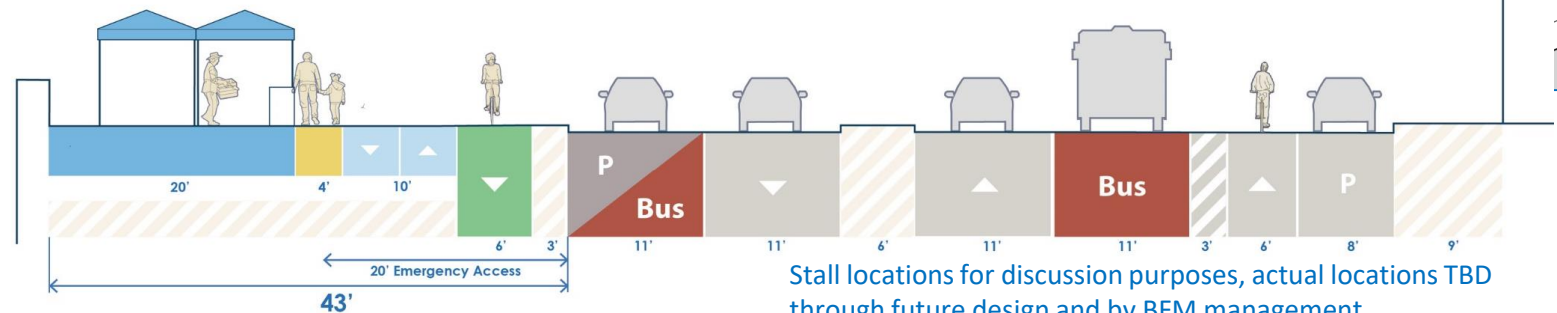


LEGEND

- Protected Bikeway
- Bus-Only Lane

Section A

- Bike Zone
- Weekend Vendor Parking/
Weekday Bus Lane
- Buffer/Plaza/Sidewalk



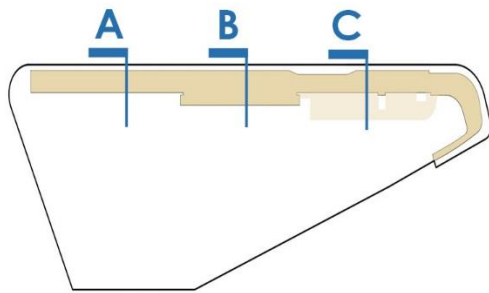
Stall locations for discussion purposes, actual locations TBD through future design and by BFM management.

Option 1 – Plaza Width with and w/o extension

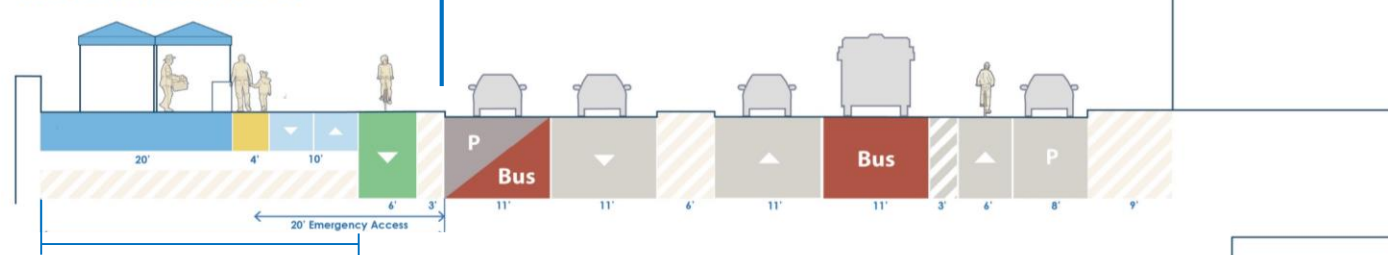
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- Vendor Area
- Shop Zone
- Clear Pedestrian Zone
- Bike Zone
- Weekend Vendor Parking/
Weekday Bus Lane
- Buffer/Plaza/Sidewalk

Edge of the new plaza roughly aligns with the white dashed lane stripe between the two existing southbound lanes of Adeline Street

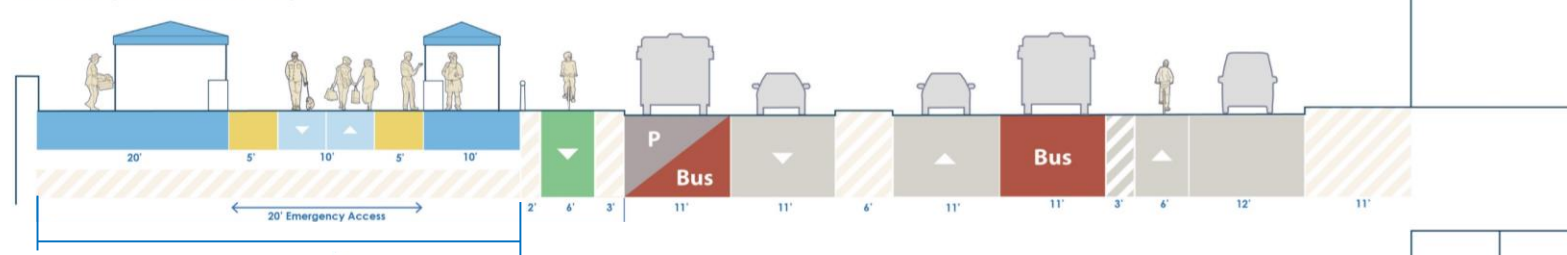


Section A (Scenarios 1a & 1b)



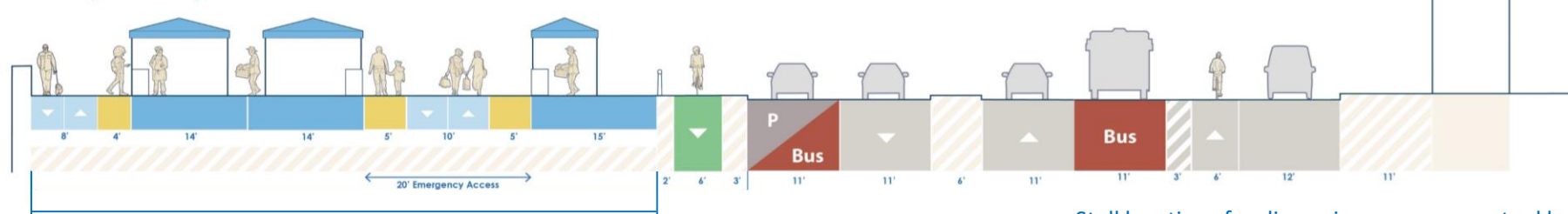
34'

Section B (Scenarios 1a & 1b)



50'

Section C (Scenario 1b)

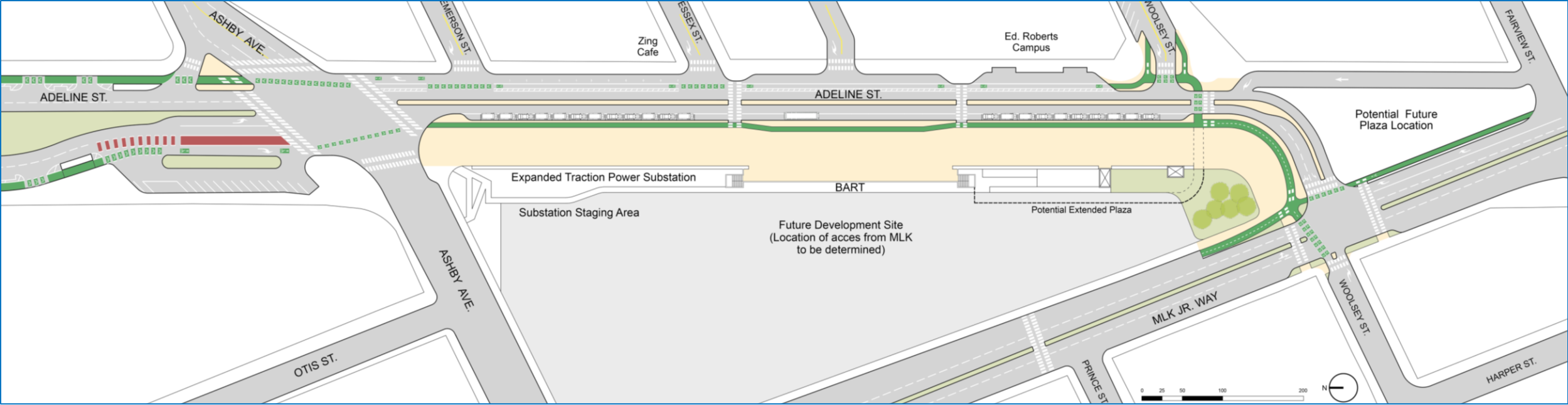


75'

Stall locations for discussion purposes, actual locations TBD through future design and by BFM management.

Option 2

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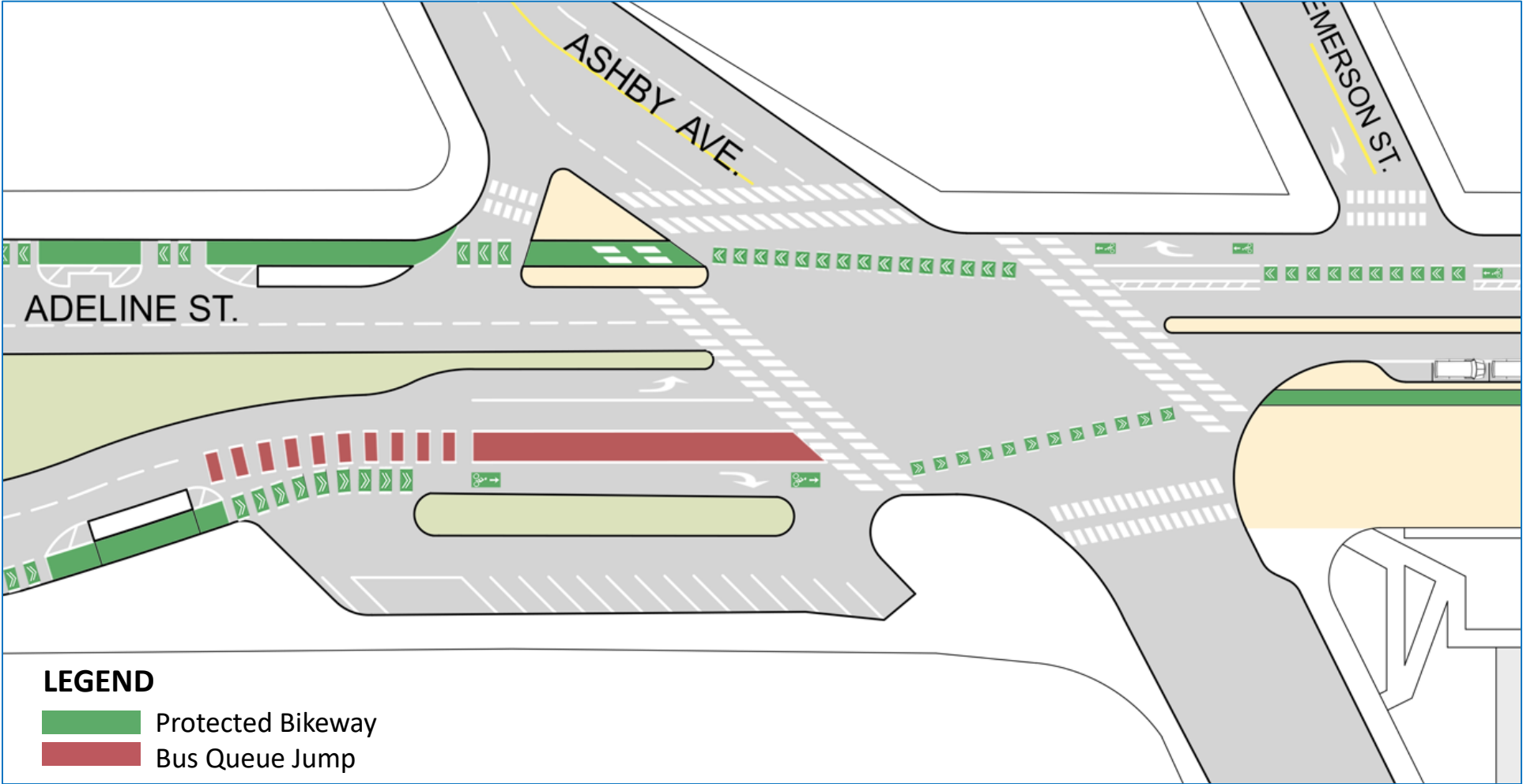


LEGEND

- Protected Bikeway
- Bus Queue Jump

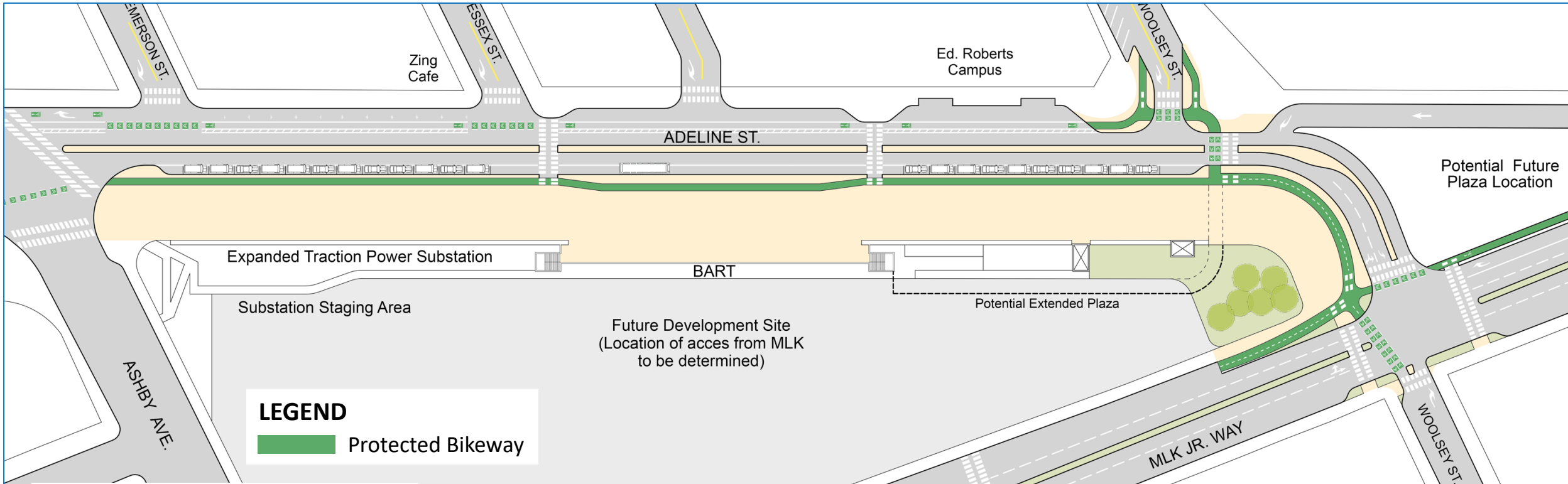
Option 2 – Ashby Intersection

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Option 2 – South of Ashby

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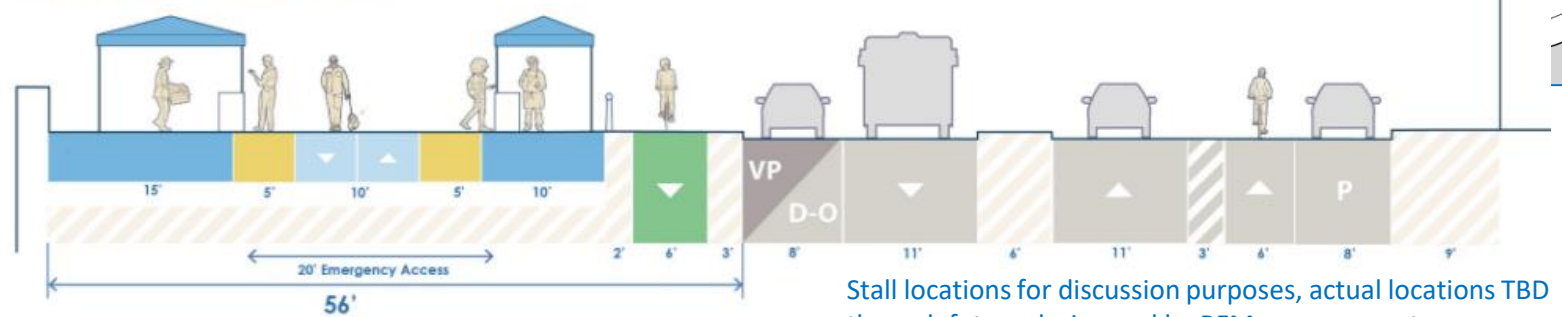


LEGEND

 Protected Bikeway

-  Bike Zone
-  Weekend Vendor Parking/
Weekday Drop-Off Lane
-  Buffer/Plaza/Sidewalk

Section A



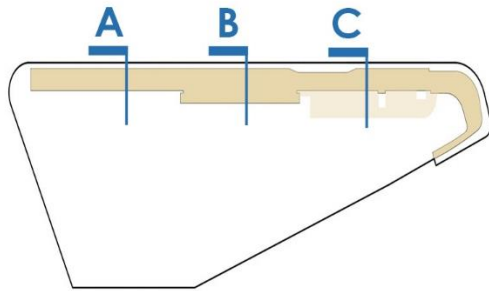
Stall locations for discussion purposes, actual locations TBD through future design and by BFM management.

Option 2 – Plaza Width with and w/o extension

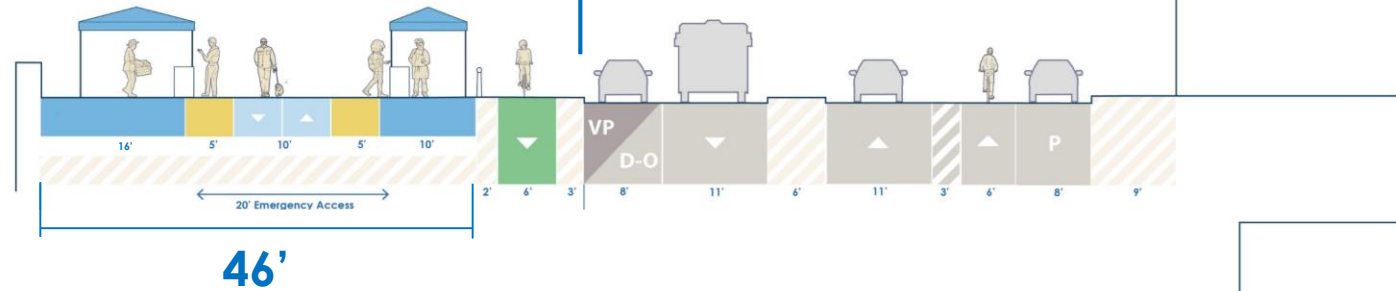
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- Vendor Area
- Shop Zone
- Clear Pedestrian Zone
- Bike Zone
- Weekend Vendor Parking/
Weekday Drop-Off Lane
- Buffer/Plaza/Sidewalk

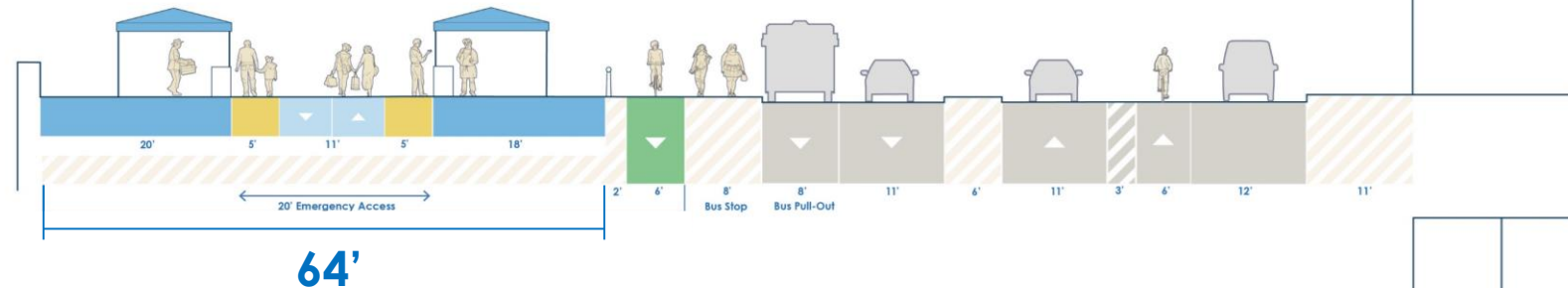
*New plaza edge roughly aligns with the Adeline Street median edge that is closest to the BART Station
14 ft. wider than Option 1*



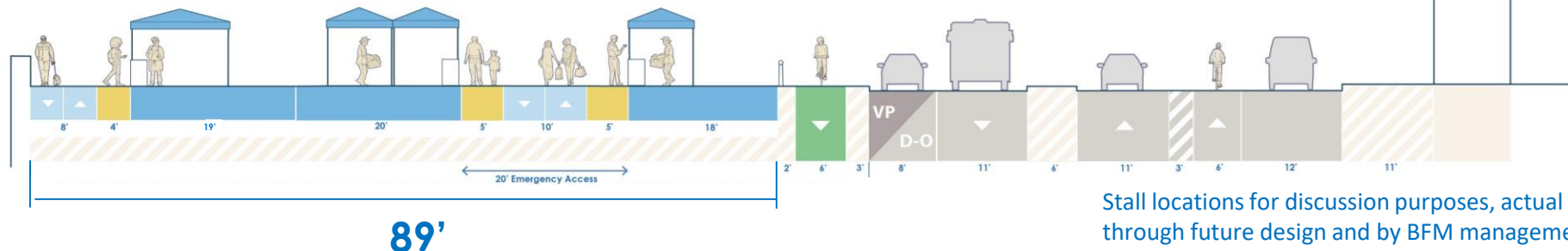
Section A (Scenarios 2a & 2b)



Section B (Scenarios 2a & 2b)



Section C (Scenario 2b)



Stall locations for discussion purposes, actual locations TBD through future design and by BFM management.

Bus and Vehicle Performance

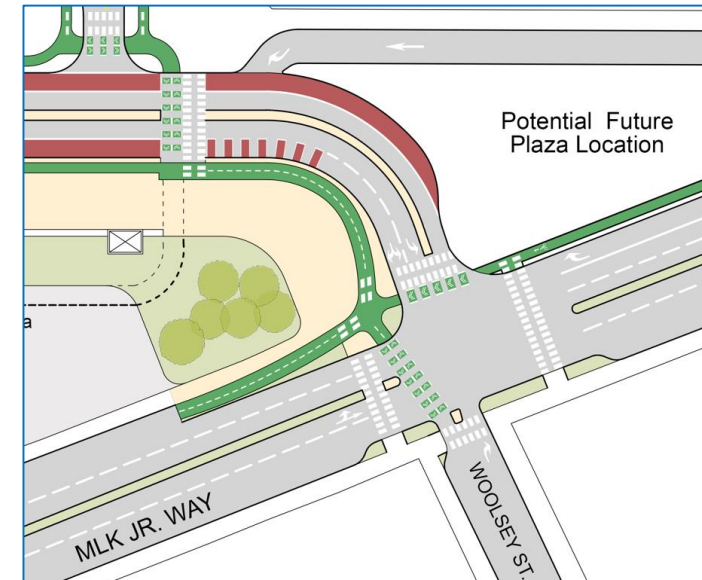
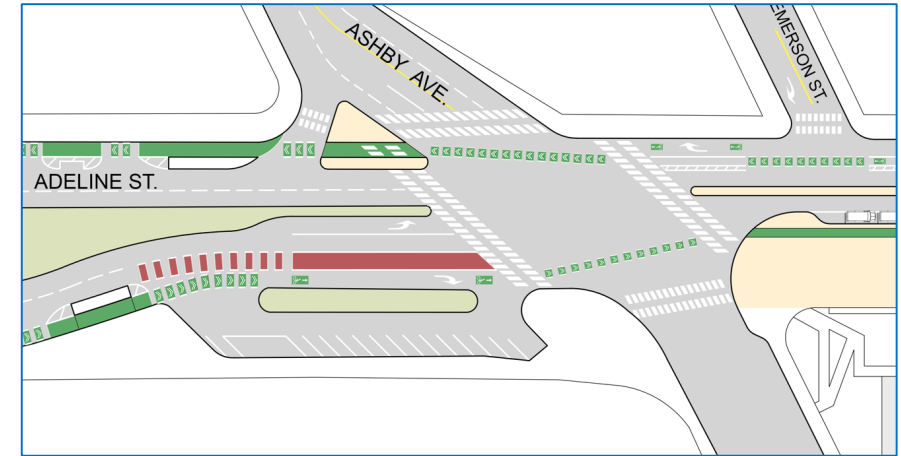
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Traffic speed

- Lane reduction manages speed

Travel time compared to existing

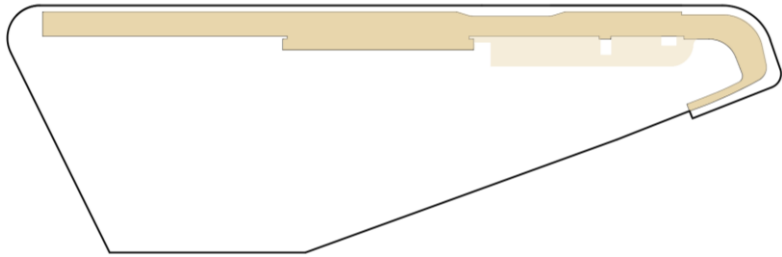
- Signal timing adjustments reduce delay
- Adeline/Ashby intersection PM peak delay
 - 8 sec. increase southbound
 - No change northbound
- Adeline/MLK intersection PM peak delay
 - No delay southbound from Adeline to MLK
 - No delay northbound to Adeline or MLK
- Queue jump and dedicated transit lane improve transit performance



Plaza – Comparisons

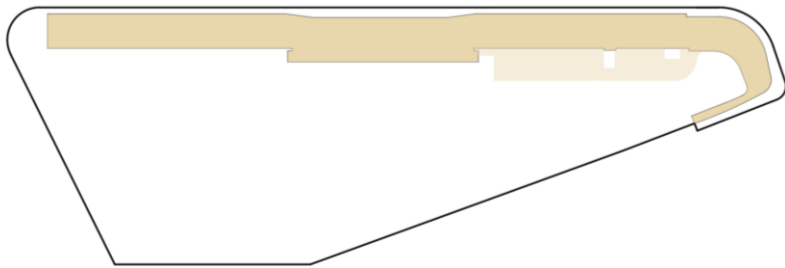
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940 ft. long; 35, 50 & up to 75 ft. wide



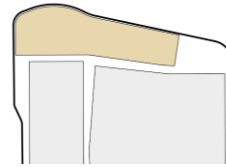
Adeline Plaza Option 1

940 ft. long; 46, 64 & up to 89 ft. wide



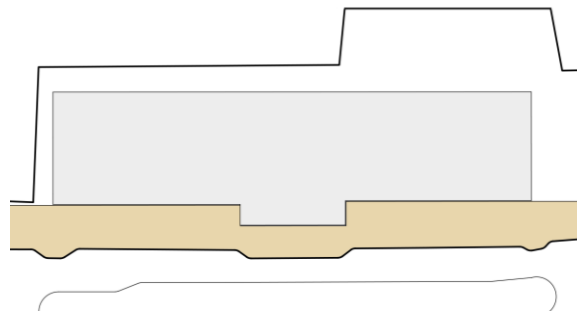
Adeline Plaza Option 2

200 ft. long, 58 to 75 ft. wide



Downtown BART Plaza

680 ft. long, 40 to 55 ft. wide



Embarcadero Promenade
at Ferry Building, SF



Design elements, details, and materials to consider in plaza design

- Bollards or railings between bikeway and plaza
- Lighting
- Information kiosk/boards
- Wayfinding signs
- Planter pots
- Possible all-weather structures
- Fixed or movable seating and tables
- Trash and recycling containers
- Performance Stage
- Power and water
- Plaza surface materials

Possible features in the plaza or adjacent development

- Public bathrooms
- Public children's play area

Plaza – Possible Uses

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Uses and activation

• Daily uses

- Kiosks – coffee, food or local start-ups
- Movable tables and chairs
- Stage – music or other performance
- Yoga, tai chi or other short term uses
- Pop-up kids play area

• Weekend and Special Events

- Berkeley Flea Market
- Juneteenth
- Seasonal Festivals
- Art Installations
- Seasonal or periodic performance



McLaren Park Tai Chi Court Source: SF Rec and Park



Downtown Berkeley BART Plaza
Source: Jenni Touli Voss /
Downtown Berkeley Association



Source: visitberkeley.com



Source: Anita Liu / Daily Cal

Common Plaza Features – Artwork

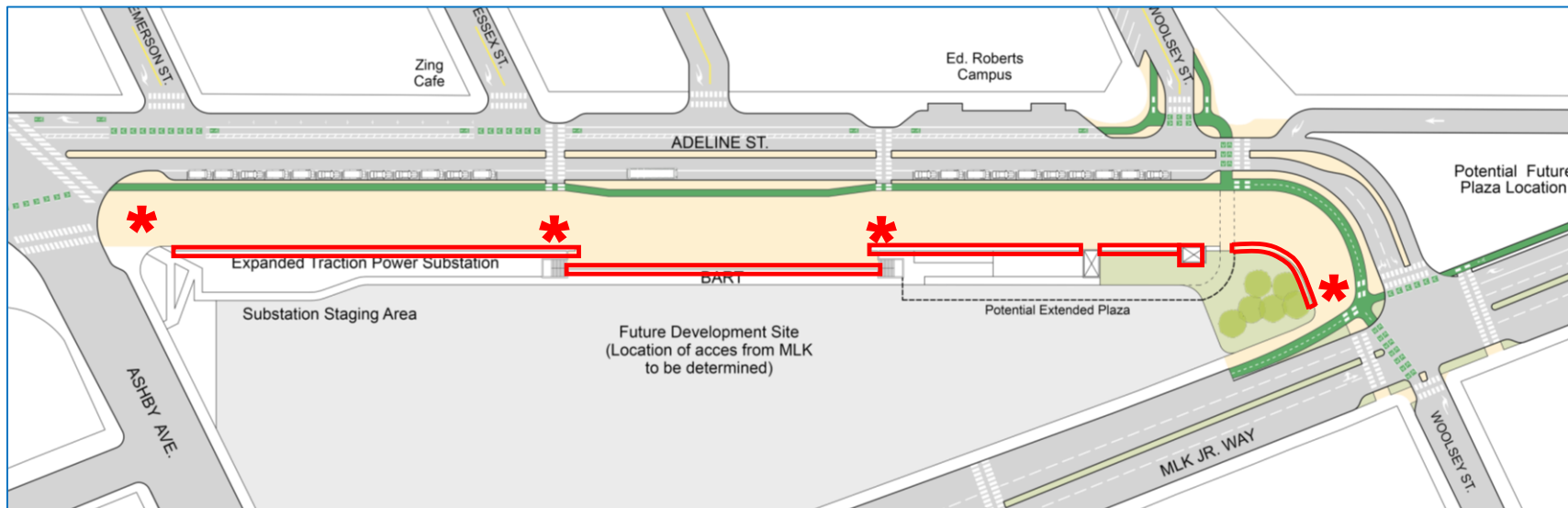
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Memorial Wall to acknowledge history of Berkeley Flea Market

- Example locations - walls at: plaza edges; around the redwood tree area; at new exit stair or vent; others to be determined

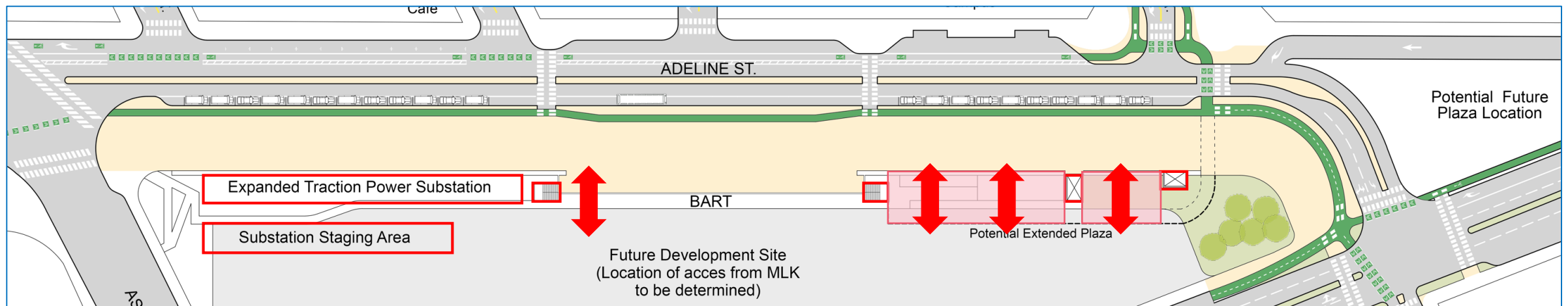
Stationary artwork throughout the plaza

- City-Commissioned Mildred Howard sculpture - on plaza (or other future location - TBD)
- Programmed art installations



Design of the plaza's western edge—

- Building entries
- Potential for plaza fronting buildings
- Passages into and through future development
- Kiosks or other built space in the plaza
- Railings or walls



Discussions with the Berkeley Flea Market

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- On-going discussions about operations and improvements that can make the plaza work as a permanent home
- Exploring concepts for stall sizing and stall layouts for the plaza options



An aerial photograph of a city street intersection. A large, modern building with a curved facade and a central circular feature is visible at the top. Below it is a large parking lot filled with cars. The street is wide and has multiple lanes. The surrounding area includes residential houses and other commercial buildings. The text "Comments and Questions for the Panel" is overlaid in the center of the image.

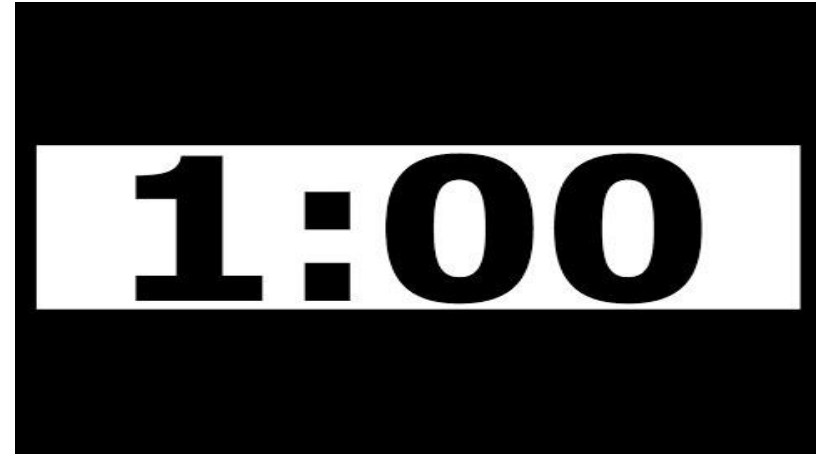
Comments and Questions for the Panel

Comments and Questions – During and After

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If you would like to make a comment or ask a question, you may identify yourself by the "Raise Hand" feature on Zoom or dial *9 on your phone.

As your name (or last 3 digits of your phone number) is called, we will unmute you to speak. You'll have one minute to comment or ask a question.



Comment Form

- When this meeting ends you will have the opportunity to use a form to provide further comments. Either respond to it then or you can respond later

Email a comment to bartplanning@cityofberkeley.info

Office Hours Thursday, October 6, 6 to 7:30 pm

<https://us06web.zoom.us/j/86917443670?pwd=bit0VWN4NnoxT21kUDFTOXJiMHIQUT09>

Password: 456980

- City of Berkeley, BART staff and CD+A will be available to discuss the project, answer your questions, and to take your comments

THANK YOU FOR YOUR INPUT TONIGHT

NEXT STEPS

- Office Hours – Thursday, October 6
- Transportation and Infrastructure Committee Meeting – Thursday, October 20
- City Council Meeting – Tuesday, November 29
- Pursue funding to advance design in 2023
- Continued community and stakeholder engagement as design process moves forward

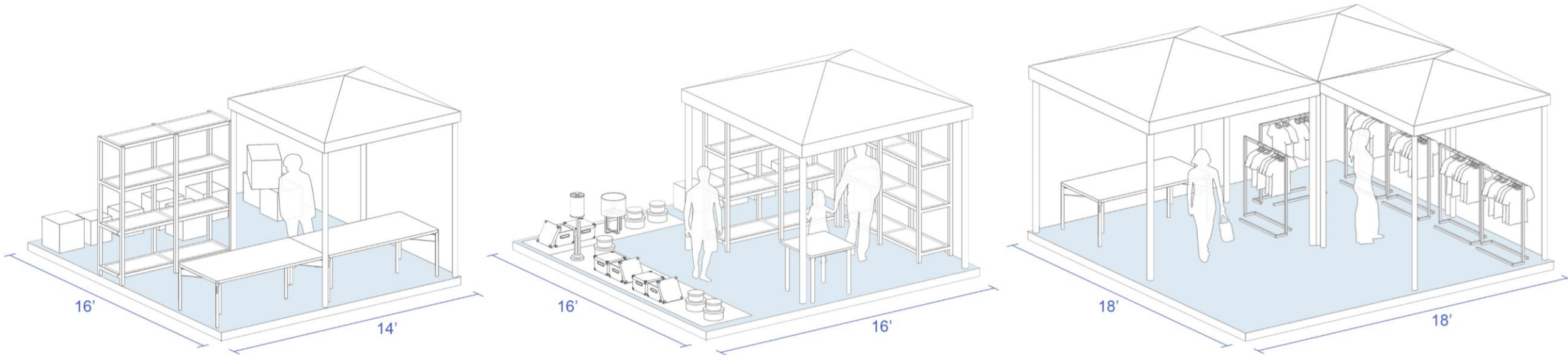
Sign up for automatic emails at:

www.cityofberkeley.info/bartplanning

Pocket Slides

Vendor Space Capacity Estimates

October 3, 2022



| | Number of Vendor Stalls | |
|--------------------------------|-------------------------|---------------|
| | Low Estimate | High Estimate |
| Option 1 | 60 | 75 |
| Option 1 with extension | 80 | 95 |
| Option 2 | 90 | 105 |
| Option 2 with extension | 95 | 115 |