Meeting Agenda

• Public Stakeholder Engagement Status Update

• Transportation Commission Final Comments on Design Alternatives
Project Overview
Project Location

Bancroft Way
From Piedmont Avenue to Milvia Street

Fulton Street
From Bancroft Way to Dwight Way

Dana Street
From Bancroft Way to Dwight Way

Telegraph Avenue
From Bancroft Street to Dwight Way
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

**Conceptual Design & Public Engagement**
- **Summer - Fall 2021**
  - Data collection & analysis; begin public engagement
- **Fall 2021 - Late 2021**
  - Develop and present concepts; ongoing public engagement
- **Late 2021 - Spring 2022**
  - Complete conceptual design; conclude public engagement

**Environmental & Detailed Engineering Design**
- **Late 2021 - Spring 2022**
  - Environmental analysis and impact studies
- **Spring 2022 - Early 2023**
  - Develop detailed engineering plans; technical stakeholder engagement; finalize construction plans
- **2023-2024**
  - Construction
Public Engagement Plan

The Berkeley Community:
- Online Public Open Houses (2)
- Online Public Surveys (2)
- Transportation Commission Meetings (2)
- Commission on Disability Meetings (2)
- Berkeley City Council Meeting (1)

Institutional Stakeholder Group:
- AC Transit and other transit operators
- UC Berkeley
- Berkeley Police and Fire Departments
- Department of Public Works
- Office of Economic Development

Public Stakeholders (incl but not limited to):
- Telegraph Business Improvement District
- Associated Students of University of California, Berkeley (ASUC)
- East Bay Transit Riders' Union
- Walk Bike Berkeley
Public Engagement Milestones

Present the Design Alternatives

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

Select a Preferred Alternative

• Open House #2 (Jan)
• Stakeholder Meetings (Jan/Feb)
• Berkeley City Council (Feb)
Online Public Meeting
Publicity Efforts

To promote general project awareness, encourage attendance at the Online Open House, and promote the online survey, the project team used the following methods:

• 500 Flyers and 1000 postcards dropped/posted at local businesses and residences throughout project area
• 20 sidewalk decals installed on project streets
• Social media campaign
• City press release
• AC Transit, UC Berkeley staff and students, TBID, East Bay Transit Riders’ Union, and others who helped get the word out
Online Public Meeting

- Held November 10, 2021 from 6pm-8pm via Zoom
- Attendance:
  - 103 RSVPs via Eventbrite
  - 97 total attendees (including 17 City and Consultant staff)

Open House Agenda
- Welcome
- Project Overview
  - Location
  - Goals
  - Timeline
- Existing Conditions & Design Options
  - Bancroft Way
  - Telegraph Avenue
  - Fulton Street
  - Dana Street
- Small Group Activity in breakout rooms
  - Discussion and feedback for design options
- Meeting close out and next steps
Online Public Meeting Content

Existing Conditions Data (sample slides)

- Walking Volumes
- Bicycle Level of Traffic Stress (LTS)
- Business Patron Travel Survey

Design Concepts (sample slides)

- Bancroft Way Option 1
- Bancroft Way Option 2
- Bancroft Way Option 3

11/19/2021

Berkeley Southside Complete Streets
Online Open House Example Poll
Bancroft Way Options

Option 1
- Two-way bikeway on south side, curbside bus-only lane on north side

Option 2
- Two-way bikeway on north side

Option 3
- Two-way bikeway on south side, two-way vehicular traffic, curbside parking/loading
Online Open House: Small Group Activity

Participants split into 6 breakout rooms for 45 mins of facilitated discussion with notes taken on virtual post-it notes in a collaborative whiteboard space.
What we heard
Public Meeting General Takeaways

• Enthusiasm for improvements that support **dedicating space in the public right of way to people walking, biking, and riding transit**

• Importance of improvements within the project area connecting to larger citywide bike and transit networks

• Some concerns around **merchant access** and accommodating pick-up and drop-off for deliveries/rideshare (primarily focused on Telegraph Ave)
Design Options Feedback

**Dana St:** General support for both pilot and permanent options.
**Design Options Feedback**

**Fulton St:** Preference for *Options 1 and 3*, but desire for protected bike facility that can connect easily to Oxford Street.

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**Option 1**
- Sidewalk
- Two-way bikeway
- Planted median
- Drive lane
- Parking lane
- Sidewalk

**Option 2**
- Sidewalk
- Drive lane
- Parking lane
- Buffer
- Two-way bikeway
- Sidewalk

**Option 3**
- Sidewalk
- Contraflow bike lane
- 1.5' drive lane
- Parking lane
- Buffer
- Bike lane
- Sidewalk
Design Options Feedback

**Option 1**

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

**Option 2**

TELEGRAPH AVE - DURANT AVE TO BANCROFT WAY (FACING NORTH)
Option Two: Two-way mixed traffic chicane street

**Option 3**

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

**Option 4**

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 areas alternate sides
**Design Options Feedback**

**Telegraph Ave:** Huge support for a car-free Telegraph Ave (with *Option 4* seen as the best option otherwise). Strong desire for dedicated/protected bike facility.

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**Option 4**

**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 areas alternate sides.
Bancroft Way: Preference for Option 2, interest expressed in wider sidewalks, concrete protection for cyclists, location of bike lane (next to campus). Concerns over driveway access.
Public Meeting Poll Results: Dana Street

What do you think of the proposed design for Dana Street? (48 responses)

- Majority **strongly support** proposed design
- Top polled priorities for the street included:
  - Supporting local businesses
  - Safer, more comfortable, low-stress bike lanes
  - Building missing bikeway connections

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[Graph showing poll results]

**Strongly Support** | **Somewhat Support** | **Neutral** | **Strongly Oppose** | **Somewhat Oppose**
---|---|---|---|---
56% | 27% | 10% | 4% | 2%

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Berkeley Southside
**Complete Streets**

11/19/2021
Public Meeting Poll Results: Fulton Street

Which option do you prefer for Fulton Street? (48 responses)

- Preference for Option 1
- Top polled priorities for the street included:
  - Safer, more comfortable, low-street bike lanes
  - Building missing bikeways connections
  - Trees and greenery

11/19/2021 Berkeley Southside
Complete Streets

FULTON ST - CHANNING TO HASTE (FACING SOUTH)
Option One: Two-way bikeway on east side
Public Meeting Poll Results: Bancroft Way

Which option do you prefer for Bancroft Way? (55 responses)

- Preference for **Option 2**
- Top polled priorities for the street included:
  - Safer, more comfortable, low-street bike lanes
  - Building missing bikeways connections
  - Faster, more efficient transit service

![Pie chart showing poll results]

- Option 1
- Option 2
- Option 3
- I don’t have a preference/I would prefer something else

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

11/19/2021 Berkeley Southside Complete Streets
Public Meeting Poll Results: Telegraph Ave

Which option do you prefer for Telegraph Avenue? (54 responses)

- Option 1
- Option 2
- Option 3
- Option 4
- I don’t have a preference/I would prefer something else

• Preference for Option 4
• Top polled priorities for the street included:
  • Supporting local businesses
  • Safer, more comfortable, low-stress bike lanes
  • Building missing bikeway connections

11/19/2021

Option Four: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading areas alternate sides
Online Survey
Online Survey

- 518 responses as of November 12
- 73% of respondents are Berkeley residents
- Survey opened on October 27
- Survey will close on November 28
- Following slides summarize responses through last Friday, November 12

www.berkeleysouthsidecompletestreets.org
Example Online Survey Options

**Option 1**
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option One: Two-way bikeway on south side, curbside bus-only lane on north side

**Option 2**
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Two: Two-way bikeway on north side

**Option 3**
BANCROFT WAY - COLLEGE TO DANA (FACING WEST)
Option Three: Two-way bikeway on south side, two-way vehicular traffic, curbside parking/loading
Survey responses showed strong support for the Pilot Project Design when asked how much they agree with the statement “I like this design.”

<table>
<thead>
<tr>
<th>Options</th>
<th>Strongly Agree</th>
<th>Somewhat Agree</th>
<th>Neither Agree or Disagree</th>
<th>Somewhat Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot Project Design</td>
<td>49.6%</td>
<td>34.5%</td>
<td>10.7%</td>
<td>2.1%</td>
<td>3.0%</td>
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</table>

*Results as of 11/12/21*
Survey Results: Fulton Street

<table>
<thead>
<tr>
<th>Options</th>
<th>Strongly Agree</th>
<th>Somewhat Agree</th>
<th>Neither Agree or Disagree</th>
<th>Somewhat Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1: Two-way bikeway on east side</td>
<td>43.6%</td>
<td>39.3%</td>
<td>6.8%</td>
<td>5.9%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Option 2: Two-way bikeway on west side</td>
<td>23.3%</td>
<td>44.3%</td>
<td>14.5%</td>
<td>11.8%</td>
<td>6.1%</td>
</tr>
<tr>
<td>Option 3: One-way bikeway on each side</td>
<td>21.1%</td>
<td>35.0%</td>
<td>18.2%</td>
<td>18.4%</td>
<td>7.4%</td>
</tr>
</tbody>
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Survey responses showed strongest preference for **Option 1** when asked how much they agree with the statement “I like Option #”. 

*Results as of 11/12/21*
### Survey Results: Bancroft Way

<table>
<thead>
<tr>
<th>Options</th>
<th>Strongly Agree</th>
<th>Somewhat Agree</th>
<th>Neither Agree or Disagree</th>
<th>Somewhat Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1:</strong> Two-way bikeway south side, curbside bus-only lane on north side</td>
<td>27.9%</td>
<td>39.3%</td>
<td>15.3%</td>
<td>10.9%</td>
<td>6.6%</td>
</tr>
<tr>
<td><strong>Option 2:</strong> Two-way bikeway on north side, bus-only lane on north side</td>
<td>35.4%</td>
<td>34.9%</td>
<td>12.5%</td>
<td>11.1%</td>
<td>6.0%</td>
</tr>
<tr>
<td><strong>Option 3:</strong> Two-way bikeway on south side, two-way vehicular traffic, curbside parking/loading</td>
<td>11.1%</td>
<td>15.7%</td>
<td>16.7%</td>
<td>30.7%</td>
<td>25.9%</td>
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*Results as of 11/12/21*
# Survey Results: Telegraph Avenue

<table>
<thead>
<tr>
<th>Options</th>
<th>Strongly Agree</th>
<th>Somewhat Agree</th>
<th>Neither Agree or Disagree</th>
<th>Somewhat Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1</strong>: Contraflow bike lane, shared lane, and bus lane</td>
<td>17.2%</td>
<td>34.2%</td>
<td>15.1%</td>
<td>20.2%</td>
<td>13.2%</td>
</tr>
<tr>
<td><strong>Option 2</strong>: Two-way mixed traffic, shared lane</td>
<td>4.9%</td>
<td>9.0%</td>
<td>12.4%</td>
<td>30.7%</td>
<td>43.1%</td>
</tr>
<tr>
<td><strong>Option 3</strong>: One-way mixed traffic chicane street with bus lane, parking/loading areas alternate sides with midblock chicane</td>
<td>5.3%</td>
<td>20.1%</td>
<td>20.8%</td>
<td>32.4%</td>
<td>21.4%</td>
</tr>
<tr>
<td><strong>Option 4</strong>: One-way shared street at sidewalk level with pedestrian scale lighting, bollards, and bus lane; parking/loading areas can alternate sides each block or mid-block</td>
<td>20.7%</td>
<td>25.7%</td>
<td>17.6%</td>
<td>20.5%</td>
<td>15.5%</td>
</tr>
</tbody>
</table>

*Results as of 11/12/21*
Preliminary Public Input Summary

<table>
<thead>
<tr>
<th>Workshop</th>
<th>Fulton</th>
<th>Bancroft</th>
<th>Telegraph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Options 1 &amp; 3</td>
<td>Option 2</td>
<td>Option 4</td>
<td></td>
</tr>
<tr>
<td>Survey</td>
<td>Option 1</td>
<td>Option 2</td>
<td>Options 1 &amp; 4</td>
</tr>
</tbody>
</table>

**Fulton Option 1**

**Bancroft Option 2**

**Telegraph Option 4**

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

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

**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 areas alternate sides
Institutional and Public Stakeholder Groups Engagement
Institutional and Public Stakeholder Groups

**Telegraph Business Improvement District (TBID):**
- Emergency response, especially EMTs responding to unhoused persons
- Would like better management of loading zones; double parking is an issue
- Would like better connection between Downtown and Telegraph Business Districts
- Goal: For Telegraph to operate as “the amazing complete commercial street it could be”

**Walk Bike Berkeley & Bike East Bay:**
- Would like better connection between Downtown and Telegraph Business Districts
- Improve transit times with more frequent bus service and better bus reliability
- Support:
  - Telegraph Option 4 (Shared Street, but w/private vehicle traffic diverted at Haste St, contraflow bikeway)
  - Bancroft Option 1 or 2 (Bus only lane and two-way cycle track on south or north side of street)
  - Fulton Option 1 (Two-way cycle track on east side of street)
  - Dana Proposed Design
Institutional and Public Stakeholder Groups

**Associated Students of the University of California (ASUC):**
- General support for project
- Considering letter of support for specific alternatives

**UC Berkeley Staff (Capital Planning and Parking & Transportation):**
- Concerned about cost and impacts to campus of Bancroft Option 2 (cycle track north side adjacent to curb and bus only lane)
- Recognizes the need for loading zones, business access, TNCs, overall curb management
- Aware that students are very excited about car-free/pedestrianized Telegraph
- Would like improved pedestrian scale sidewalk lighting
- Would like improvements to College/Bancroft (ie. raised intersection)
- Supports Fulton Option 1 (Two-way cycle track on east side of street) based on UC study of Oxford corridor
Institutional and Public Stakeholder Groups

AC Transit:
• Overall concerns about lane widths and turn radius sufficient for bus operations
• Supports:
  • Bancroft Option 1 (bus only lane north side; cycle track south side)
  • Telegraph Options 1, 3 (bus lane options)
  • Telegraph Option 4 (if includes bus lane)
• Does not support:
  • Bancroft Option 2 (cycle track north side adjacent to curb and bus only lane)
  • Bancroft Option 3 (1-way to 2-way)
  • Telegraph Option 2 (1-way to 2-way)

LBNL Shuttle operator:
• Supports options for Bancroft and Telegraph with a bus lane, keeping 1-way traffic
• Concerned about confusion from contraflow bikeway in Telegraph Option 1
Institutional and Public Stakeholder Groups

Berkeley Fire Dept
• Need to maintain sufficient parking and travel lane widths for Fire truck operations
• Need clear width in the street for fire and emergency response as well as evacuation scenarios
• Consider fire aerial ladder access to taller buildings impacted by increasing setbacks from buildings
• Concrete bikeway buffers well-designed for Fire Dept vehicle access (a la Milvia)

Berkeley Traffic Engineering
• Impacts to street operations from lane repurposing
• Maintain minimum parking and travel lane widths
• Need for traffic studies (currently being performed)

Commission on Disability
• Overall support for project
• Detailed comments at December COD meeting
Next Steps
Next Steps

- Technical Analysis of design alternatives (Nov/Dec):
  - Performance metrics based on three project goals:
    - Safety for all travelers
    - Transit performance improvements
    - Support Local Businesses
  - Assessment of baseline operations:
    - Traffic studies
    - ADA Accessibility
    - Parking Impacts
    - Emergency Access and Response (Police and Fire)
Next Steps

• Identify Preferred Alternatives (Dec)
• Present to and seek feedback from Institutional and Public Groups Stakeholders (Dec/Jan)
• Open House #2 (Jan)
• Berkeley City Council (Feb)
Project Timeline

Summer - Fall 2021
Data collection & analysis; begin public engagement

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Develop detailed engineering plans; technical stakeholder engagement; finalize construction plans

2023-2024
Construction

Conceptual Design & Public Engagement

Environmental & Detailed Engineering Design
Thank You!

Please take the survey available at berkeleycompletestreets.org

More questions or comments? Please contact Eric Anderson, Project Manager at eanderson@cityofberkeley.info