Potential commercial and/or passenger loading zone to be determined with input of local merchants and property owners.

ANTICIPATED LOADING AND PARKING IMPACTS ON BANCROFT WAY FROM MILVIA WAY TO PIEDMONT AVENUE

- Total existing loading and parking: 226 spaces
- Anticipated change: 47 spaces removed
- Total proposed loading and parking: 179 spaces

Existing Milvia St bikeway with raised concrete buffers.

Existing commercial and passenger loading zones to remain; potential for parklet-style improvements to parking spaces to be identified with input from local businesses.

Existing parking:
- 18 spaces, Parking type: paid parking, commercial loading
- 19 spaces, Parking type: paid parking, commercial loading
- 7 spaces, Parking type: paid parking
- 9 spaces, Parking type: paid parking
- 0 spaces
- 20 spaces, Parking type: paid parking
- 3 spaces, Parking type: paid parking
- 12 spaces, Parking type: paid parking, passenger loading

Anticipated change:
- 19 removed spaces
- 7 removed spaces
- 3 removed spaces
- 10 new spaces
- 22 new spaces

Existing parking: 7 spaces, Parking type: paid parking.

Two-way bikeway with green pavement markings at driveways and intersections.

Proposed raised concrete buffers.

Potential two-way to one-way traffic conversion to be explored with merchants and property owners, pending traffic analysis, to retain parking on both sides of street.

Add bicycle signals and pedestrian “all green” crossing phase.

Protected intersection.

Work in progress, parking and loading configuration to be determined based on further traffic analysis with input from adjacent businesses and properties.

Potential Improvements for consideration:
- Close right turn slip lane
- Signal control right turn slip lane to protect pedestrian and bicycle crossings

Existing parking: 12 spaces, Parking type: paid parking, passenger loading.
CONCEPT ONLY - NOT FOR CONSTRUCTION

Existing commercial and passenger loading zones to remain; potential for parklet-style improvements to parking spaces to be identified with input from local businesses.

Existing bicycle parking corral to remain; potential parklet seating location to be explored with input from adjacent businesses.

Existing passenger loading zone to remain; corner treatment to be designed with input from adjacent property.

Bancroft Way Design Concept (From Dana Street through Piedmont Avenue) - DRAFT

Anticipated Loading and Parking Impacts on Bancroft Way from Milvia Way to Piedmont Avenue:

- Total existing loading and parking: 226 spaces
- Anticipated change: 47 spaces removed
- Total proposed loading and parking: 179 spaces

Bancroft Way Design Concept (From Dana Street through Piedmont Avenue) - DRAFT

Add bicycle signals and pedestrian “all green” crossing phase.

Existing parking: 0 spaces
Anticipated change: no change

Existing parking: 16 spaces
Parking type: paid parking, blue zone
Anticipated change: 16 removed spaces
Blue zone parking spaces to be relocated from to south side of the street.

Existing parking: 18 spaces
Parking type: paid parking, blue zone
Anticipated change: 18 removed spaces
Blue zone parking spaces to be relocated from to south side of the street.

Existing parking: 21 spaces
Parking type: paid parking, commercial loading
Anticipated change: 6 removed spaces

Existing parking: 21 spaces
Parking type: paid parking, commercial loading
Anticipated change: 1 removed space.
Blue zone parking spaces to be relocated from north side of the street.

Existing parking: 22 spaces
Parking type: paid parking, passenger loading
Anticipated change: no change
Blue zone parking spaces to be relocated from north side of the street.

Existing parking: 19 spaces
Parking type: paid parking
Anticipated change: 19 removed spaces

20’ one inch equals twenty feet

Protected intersection
Paint and posts bikeway buffer and parking access aisle

Red bus-only lane
Two-way bikeway with green pavement markings at driveways and intersections

Raised concrete traffic island, could incorporate green infrastructure features

Add bicycle signals and pedestrian “all green” crossing phase
Add half signal for bike and pedestrian crossing to be coordinated with Telegraph Avenue traffic signal

Paint and posts bikeway buffer and parking access aisle
Two-way bikeway with green pavement markings at driveways and intersections

Existing bikeshare station to remain
Parking and traffic lanes are dimensioned to allow future conversion to bus-only lane if needed

Proposed raised concrete buffers

Raised concrete traffic island, could incorporate green infrastructure features

Existing commercial and passenger loading zones to remain; potential for parklet-style improvements to parking spaces to be identified with input from local businesses
Potential Improvements for consideration:

• Close right turn slip lane
• Signal control right turn slip lane to protect pedestrian and bicycle crossings

Fulton Street Design Concept - DRAFT

Berkeley Southside Complete Streets Project

Potential commercial and/or passenger loading zone to be determined with input of local merchants and property owners

Existing parking: 7 spaces
Parking type: Paid parking
Anticipated change: 7 spaces removed

Existing parking: 8 spaces
Parking type: Residential Preferential Parking (RPP)
Anticipated change: 8 spaces removed

Existing parking: 9 spaces
Parking type: Residential Preferential Parking (RPP)
Anticipated change: 1 space removed

Existing parking: 10 spaces
Parking type: Residential Preferential Parking (RPP)
Anticipated change: 10 spaces removed

All parking removed between Haste and Dwight

ANTICIPATED LOADING AND PARKING IMPACTS ON FULTON STREET FROM DWIGHT WAY TO BANCROFT WAY

• Total existing loading and parking: 55 spaces
• Anticipated change: 30 spaces removed
• Total proposed loading and parking: 25 spaces
Do Not Enter, except bikes and emergency vehicles.

ANTICIPATED LOADING AND PARKING IMPACTS ON DANA STREET FROM DWIGHT WAY TO BANCROFT WAY

- Total existing loading and parking: 32 spaces
- Anticipated change: 10 spaces removed
- Total proposed loading and parking: 22 spaces

Existing parking: 0 spaces
Anticipated change: 7 new spaces
Paid parking
Commercial loading zone

Existing parking: 8 spaces
Parking type: Paid parking, commercial loading, and passenger loading
Anticipated change: 8 spaces removed

Existing parking: 13 spaces
Parking type: Paid parking and commercial loading
Anticipated change: 13 spaces removed

Existing parking: 0 spaces
Anticipated change: 6 new spaces

Existing parking: 4 spaces
Parking type: Residential Preferential Parking (RPP)
Anticipated change: 4 spaces removed

Existing parking: 7 spaces
Parking type: Blue zone, paid parking, and Residential Preferential Parking (RPP)
Anticipated change: 7 spaces removed

Dana Street Design Concept - DRAFT
Berkeley Southside Complete Streets Project
Note: Consider allowing low-speed two-way bike travel through plaza area.