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

Proposed raised concrete buffers.

Add bicycle signals.

Protected intersection.

Work in progress, corner treatment to be determined during detailed engineering design phase.

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

Paint and posts bikeway buffer and parking access aisle.

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

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

Existig 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.

**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

Berkeley Southside Complete Streets Project

- 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
  - Blue zone parking spaces to be relocated here 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 here 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.

**Raised Concrete Buffers**

**Existing Bike Share Station to Remain**
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

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

Protected intersection

Existing landscaped median

Removal of existing paint and post separated bikeway

Add bicycle signals

Add bicycle signal and pedestrian and bicycle crossing phase protected from left-turning vehicles

Curb extension, could incorporate green infrastructure features

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

Raised concrete buffers

Need for double left turn lane to be evaluated during detailed engineering design phase

Do Not Enter, except bikes

Existing parking: 7 spaces

Parking type: Paid parking

Anticipated change: 7 spaces removed

Existing parking: 0 spaces

Anticipated change: 9 new spaces

Existing parking: 4 spaces

Parking type: Residential Preferential Parking (RPP)

Anticipated change: 4 spaces removed

Existing parking: 8 spaces

Parking type: Residential Preferential Parking (RPP)

Anticipated change: No change

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: 9 spaces removed

All parking removed between Haste and Dwight
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 and Anticipated Change

- **2/15/2022 Berkeley Southside Complete Streets Project**

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

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

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

- **Existing parking:** 0 spaces
  - **Anticipated change:** 6 new spaces

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

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

- **Existing parking:** 0 spaces
  - **Anticipated change:** 2 new spaces

### Dana Street Design Concept - DRAFT

- **One inch equals twenty feet**
- **North**

**Raised concrete bikeway buffers to convert AC Transit Pilot Project to permanent**

- **Two-way bikeway with green pavement markings at driveways and intersections**
- **Protected intersection**
  - **Add bicycle signals and pedestrian “all green” crossing phase**

**Signal changes to AC Transit Pilot Project may be considered in detailed engineering design phase based on results from the pilot study evaluation.**

- **Raised concrete bus boarding island**
- **Raised concrete curb extension or island, could incorporate green infrastructure features**

**TOOLE DESIGN**

2/15/2022
What could Telegraph Ave look like without private motor vehicles?

4c. Two-way Bikeway & Bus Lane

- Note: Consider allowing low-speed two-way bike travel through plaza area
- Bollards are removable for full street fair closures
- Plaza barrier would be dropped and plaza dashed at crossing phase separate

4d. Two-way Bikeway & Bus /Commercial Lane
- Elevated crosswalks at sidewalk level
- Bus priority lane
- Pedestrian protected bike lane
- Raised intersection with all phase separate

4b. Extended Plaza & Bus /Commercial Lane
- Bollards are removable for full street fair closures
- Plaza barrier would be dropped and plaza dashed at crossing phase separate

Effective bi-modal strategies require flexible design that can accommodate changing operational needs (day to day, week to week, and into the future).

Public and Stakeholder Feedback
- Community feedback has been key to the development of the designs.
- Public and stakeholder feedback has been vital in ensuring the designs align with community values and priorities.

Telegraph Avenue Design Concept - DRAFT
Berkeley Southside Complete Streets Project