

# DANA COMPLETE STREET PILOT PROJECT FAQs



## Overview

### 1. What is the purpose of the Dana Complete Street Pilot Project?

The Dana Complete Street Pilot Project is intended to improve bus reliability and reduce travel time along Dana Street, while providing a safer environment for people riding bicycles. AC Transit and the City of Berkeley are working closely together on design and construction of this project, which is associated with the City's Southside Complete Street Project. For more information on the Southside Project, please visit the City's website (<https://www.cityofberkeley.info/southsidecompletestreets.aspx>).

### 2. What is a "complete street"?

Complete streets are designed and operated to enable safe access for all users – including people walking, riding bicycles, driving, and using transit – of all ages and abilities. Complete Streets make it easy and comfortable to walk and bicycle along and across a street. They allow buses to run on time and make it safe for people to walk to and from bus stops. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context and how people travel along the street. Please visit the City of Berkeley's [Complete Streets Policy](#) for more information.

## Public Comment Opportunities

### 3. How can I provide comments?

To provide feedback on the Dana Complete Street Pilot Project, a virtual community meeting and public input period will be conducted in Spring of 2021. The community meeting will be held virtually through Zoom using the following link: <http://www.tinyurl.com/RapidCorridors>. The meeting will be held on May 27th, 6:00 to 7:30pm. To participate by phone, call (877) 369-0926 and use webinar ID 956 0091 3364.

In addition, we will send letters to those who work, live, and/or own businesses or property along Dana Street between Dwight Way and Bancroft Avenue. You can submit your comments to [planning@actransit.org](mailto:planning@actransit.org) or call (510) 891-7262. Please check the <http://www.actransit.org/> and/or subscribe to [eNews](#) for further updates.

Please provide input on the project by June 7<sup>th</sup>.

## Traffic Signal Improvements

### 4. What is a Transit Signal Priority (TSP) System?

The Transit Signal Priority System (TSP) can respond to a bus requesting an extended green light signal or early green light as it approaches an intersection. The signal receiving the request may grant or deny the request. The TSP system will not shorten green light time for people walking.

**5. Will these signal modifications benefit people riding bicycles and driving as well?**

The retiming and synchronization of traffic signals will help provide adequate crossing time for people walking and bicycling through an intersection. People driving will also benefit from reduced delay at traffic signals, improving travel time along the streets.

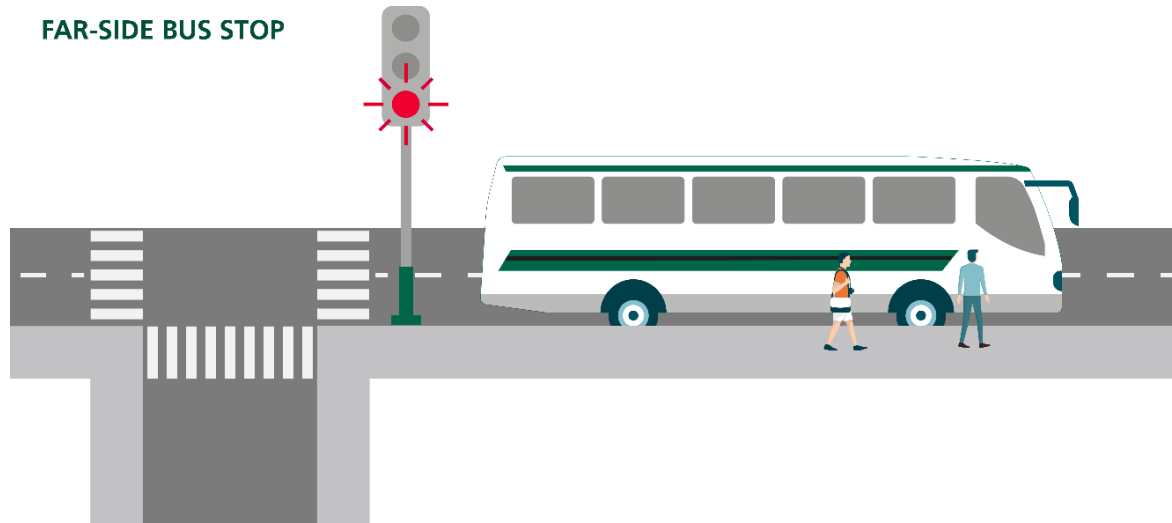
**Bus Stop Changes****6. How does AC Transit staff make decisions about bus stop relocation?**

There are several factors that determine changes to an existing bus stop. Considerations include safety, adjacent land uses, accessibility, and bus operations. Maintaining proper stop spacing (i.e. how close was the previous stop and how far is the next stop) supports reliable and on-time local and rapid bus service as defined by AC Transit [Board Policy No. 501](#). In addition, stops proposed to be removed are usually lower-ridership stops that are too close to a neighboring stop with higher ridership activity.

**7. What are “near-side” bus stops and “far-side” bus stops?**

Near-side bus stops are located immediately before crossing an intersection, such as the existing stop on Dana Street before the Haste Street intersection. Far-side bus stops are located immediately after crossing an intersection. The project proposes for the new Dana and Haste bus boarding island to be a far-side stop. Relocating the bus stops to the far-side of the intersections is expected to increase safety and promote healthy, and equitable mobility for all. This supports policies recently adopted by the city of Berkeley.

**NEAR-SIDE BUS STOP**



**8. Why are “far-side” bus stops beneficial as compared to “near-side” bus stops?**

With far-side bus stops, buses can reduce potential delays at signalized intersections by using the transit signal priority and requesting extra green time. Near-side bus stops can add multiple sources of delay. When stops are on the near-side of a signalized intersection, buses may be blocked from pulling into a bus stop because of traffic backed up at the intersection. After pulling into a bus stop and boarding passengers, buses at near-side stops have to merge back into traffic but may then be stopped by a red light. Relocating the bus stops to the far-side of the intersections is expected to increase safety and promote healthy, and equitable mobility for all. This supports policies recently adopted by the city of Berkeley.

### Changes to Dana Street between Bancroft Avenue and Dwight Way

**9. Why are bicycle improvements proposed for Dana Street?**

The two-way protected bikeway on Dana Street will close a gap in the City of Berkeley Low-Stress Bikeway Network south of the University of California, Berkeley Campus from Bancroft Way to Dwight Way. The bikeway will connect existing low-stress bicycle facilities to the north (the cross-campus bikeway and the two-way bikeway on Bancroft Way) with planned improvements to the south (a proposed new Bicycle Boulevard on Dana Street south of Dwight Way). This will improve safety and access for people cycling to and through the Southside neighborhood.

The Berkeley City Council authorized city staff to move forward with design of the bikeway on Dana Street in May 2017, and improvements to this segment of Dana Street are also included in the City of Berkeley’s 2017 adopted Bicycle Plan.

**10. What is a two-way protected bikeway?**

A two-way protected bikeway is a physically separated bikeway for people riding bicycles in both directions on one side of the street. See below for an example of a two-way protected bikeway. A buffer between the bikeway and the adjacent lane of traffic will minimize interactions with

automobiles and increase the comfort and safety of people riding bicycles. Reducing traffic stress can invite a greater number and diversity of people to try cycling on Dana Street. According to a public opinion survey conducted for the City of Berkeley Bicycle Plan (2017), up to 71% of Berkeley residents are interested to cycle more but are concerned about the risk of interacting with automobile traffic.



*Two-way protected bikeway on Bancroft Way in Berkeley*

#### **11. What is a bus boarding island?**

A bus boarding island is a designated waiting and boarding area that allows for quicker boarding and reduces delay for people riding the bus. A bus boarding island allows the bus to more quickly and efficiently pull into a bus stop parallel to the curb. See below for an example of a bus boarding island. The proposed bus boarding island on Dana Street would be separated from the sidewalk by a two-way protected bikeway, eliminating conflicts between buses pulling into the stop and people riding bicycles along Dana Street.



*Bus boarding island on Hearst Avenue in Berkeley*

**12. Why are parking and loading spaces proposed to be moved from the west side of Dana to the east side?**

To provide adequate street width for emergency vehicle access along Dana Street, parking/loading and the two-way bikeway cannot be on the same side of the street. The bikeway is proposed to be located on the west side of the street, because this reduces the number of potential conflicts between people riding bicycles and automobiles turning at intersections and accessing driveways. Thus, parking and loading spaces are recommended to be relocated to the east side of the street.

**13. Why is the Dana Complete Street Pilot Project called a “pilot”?**

A pilot project is used to prove the viability of relatively new concepts. In this case, a two-way cycle track combined with a bus boarding island is a new concept for the city of Berkeley that may lead to similar future projects, if successful.

### Construction Impacts

**14. How will the bus schedule be affected?**

Buses will run on regular schedules; however, bus stop closures may occur near sites of construction work. Please subscribe to [eNews](#) for your lines and check notices posted at your stop.

**15. Will there be an alternate bus stop during construction?**

Residents, business owners and property owners fronting construction activities will be notified approximately two weeks before the proposed construction activities. Please subscribe to [eNews](#) for your lines and check notices posted at your bus stop.