Welcome to the DANA COMPLETE STREET PILOT PROJECT

Virtual Community Meeting
May 27, 2021

We will begin at 6:00pm
AC TRANSIT AT A GLANCE (PRE-COVID)

AC Transit Ridership - Systemwide

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<table>
<thead>
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<tbody>
<tr>
<td>Daily (Weekday)</td>
<td>189,000</td>
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<tr>
<td>Annual</td>
<td>53,040,000</td>
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<tr>
<td>Paratransit (Annual)</td>
<td>741,097</td>
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AC Transit Service - Systemwide

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<tr>
<td>Bus Lines</td>
<td>151</td>
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<tr>
<td>Annual Service Miles</td>
<td>21.2 million</td>
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<td>Daily Service Hours (weekday)</td>
<td>6,326</td>
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Connects with 16 other bus systems, 25 BART stations, six Amtrak stations, and four ferry terminals.
Rider Demographics
• 65% low income
• 75% people of color
• 29% Limited English Proficiency
• 27% of riders are traveling to work

Riders During Pandemic
• 40% of riders made an essential trip
• 15% of riders identified as an essential worker
• 43% riders do not have access to a car
• Pilot Project approved by the City Council in May 2017
• Partnership between AC Transit and the City of Berkeley
• Project limit: Dana Street between Dwight Way and Bancroft Way
• AC Transit Line 6 – 5,700 weekday riders (pre-COVID)
PROJECT BACKGROUND

• Dana Complete Street Pilot Project compliments the Southside Complete Streets Project
• 2017 Bicycle Plan called for evaluation of a two-way protected bikeway
• Consistent with City’s Transit First Policy
• Advances the City’s Strategic Plan Goal
ASSOCIATED SOUTHSIDE PROJECT

Project schedule:

• 2021-2022: Public Engagement and Conceptual Design
• 2022-2023: Detailed Engineering Design
• 2023-2024: Construction

For more information:

• City of Berkeley Project Web Page: https://www.cityofberkeley.info/southsidecompletestreets
• City of Berkeley Project Manager: Eric Anderson, Senior Transportation Planner, eanderson@cityofberkeley.info
PROJECT PURPOSE

• Enhance transit reliability
• Improve access to/from bus stops
• Increase comfort of people riding bicycles and walking
A two-way protected bikeway on west side of Dana Street

- Physically separates bicycle riders from vehicles on the street
- Increases comfort and reduces conflicts
Safety treatment that can help reduce conflicts between right-turning vehicles and people walking or on bicycles.

Source: National Association of City Transportation Officials (NACTO)
• Allows for quicker boarding and reducing delay for people using the bus

• Includes a curb ramp for ADA accessibility
PARKING CHANGES

• Shifted from west to 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
Transit Signal Priority

TSP allows buses to request priority upon arrival and the signal can grant additional seconds of green light to reduce time spent waiting at red lights.
TRADE-OFFS

• Relocating and replacing the existing bus stop as a new bus boarding island results in faster and more reliable travel time and improves access for transit riders.

• Change in parking improves comfort for people who bicycle or ride transit

• Parking and loading changes:
  • Moved to other side of Dana Street
  • Accessible Parking Space (Blue Zone) moved around corner from Dana St. to Haste St.
  • Changes to number and type of other spaces, detailed later
Bikeway transition across Dwight Way in both directions avoids all vehicle conflicts.
Change in number of parking spaces: (-3) metered, (+2) 2-hour [Residential Permit], and (-1) 2-hour

LEGEND

- Pay Parking
- Residential Permit Parking
- Accessible Parking Space (Blue Zone)
- Cycling Infrastructure
- Bus Boarding Island
- Bus Stop Removal

Traffic Signal Improvement
PRELIMINARY DESIGN

Change in number of parking spaces: (-4) metered and (+1) commercial loading zone

LEGEND

- Pay Parking
- Commercial Loading Zone
- Passenger Loading Zone
- Cycling Infrastructure
- Bus Stop Removal
- Parking Pay Station
- Traffic Signal Improvement

Proposed
Typical Street Section
PROPOSED BUS STOP CHANGES IN VICINITY

ELLSWORTH STREET TO DANA STREET

Change in number of parking spaces: (+2)

LEGEND
- Bus Stop Existing to Remain
- Bus Stop Removal
- Parking Spot Gain
- Cycling Infrastructure
PROJECT TIMELINE

PUBLIC INPUT

FINAL DESIGN

Spring 2021

Summer – Fall 2021

CONSTRUCTION

Spring 2022 – Fall 2022

EVALUATION

Fall 2022

COMMENT DEADLINE: June 7, 2021

City Council approval – July 2021

NOW
THANK YOU FOR YOUR TIME!

TO SHARE COMMENTS/QUESTIONS:
EMAIL: planning@actransit.org
PHONE: (510) 891-7262

MAILING ADDRESS:
AC Transit
1600 Franklin Street
Oakland, CA 94612

DEADLINE FOR COMMENTS/QUESTIONS:
June 7, 2021

FOR MORE INFORMATION:
PROJECT WEBSITE:
http://www.actransit.org/rapid-corridors