



Planning and Development Department
Land Use Planning Division
1947 Center Street
Berkeley CA 94704

COMMUNITY MEETING | SUMMARY

Adeline Street at Ashby BART Preliminary Conceptual Design

Date: October 3, 2022 at 6pm / October 6, 2022 at 6pm

Location: Online via Zoom video and phone platform

Agenda

1. Welcome & Meeting Goals
 - City of Berkeley Councilmember Ben Bartlett and BART Board Director Lateefah Simon gave introductory remarks.
2. Presentation
 - Project Context
 - Where we are in the Process
 - Overview of Adeline Street Redesign Options
3. Comments and Questions

Attendance

City

- District 3 Councilmember Ben Bartlett
- Alisa Shen – Principal Planner
- Beth Thomas – Principal Planner
- Robert Rivera – Senior Planner

BART

- Lateefah Simon – BART Board of Director
- Deb Castles - Acting Transit-Oriented Development Group Manager
- Rachel Factor – Principal Planner

Community Design + Architecture (Consultant)

- Phil Erickson - Principal
- Anai Perez – Urban Designer

Summary

The City of Berkeley in conjunction with BART held two community meetings, a Zoom meeting and office hours, for the Adeline Street at Ashby BART Preliminary Conceptual Design project to inform the community and obtain their feedback on the new proposals. Staff sent out postcard notifications to residents along the Adeline Street and

presented an overview of two options that would be presented to the Transportation and Infrastructure Committee and Berkeley City Council. Due to capacity restrictions because of the Covid pandemic, both meetings were held virtually. Significant portions of the meetings allowed for public comments and questions.

The following notes summarize the community input from both meetings listed above and categorizes their feedback by main topics.

1. Accessibility issues for people with disabilities

- Involve people with disabilities and East Bay Center for the Blind in the design process.
- Consider how the issue of pedestrian crossings, parking and the use of micro mobility devices for people with disabilities will work.
- Bike lanes are also used by people with adaptive bikes and wheelchairs, consider the necessary width and speed limits for bicyclist.
- Write an accessible presentation with verbal explanation.

2. Vehicle accessibility

- Lack of left turns from Essex and other eastside streets would increase traffic on Ashby/Adeline and Ashby/Shattuck.
- New apartment building at Emerson/Adeline is going to dump a lot of traffic into Emerson St.
- Redistribution of traffic to MLK Jr. Way and other surrounding streets.
- Consider drop off and parking for seniors and people with mobility issues (Ed Roberts Campus).

3. Pedestrian safety/accessibility

- Consider pedestrian push buttons on the west side of Adeline (Ed Roberts Campus - ERC).
- Bulb out at Essex.
- Increase safety at Adeline/Ashby intersection (right turns and right slip lane).
- Wider sidewalks on the east side of Adeline to the north of ERC.
- Consider traffic signals at crosswalks.
- Increase safety on BART entrances at nights.

4. Bicyclist safety/accessibility and bicycle lane treatments

- Add protected bike lanes on the east side Adeline.
- Consider traffic issues between pedestrians, buses/cars and bicyclists.
- Possibility of having a bidirectional bike lane on one side.
- Improve safety for bicyclist crossing Adeline and Ashby intersection.

5. Parking/passenger loading zones

- Consider diagonal parking with flexible use.
- Parking and drop off on the BART side should only be short term/drop off.
- Concern about no southbound left (U-turns) restricting access to east side parking and loading zones for seniors and people with disabilities.

6. Affecting surrounding area, particularly about Martin Luther King Jr. Way

- Consider the entire block (triangle) and North Ashby area.
- Opportunity to improve safety and reduce traffic at Martin Luther King Jr. Way.
- Redirection of traffic to Martin Luther King Jr. Way will impact neighborhood residents and merchants.

- Design opportunity at corner of Adeline/Martin Luther King Jr. Way.
- “Potential future plaza” location (to the south and east of Adeline/Martin Luther King Jr. Way intersection) is called “African Plaza”.

7. New Plaza and uses

- Plaza should become a destination and not only focused on the Flea Market.
- Design space to connect new facilities and surrounding neighborhoods (new residents and BART development).
- Consider ground floor retail, permanent stalls/kiosks for microenterprises, green grocers, farmer markets, etc.
- Needs to have a children's park, covered areas and landscaped areas.

8. Open space, landscape, environment

- Neighborhood needs more open spaces and dog-friendly spaces.
- Ohlone greenway should be used as a reference (landscape and planting).
- Discuss air quality of the future development in the broader area.
- Plaza should incorporate benches, plantings, trees, water refill stations.
- More landscape, and shade from trees.

9. Berkeley Flea Market

- Comparison of vendor space at the Flea Market [existing parking lot and future plaza] seems not accurate.
- Legal guarantees that the Flea Market has a permanent place in the future plaza.

10. Option 1

- Dedicated bus lanes will create sight line problems.
- The F bus frequency has been reduced so it doesn't justify the dedicated bus lanes, not enough demand.
- Focus on improving efficiency for the 12 bus service, not the F.
- Delay/travel time difference between option 1 and 2?
- Dedicated bus lane will be used predominantly by private tech buses.

11. Option 2

- Preferred option by several speakers.
- Concerns about how a single lane will work for emergency vehicles and buses pull in and pull out.
- “Test drive” the narrowing and see how it works before its construction.
- Concern about redirection of traffic to Martin Luther King Jr. Way and other adjacent streets.

12. BART

- More information about affordable housing (TOD)
- BART Traction Power gap/ substation should be underground, need to cover up all that critical infrastructure.
- Pedestrian accessibility issues to the station.
- Concern about the gap between the new development and the plaza.