

RESOLUTION NO. 72,014-N.S.

TELEGRAPH MULTIMODAL CORRIDOR PROJECT CONCEPTUAL DESIGN

WHEREAS, the Telegraph Multimodal Corridor Project (Project) includes Telegraph Avenue between Dwight Way and Woolsey Street, a distance of 0.85 miles; and

WHEREAS, the Berkeley Vision Zero Action Plan (2020) has documented severe and fatal crashes on Telegraph Avenue; the Bicycle Plan (2017) identified Telegraph Avenue as in need of a future Complete Street Corridor Study to evaluate transit impacts before installing protected bike lanes, and the draft City of Berkeley Bicycle Plan (2025) identifies the Project as a Tier 1 project, which is the highest priority; and

WHEREAS, AC Transit identified transit improvements on Telegraph Avenue in the Major Corridors Study (2016) as a short-term and long-term strategy to improve bus service on AC Transit's highest ridership corridors; and

WHEREAS, the City's General Plan Transportation Element (2001) includes Policy T-4 Transit-First Policy, which gives priority to alternative transportation and transit over single-occupant vehicles on Transit Routes and Telegraph Avenue is identified as a Primary Route on the Transit Map (General Plan Transportation Element, Figure 7, p. T-32, December 18, 2001); and

WHEREAS, the Project delivers transportation infrastructure improvements consistent with the City's Vision Zero, Transit-First, Bicycle Plan, and AC Transit's Major Corridors Study to create a safer Telegraph Avenue corridor that prioritizes transit over single-occupant vehicles on Transit Routes; and

WHEREAS, three initial concept designs were presented to technical and public stakeholders, and based on feedback, City Staff developed a revised concept taking elements from all three initial concepts; and

WHEREAS, the recommended concept design is based on initial Concept 3, but with targeted transit priority elements around Ashby Avenue to allow transit vehicles to bypass congestion to increase transit speed and reliability; and

WHEREAS, the recommended Concept 3B includes one vehicle travel lane in each direction, one center turn lane, "floating" parking lanes, and protected bike lanes the entire extent of the Project corridor.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to direct staff to proceed with the detailed engineering design of the Project with Concept 3B as the basis for detailed engineering, based on the preliminary engineering of the recommended conceptual design.

BE IT FURTHER RESOLVED that the City Manager is authorized to direct staff to continue working with AC Transit to incorporate additional measures into the final design to: 1) improve transit speed and reliability on this major transit corridor with the goal of

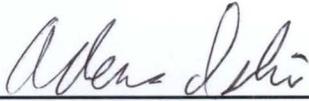
reducing transit travel time through the corridor compared to existing conditions; 2) create a possibility for Berkeley to eventually change course to replace parking with dedicated bus lanes; and 3) provide multiple designs that would close the Dwight Triangle slip lane.

The foregoing Resolution was adopted by the Berkeley City Council on October 28, 2025 by the following vote:

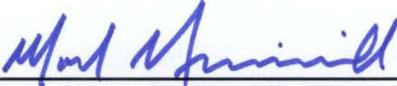
Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, Taplin, Tregub, and Ishii.

Noes: O'Keefe.

Absent: None.



Adena Ishii, Mayor

Attest: 

Mark Numainville, City Clerk

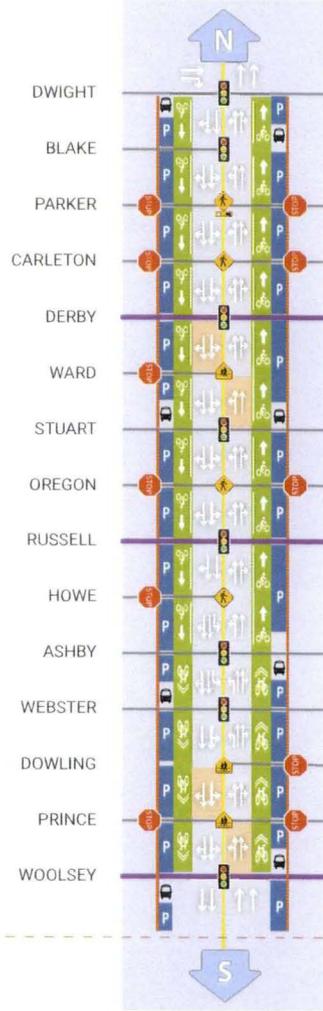
Initial Concept Designs

TELEGRAPH AVENUE

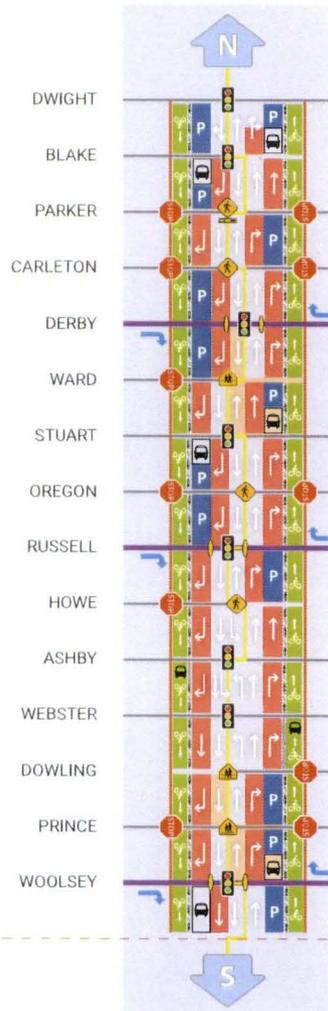
LEGEND

- School Zone
- Bus Lane
- Shared Bike Lane
- Conventional Bike Lane
- Protected Bike Lane
- Bicycle Boulevard
- On-Street Parking
- Existing Traffic Flow
- Vehicle Traffic Flow
- Restricted Traffic Flow
- Traffic Signal
- Stop Sign
- Bus Stop
- Bus Stop - Constrained Step Out
- Bus Stop - Transit Island
- Traffic Diverters
- Rectangular Rapid Flashing Beacon (RRFB)
- School Crossing
- Pedestrian Crossing

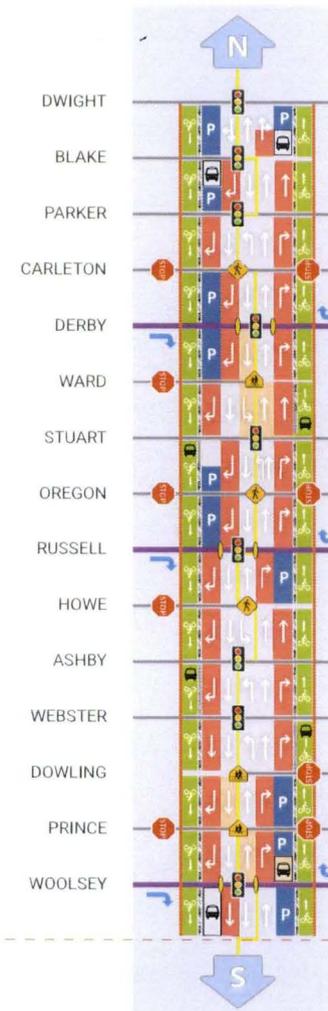
EXISTING CONDITIONS



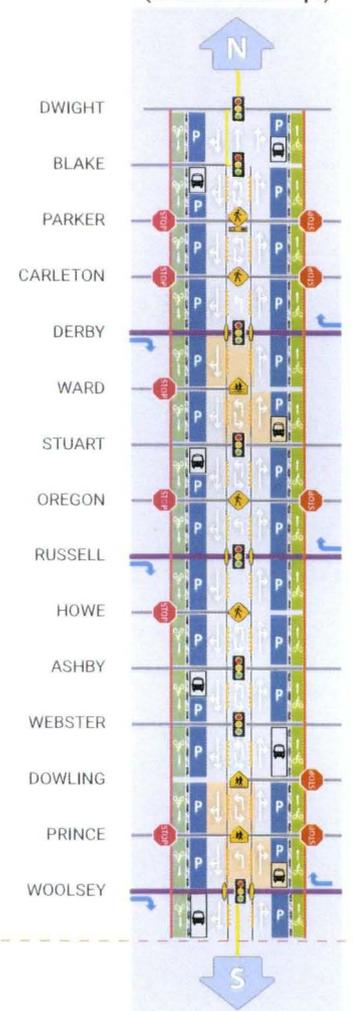
CONCEPT 1



CONCEPT 2



**CONCEPT 3
(Oakland Concept)**

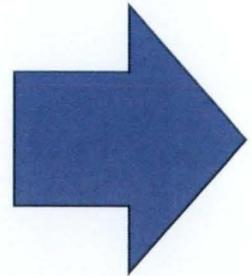
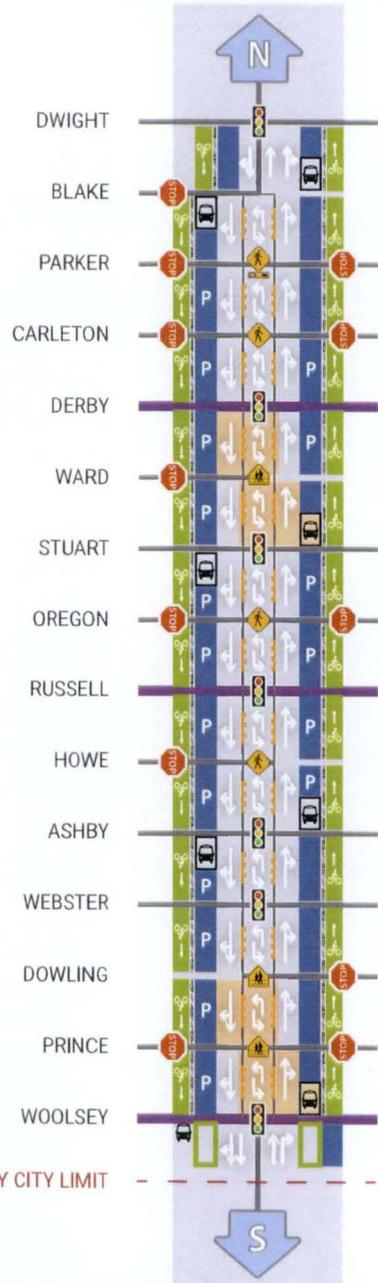


Recommended Concept Design (Concept 3B)

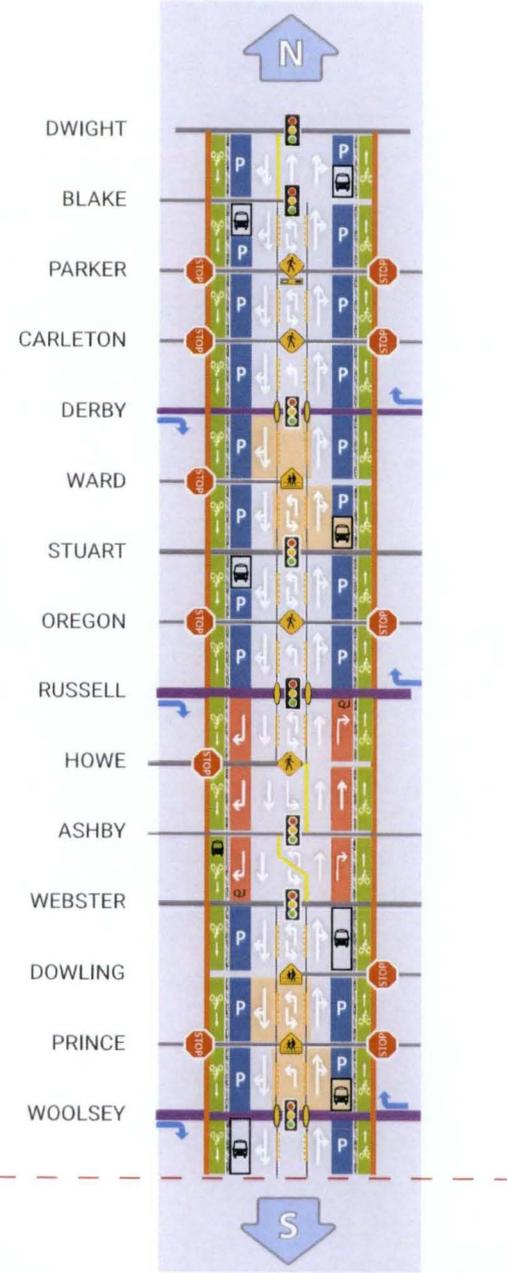
LEGEND

-  School Zone
-  Bus Lane
-  Shared Bike Lane
-  Conventional Bike Lane
-  Protected Bike Lane
-  Bicycle Boulevard
-  On-Street Parking
-  Existing Traffic Flow
-  Vehicle Traffic Flow
-  Restricted Traffic Flow
-  Traffic Signal
-  Stop Sign
-  Bus Stop
-  Bus Stop - Constrained Step Out
-  Bus Stop - Transit Island
-  Traffic Diverters
-  Rectangular Rapid Flashing Beacon (RRFB)
-  School Crossing
-  Pedestrian Crossing
-  Queue Jump

**Initial Concept 3
(Oakland Concept)**



**Recommended Concept 3B
(Oakland Concept)**



Recommended Concept Design (Concept 3B) on Telegraph Avenue from Ward Street to Oregon Street



Recommended Concept Design (Concept 3B) on Telegraph Avenue from Ward Street to Oregon Street

