

0. City of Berkeley Evacuation StoryMaps: Text-Only Version

July 2025

This document provides a text-only version of analysis from the City of Berkeley's [Evacuation StoryMaps](#).

This document has six parts:

1. **The Evacuation Time Study Project:** Explains why the Study was conducted and highlights key evacuation time estimates for different hazard scenarios.
2. **Household Evacuation Planning:** Offers useful takeaways from the Study to help residents create their own evacuation plans.
3. **Evacuation and Fire Spread:** Compares wildfire spread rates in the Berkeley Hills with evacuation timelines to assess risk to the community.
4. **Improving Evacuation Times:** Evaluates proposed ideas—such as parking restrictions or road design change—to see whether they would meaningfully improve evacuation safety or speed.
5. **Access Impaired Neighborhoods Analysis:** Addresses the requirements of Senate Bill 99, which mandates identification of residential developments in hazard areas that lack at least two emergency evacuation routes.
6. **Evacuation Route Safety, Capacity and Viability Analysis:** Addresses the requirements of Assembly Bill 747, which requires local governments to assess the capacity, safety, and viability of evacuation routes under various emergency conditions.
7. **Learn More:** Contains links to access more information and download referenced reports.

1. The Evacuation Time Study Project

0. About the Study

Berkeley faces risks like wildfire, tsunami, and other emergencies that could require large evacuations. These rare but dangerous events can have very different outcomes depending on the time, season, and how the community responds.

The Evacuation Time Study uses simulations to model a wide array of large-scale evacuations that would be too risky or impractical to conduct in real life. It tests different conditions—like time, location, and evacuee behaviors—and is built on a solid understanding of Berkeley’s hazards, streets, and community. The Study is a useful tool to help responders, residents, and elected leaders better prepare for emergencies.

1. Evacuation Time Study Methodology

Berkeley’s Evacuation Time Study was developed over two years by experts in evacuation, transportation, and emergency planning.

In 2023, the City hired KLD, a firm experienced in evacuation modeling, including for nuclear sites.

KLD drove every street in Berkeley, gathered detailed information, and surveyed the community. They used all of this to build a detailed evacuation model for Berkeley.

Using this model, KLD estimated evacuation times for different parts of the city.

KLD also ran “what-if” scenarios to see how evacuation times might change under different conditions.

2. Evacuation Areas

The Study estimates how long it would take to evacuate different parts of Berkeley. These areas are based on past disasters, known risks, and geography.

Each evacuation area has several evacuation time estimates, depending on the time of day, day of the week, and season.

Evacuations take longer when more people are in Berkeley—this means more people need to leave and there is more traffic on the roadways, both in and outside the evacuating area.

Evacuation times are longer when school is in session, on weekdays, and during daytime hours. They are shorter at night and on weekends.

3. How long will it take to evacuate different areas of Berkeley?

1923 Berkeley Fire Repeat

This evacuation area is based on the 1923 Berkeley Fire, the worst fire in the city's history.

Evacuation orders would stretch from Berkeley's eastern edge and extend as far west as Sacramento Street, involving residents from Marin Avenue stretching as far south as the UC Berkeley campus.

Estimated evacuation times range from 1 hour and 35 minutes to 4 hours and 10 minutes.

Panoramic Hill Fire

This evacuation area is based on a fire affecting Panoramic Hill, an area of Berkeley's Wildland-Urban Interface with only one road in and out.

Estimated evacuation times range from 45 minutes to 1 hour and 45 minutes.

Tsunami Warning

Two evacuation areas were analyzed for a Tsunami Warning.

A Max Phase Tsunami Warning would affect areas of Berkeley extending from the San Francisco Bay to as far east as 7th Street. Evacuating this area would take between 1 hour and 50 minutes and 2 hours and 15 minutes.

A Phase 3 Tsunami Warning would affect only the area west of I-80. Evacuating this area would take between 55 minutes and 1 hour and 45 minutes.

2. Household Evacuation Planning

0. Some Background

The Evacuation Time Study is a high-level model to support emergency planning. It also gives useful insights for community members making their own household evacuation plans.

1. Evacuation Process

Evacuation doesn't start on the road. It happens in three steps:

1. **Notification** – Knowing there's an evacuation order is the first step. Signing up for emergency alerts helps people get this information faster.
2. **Mobilization** – This is the time spent getting ready to leave, like packing, preparing the home, or waiting for family members.
3. **Roadway Time** – This is the time spent driving out of the hazard area.

Each household's total evacuation time will be different, depending on how quickly they get notified, how long they take to get ready, and how fast they can travel to safety.

The evacuation times in this report combine the estimated times for all people within a given evacuating area.

2. Evacuate Faster

Here are key tips from the Study to help you reduce your own evacuation time:

Tip 1: Sign up for emergency alerts.

Knowing you need to evacuate is the first step.

- Download the [Genasys Protect App](#) to be first to know when evacuations are ordered.
- Sign up for [AC Alert](#) to get detailed instructions to your phone and email.

Tip 2: Leave as Early as Possible

The Study shows that people who leave sooner have shorter travel times. They start driving before roadways become heavily congested.

In simulating household evacuation times during a repeat of the 1923 Fire, the Study shows that taking longer to get ready rapidly increases your total evacuation time. For example:

- A household that leaves in 30 minutes may reach safety in 1 hour and 10 minutes.
- A household that leaves in 1 hour may reach safety in 2 hours and 15 minutes.
- A household that leaves in 1.5 hours may reach safety in 3 hours and 10 minutes.
- A household that leaves in 2.5 hours minutes may reach safety in 3 hours and 50 minutes.

In this example, waiting an extra 30 minutes can add over an hour to the total evacuation time.

These delays are caused by growing traffic. In the 1923 Fire Repeat example:

- At the start, roads are mostly clear.
- After 30-45 minutes, they become 50% full.
- After 120 minutes, the roads are completely jammed.

This example shows that if you get on the road earlier, when traffic is light, you'll get out faster.

3. Plan Where You'll Go

Most people will choose to stay with friends, family, or at a hotel.

Make your plan before an emergency. Think about options outside of Berkeley—or even outside the Bay Area.

If there is a fire or tsunami, emergency shelters will also be opened in safe areas. They may be outside of Berkeley.

Know Multiple Ways Out

Being ready to use different roads will help you – and all evacuees— get to safety faster.

This map highlights Berkeley’s highest-capacity roadways that can move the most people. They include:

- University Ave
- Adeline St
- Ashby Ave (SR 13)
- Cedar St
- Interstate 80 (I-80)
- San Pablo Ave (SR 123)
- Sacramento St
- Claremont Ave
- Marin Ave

But during a major evacuation, they won’t be enough on their own. Evacuees will need to use all available streets to get out. Spreading out traffic helps everyone escape more quickly.

“What’s my evacuation route?”

1. Be ready to use any available roadways.
2. Know the roads around your home and plan at least 2 routes out.

4. Evacuees Without Cars

The Evacuation Time Study predicts times for people leaving in vehicles, but many people in Berkeley do not own cars.

Here are key tips from the Study for people without cars:

1. Plan to carpool:

- Carpooling helps reduce the number of vehicles on the road during an evacuation.
- Everyone should plan ahead to carpool with neighbors.
- If you don't own a car, make arrangements with neighbors who do.
- If you have a car, plan to help neighbors who may need a ride.
- Working together makes evacuation faster and safer for everyone.

2. "Should I walk or bike out?"

- Walking or biking during an evacuation can be risky, especially if the hazard is close or traffic is heavy.
- Cars provide some protection against the hazard and in traffic collisions.

3. No matter how you evacuate, your chances of staying safe are much better if you leave as early as possible.

Here are a few key tips from Berkeley public safety officials to help you plan ahead and choose the safest option for your situation:

1. In the case of a tsunami,

- Walking and cycling can be good options for your tsunami evacuation plan.

- Berkeley's tsunami zone is west of 7th Street.
- Walking or biking out of the tsunami zone might be quicker than driving.

2. In the case of a wildfire:

- Berkeley public safety officials do not recommend walking and cycling as your first choice to evacuate from the Berkeley Hills. Fires can spread quickly and unpredictably, and there's no way to know how much time you have.
- On foot or bike, you're directly exposed to heat, smoke, and dangerous gases. In a car, you have some protection.
- Drivers evacuating during wildfires make dangerous choices. If you're walking or biking, you're exposed—not just to the fire, but to the traffic around you.

The safest choice is to leave the Berkeley Hills early on days when the Berkeley Fire Department has declared Extreme Fire Weather. Visit the [Fire Weather and Evacuation page](#) to learn more.

5. Emergency Transportation

Don't count on government transportation as your main evacuation plan.

In a major emergency, Berkeley will ask for help from nearby agencies to send buses, ambulances, and wheelchair vans. They may not get to you in time because:

- There may not be enough vehicles available quickly.
- Roads may be blocked or too crowded.
- Conditions may be too dangerous—buses can't drive through fire, and bus drivers aren't trained like firefighters.

Plan ahead:

- Leave the Berkeley Hills early on Extreme Fire Weather Days.

- Get to know your neighbors. Make a plan to help each other evacuate.
- Plan to carpool.
- For tsunami evacuations, consider walking or biking.

3. Evacuation and Fire Spread

1. Evacuation and Fire Spread: Impacts of the 1923 Berkeley Fire in the Present Day

Evacuation time estimates are an important tool for planning.

To understand their impact on community safety, we need to compare them to how fast a hazard, like a fire, could reach the evacuating area.

This section compares how fast a fire could spread in the Berkeley Hills with how long it might take to evacuate.

- **First**, we use data from the 1923 Berkeley Fire—the city’s worst fire—to model how a fire might spread today.
- **Then**, we use evacuation modeling to show traffic and congestion if that same area had to evacuate now.

By combining fire spread and traffic patterns, we can see the risks the community would face in a modern-day repeat of the 1923 Berkeley Fire.

2. 1923 Berkeley Fire

Archival maps show key details of the 1923 Berkeley Fire.

The archival maps extend as far east as today’s Rose Garden and Glendale La Loma Park, about halfway up the present-day Berkeley Hills.

In 1923, areas east of this point were mostly grasslands.

The fast-moving grass fire entered this point around 2:00 PM.

It was pushed by strong Diablo winds blowing 25 to 40 mph.

The fire spread southwest until around 4:20 PM, when moist westerly winds took over. It reached as far as Shattuck Avenue and Berkeley Way and moved through about 1.3 km of buildings in 2.5 hours.

Shifting to the Present Day

More buildings have been added to the Berkeley hills.

Areas that were grasslands in 1923 are now neighborhoods.

The current border of Berkeley neighborhoods has moved 1.3 km uphill.

To model the spread of the 1923 Fire in today's Berkeley, we also shift the point where it enters built neighborhoods 1.3 km farther uphill.

Today, if the same fire entered Berkeley at the current eastern edge, it would take about 2.5 hours to reach Codornices Park and the Rose Garden.

It would take another 2.5 hours to reach Shattuck Avenue.

In total, the fire would take about 5 hours to move from Berkeley's eastern edge to Shattuck Avenue.

3. Evacuation for a 1923 Berkeley Fire Repeat

Now, let's look at what this fire spread could mean for people trying to evacuate.

If the 1923 Berkeley Fire happened today, evacuation orders (lawful orders to leave now) would stretch from Berkeley's eastern edge and extend as far west as Sacramento Street, involving residents from Marin Avenue stretching as far south as the UC Berkeley campus. Evacuation warnings (instructions to prepare to evacuate or leave immediately if you need extra time), would be issued for areas surrounding the Evacuation Order zones.

Evacuation Time Estimates

This Evacuation Time Study predicts how long it would take to clear the evacuation order area.

The evacuation clock starts when evacuations are ordered.

The times differ depending on time of day, season, and day of week.

In the Spring, Fall, and Winter:

- Midweek daytime evacuation takes 4 hours and 10 minutes.
- Weekend daytime evacuation takes 1 hour and 45 minutes.
- Evening evacuation takes 1 hour and 35 minutes.

In the Summer:

- Midweek daytime evacuation takes 2 hours and 25 minutes.
- Weekend daytime evacuation takes 1 hour and 50 minutes.
- Evening evacuation takes 1 hour and 35 minutes.

Combining Evacuation Traffic and Fire Spread

Now we will combine our 1923 Fire spread model with an associated traffic simulation from the Evacuation Time Study. We will use a midweek daytime evacuation in the fall, because fall is the season that carries the highest risk for a wind-driven wildfire.

The estimated evacuation time is 4 hours and 10 minutes.

How to use this model

This model shows what a repeat of a past fire might look like today. It was built using one set of possibilities – like where a fire starts, how it spreads, and which roads are open. It is meant to show general ideas about fire spread and evacuation, not exact outcomes. **Do not use this model to choose your evacuation routes or make your household evacuation plan.**

What the model shows

Many evacuees will encounter gridlock.

This model doesn't predict how many people get out safely.

It shows that some evacuees will be overtaken by fire on the roads as they try to escape.

1 Hour after Evacuation Order

The fire has reached Berkeley's eastern border.

Severe roadway congestion is extending into the Berkeley flats.

Many streets are gridlocked.

2 Hours after Evacuation Order

Fire is spreading through Berkeley buildings.

Fire is also spreading over roadways in use by evacuees.

Berkeley's highest-capacity roadways nearest to the fire are gridlocked.

3 Hours after Evacuation Order

Fire continues to spread through Berkeley neighborhoods.

Overall, there is less gridlock as more evacuees escape.

Fire is spreading over roadways in use by evacuees.

4 Hours after Evacuation Order

Fire continues to spread through Berkeley neighborhoods.

Some traffic congestion is still present in the evacuation order area.

5 Hours after Evacuation Order

Fire continues to spread through Berkeley neighborhoods.

The evacuation is complete.

6 Hours after Evacuation Order

Fire reaches Shattuck Avenue.

We've experienced this before

The model shows traffic gridlock in areas where fire is spreading.

In a fast-moving, wind-driven fire, flames could outpace evacuation efforts—reaching people before they can escape.

This threat is not unique to Berkeley. Some similar situations have occurred most recently in Los Angeles, Lahaina, and Paradise, and locally in the 1991 Oakland-Berkeley Hills Fire.

This modeling reinforces the urgent need for new approaches to fire evacuation—starting with individual households and reaching through the highest levels of government.

Taking Control

Fires are unpredictable once they ignite.

The model makes clear that Berkeley's road network cannot support a quick, large-scale evacuation.

In Berkeley, both residents and responders have the most control over fire safety before a fire starts.

Our approach to fire evacuation must be built on a foundation of:

- Preventing fire spread through home hardening and defensible space
- Leaving the Berkeley Hills early on Extreme Fire Weather days—before a fire begins.

4. Improving evacuation times

The Evacuation Time Study looked at many ideas from the community and first responders to find ways to improve evacuation times and keep people safer.

1. Will parking restrictions in the Berkeley hills help in evacuations?

Yes and no.

Parking restrictions won't get evacuees out faster.

On typical residential street in the Berkeley Hills, cars park along the sides of the street. At some points, the street is too narrow for two cars to pass each other.

Removing parked cars reduces side-to-side crowding.

Without parked cars, evacuating vehicles can drive faster on the street.

But, there is a bigger problem.

When there are too many cars going the same way, intersections turn into chokepoints.

When parked cars are removed, evacuating vehicles will use the extra roadway width to try to get out faster.

But there are still too many cars going the same way.

Even without parked cars, intersections are still chokepoints.

And there is another problem.

When the road narrows, cars must still go 1 by 1 to get through.

The primary limitation is too many cars trying to leave at once.

Removing parked cars won't address this main problem.

However, selective parking restrictions may help emergency responders get in.

On wider streets, parking restrictions may help fire engines and other emergency responders get through while people are evacuating.

Response apparatus may use wider Berkeley Hills roadways to access emergencies.

Removing parked cars reduces side-to-side crowding.

This added road width could help fire engines get in.

Fire engines may still be slowed down at intersections.

But they will not be caught in the same gridlock as evacuees, because most traffic is headed out.

2. Roadway Design and Infrastructure

The Study found that evacuation traffic is likely made worse by pre-timed traffic signals and roadway designs intended to slow vehicles and restrict their movement.

Traffic Calming

On normal days, traffic calming devices (like diverters, traffic circles, and speed humps) make roads safer by slowing down cars, reducing traffic on residential streets, and limiting how cars move through neighborhoods.

But during evacuations, the safety goal is to move traffic quickly. Traffic calming slows down evacuees and adds to traffic jams.

Traffic Signals

Traffic signals can impact evacuation times.

Pre-timed traffic signals follow a fixed schedule to control which direction of traffic gets to go. During an evacuation, these fixed signals **can slow things down**.

Actuated or adaptive signals adjust their timing based on real-time traffic. These signals can **help traffic move** more smoothly during evacuations and in everyday use.

Existing Infrastructure

Traffic calming devices and traffic signals are positioned throughout Berkeley.

The Study found four parts of Berkeley where traffic backups during evacuations are likely made worse by pre-timed traffic signals, as well as street designs focused on slowing vehicles and limiting how they travel:

- South and West of the UC Berkeley Campus
- South and West of Clark Kerr Campus
- North of Ohlone Park
- Lawrence Berkeley National Lab

5. Access Impaired Neighborhood Analysis

California Senate Bill 99 (SB99) requires cities to identify residential developments in hazard areas that do not have at least two emergency evacuation routes.

The Access Impaired Neighborhood analysis identifies:

- Primary Access Impaired Neighborhoods, which have only one way in and out
- Secondary Access Impaired Neighborhoods, which have only one viable way out

Residents with only one way out are at greater risk during evacuations. If their one route is cut off because of the emergency, or blocked by vehicles evacuating, they will be forced to flee on foot or bicycle.

Primary Access Impaired Neighborhoods (SB99)

This analysis identifies parcels with one way in and out as Berkeley's "Primary Access Impaired Neighborhoods."

In total, there are 139 Primary Access Impaired Neighborhoods with 1,547 residential parcels. These neighborhoods are distributed throughout the Berkeley flats and hills. Only one primary AIN is west of San Pablo Ave.

There are different reasons that each of these neighborhoods has one way in and out. Some have a natural dead end, such as a cul-de-sac. Others have manmade blockages from bollards or islands.

Primary Access Impaired Neighborhoods exist throughout Berkeley. The Panoramic Hill neighborhood contains the most Primary Access Impaired Neighborhood parcels, with only one exit route for the entire neighborhood at a stop-controlled intersection at Panoramic Way and Prospect St/Canyon Rd.

Primary Access Impaired Neighborhoods created by manmade blockages are mostly in the Berkeley flats. Some are on Panoramic Hill, and some are in southeast Berkeley between College Ave and Claremont Ave.

Additional Analysis:

Secondary Access Impaired Neighborhoods (AIN)

The analysis next identifies Berkeley's "Secondary Access Impaired Neighborhoods." These parcels have multiple evacuation routes available but only one viable exit, due to narrow roadways and hairpin turns.

In total, there are 195 Secondary Access Impaired Neighborhoods with 3,715 residential parcels. They primarily sit in the North Berkeley Hills with a few scattered in southeast Berkeley, east of Claremont Ave.

The northern Berkeley Hills contain the majority of secondary Access Impaired Neighborhoods. Residents in these neighborhoods will need more time for safe evacuation compared to those in other parts of the city.

Narrow Roads

There are different reasons for narrow roadways and tight turns. In some cases, topography dictates the challenging roadway. In others, on-street parking narrows the available pavement width.

When responders must use narrow, winding roads to access an emergency, they cannot drive quickly. They are likely to encounter traffic delays as they try to pass outgoing traffic. These ingress challenges will be exacerbated in an evacuation.

Berkeley's narrow roads are classified as constrained, moderately constrained, and severely constrained.

The narrow roadways are almost exclusively in the north Berkeley Hills in the area north of Codornices Park. Narrow roadways are also present on Panoramic Hill.

Tight turns exist throughout the North and South Berkeley Hills.

6. Evacuation Route Safety, Capacity, and Viability Analysis

0. Introduction

California Assembly Bill 747 (AB747) requires cities to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios.

The analysis discusses the capacity, safety, and viability of Berkeley's roadways for different evacuations.

1. Capacity

The capacity of each roadway segment within the City of Berkeley is based on field observations collected in May 2023, including the number of moving lanes on each roadway.

The analysis identified assigned measured the capacity of each roadway segment and assigned a capacity from one of these four levels:

- red: 225-900 passenger cars per hour,
- yellow: 901-1700 passenger cars per hour,
- light green: 1701-5700 passenger cars per hour,
- dark green: 5701-15750 passenger cars per hour.

In the Berkeley Hills, most roadways are red. In the rest of the city, roadways are a mixture of red, yellow and light green. The only dark green roadway is the I-80 freeway.

I-80 has the highest capacity, followed by multilane major arterials like San Pablo Ave, University Ave, Shattuck Ave/Adeline St, Sacramento St, Telegraph Ave, and Claremont Ave.

The vast majority of roadways within the city are single-lane collectors with a free flow speed of 45mph or less and a capacity of approximately 1,700 passenger cars per hour

or less. In the hills, free flow speeds are 20 mph or less and capacities are 900 passenger cars per hour or less.

2. Max Demand

When under maximum evacuation demand, most of Berkeley's roadways will experience significant congestion.

Major arterials like San Pablo Avenue, Sacramento Street, University Avenue, Adeline Street, Ashby Avenue, and Claremont Avenue can better service the evacuating demand than the smaller, local streets within the heart of the city. Under maximum demand, these roadways show less congestion.

However, to most quickly evacuate an area, traffic should be distributed across all available routes.

3. Safety Risk

Each Berkeley roadway is given a safety rating. Lower scores are safer.

Roadways with the highest scores have the highest exposure to traffic fatalities, narrowest width, tightest turns, steepest slopes, poorest pavement condition and/or are located above or below a bridge or tunnel. Safety ratings do not consider the roadways' exposure to natural hazards. Hazard rating, described below, addresses this risk.

Berkeley's least safe roadways are within the hills and along Panoramic Way. These roadways are extremely narrow, winding, and steep.

Many of the roadways within the flats, including San Pablo Ave, have poor or very poor pavement conditions, giving them a higher unsafe rating.

The safest roadways are Frontage Road, University Avenue, and Adeline Street.

4. Hazard Rating

In addition to the roadway characteristics, roadway safety can be described based on hazard exposure.

Roadways receive hazard ratings based on their exposure to hazards such as landslide and tsunami.

It should be noted that routes with hazard exposure may still need to be used by evacuees. As such, the hazard factors are presented separately from the safety factors and were excluded in the overall safety rating in the Safety Risk section previously discussed.

5. Demographic Vulnerability

Although not specifically a consideration of a roadway's safety, capacity or viability, neighborhood demographics can indicate areas that may face greater challenges when evacuating.

For example, areas with less vehicle availability will face greater challenges when evacuating, as compared to areas where households have more personal vehicles to drive themselves out.

Higher vulnerability ratings indicate greater vulnerabilities of the population living along a roadway segment. Demographic vulnerability factors were considered separately from the safety, capacity or viability factors described above.

The analysis identified four different demographic vulnerability levels:

- blue: 0.5-1.14,
- light green: 1.5-1.9,
- orange: 2.0-2.7,
- red: 2.8-3.8.

The map shows blue level vulnerability in the following areas:

- North Berkeley Hills.
- Claremont neighborhood.
- Area north of University Ave bounded by San Pablo Ave to the west and Sacramento St to the east.

- Panoramic Hill (City of Oakland portion).

The map shows light green level vulnerability in the following areas:

- Area bounded by 6th St to the west, University Ave to the south San Pablo Ave to the east and Camelia St to the north.
- Area bounded by Sacramento St to the west, Martin Luther King Jr Way to the east, Dwight Way to the south and Cedar St to the north.
- Area bounded by Hearst Ave to the south, Spruce St to the west, Cedar St to the north and Lawrence Berkeley National Laboratory (LBNL) to the east.
- Area bounded by Fulton St to the west, College Ave to the east, Derby St to the north and city boundary to the south.
- Area bounded by College Ave to the west, Ashby Ave to the south, city boundary to the east and Dwight Way to the north.

The map shows orange level vulnerability in the following areas:

- Everything west of San Pablo Ave with the exception of the area bounded by 6th St to the west, University Ave to the south, San Pablo Ave to the east and Camelia St to the north.
- Area bounded by Eunice St to the north, Spruce St to the east, University Ave to the south and Martin Luther King Jr Way to the west.
- Area bounded by San Pablo Ave to the west, Fulton St to the east, Dwight Way to the north, and city boundary to the south. The orange area extends north on Shattuck and Milvia St to Bancroft Ave. It extends east to College Ave on Dwight Way, Blake St, Parker St and Carleton St.

The map shows red level vulnerability in the following areas:

- Area bounded by San Pablo Ave to the west, University Ave to the north, Sacramento St to the east and Dwight to the south.
- The UC Berkeley main campus.
- Southside neighborhood extending east to Fulton St and south to Dwight Way.
- Berkeley High extending south to Dwight Way.
- Streets surrounding Downtown Berkeley Bart Station.
- Panoramic Hill (City of Berkeley portion).

6. Results

While the safety, capacity, viability, and vulnerability varies somewhat within individual street segments on a particular roadway, the following roadways have the highest capacity, are relatively safe, and are the most viable across their entire length.

- University Ave
- Adeline St
- Ashby Ave (SR 13)
- Cedar St
- Interstate 80 (I-80)
- San Pablo Ave (SR 123)
- Sacramento St
- Claremont Ave
- Marin Ave

7. Learn More

Berkeley's evacuation instructions use findings from the 2025 Evacuation Time Study. Download the [Evacuation Time Study](#).

Berkeley also performed analysis to comply with State evacuation planning requirements. Download the [Access Impaired Neighborhoods Analysis](#) and the [Evacuation Route Safety, Capacity, and Viability Analysis](#) to learn more.

To learn more about Berkeley's Extreme Fire Weather leave early approach and to make your own household fire weather plan, visit the [Fire Weather and Evacuation page](#).

To learn more about protecting your property and preventing fire spread, visit [FireSafe Berkeley](#).