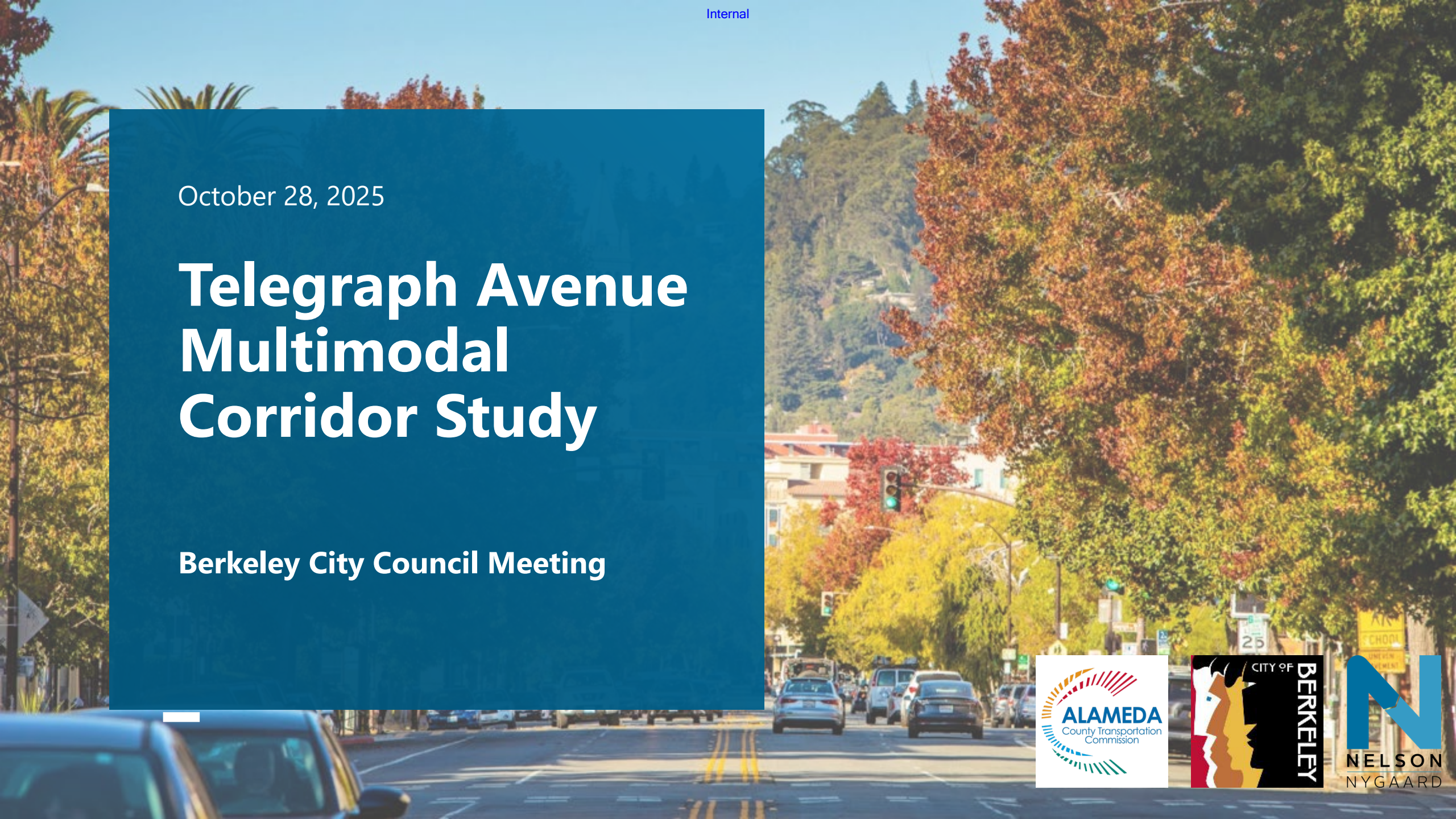


October 28, 2025

Telegraph Avenue Multimodal Corridor Study

Berkeley City Council Meeting

ALAMEDA County Transportation Commission

CITY OF BERKELEY

NELSON NYGAARD

Purpose of Today's Meeting

RECOMMENDATION
Adopt a Resolution approving the recommended conceptual design of the Telegraph Ave Multimodal Corridor Project (Project) and directing the City Manager to direct staff to proceed with the detailed engineering design of the project.

- Review existing conditions and analysis
- Review concept design selection process
- Summarize stakeholder feedback and survey results
- **Discuss recommended conceptual design (Concept 3B)**
- Discuss next steps

Project Information

- Telegraph Avenue
  - Dwight Way to Woolsey Street (Oakland border)
  - Approx. 0.85 miles
- Consistent with the following City and AC Transit plans:
  - 2016 Major Corridors Study (AC Transit)
  - 2017 Bicycle Plan
  - 2020 Vision Zero Action Plan
  - 2020 Pedestrian Plan
  - 2023 Transit-First Policy Implementation Plan
  - 2025 [DRAFT] Bicycle Plan Update

Existing Conditions: Summary

- Transit
  - Line 6: 3rd highest ridership line in Berkeley
  - 12-minute headways
  - 4,600 daily riders overall (March 2025)
- Driving
  - 25 mph speed limit
  - Roughly 1/3 of drivers are speeding
- Walking
  - Long crossing distances (68’-74’; 2 parking lanes and 4 travel lanes)
  - Recently updated ADA curb ramps
- Bicycling
  - Fading and deteriorating conventional bike lanes
  - Narrow, located within “door zone”
  - People frequently riding in general traffic lane
- Parking
  - Average on-corridor utilization: 58%
  - Average off-corridor utilization: 62%
- Vision Zero
  - Between 2013-2025, 21 severe injuries and 107 minor injuries within project area (source: SWITRS)

Timeline of Public Meetings

2022

- Public Meeting #1 (10/26/2022)
- Telegraph Business Improvement District (TBID) Meeting #1 (9/29/2022)

2023

- Willard Neighborhood Association Meeting (3/30/2023)
- Telegraph for People Meeting (4/24/2023)

2024

- Facilities, Infrastructure, Transportation, Environment, and Sustainability Committee (FITES) Meeting #1 (10/9/2024)
- Door to Door Business Outreach (10/2024)

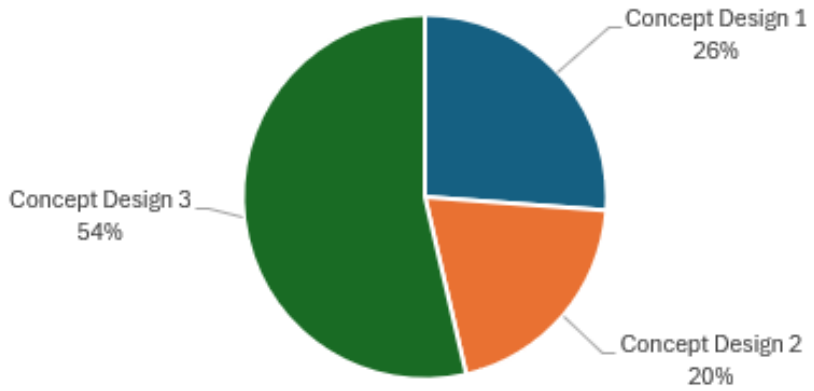
2025

- FITES Meeting #2 (3/5/2025)
- Commission on Disability Meeting (6/11/2025)
- Transportation and Infrastructure Commission (TIC) Meeting #1 (6/12/2025)
- Public Meeting #2 (6/25/2025)
- TBID Meeting #2 (8/12/2025)
- FITES Meeting #3 (9/17/2025)
- TIC Meeting #2 (9/18/2025)

Summary of Stakeholder Feedback

- AC Transit and UC Berkeley **favor maximum transit benefits**
- Walk Bike Berkeley **supports Staff's recommended concept** and a full closure of the Dwight Triangle
- Telegraph Business Improvement District **support Staff's recommended concept** and support **studying a full closure of the Dwight Triangle** slip lane
- Public survey results: favor **pedestrian and bike safety improvements**
- Public Meeting
  - Questions around **parallel bike boulevards**
  - Concerns about removing left turns under Concepts 1 and 2
- Transportation & Infrastructure Commission **concurred with Staff's recommendation** and requested the following:
  - Work with AC Transit to reduce transit delay
  - Return to the TIC with options for closing the Dwight Triangle
  - Return to the TIC at a later date with specific intersection/bus stop designs to review

Public Survey Question: Which concept do you prefer?



Fire Department Feedback

- Met with Fire Department 3 times to solicit feedback (9/9/2024, 6/3/2025, 8/12/2025)
- On 6/3, Fire Marshal expressed support for Concept 3 as more intuitive for users and consistent with the Oakland street design, and emphasized potential for the center turn lane to be clear for emergency vehicles
- **Fire Requirements**
  - Fire apparatus must get within 15-30’ of a building with an unobstructed street width minimum of 26 feet near buildings 30’ or taller
  - Maintain left turn at Webster for access to Alta Bates Hospital
  - Maintain access at Derby and Stuart for Fire apparatus (Willard Middle School)
- **Design and Operations Issues to be Resolved During Detailed Engineering Design Phase**
  - Traffic calming in center turn lane designed to permit emergency vehicles to pass through
  - Mountable raised bikeway buffers vs paint-only buffers
  - Parking enforcement of center turn lane, including on weekends
  - Dwight Triangle slip lane (do not support closure)

Business Impacts

- Research on **impacts of bicycling, walking, and other road safety infrastructure** has found **little to no causal impact** of these types of changes on business employment, revenue, and turnover, and that **bike lanes can provide positive economic impact**
  - 2023 literature review by a Harvard researcher prepared for the City of Berkeley
  - 2020 study of 14 bike lanes in 6 US cities conducted by Portland State University
- Door-to-door business outreach occurred in October 2024: 62 businesses contacted
- Purpose of outreach was to understand business commercial loading needs
- Summary of business feedback:
  - Most business receive deliveries 2-3 times per week
    - Some businesses have off-street loading, but many receive deliveries from vehicles loading on Telegraph Ave
  - Some businesses opposed to bike lanes, others support them

Projected Parking Revenue Impacts

- 2024 revenue on Telegraph Ave between Dwight and Woolsey = $188,785
- 2024 average revenue per space = $978

Comparison of Parking Revenue Impact by Concept Design Option		
Concept Design Option	Net Parking Change (193 existing spaces)	Revenue Impact (est.)
Concept 1	-100 (-52%)	-$97,800
Concept 2	-83 (-43%)	-$81,174
Concept 3	-32 (-17%)	-$31,296
Concept 3B	-33 (-17%)	-$32,274

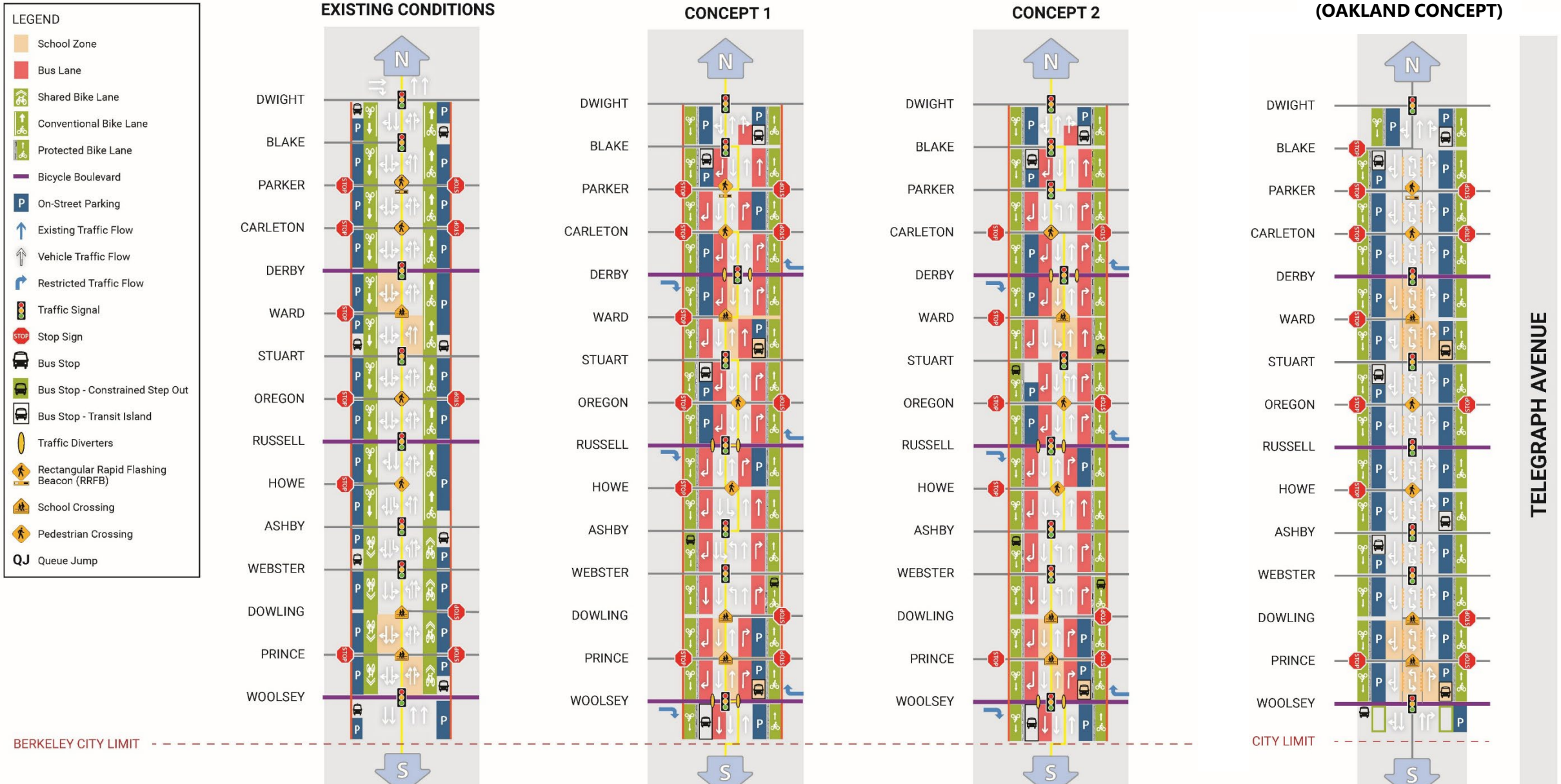
Disability Community Feedback

- Received comments from the Commission on Disability regarding the Telegraph project on 6/11/25
  - Difficulty deploying and operating ramps in protected bike lanes. Prefer ADA spaces on side streets.
  - Project should incorporate Accessible Pedestrian Signals (APS)
  - Concerned about construction impacts on accessibility
  - Suggest evaluating past projects and implementing lessons learned for future projects
- PW working closely with the disability community to incorporate their feedback into all complete streets projects
- General feedback regarding project delivery process:
  - Accessibility should be integrated into the early planning and development/scoping of projects
  - City should consult an ADA expert with experience designing cycle tracks for accessibility
- General feedback regarding protected bikeways:
  - Have to travel long distances in wheelchair to get to nearest ramp
  - Not legible to visually impaired persons, can’t predict when a bike will be there
- Streets having gotten less accessible for visually impaired people
  - Quiet/silent cars
  - Silent bikes
  - Visually impaired persons depend on people on bikes to yield

Zero Waste (ZW) Feedback

- Walked the corridor with ZW supervisors
- Maintaining existing driveways ensures ZW operators can access dumpsters. Plastic carts can be serviced through bike and floating parking lane
- Expressed concerns about floating parking lanes increasing the distance between the curb and the truck

Initial Concept Schematics

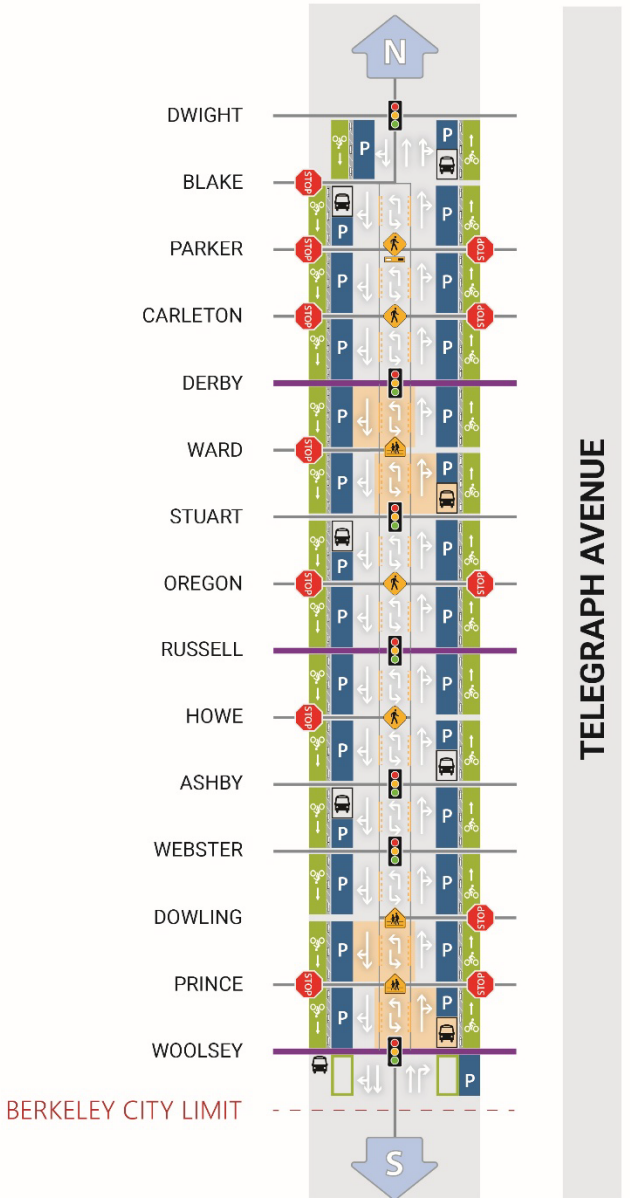


Recommended Concept 3B

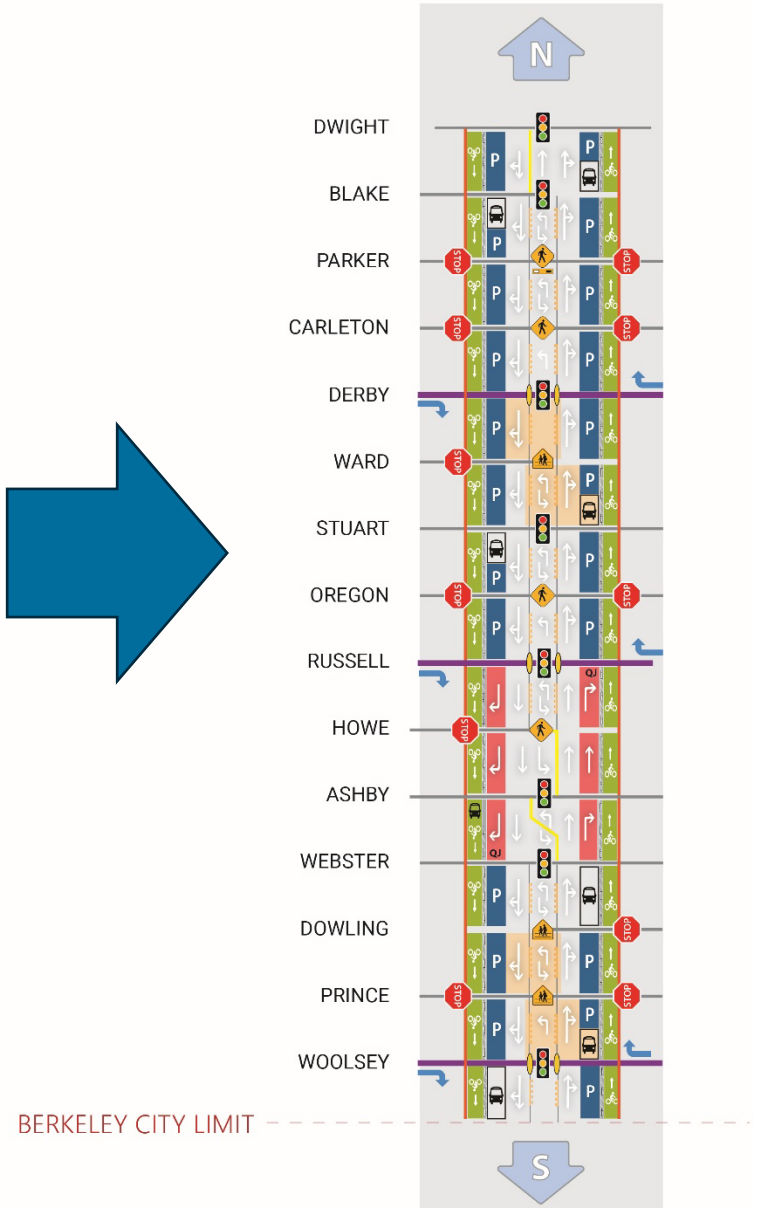
LEGEND

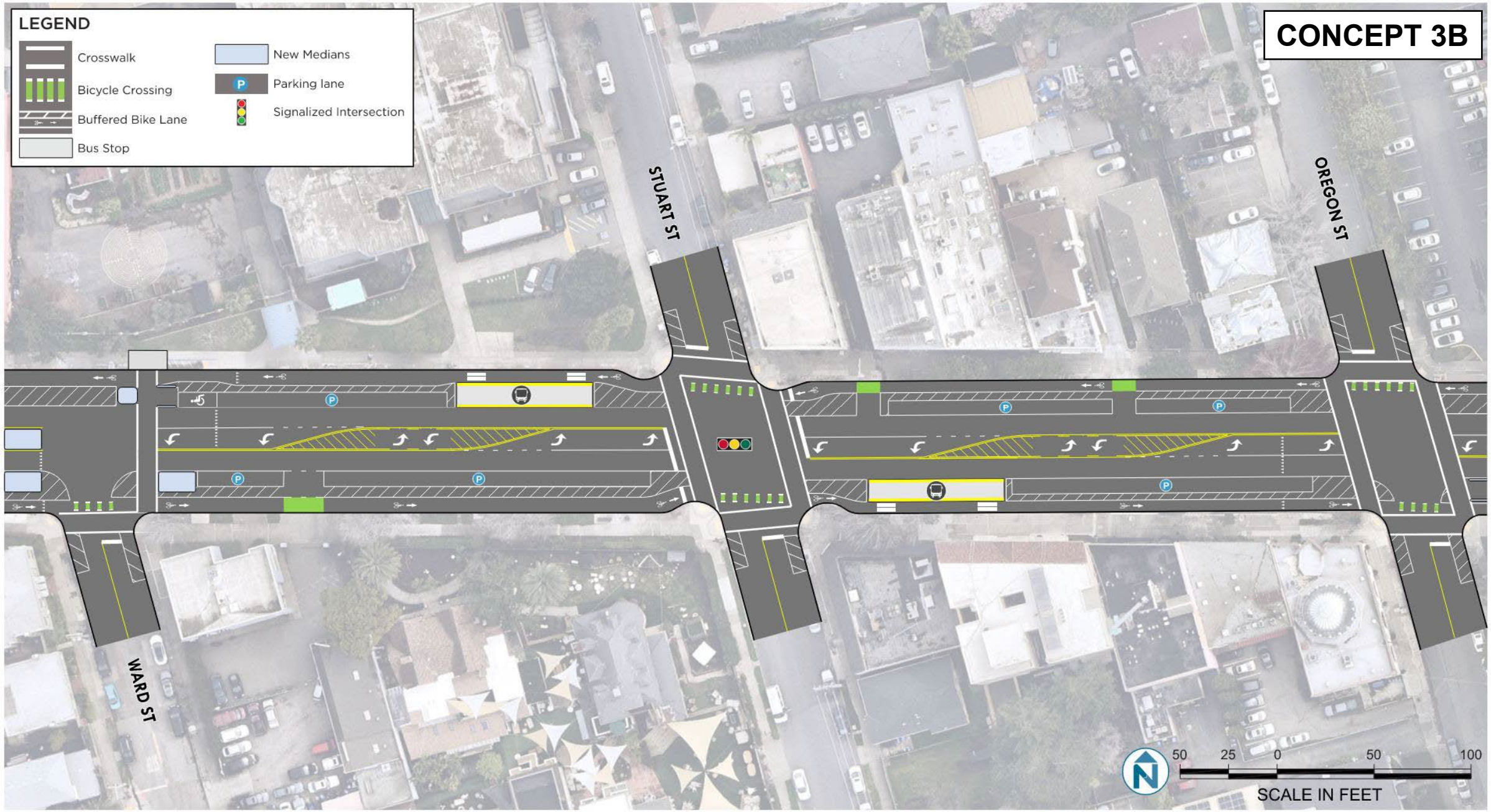
- School Zone
- Bus Lane
- Shared Bike Lane
- Conventional Bike Lane
- Protected Bike Lane
- Bicycle Boulevard
- On-Street Parking
- Existing Traffic Flow
- Vehicle Traffic Flow
- Restricted Traffic Flow
- Traffic Signal
- Stop Sign
- Bus Stop
- Bus Stop - Constrained Step Out
- Bus Stop - Transit Island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

INITIAL CONCEPT 3 (OAKLAND CONCEPT



RECOMMENDED CONCEPT 3B




LEGEND
Crosswalk
Bicycle Crossing
Buffered Bike Lane
Bus Stop
New Medians
Parking lane
Signalized Intersection
CONCEPT 3B
STUART ST
OREGON ST
WARD ST
50 25 0 50 100
SCALE IN FEET


LEGEND
Crosswalk
Bicycle Crossing
Buffered Bike Lane
Bus-Only Lane
Bus Stop
New Medians
Parking lane
Signalized Intersection
CONCEPT 3B
ASHBY AVE
TELEGRAPH AVE
WEBSTER ST
ONLY BUS
50 25 0 50 100
SCALE IN FEET

Left Turn Impacts

Comparison of Left Turn Impacts	
Concept Design Option	Intersections Allowing Left Turns (15 existing)
Concept 1	2
Concept 2	4
Concept 3	12
Concept 3B	12

EXAMPLE: Concept 1 Diversion Map. Shows Neighborhood Access for Someone Traveling Northbound to Derby/Ellsworth

Evaluation Matrix

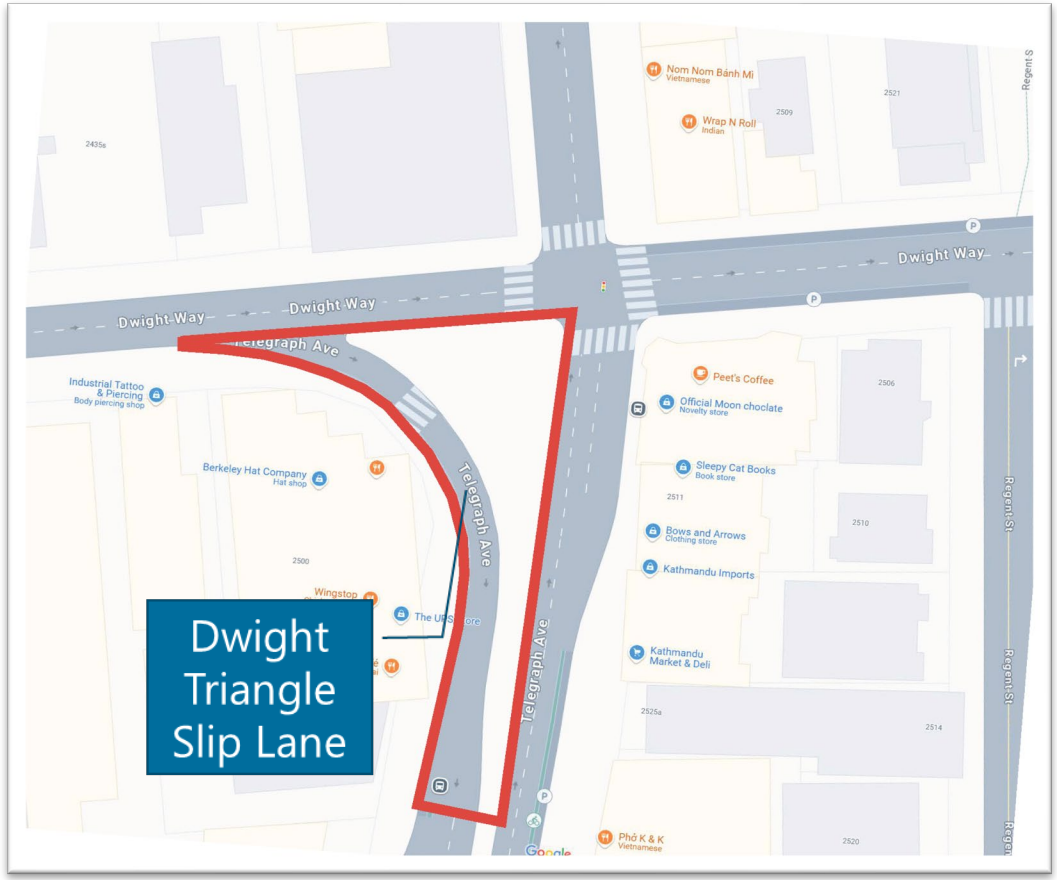
		Project Goals				
		Meeting Vision Zero Policy Goals	Improve Transit Travel Times and On-Time Reliability	All Ages & Abilities Biking Facilities	A State of Good Repair	Curb Management Strategy
EC	EXISTING	👎	👎	👎	👎	👍
1	CONCEPT 1	👍	👍	👍	👍	👎
2	CONCEPT 2	👍	👍	👍	👍	👎
3	CONCEPT 3	👍	👎	👍	👍	👍
3B	CONCEPT 3B	👍	👍	👍	👍	👍

Why is Concept 3B the "Recommended Concept Design"?

- **Prioritizes transit** where most transit delay is occurring (Ashby intersection)
- **Prioritizes Vision Zero** by slowing vehicle speeds, shortening pedestrian crossing distances, and making left turns more predictable
- **Maintains most parking and loading**, consistent with Telegraph Business Improvement District input
- **Aligns with Fire Dept. feedback**
- **Public survey preference** – 54% of respondents chose Concept 3
- **Consistent with Oakland design** leading up to the Berkeley border
- Quantitative evaluation: **Concept 3B scored highest among all concepts**

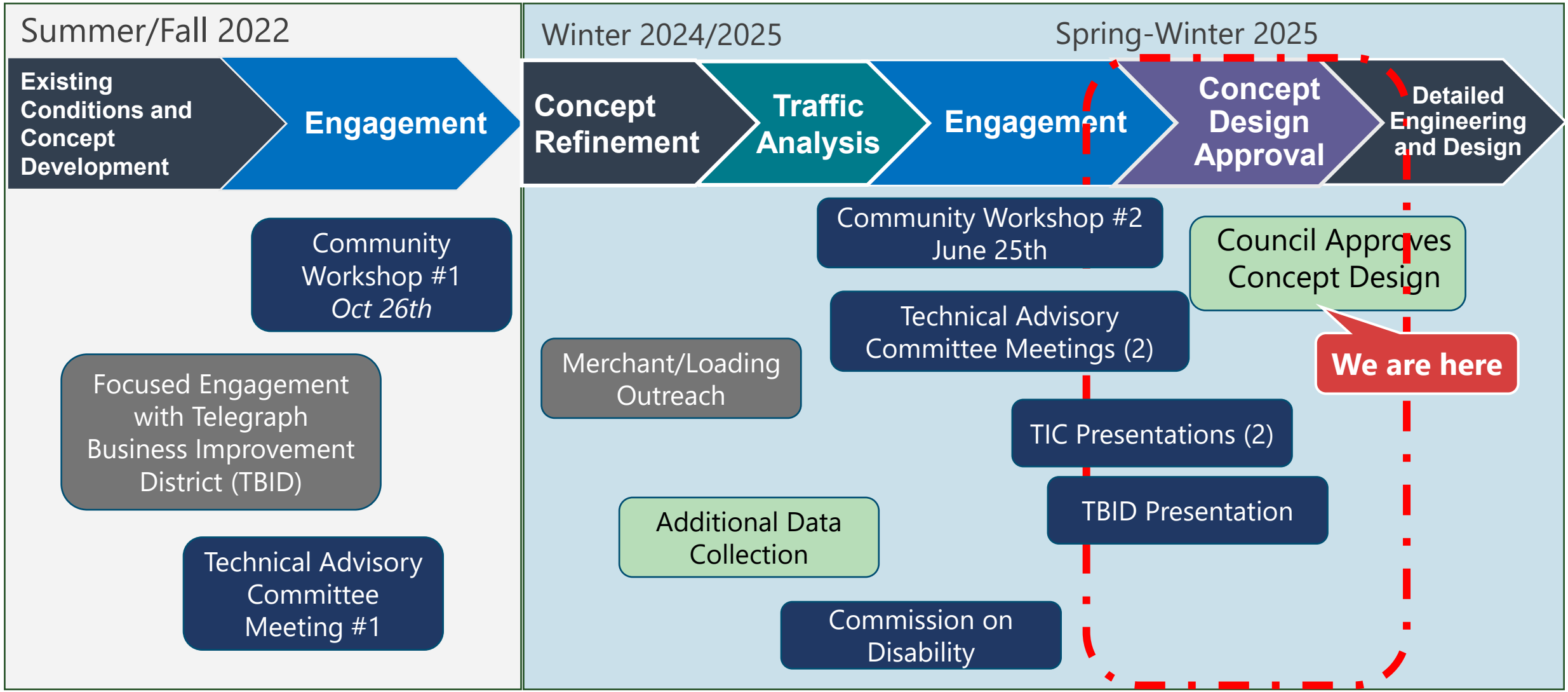
Dwight Triangle

- 3 options, all determined feasible
  1. Remove slip lane
  2. Add raised crosswalk
  3. No raised crosswalk, but add a bike lane
- Full closure of the slip lane would increase transit and vehicle travel times for northbound buses/vehicles
- Full closure of the slip lane is the safest option for pedestrians and bicyclists (fewer street crossings)



Schedule and Next Steps

Concept Design: Project Status



Thank you!

RECOMMENDATION

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City of Berkeley, Public Works

Transportation Division