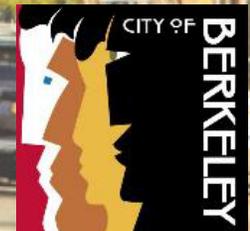
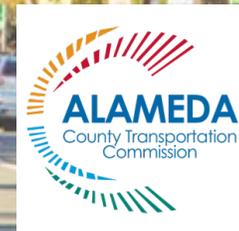


September 18, 2025

Telegraph Avenue Multimodal Corridor Study

Transportation and Infrastructure
Commission



Purpose of Today's Meeting

- Review analysis and concept design selection process
 - Project team recommending advancing Concept 3B consistent with Oakland's design for Telegraph Avenue with transit priority elements from Concepts 1 & 2 around Ashby to reduce transit delay
- Summarize stakeholder feedback and survey results
- **Requesting TIC recommendation to City Council that they approve the recommended conceptual design (Concept 3B)**
- Discuss next steps

Goals & Objectives

- **Meet Vision Zero Policy goals**
 - Safety improvements and design to reduce traffic deaths and serious injuries.
- **Improve transit travel times and on-time reliability**
 - Using treatments such as bus bulbs, queue jumps, and transit lanes consistent with the Transit First Implementation Plan.
- **All ages & abilities biking facilities**
 - Provide safe, comfortable, connected bike facilities for bi-directional travel consistent with the goals of the City of Berkeley Bicycle Plan.
- **A state of good repair**
 - Spot pavement repair, ADA curb ramp upgrades, traffic signal upgrades, and other maintenance activities to enhance safety for all users.
- **Curb management strategy**
 - With input from residents, visitors, and the business community, develop a design that provides commercial and passenger loading zones, more and better accessible parking spaces and paratransit access, and preserve on-street parking as much as possible.

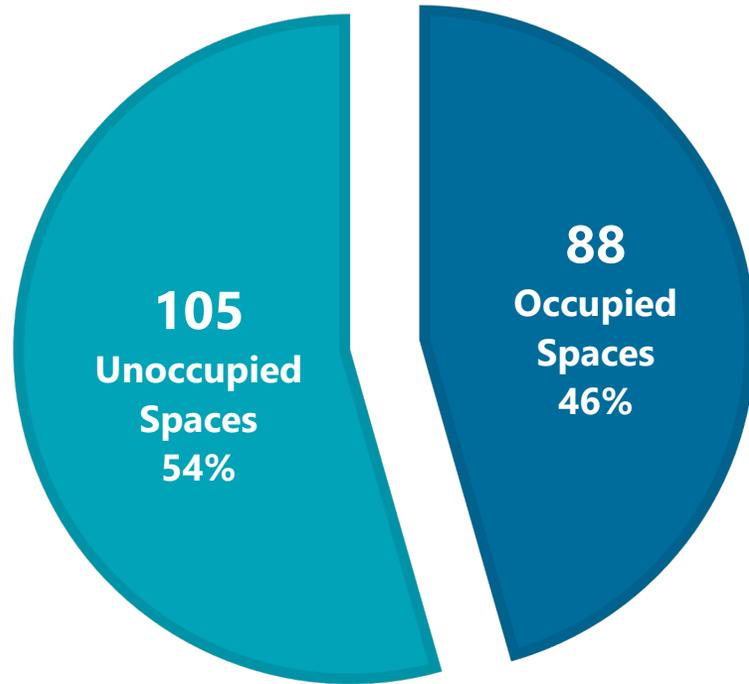


Existing Conditions: Summary

- Transit 
 - Line 6: 3rd highest ridership line in Berkeley
 - 12-minute headways
 - 4,600 daily riders overall (March 2025)
- Driving 
 - 25 mph speed limit
 - Free-flow conditions at signalized intersections throughout day
 - Roughly 1/3 of drivers are speeding
- Walking 
 - Long crossing distances (68'-74', including 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
 - Intersecting three Bicycle Boulevards at Derby St, Russell St, and Woolsey St.

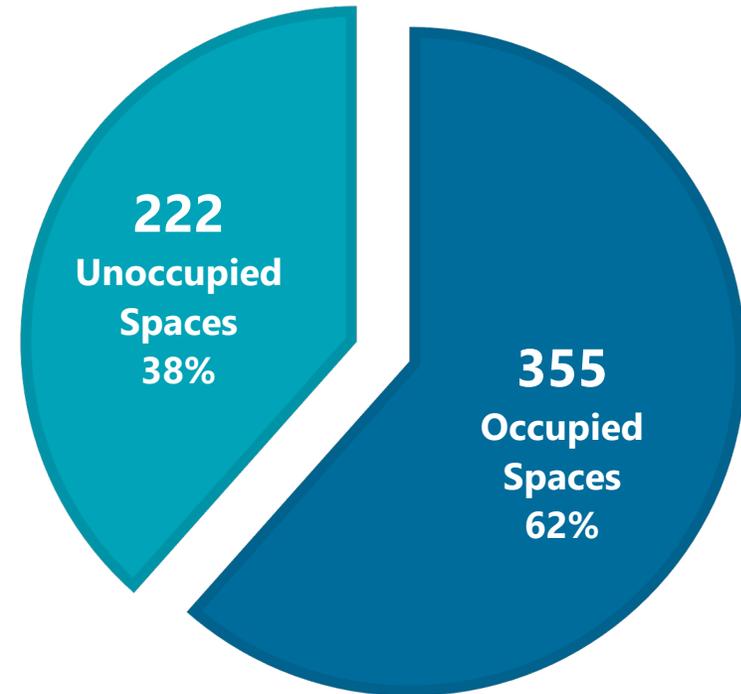
Parking and Loading

Average On-Corridor Utilization



193 Public spaces on Telegraph Ave

Average Off-Corridor Utilization



577 Public spaces on side streets within a one-block walk of Telegraph Ave

Parking and Loading

Telegraph Ave Corridor Vicinity Parking Use



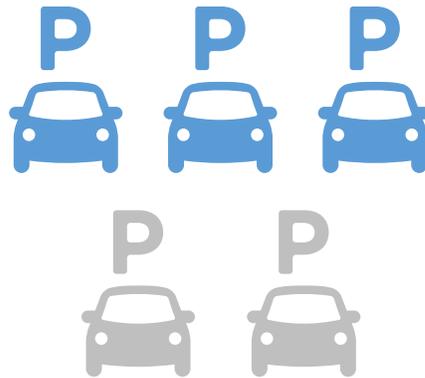
770

On-street parking spaces on or within a one-block walk of the project corridor



443

Occupied on-street parking spaces on or within a one-block walk of the project corridor



On average 2 in 5 on-street spaces are open



212

Approximate "extra" on-street spaces exist

Oakland's Upper Telegraph Project

- Oakland has approved or implemented a “road-diet” design from 17th St to Woolsey St (Oakland/Berkeley border)
 - **August 2024:** OakDOT Selects Option 1: 4-to-3 Lane Road Diet + Separated Bike Lanes
 - **January 2025:** Project Moves into Detailed Design Phase
 - **2025/2026 (anticipated):** Final Design
 - **2027/2028 (anticipated):** Construction
- Oakland's design was the basis for Berkeley developing Concepts 3 and 3B
- *Berkeley* anticipated construction: 2027/2028





Corridor Analysis

Corridor Concepts

– Concept 1

- Two travel lanes in each direction
 - One General Purpose lane (“GP lane”)
 - One transit, right turn, and driveway access lane. Also known as Business Access and Transit lane (“BAT lane”)
 - Maximizes parking by limiting left turn pockets
 - Eliminates 13 of 15 left turns

– Concept 2

- Similar to Concept 1 – Two travel lanes in each direction
- More left turn pockets and opportunities (Stuart Street and Parker Street) by reducing curb space
- Eliminates 11 of 15 left turns

– **New Concept 3B**

- Same as prior Concept 3, but with transit priority elements such as BAT lanes and queue jumps in vicinity of Ashby to improve performance for all modes
- Continuation of the “Oakland” design on Telegraph
- Reduction of travel lanes to one in each direction
- Maximizes left turn pockets and opportunities and includes continuous center turn lane



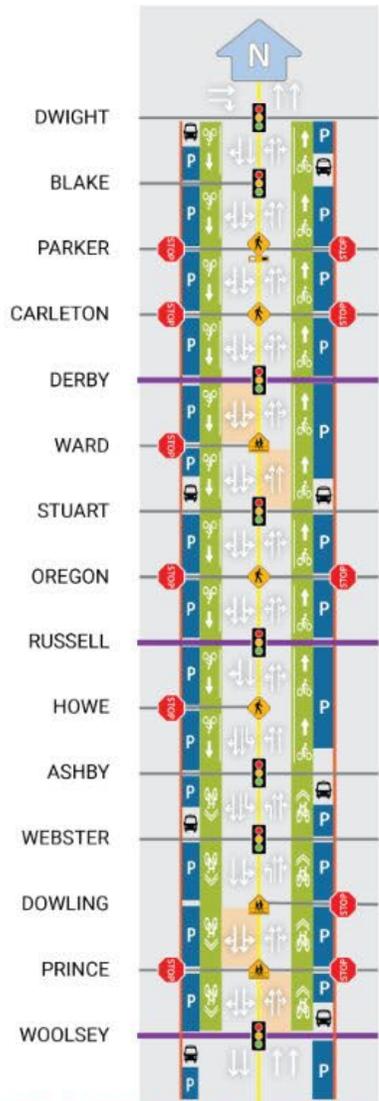
Initial Concept Schematics

TELEGRAPH AVENUE

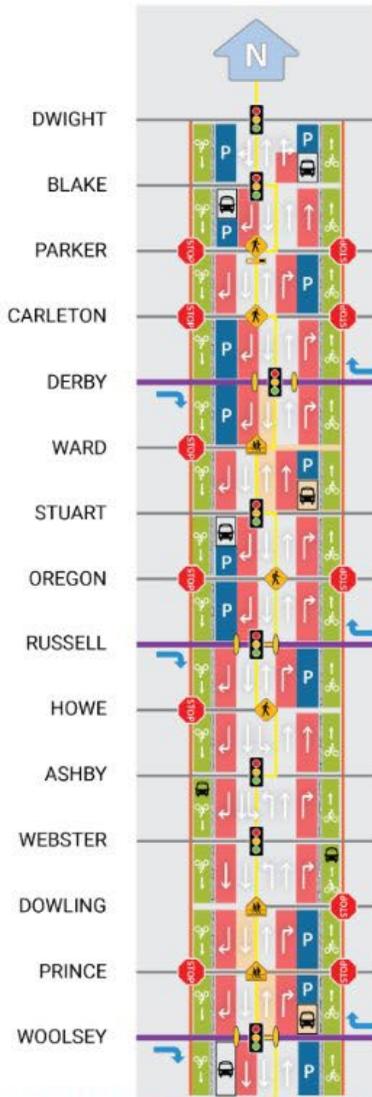
LEGEND

- 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
- Queue Jump

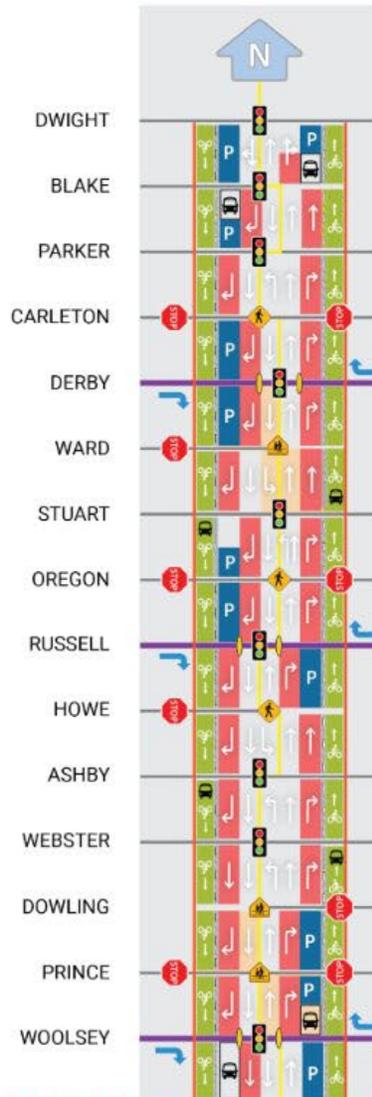
EXISTING CONDITIONS



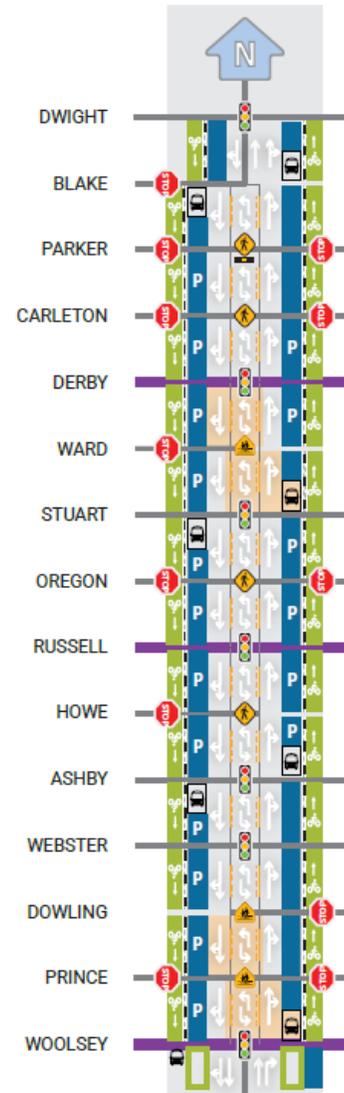
CONCEPT 1



CONCEPT 2



Initial Concept 3 (Oakland Concept)



BERKELEY CITY LIMIT

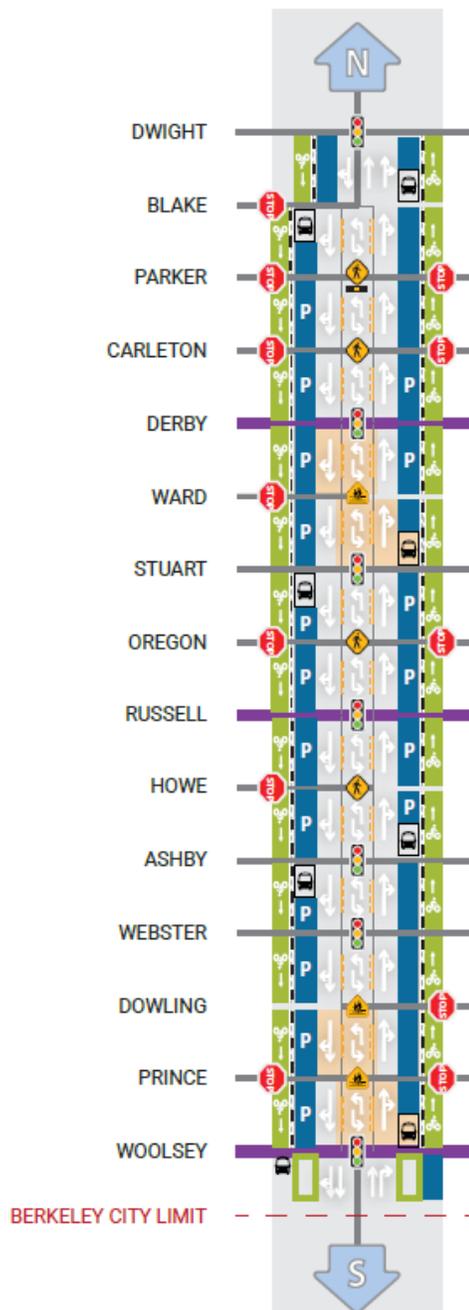
BERKELEY CITY LIMIT

Concept 3B

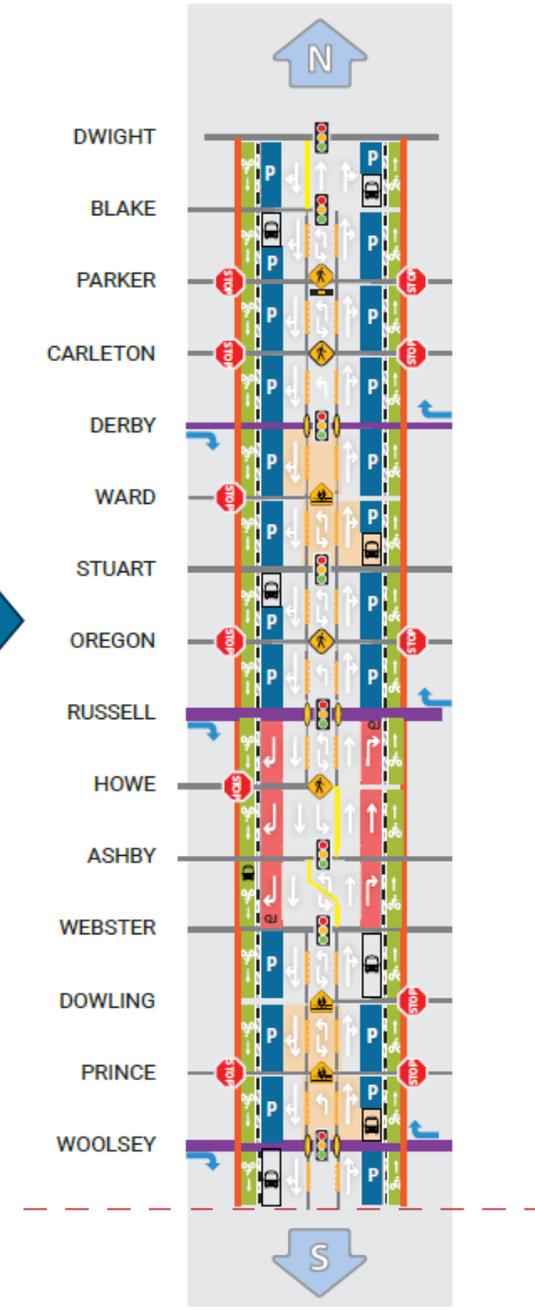
LEGEND

-  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)**



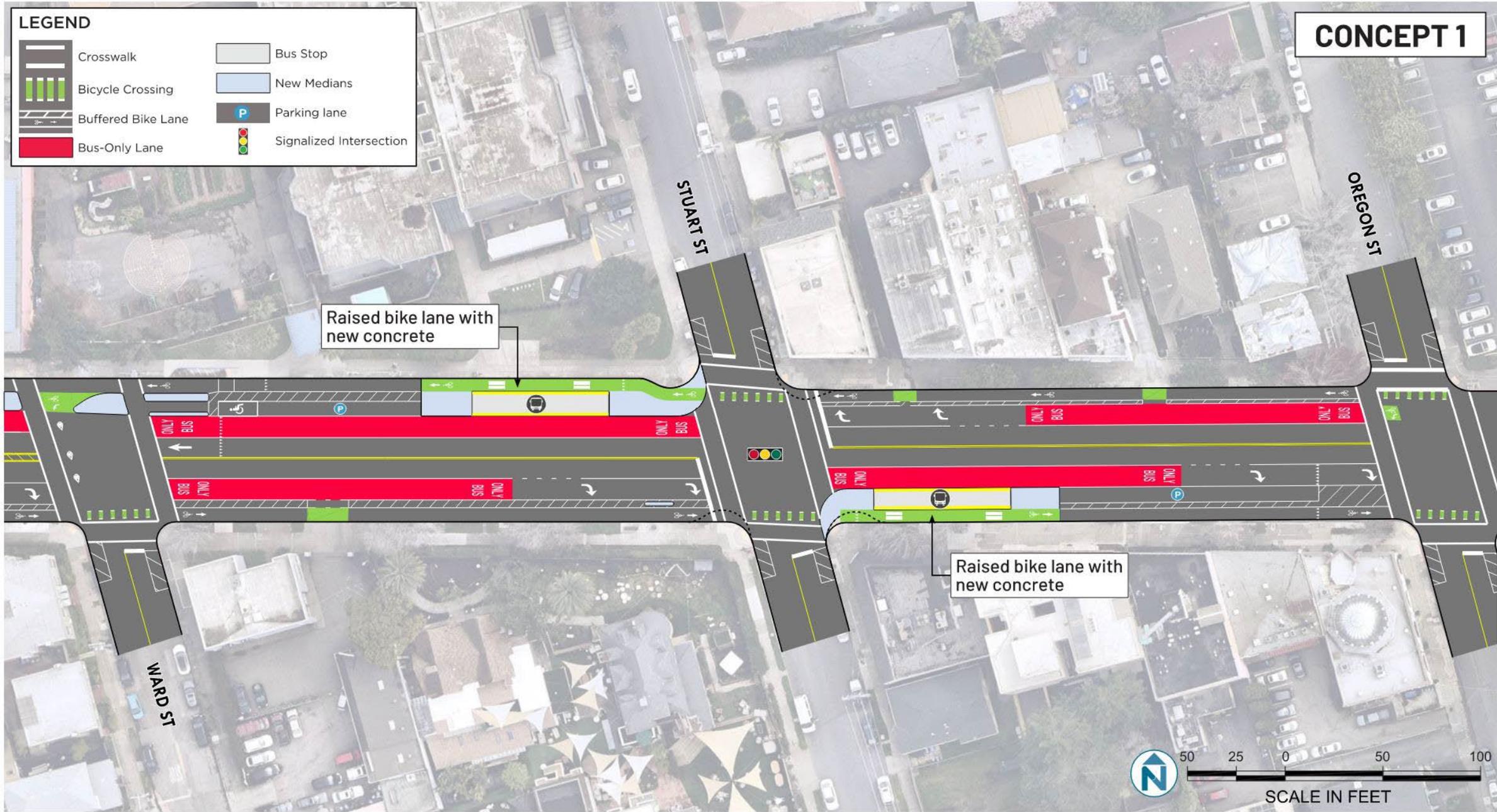
Why is Concept 3B the “Recommended Concept Design”?

- **Ashby:** Contributes to **57% to 71%** of the increased vehicle travel time, and **84%** of the increased transit travel time
- Concepts 1 and 2 lack diverters (except at bike boulevards) creating the potential for dangerous illegal left turns, per Vision Zero traffic safety analysis
- Concept 3B recommended because it:
 - **Prioritizes Vision Zero** by slowing vehicle speeds, shortening pedestrian crossing distances, and making left turns more predictable
 - **Prioritizes transit** where most transit delay is occurring
 - **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

LEGEND

	Crosswalk		Bus Stop
	Bicycle Crossing		New Medians
	Buffered Bike Lane		Parking lane
	Bus-Only Lane		Signalized Intersection

CONCEPT 1



Raised bike lane with new concrete

Raised bike lane with new concrete



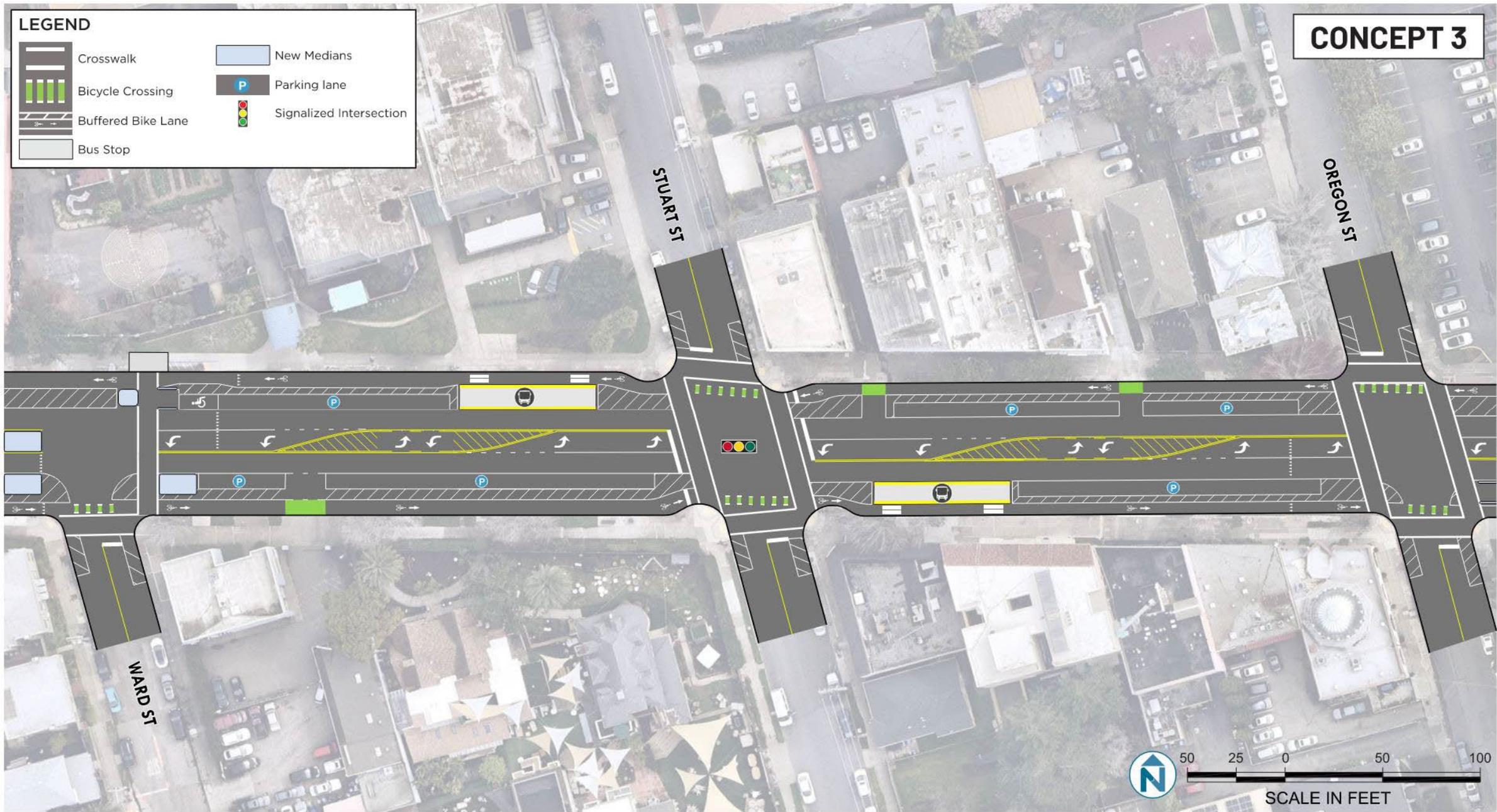
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SCALE IN FEET

LEGEND

	Crosswalk		New Medians
	Bicycle Crossing		Parking lane
	Buffered Bike Lane		Signalized Intersection
	Bus Stop		

CONCEPT 3



CONCEPT 3B

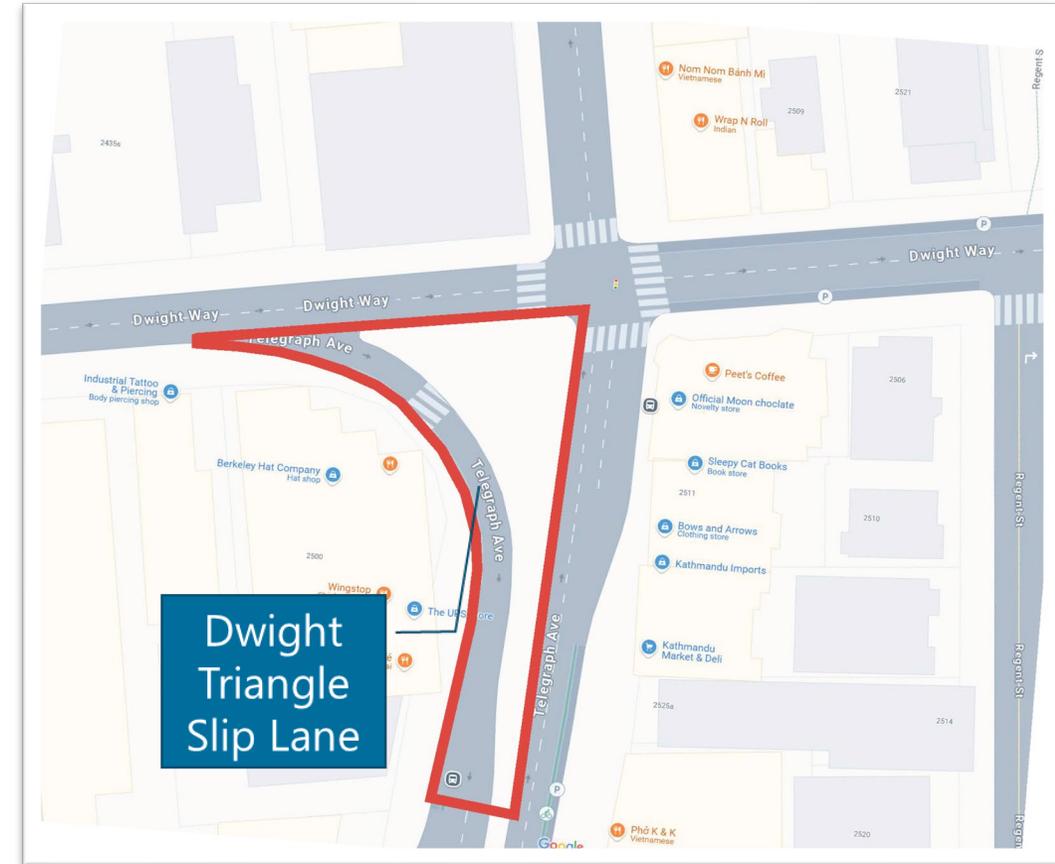
LEGEND

	Crosswalk		Bus Stop
	Bicycle Crossing		New Medians
	Buffered Bike Lane		Parking lane
	Bus-Only Lane		Signalized Intersection



Preliminary Options for the Dwight Triangle

- Asked by current and former councilmembers to consider reconfiguring the intersection of Telegraph Ave and Dwight Way to create new open space
- Three options
 - Remove slip lane and create new open space;
 - Substantially modify slip lane to improve safety, with reduced opportunity for new public open space; and
 - Minor modifications to the slip lane to add a bike lane with no new opportunity for public open space.
- **Update from 9/17 FITES Meeting:** CM Humbert, CM Taplin, and CM Lunaparra expressed support for a full closure of the Dwight Triangle slip lane, but took no action



Dwight Triangle: Option 1 (Full Closure) Traffic Analysis Results and Benefits

- Determined feasible from a traffic operations standpoint
 - Note: Full closure of the slip lane could increase response times due to increased congestion at Dwight/Telegraph
 - Full closure could also increase transit travel times
- Safest for pedestrians and bicyclists (fewest street crossings)
- Negligible increase in delay for eastbound vehicles on Dwight: +0.1 seconds (AM)/+0.3 seconds (PM)
- NB vehicles impacted most (+8.7 seconds (AM)/+16.3 seconds (PM))
- New programmable open space
- Support from diverse group of stakeholders (business community, student organization, past and present city councilmembers)

		Existing Conditions			Concept 1 Proposed			Difference
Analysis Period	Direction	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c	Delay (s)
AM Peak	EB	C	22.0	0.62	C	22.1	0.62	+ 0.1
	NB	A	7.9	0.40	B	16.6	0.79	+ 8.7
	Intersection	B	15.1	0.47	B	19.4	0.73	+ 4.3
PM Peak	EB	C	20.6	0.78	C	20.9	0.79	+ 0.3
	NB	C	13.0	0.42	C	29.3	0.79	+ 16.3
	Intersection	C	17.9	0.59	C	23.8	0.83	+ 5.9

Vehicle Travel Time

- Synchro Arterial LOS tool utilized to estimate through vehicle travel time **through the entire study corridor**

Vehicle Travel Time (Min)	Existing	Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
AM NB	3.8	5.3 (+1.5)	7.6 (+3.8)	8.9 (+5.1)	7.6 (+3.8)
AM SB	3.8	5.1 (+1.3)	5.5 (+1.7)	6.2 (+2.4)	5.0 (+1.2)
PM NB	4.7	5.4 (+0.7)	7.7 (+3.0)	8.4 (+3.7)	7.3 (+2.6)
PM SB	4.4	7.9 (+3.5)	7.6 (+3.2)	9.8 (+5.4)	7.5 (+3.1)

Average Change in Vehicle Travel Time vs. Existing

Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
+42%	+70%	+100%	+65%

Key Findings

- Vehicle travel time changes **+42% to +100%** depending on Concept
- **Concept 1:** Generally, around +1 minute; +3.5 minutes SB in the PM Peak
- **Concept 2:** +3 to +4 minutes NB, +2 to +3 minutes SB
- **Concept 3:** Up to +5.4 minutes
- ***NEW* Concept 3B:** Significant time savings over Concept 3 around Ashby – delays in line with Concepts 1 and 2

Transit Travel Time

- Synchro Arterial LOS tool plus right turn delay and bus stop information utilized to estimate transit travel time **through the entire study corridor**

Scenario	Bus Configuration	Stop Configuration
Existing	Buses in mixed flow 2 through travel lanes	Pull-off
Concept 1	Buses in bus/right turn only lane	In-lane
Concept 2	Buses in bus/right turn only lane	In-lane
Concept 3	Buses in mixed flow 1 through travel lane	In-lane
NEW Concept 3B	Buses in mixed flow except between Webster and Russel	In-lane

Transit Travel Time (Min)	Existing	Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
AM NB	5.4	4.5 (-0.9)	4.6 (-0.8)	9.9 (+4.5)	5.6 (+0.2)
AM SB	4.8	4.6 (-0.2)	5.3 (+0.5)	6.9 (+2.1)	6.1 (+1.3)
PM NB	6.1	4.9 (-1.2)	5.6 (-0.6)	7.7 (+1.6)	5.9 (-0.2)
PM SB	5.7	4.2 (-1.5)	4.4 (-1.3)	10.6 (+4.9)	6.2 (+0.4)

Key Findings

- Transit travel time changes **-14% to +65%** depending on Concept
- **Concepts 1 and 2:** Generally, up to a minute of travel time savings over current conditions
- **Concept 3:** Lack of a BAT lane results in 1.6 to 4.9-min increase in travel time
- ***NEW* Concept 3B:** -.2 to 1.3-min increase in travel time compared to existing, but significant reduction compared to Concept 3A

Note: Travel time savings do not reflect any potential transit signal priority improvements as part of in-progress AC Transit Telegraph Rapid Corridor Project

Average Change in Transit Travel Time vs. Existing			
Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
-17%	-9%	+59%	+10%

Traffic Analysis – Recap and Potential Mitigations

- **Ashby:** Contributes to **57% to 71%** of the increased vehicle travel time, and **84%** of the increased transit travel time
- Note:
 - Testing was of high-level schematics, not fully designed intersections
 - Does not include Telegraph Rapid Corridors transit signal priority benefits
 - There are a number of approaches that we can take in design refinement to reduce the LOS and travel time implications at Ashby Ave
 - Permissive left turn signalization at Ashby Ave
 - Maintain 2nd lane beyond Webster or Russell (BAT or general purpose)
 - Extend left turn lanes
 - Tweak signal timing at other intersections

Difference in *Vehicle* Travel Time vs. Existing

Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
+42%	+70%	+100%	+65%

Difference in *Transit* Travel Time vs. Existing

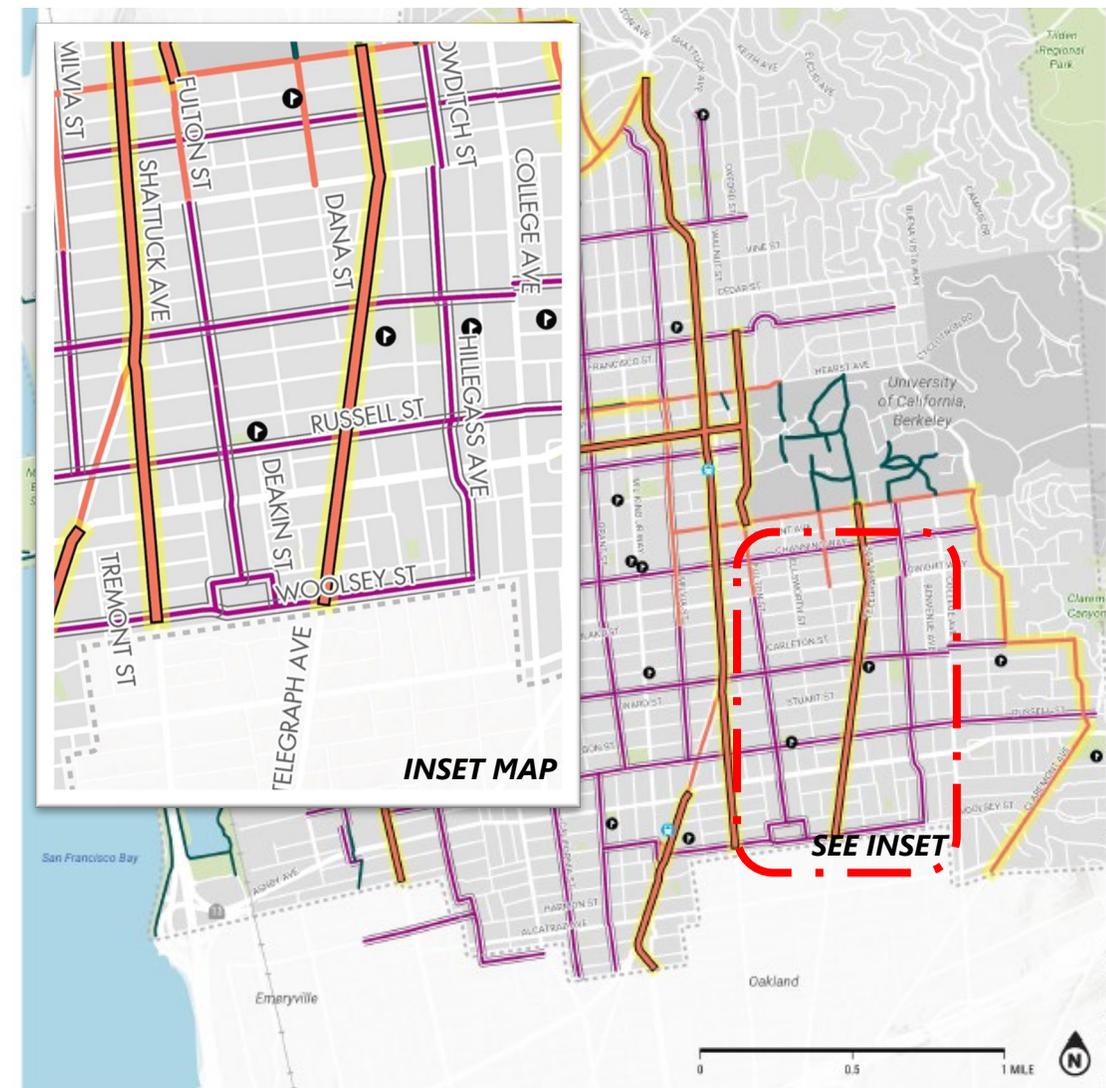
Concept 1	Concept 2	Concept 3	*NEW* Concept 3B
-17%	-9%	+59%	+10%

Summary of Stakeholder Feedback

- Fire Department – **prefers Concept 3 or Existing Conditions**
 - Potential for center turn lane to be clear during emergencies
 - Simple and consistent design – reduces driver confusion
- AC Transit and UC Berkeley TDM Manager
 - **Favor Concepts 1 and 2** due to transit benefits
- Disability community favors blue zones on side streets so wheelchairs are not let out in a bike lane. Would like to see another concept without bike lanes
- Walk Bike Berkeley **supports Concept 3B** and a full closure of the Dwight Triangle
- Telegraph Business Improvement District – expressed support for studying a closure of the Dwight Triangle slip lane closing Dwight Triangle slip lane
- Public survey expressed strong preference for pedestrian and bike safety improvements
- Public Meeting
 - Questions around use of parallel bike boulevards
 - Concerns raised about access to neighborhoods if left turns largely eliminated under concepts 1 and 2

Parallel Bike Boulevards

- **Feedback re: Parallel Bike Blvds**
 - Recurring question/comment was about the use of parallel bike boulevards
 - Some commenters suggested bikers should use nearby bike boulevards instead of Telegraph Ave
- **Response to Parallel Bike Blvd Feedback**
 - Bike lanes provide direct access to high-activity areas, which parallel bike boulevards often bypass
 - While Hillegass St is near Telegraph, it does not provide access to destinations on Telegraph
 - Bicyclists currently use Telegraph Ave, a High-Injury Corridor
 - Protected bike lanes provide physical separation making Telegraph Avenue safer for bicyclists



LOW-STRESS BIKEWAY NETWORK VISION

CITY OF BERKELEY
BIKE PLAN UPDATE

Low-Stress Bikeway Network Vision
 Complete Street Corridor Studies -
 Low Stress Bikeway Recommendation

- Bike Path
- Bike Boulevard Network
- Class IV Cycletrack
- Study Cycletrack
- Primary Transit Route - Study Cycletrack

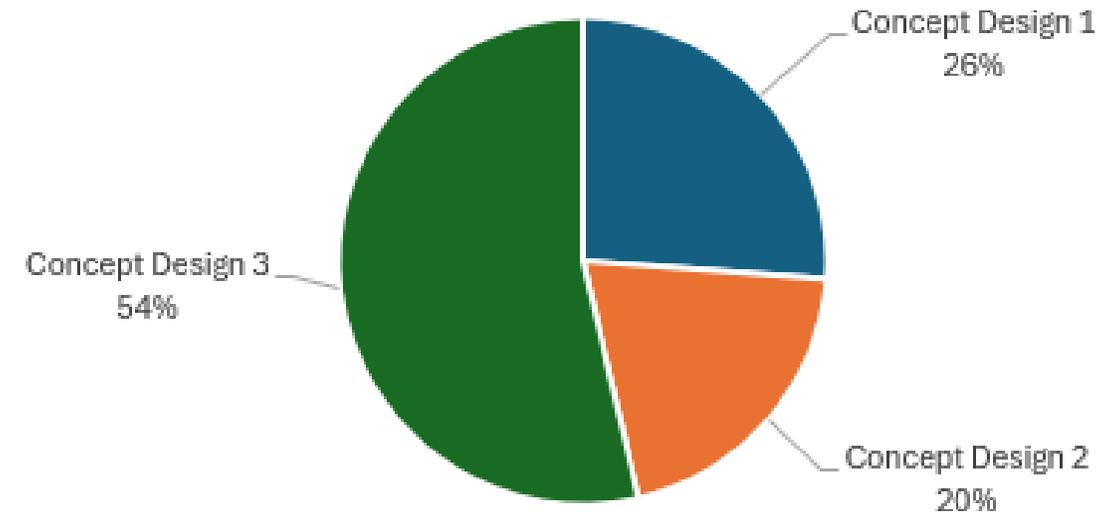
Destinations

- Amtrak Station
- BART Station
- School
- Railroad
- Park

Public Survey Results

- Online public survey open from 6/11 – 7/3 (22 days)
- 505 responses
 - What is most important to you?
 - 51% said ped safety
 - 32% said bicyclist safety
 - 23% said disabled person access
 - 22% said on-street vehicle parking
 - 18% said transit speed and reliability
 - 9% said commercial loading zones
 - What is “very important” to you?
 - 82% said ped safety
 - 52% said accessibility
 - 48% said bike lanes
 - 32% said transit improvements
 - 22% said maintaining on-street parking
 - 15% said loading zones

Which concept do you prefer?



Evaluation Criteria

- Two Level Evaluation Weighting
- Level 1: Baseline Considerations (Pass/Fail)
- Level 2: Ability to Address Project Goals + Public Feedback
- **Concept 3B scored highest among all concepts**

Level 1: Pass/Fail Criteria

Maintaining Emergency Response, Access, and Egress

Maintaining Traffic Circulation

Traffic Operations

Level 2: Scoring Criteria (Project Goals and Public Feedback)

Meeting Vision Zero

Transit Speed & Reliability

Providing All-Ages and All-Abilities Facilities

Providing a State of Good Repair

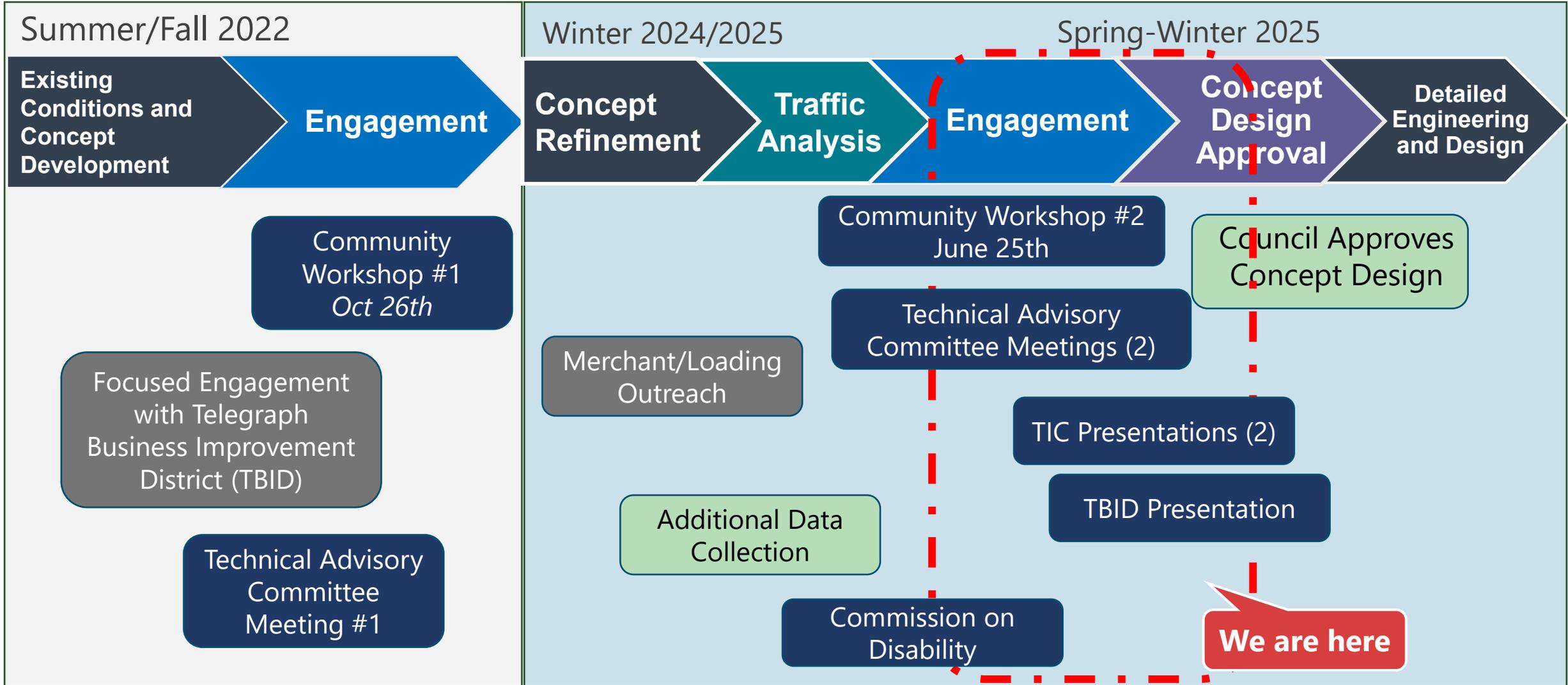
Managing Curbspace Usage

Public Feedback



Schedule and Next Steps

Concept Design: Project Status



Thank you!

