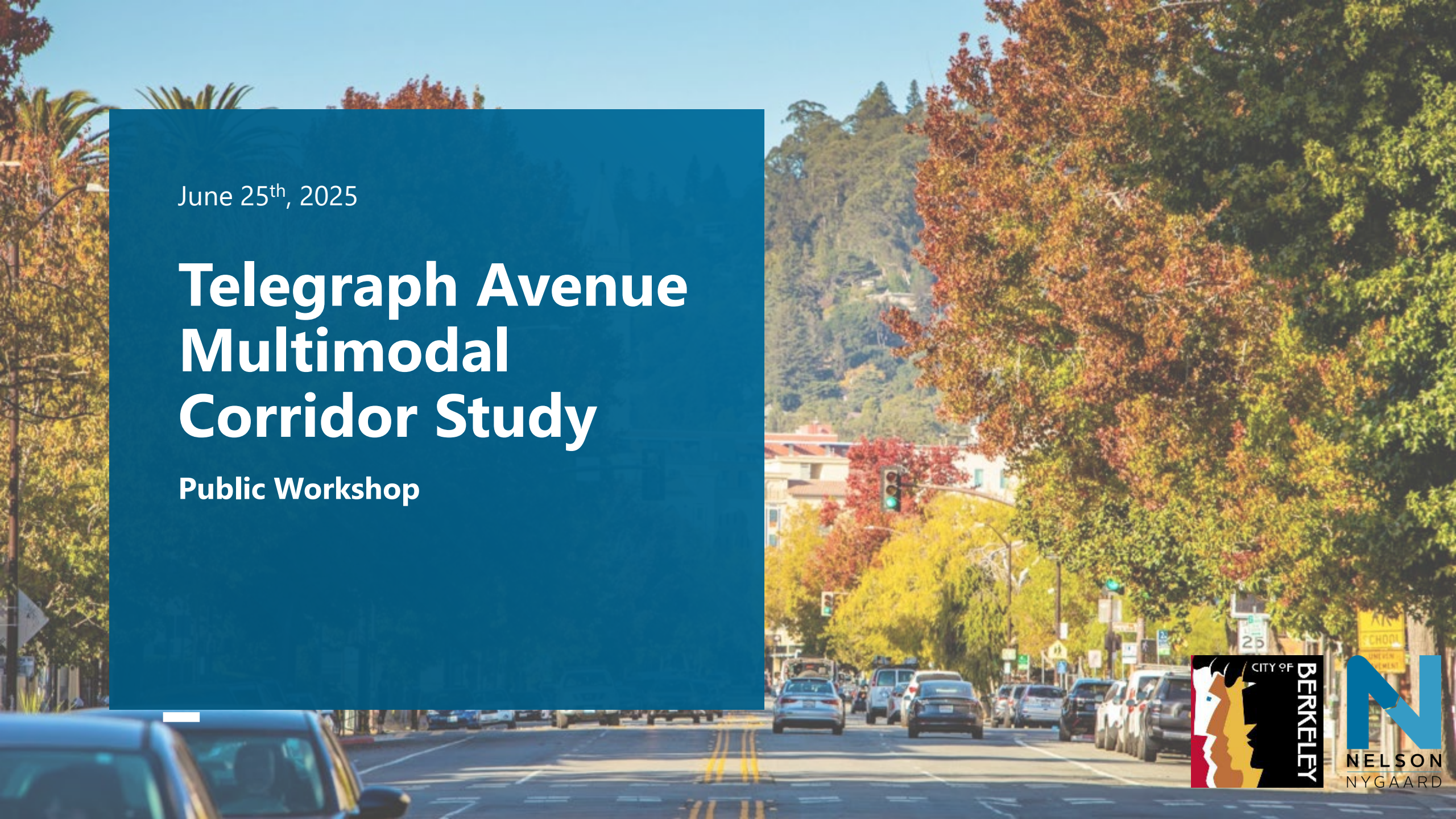
Welcome! Presentation will begin at 6:05 PM

Telegraph Avenue Multimodal Corridor Study

Housekeeping items:

- **This meeting is being recorded** – This recording will be used for reference/notetaking purposes. It will NOT be posted on the project website.
- **Questions** – Will be accepted after the presentation in breakout rooms. Please use the **raise hand** feature to indicate you have a question.
- **Please mute yourself** to avoid any background noise
- **Please be respectful** – No profanity or other inappropriate language/behavior
  - Offending individuals will be removed from the meeting
- **Technical issues?** - Please type them in the **Q&A function** and someone will respond back to you privately.



June 25th, 2025

Telegraph Avenue Multimodal Corridor Study

Public Workshop

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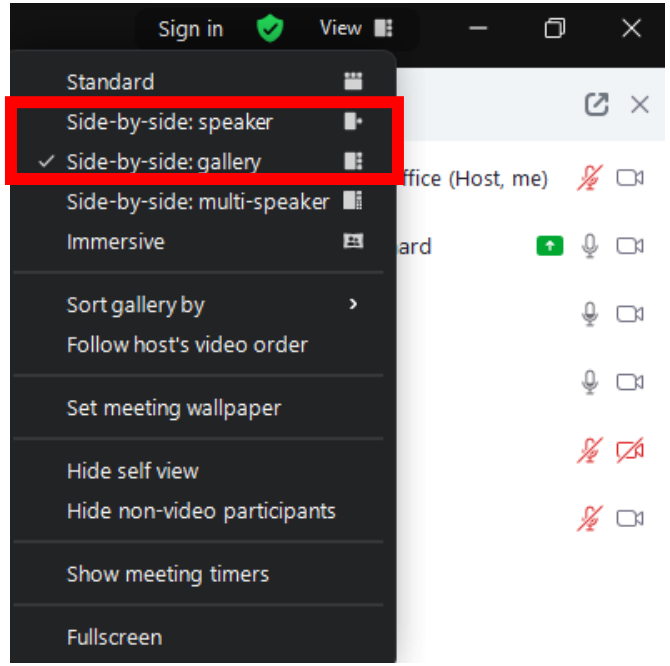

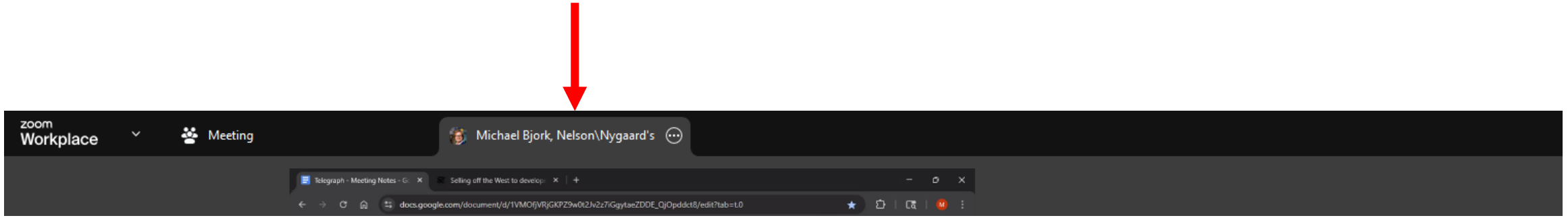

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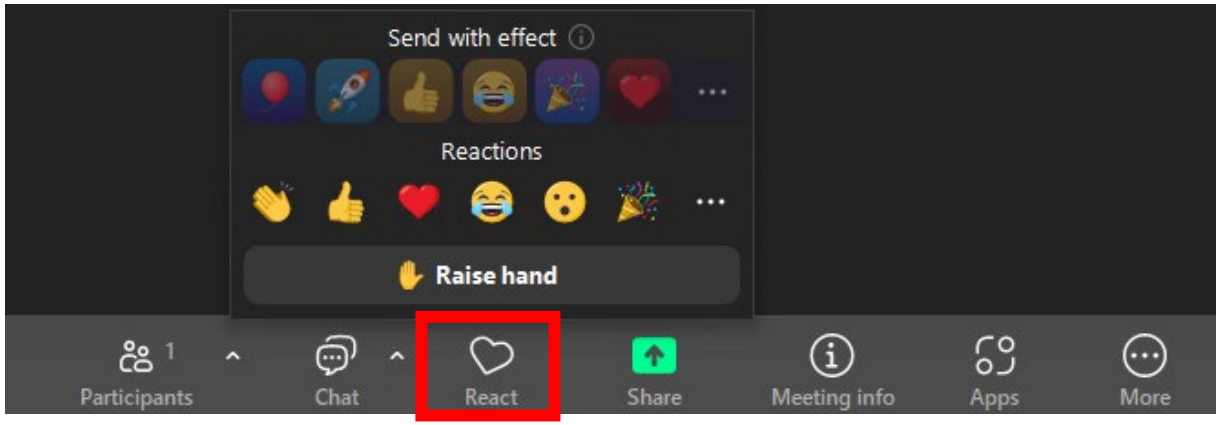


- If you have a Zoom technical problem in the meeting, click the **Q&A** icon at the bottom of the window. When window pops up, type your question and we will respond as quickly as possible.

Agenda

1. Introductions
2. Study Area and Background
3. Goals and Objectives
4. Existing Conditions
5. Corridor Analysis
6. Schedule and Next Steps

Introductions

Say Hello to Our Team

Elliott Schwimmer
City of Berkeley

Thaddeus Wozniak, PE
Nelson\Nygaard

Michael Bjork, PE
Nelson\Nygaard

Babak Dorji
City of Berkeley

Dani Dynes
City of Berkeley

Kyle Taniguchi
Nelson\Nygaard

Study Area and Background

Study Area

- Telegraph Avenue
  - Woolsey Street (Oakland border) to Dwight Way
  - Approx. 0.85 miles
- Land Uses
  - Willard Middle School and Park
  - Medical offices and facilities
  - Restaurants, cafes, and retail
  - Existing Residential (low to medium density)
  - Proposed Residential development

Project Scope

2022 project phase

- Prepared an Existing Conditions Report
  - Collected traffic counts and performed intersection operations analysis
  - Performed an assessment of existing transit travel times and reliability
  - Performed a parking capacity and utilization calculation
- Developed two corridor concept designs
- Engagement
  - Engaged with the Telegraph Businesses Improvement District (TBID)
  - Shared concepts with the Technical Advisory Committee (TAC)
  - Held a virtual public workshop

Project Scope

Current project phase (2024 and 2025)

- Three initial concept schematics for high-level evaluation
- Update Transit, Traffic, and Parking Analysis
- Engagement
  - Willard Neighborhood Association meeting in March, 2023
  - City staff conduced door-to-door outreach with individual businesses
  - Presentation to the FITES Committee in March, 2025
  - Regular updates to the AC Transit-City of Berkeley Inter-Agency Liaison Commitee
  - Community workshop June 25th
- Identify tradeoffs between concepts and perform evaluation
- Working towards identification of a preferred single concept, study report, and City Council presentation in late 2025.
- Detailed design and engineering will occur after concept design is approved by City Council

Goals and Objectives

Vision Statement

Provide more **transportation options** by improving **transit speed and reliability** and making Telegraph Avenue **safer for all users**, consistent with the City of Berkeley Vision Zero Policy and Vision Zero Action Plan.

Goals & Objectives

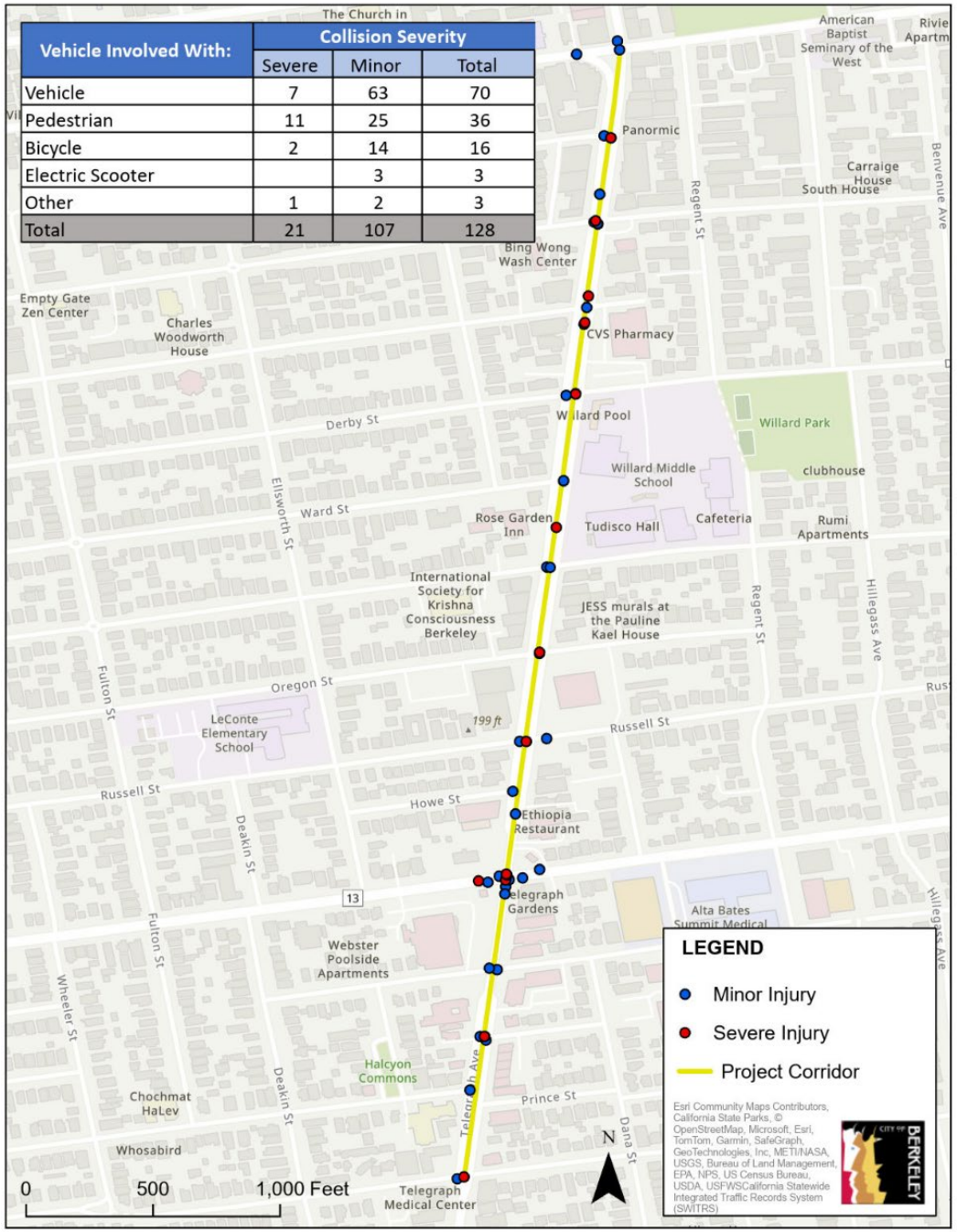
- **Meeting Vision Zero Policy Goals (new stated goal)**
  - Safety improvements and design to reduce traffic deaths and serious injuries.
- **Improve transit travel times and on-time reliability**
  - Using treatments such as bus bulbs, queue jumps, and transit lanes.
- **All Ages & Abilities biking 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 adequate to support local businesses and destinations, more and better accessible parking spaces and paratransit access, and preserve on-street parking as much as possible.

Vision Zero

- Telegraph is identified as a High-Injury Street
- One third of people on Telegraph are walking, biking, and using transit
  - Based on 2025 intersection counts, and data from AC Transit
- Half of all collisions, and over 60% of serious collisions, involve a person driving hitting a person walking or biking
- Applying the guiding principles of Vision Zero
  - **Safety is our highest priority.**
  - We will create safer transportation options for walking, cycling, and taking transit.
  - Street safety must be achieved equitably.
  - Vision Zero will be accountable, transparent, and data-driven.

Telegraph Avenue Collisions between 2013-2025

Vehicle Involved With:	Collision Severity		
	Severe	Minor	Total
Vehicle	7	63	70
Pedestrian	11	25	36
Bicycle	2	14	16
Electric Scooter		3	3
Other	1	2	3
Total	21	107	128



Vision Zero

"The Berkeley City Council adopts the Vision Zero goal of eliminating traffic deaths and severe injuries by 2028" (Resolution No. 68,371-N.S., March 27, 2018)

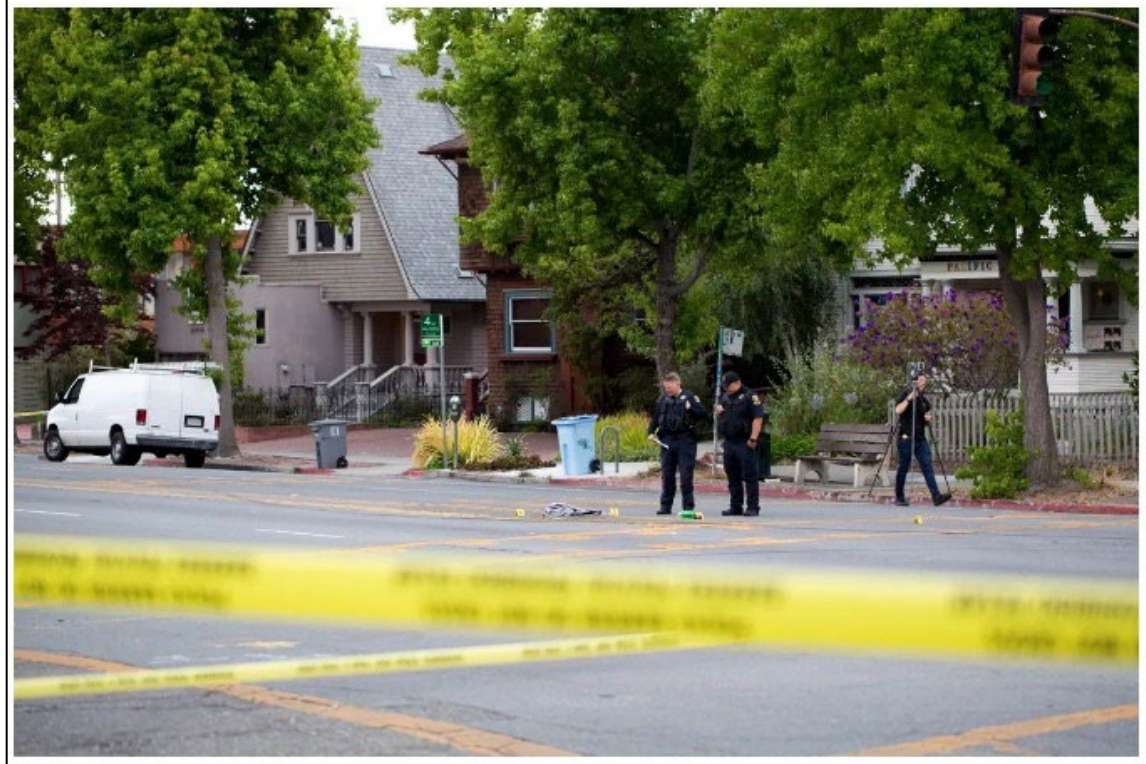
Berkeleyside
Nonprofit news. Free for all, funded by readers.

CRIME & SAFETY

Driver strikes woman in crosswalk on Telegraph, critical injuries reported

The woman is still alive but BPD has called out its Fatal Accident Investigation Team.

By Emilie Raguso
July 25, 2022, 5:51 pm



A woman was taken to the hospital with critical injuries Monday after a driver in a white van (pictured here) struck her in a crosswalk on Telegraph Avenue, July 25, 2022. Credit: Emilie Raguso

Existing Conditions

Street Layout

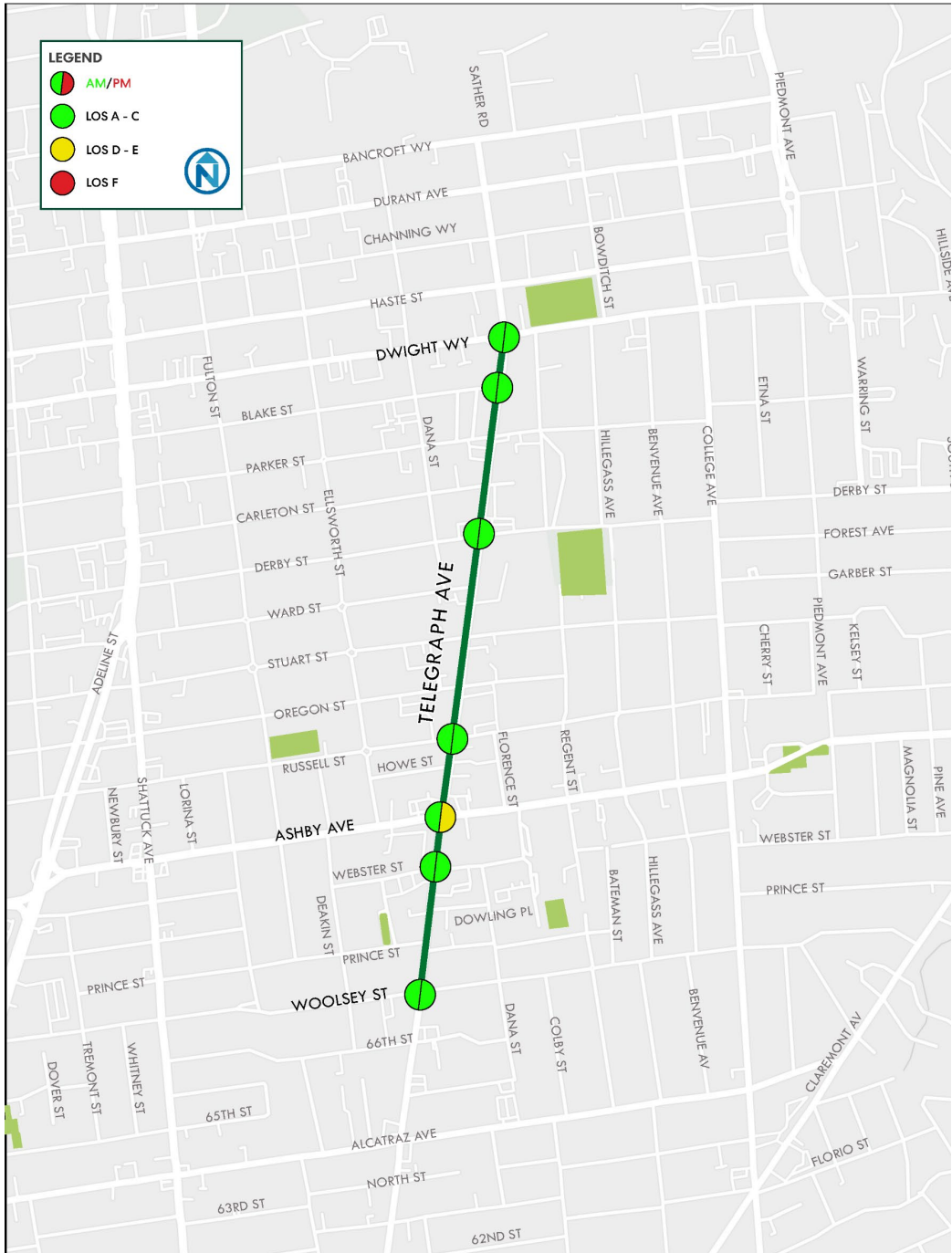
Parking Loading | Bike Lane | Travel Lane | Travel Lane | Travel Lane | Travel Lane | Bike Lane | Parking Loading

68’ – 74’ Curb-to-curb

Driving

- Free-flow conditions at signalized intersections throughout day
  - Traffic counts collected in March, 2025
  - Corridor modeling has been completed
  - Current configuration provides significantly more capacity than required
- 25 mph speed limit
  - Roughly one-third of drivers are speeding
- Deteriorating pavement
  - Rutting, alligatoring, and longitudinal cracking
  - Creates usability and safety issues for all users

EXISTING TRAFFIC ANALYSIS- INTERSECTION LEVEL OF SERVICE (LOS)



Walking

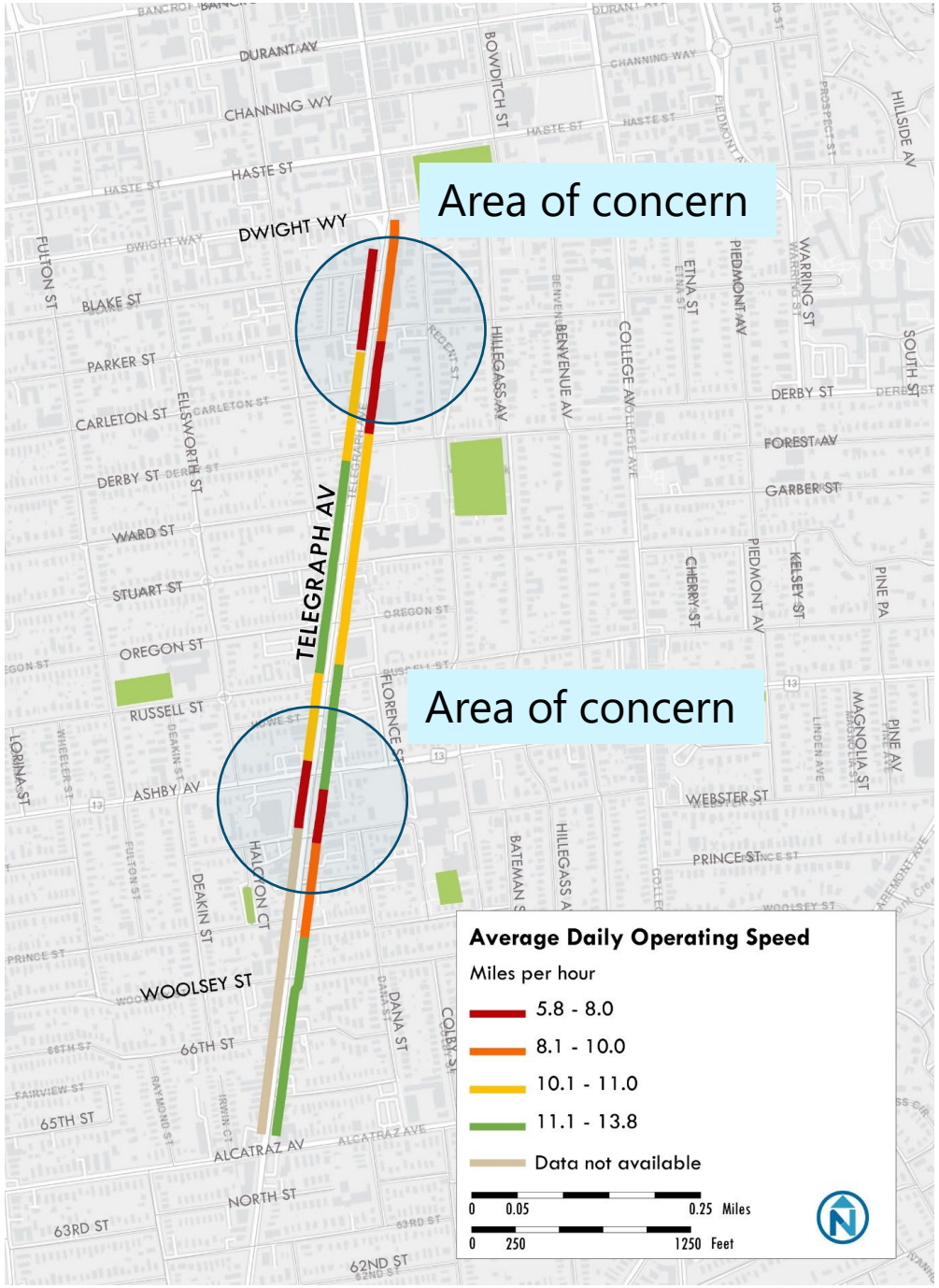
- Complete sidewalks along both sides of Telegraph Avenue
  - Poor sidewalk conditions in spot locations
  - Recently-updated ADA curb ramps
- 16 intersections
  - 8 signalized
  - 28 of 31 crossings are marked with crosswalks

Bicycling

- Fading and deteriorating conventional bike lanes
  - Dwight Way to Ashby Avenue
  - Narrow, located within “door zone”
  - People frequently riding in general traffic lane
- Bikeway Gap
  - Ashby Avenue to Woolsey Street/Berkeley City line
  - Sharrows only
- Connecting and complementing other biking investments
  - Intersecting three Bicycle Boulevards at Derby St, Russell St, and Woolsey St.

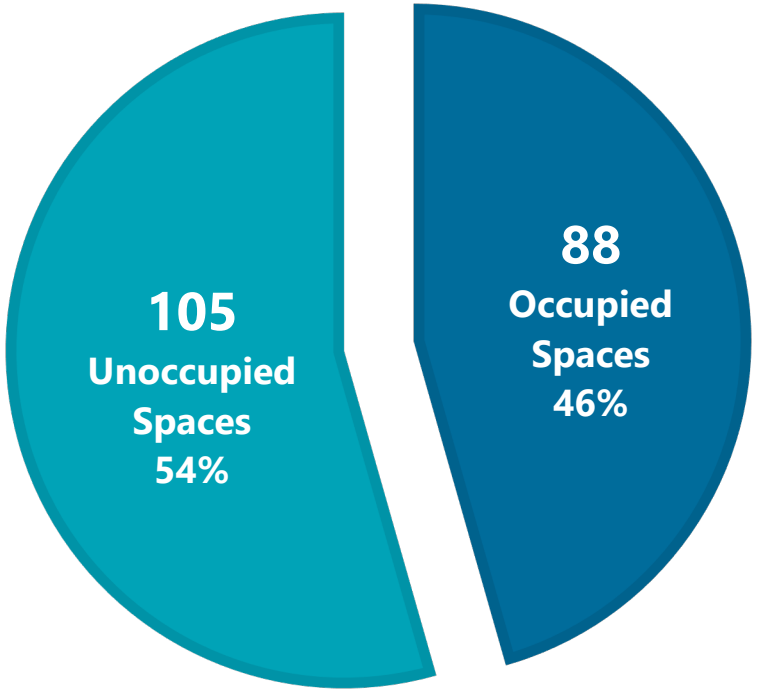
Transit

- Transit investments are part of a strategic approach for improving existing transit corridors with the highest ridership
- Telegraph Avenue is the logical progression in this strategy, after San Pablo and the 51B corridors
- Telegraph Avenue is a frequent transit corridor
  - AC Transit: Lines 6 and 800
  - LBNL Shuttle: Rockridge Route
  - Alta Bates Hospital Shuttles
- AC Transit Route 6
  - Top 3 most-ridden routes in Berkeley
  - Serves transit dependent populations
  - 4,600 daily riders overall (March 2025)
  - 1,000+ daily riders on Telegraph within Berkeley



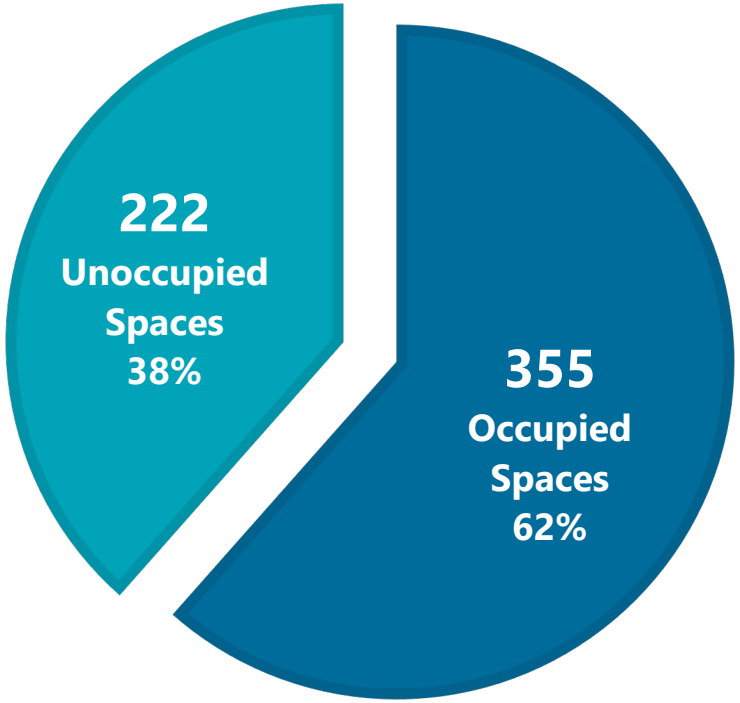
Parking and Loading

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

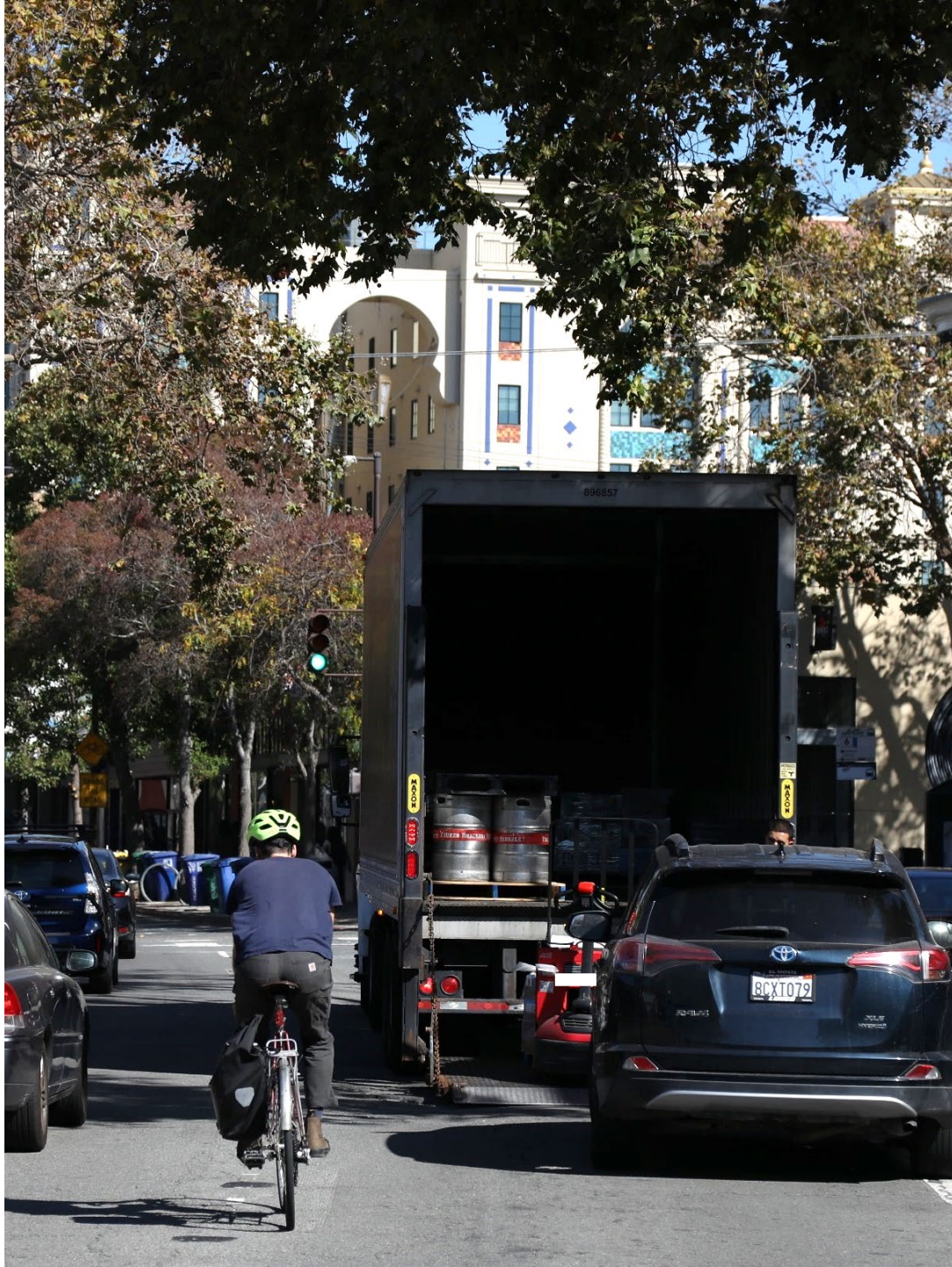
On average 2 in 5 on-street spaces are open

212

Approximate "extra" on-street spaces exist

Parking and Loading

- 14% (28 of 193 spaces) are for loading and unloading
- Opportunity to update curb space management to better serve those in the corridor
- Data doesn't tell the entire story
  - Outreach with businesses to determine specific needs
  - Evaluating block-by-block needs, which can vary by time and adjacent land use
  - Field observations confirm feedback
    - Note the double-parked delivery truck at right



Corridor Analysis

Baseline Assumptions

- Commonalities between Concepts
  - All Ages & Abilities buffered and protected bike lanes for the length of the corridor
  - In-lane transit stations
  - Restricted vehicle movements at intersections of Telegraph Avenue and Bicycle Boulevards
  - Left turns off Telegraph Avenue restricted where left turn pockets or center turn lane does not exist
  - Protected left turn phasing at signalized left turn locations
- Signal timing based on AC Transit's Telegraph Rapid Corridors Project

Corridor Concepts

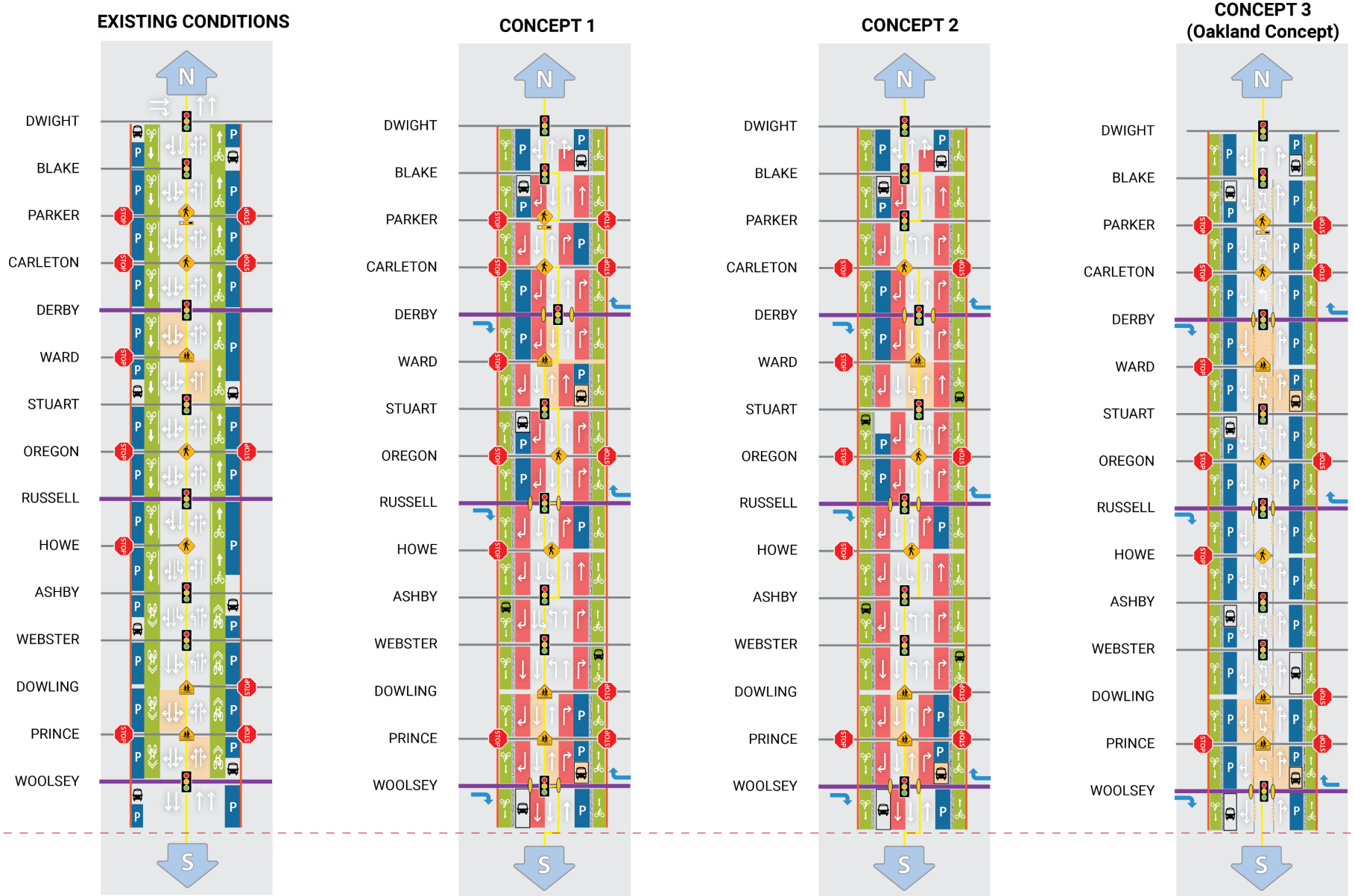
- Evaluating three concepts
  - **Concept 1**
    - Two travel lanes in each direction
      - One General Purpose lane (“GP lane”)
      - One transit, right turn, and driveway access lane (“BAT lane”)
    - Maximizes parking by limiting left turn pockets
  - **Concept 2**
    - Similar to Concept 1 – Two travel lanes in each direction
    - More left turn pockets and opportunities (Stuart Street and Parker Street) by reducing curb space
  - **Concept 3**
    - Continuation of the “Oakland” design on Telegraph
    - Reduction of travel lanes to one in each direction
    - Maximizes left turn pockets and opportunities
  - Ultimate concept may pull elements from all three concepts during design refinement

Concept Schematics

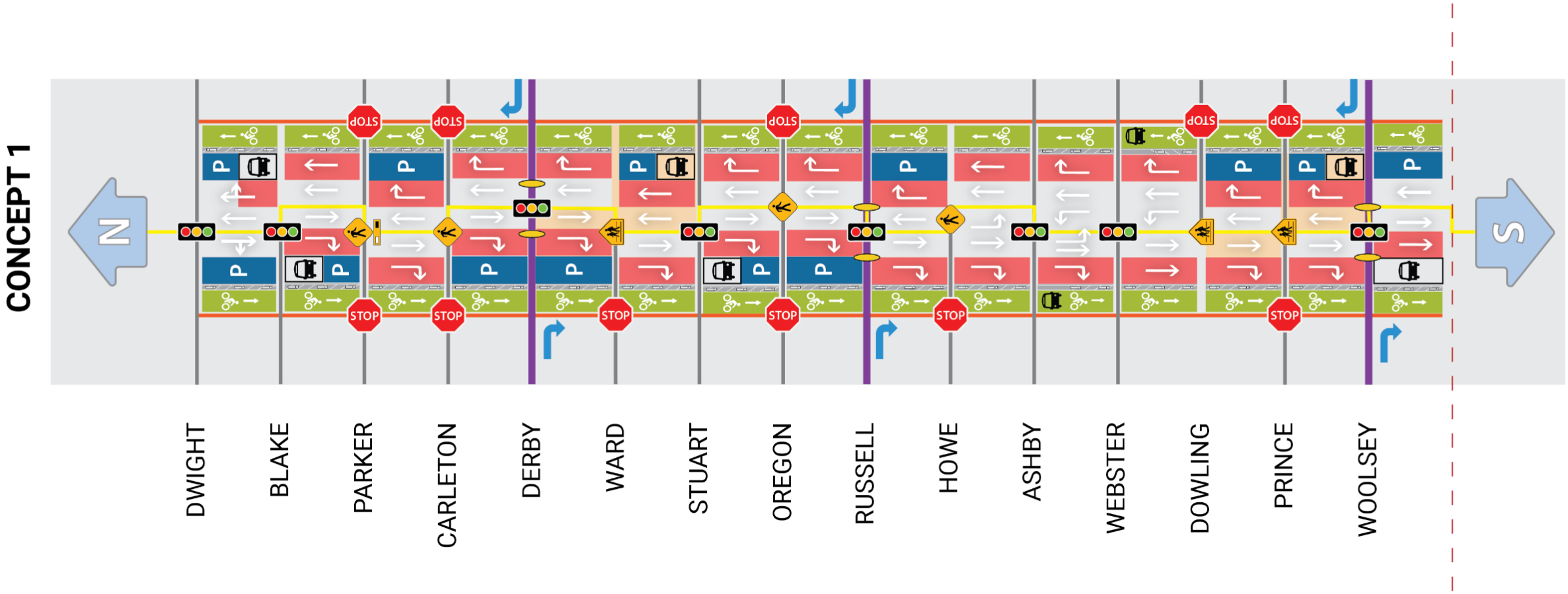
TELEGRAPH AVENUE

LEGEND

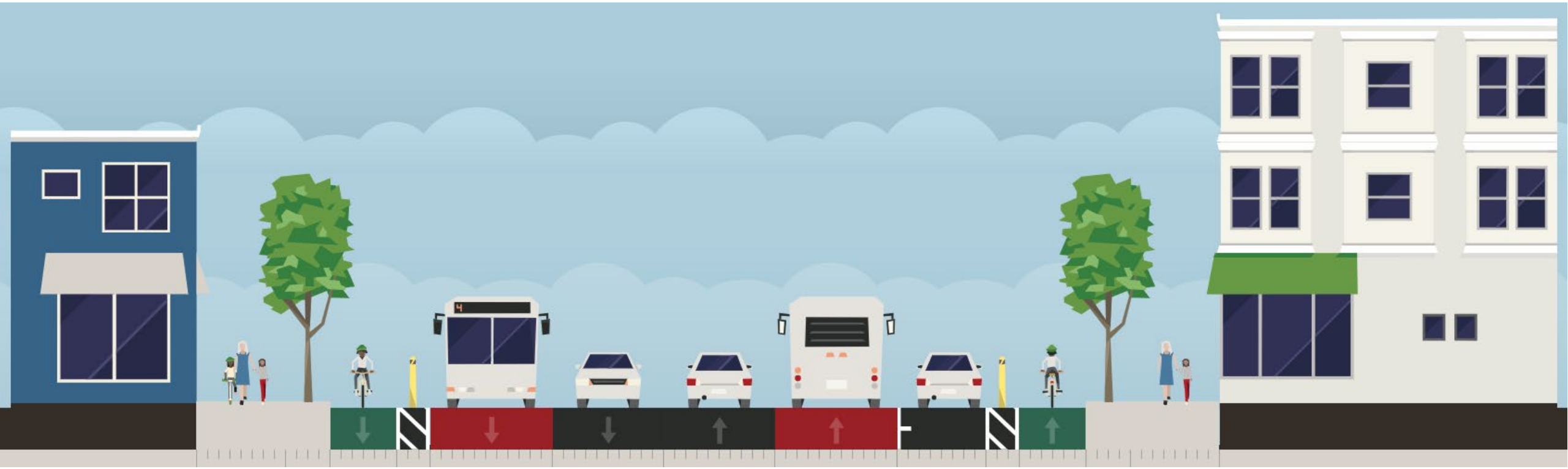
- School Zone
- Bus Lane
- Shared Bike Lane
- Conventional Bike Lane
- Protected Bike Lane
- Bicycle Boulevard
- On-Street Parking
- Existing Traffic Flow
- Vehicle Traffic Flow
- Restricted Traffic Flow
- Traffic Signal
- Stop Sign
- Bus Stop
- Bus Stop - Constrained Step Out
- Bus Stop - Transit Island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

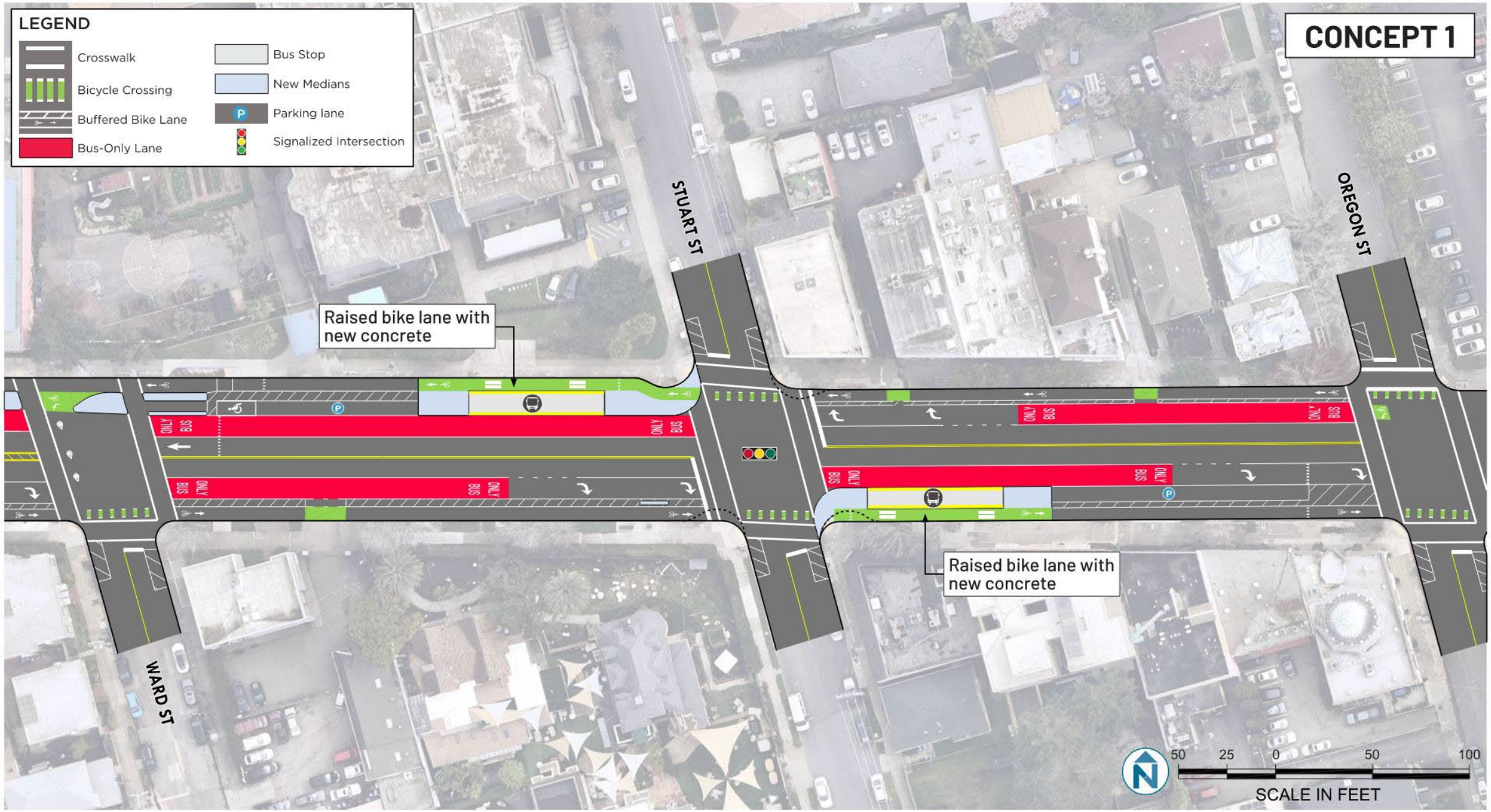


Concept Schematics

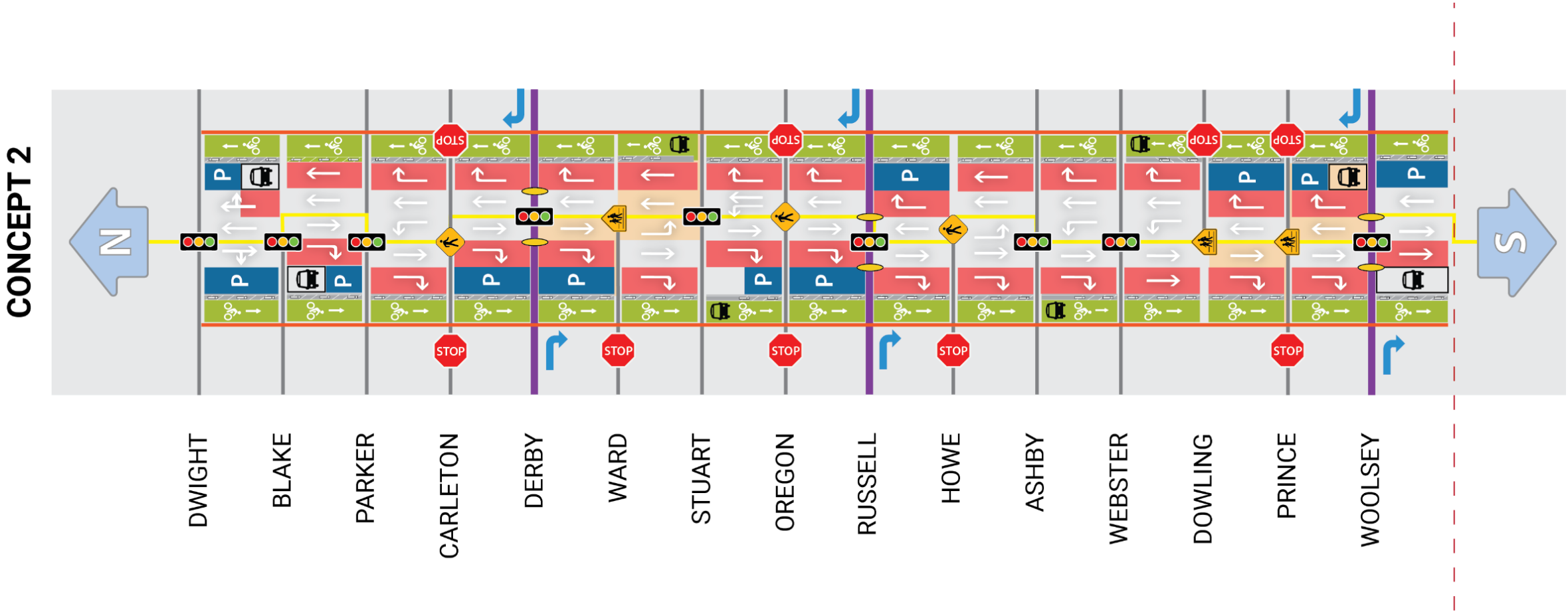


Concept 1 Example

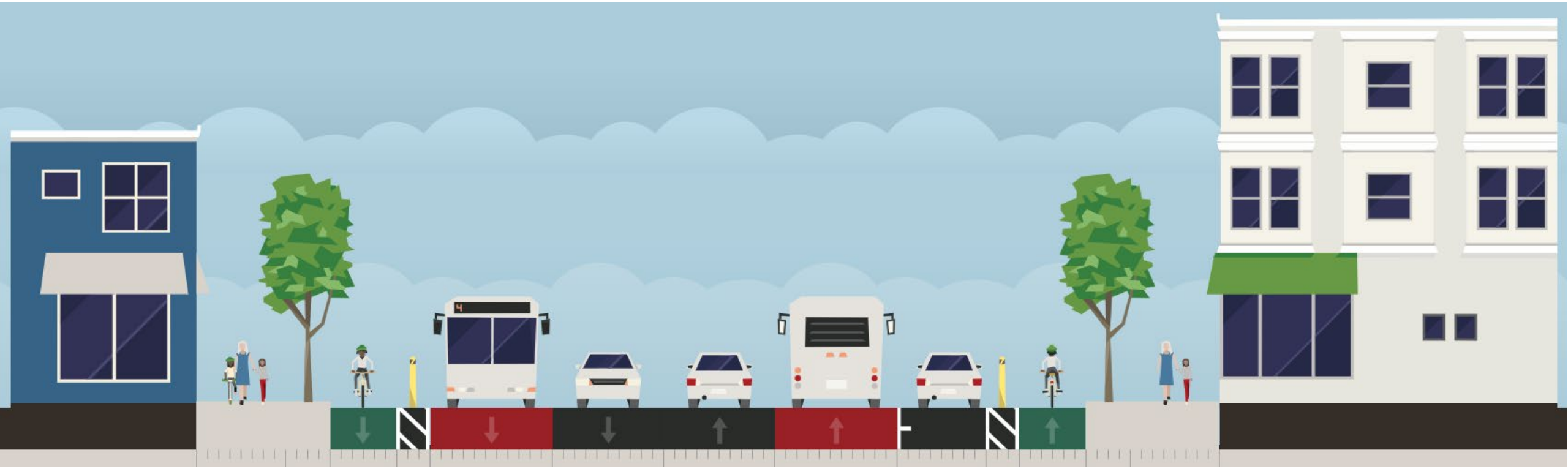


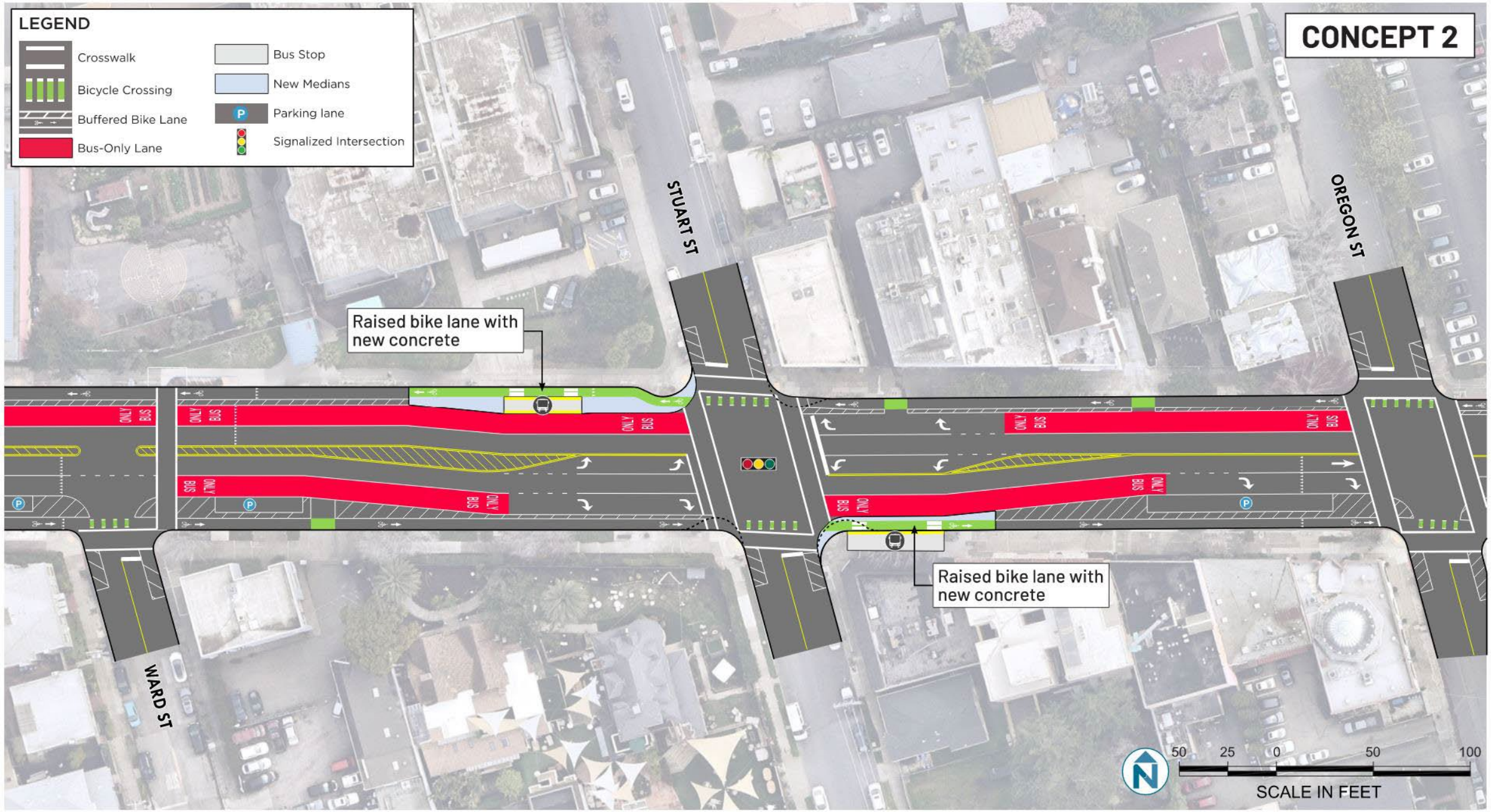

LEGEND
Crosswalk
Bicycle Crossing
Buffered Bike Lane
Bus-Only Lane
Bus Stop
New Medians
Parking lane
Signalized Intersection
CONCEPT 1
STUART ST
OREGON ST
WARD ST
Raised bike lane with new concrete
Raised bike lane with new concrete
ONLY BUS
50 25 0 50 100
SCALE IN FEET

Concept Schematics



Concept 2 Example




LEGEND
Crosswalk
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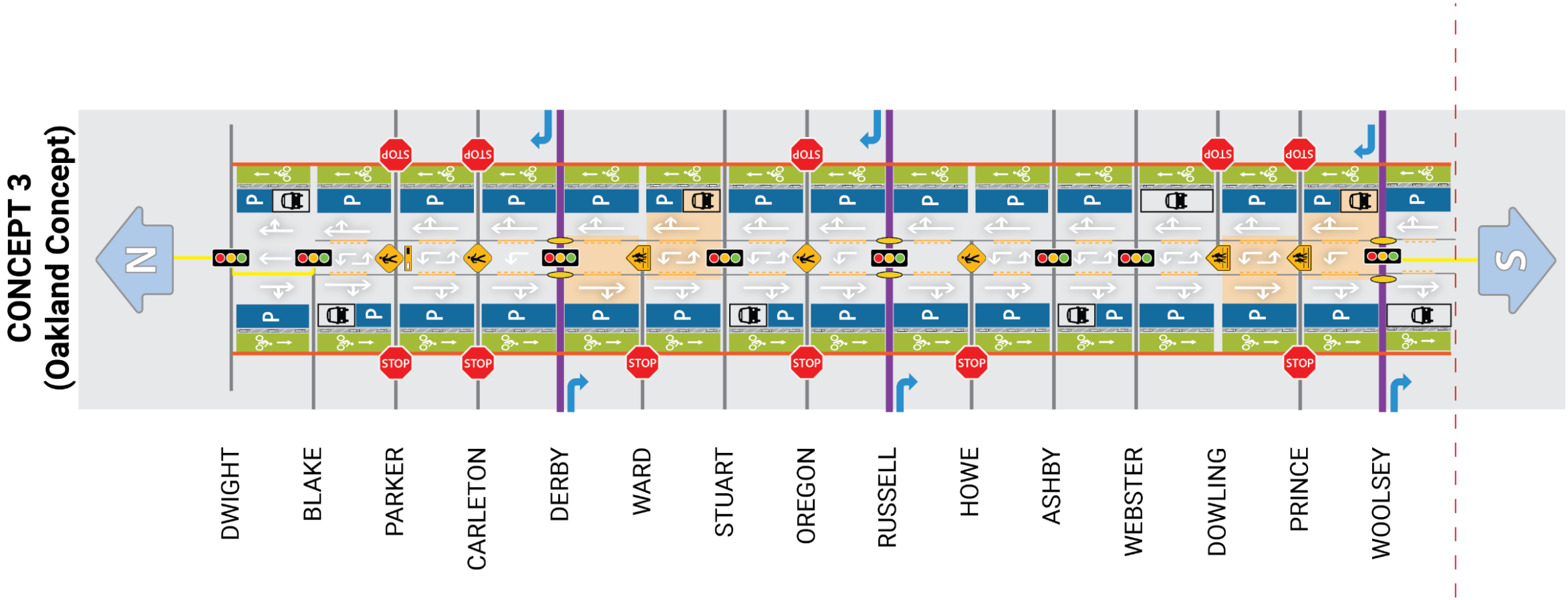
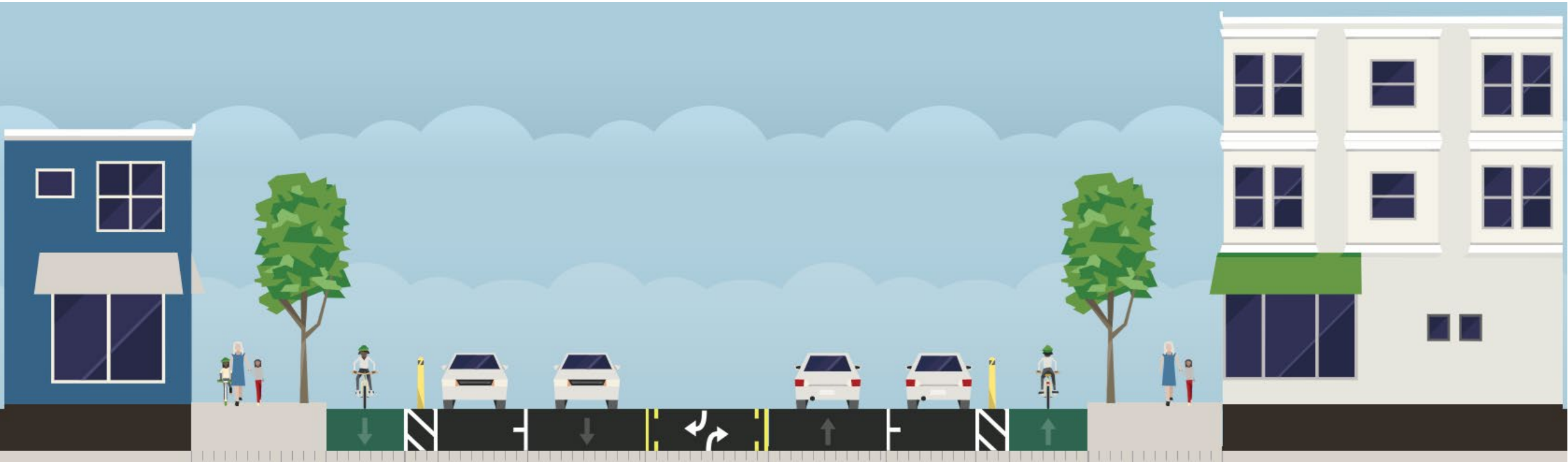
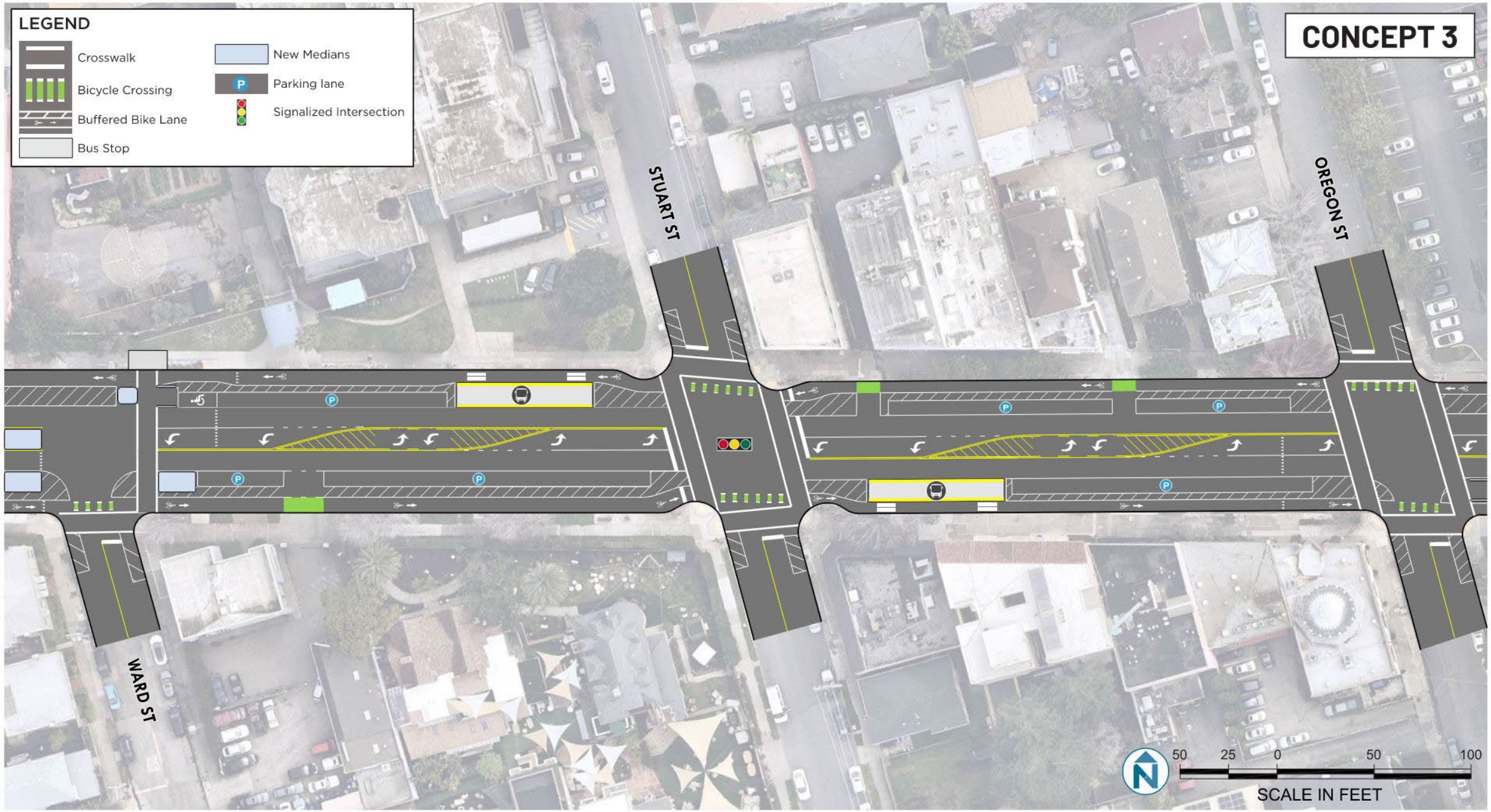
Buffered Bike Lane
Bus-Only Lane
Bus Stop
New Medians
Parking lane
Signalized Intersection
CONCEPT 2
STUART ST
OREGON ST
WARD ST
Raised bike lane with new concrete
Raised bike lane with new concrete
50 25 0 50 100
SCALE IN FEET

Concept Schematics



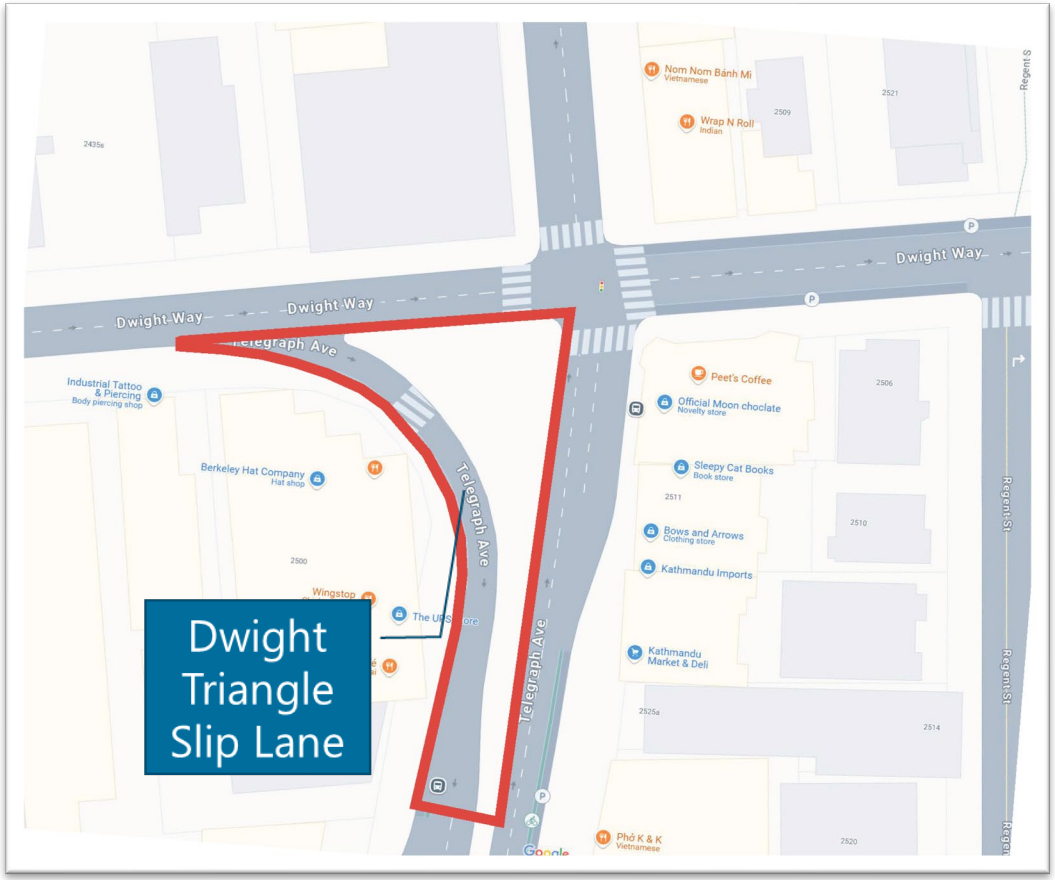
Concept 3 Example




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

Preliminary Options for the Dwight Triangle

- Considering reconfiguring the intersection of Telegraph Ave and Dwight Way to create new open space or to make it safer
- Three options
  - Remove slip lane and create new open space;
  - Substantially modify slip lane to improve safety; and
  - Minor modifications to the slip lane to add a bike lane



Evaluation Criteria

- Two Level Evaluation Weighting
- Baseline Considerations (Pass/Fail)
  - Maintaining Emergency Response, Access, and Egress
  - Maintaining Traffic Circulation
  - Traffic Operations
- Addressing Project Goals
  - Meeting Vision Zero
  - Transit Speed & Reliability
  - Providing All-Ages and All-Abilities Facilities
  - Providing a State of Good Repair
  - Managing Curbspace Usage
- At this time, there is no preferred or selected concept and the ultimate concept may pull elements from all three concepts during design refinement

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					

Vehicular Level of Service

- Generally, changes in LOS are a result of:
  - Movement restrictions at bicycle boulevard locations
  - Left turn restrictions off Telegraph Avenue
  - Changes in volumes due to diversions from vehicles making left turns at other locations
  - Conversion of a general purpose through lane into a BAT lane (Concepts 1 and 2) or a two-way left turn lane (Concept 3)
- No timing changes were implemented except for the addition of protected left turns where applicable
- Effects of rerouting traffic movements most acutely felt at the intersections with Ashby Avenue and Webster Street

Vehicular 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
AM NB	3.8	5.3 **(+1.5)**	7.6 **(+3.8)**	8.9 **(+5.1)**
AM SB	3.8	5.1 **(+1.3)**	5.5 **(+1.7)**	6.2 **(+2.4)**
PM NB	4.7	5.4 **(+0.7)**	7.7 **(+3.0)**	8.4 **(+3.7)**
PM SB	4.4	7.9 **(+3.5)**	7.6 **(+3.2)**	9.8 **(+5.4)**

Difference in Vehicle Travel Time vs. Existing		
Concept 1	**Concept 2**	**Concept 3**
+42%	+70%	+100%

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
- **Ashby:** Contributes to **57% to 71%** of the increased travel time

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**

Vehicle Travel Time (Min)	Existing	Concept 1	Concept 2	Concept 3
AM NB	5.4	4.6 **(-0.8)**	4.6 **(-0.8)**	9.9 **(+4.5)**
AM SB	4.8	4.6 **(-0.2)**	5.3 **(+0.5)**	6.9 **(+2.1)**
PM NB	6.1	5.0 **(-1.1)**	5.6 **(-0.7)**	7.7 **(+1.6)**
PM SB	5.7	4.2 **(-1.5)**	4.4 **(-1.3)**	10.6 **(+4.9)**

Difference in Transit Travel Time vs. Existing		
Concept 1	**Concept 2**	**Concept 3**
-16%	-9%	+59%

Key Findings

- Transit travel time changes **-16% to +59%** depending on Concept
- **Concepts 1 and 2:** Generally, up to a minute of travel time savings over current conditions
- **Concept 3:** No BAT lane results in significant increase in travel time. **84%** of the increased transit travel time is a result of delay at Ashby

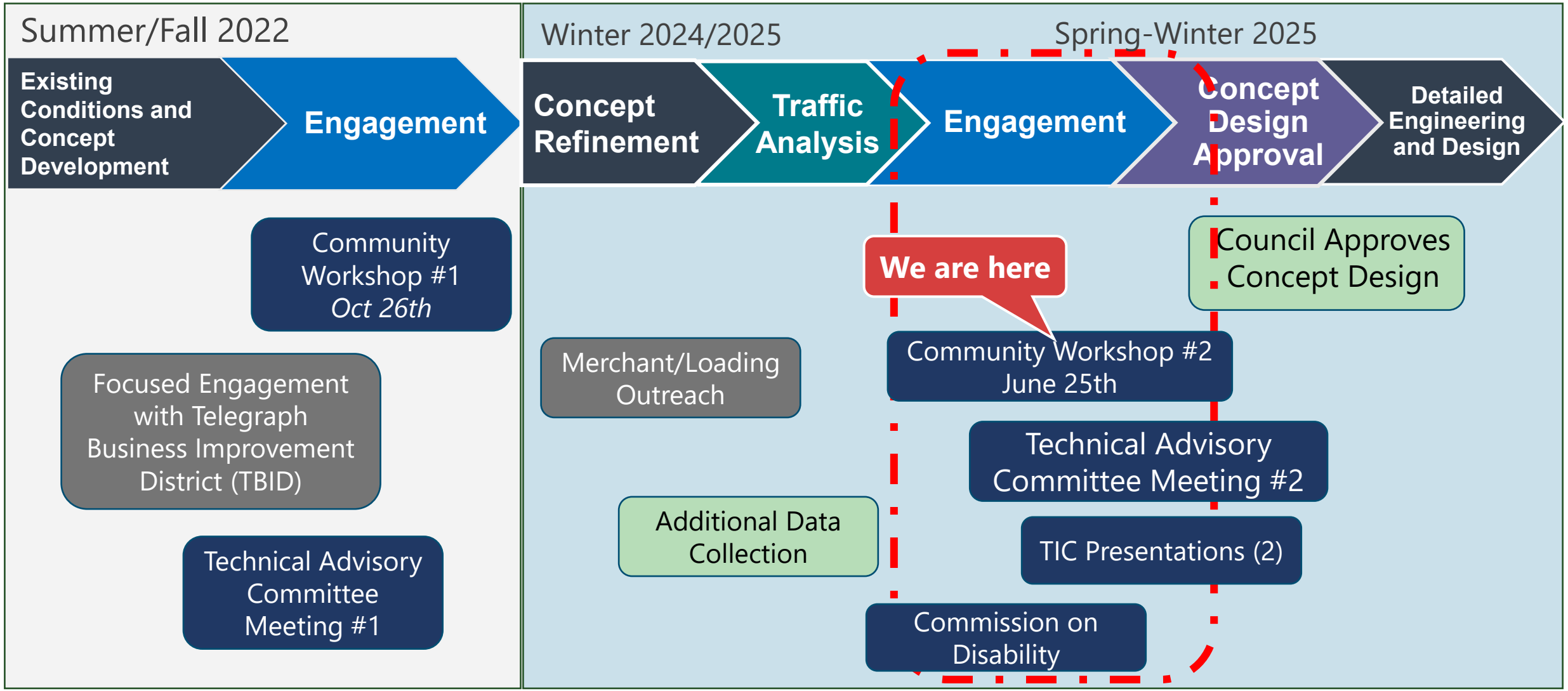
Potential Mitigations at Ashby Ave

- Testing was of high-level schematics, not fully designed intersections
- 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
  - Add back in left turn opportunities on Telegraph Avenue
  - Maintain 2nd lane to Ashby Ave intersection (BAT or general purpose)
  - Extend left turn lanes

Schedule and Next Steps

Concept Design: Project Status

Future phases of this project (detailed engineering and construction) have *not* yet been funded or scheduled.



Thank you!