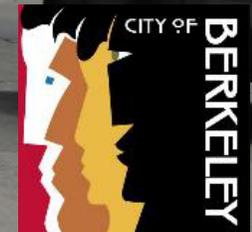


March 5, 2025

Telegraph Avenue Multimodal Corridor Study

FITES Meeting



Agenda

- 1 Project Background
- 2 Project Status Update
- 3 Overview of Designs
- 4 Data Collection and Analysis
- 5 Loading Outreach
- 6 Dwight Triangle



Background

- Dwight Way to Woolsey St
 - Approx. 0.85 miles

Implement City of Berkeley Safety and Multimodal Plans

- Berkeley Strategic Transportation Plan (2017)
- Bicycle Plan (2017) (undergoing update)
- General Plan – Transit-First Policy (2001)
- Transit-First Policy Implementation Plan (2023)
- Pedestrian Plan (2020)
- Southside Plan (2011)
- Vision Zero Action Plan (2020)

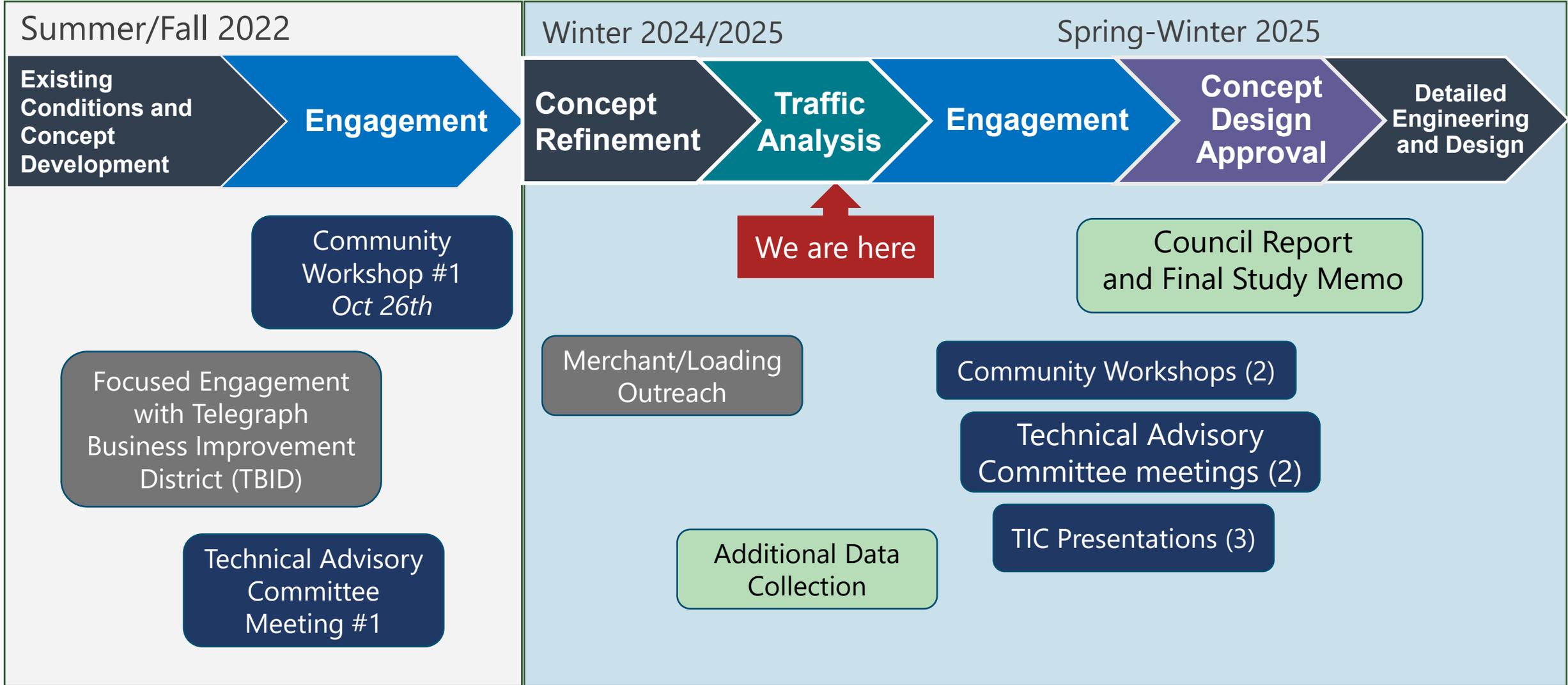
Improve AC Transit Service

- Major Corridors Study (2016)
- Multimodal Corridor Guidelines (2018)
- Short-Range Transit Plan (2019)
- Transit-Supportive Design Guidelines (2024)



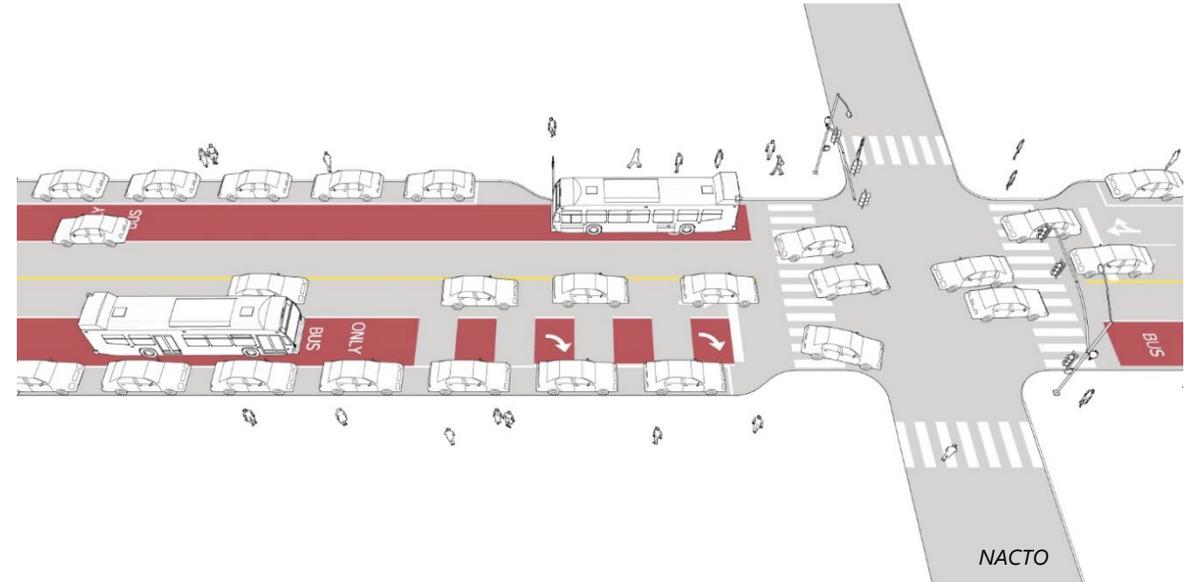
Future phases of this project (detailed engineering and construction) have *not* yet been funded or scheduled.

Concept Design: Project Status



Telegraph Multimodal Study Potential Design Elements

- Maintain access to businesses:
 - Loading zones (commercial and passenger)
 - “Floating” parking lanes
- Transit operations improvements:
 - Bus-only Transit Lanes
 - Transit stop islands or sidewalk extension “bulbouts”
- Vision Zero Traffic Safety:
 - Separated bike lanes (e.g. “Cycle Tracks”)
 - Shorter pedestrian crossings



Overview of Concepts

	Concept 1	Concept 2	Concept 3 (Oakland's Design)
Class IV Bike Lanes	Included	Included	Included
Bus-Only Lane	Included, with some gaps	Included, with more gaps than Concept 1	Not included
Left Turns Allowed	2 of 15	4 of 15	12 of 15
Parking and Loading	Mostly restricted to one side of Telegraph Ave (where feasible), with some loading on side streets.	Mostly restricted to one side of Telegraph Ave (where feasible), with some loading on side streets.	Mostly retained
Fire Access, Emergency Response, and Evacuation	Pending upcoming design and analysis, street redesign may be equal to or better than existing conditions.	Pending upcoming design and analysis, street redesign may be equal to or better than existing conditions.	Pending upcoming design and analysis, street redesign may be worse than existing conditions.

2025 Data Collection and Analysis

- Data Collection
 - Updated intersection turning movement counts
 - Updated traffic volumes on side streets
- Traffic Analysis
 - Synchro traffic analysis for all 15 intersections
 - Transit travel time analysis
- Evaluation Matrix
 - Used to compare trade-offs between concepts
 - Criteria include:
 - Walking safety
 - Biking safety
 - Driving safety
 - Transit operations
 - Parking
 - Loading
 - Traffic operations
 - Vehicle left turns
 - Fire response times
 - Fire access
 - Emergency evacuation

Merchant Loading Outreach

- Staff conducted door-to-door outreach to businesses in fall 2024
- Contacted 60 merchants and left behind flyers
- Significant amount of loading occurring on Telegraph Ave multiple times a week
- Loading activities primarily occur in front of commercial land uses
- Underscored the need to dedicate loading space on nearly every block

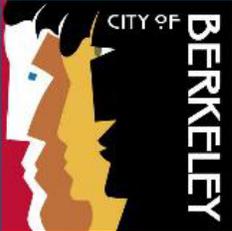


Telegraph Ave – Dwight Triangle “Slip Lane”

- Consultant studying 3 options: 1) remove slip lane 2) substantially modify slip lane to improve safety; 3) modify slip land to add a class IV cycletrack
- Final concept design for the Dwight Triangle will be incorporated into the analysis and results for the larger study



Thank you!



Transportation@berkeleyca.gov