

# Upper Telegraph Avenue Complete Streets Project

October 18, 2023

Planning & Project  
Development Team



**Oakland**  
DEPARTMENT OF  
TRANSPORTATION



# Upper Telegraph Complete Streets Project

52nd Ave to Woolsey St  
(Berkeley Border)

- Approx. 1 mile

Important Oakland/Berkeley  
Connection

Paving Project provides  
opportunity to:

- Enhance safety for all street users
- Install accessibility improvements





# Previous Telegraph Projects



## Project Features

- Calmed traffic via Road Diet (4→2 lanes, + turn lane)
- Protected or added buffer to the bike lane
- Made Pedestrian safety + transit improvements



# Upper Telegraph Street Layout





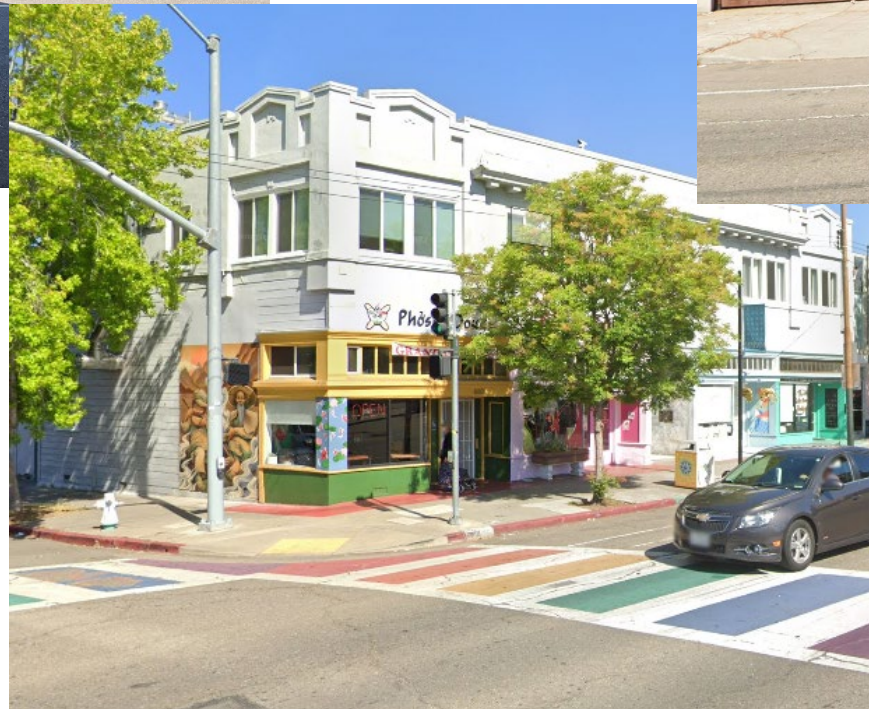
# Different Uses / Sections of Telegraph



Highway access



Residential



Businesses &  
Social Services

# AC Transit Service

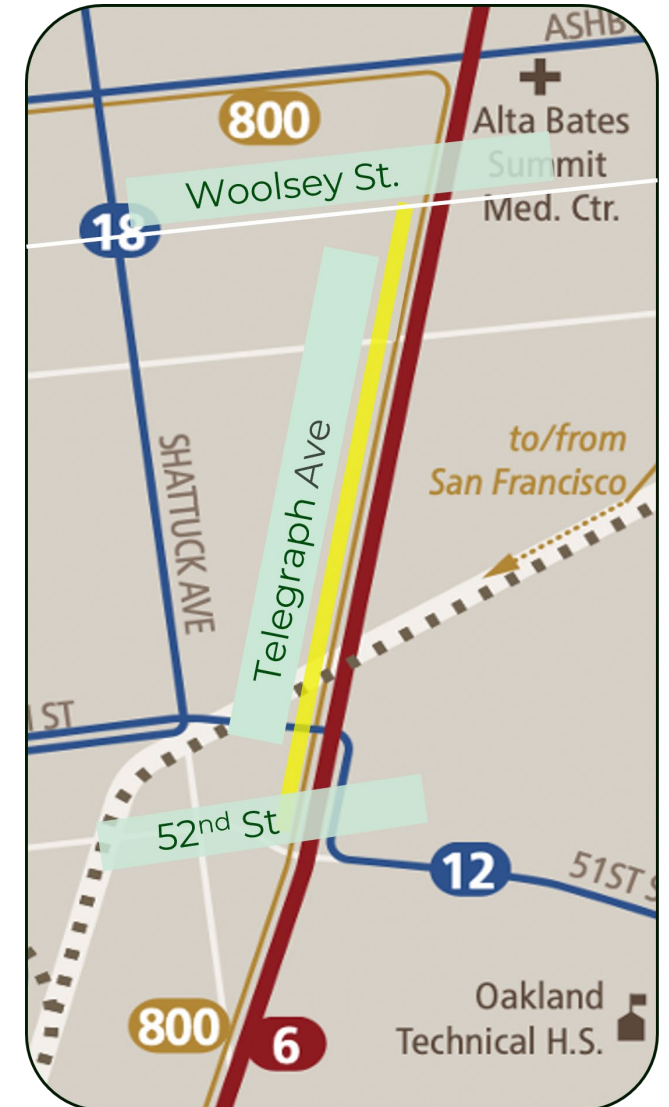


## Line 6

- 6th highest level of ridership of all AC Transit lines
- Connects downtown Oakland to downtown Berkeley and UC campus

## Line 800

- All Nighter; Richmond BART to 24th St. BART (SF)



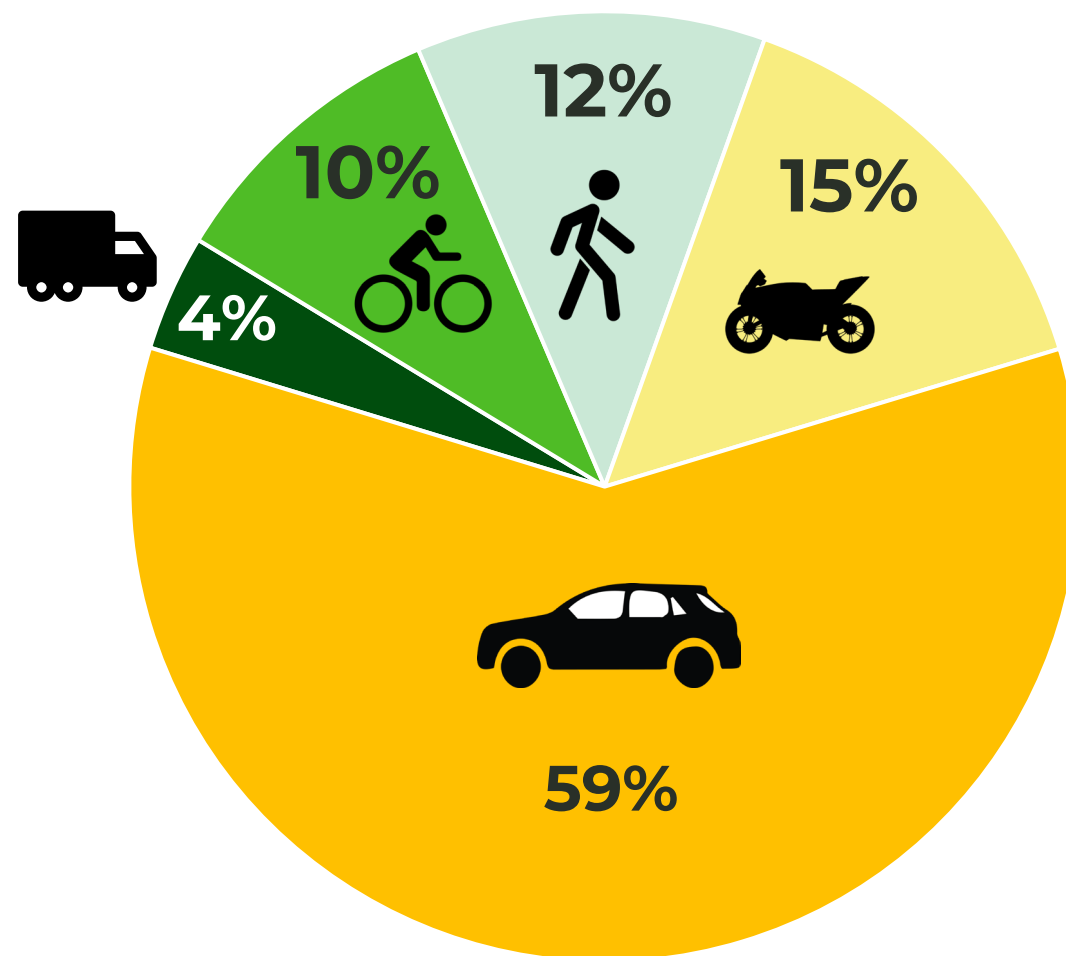
# Safe Oakland Streets

Citywide initiative to prevent serious and fatal traffic crashes and eliminate crash inequities on Oakland's streets

**52 Crashes  
in 5 Years  
(2017-2021)**

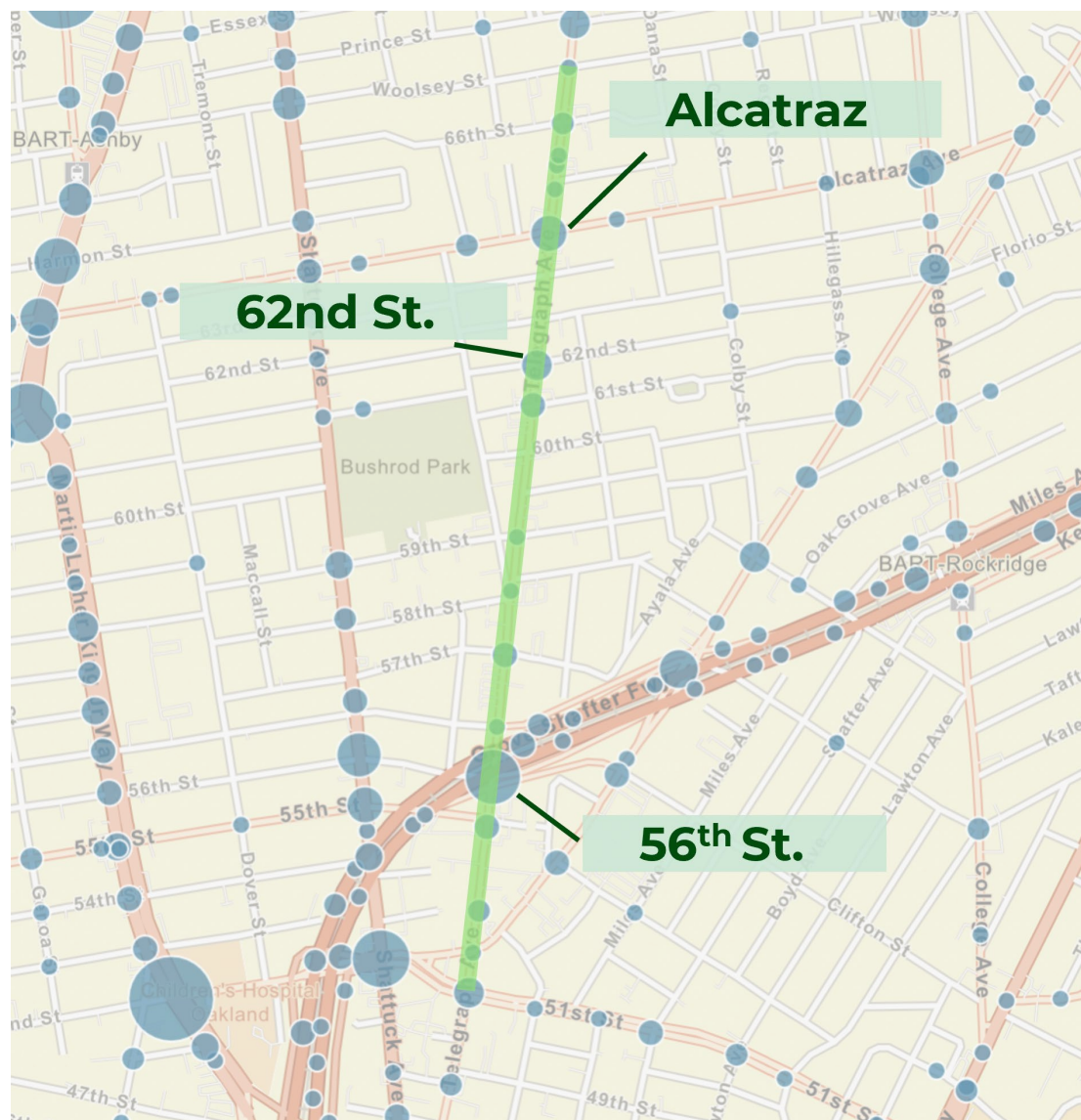
# Traffic Crashes on Telegraph

(52nd to Woolsey)





# Top Crash Locations



# Top Crash Factors

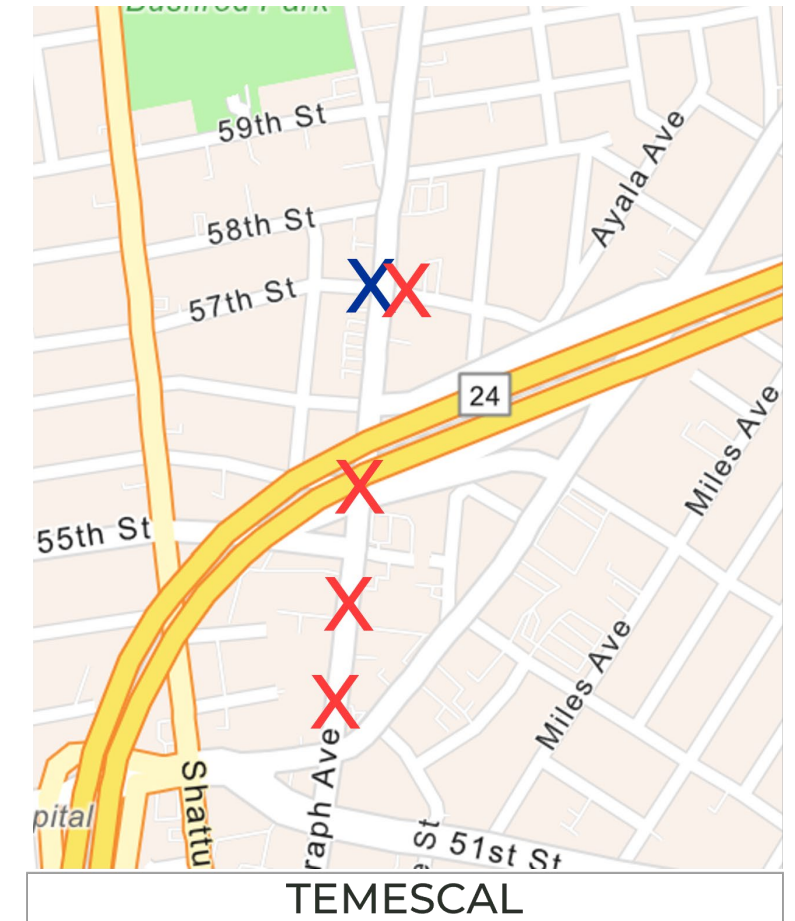




# Bicycle & Pedestrian Crashes

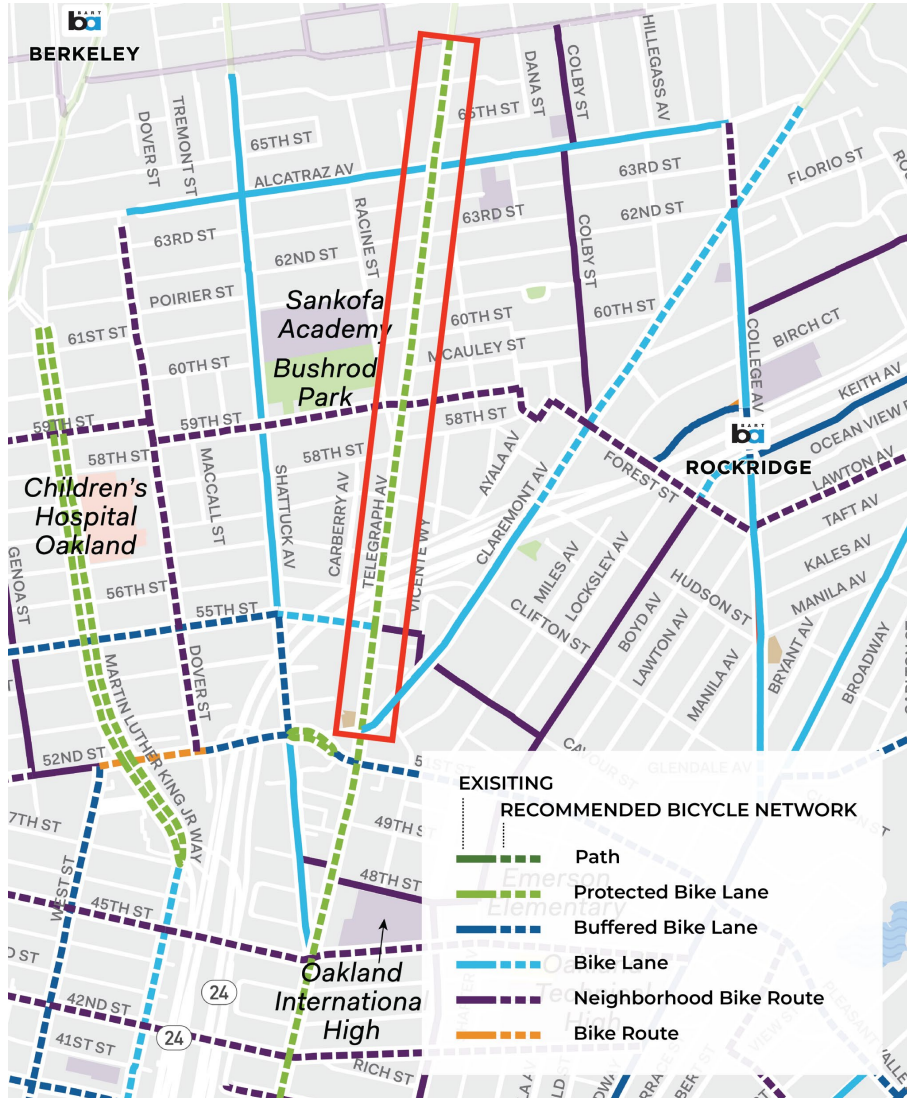
2017-2021

- X Bike (5)
- X Pedestrian (7)





# 2019 Bike Plan



## Telegraph:

Protected Bike Lanes recommended

## Intersecting Bikeways:

- Alcatraz
- 59th
- 55th



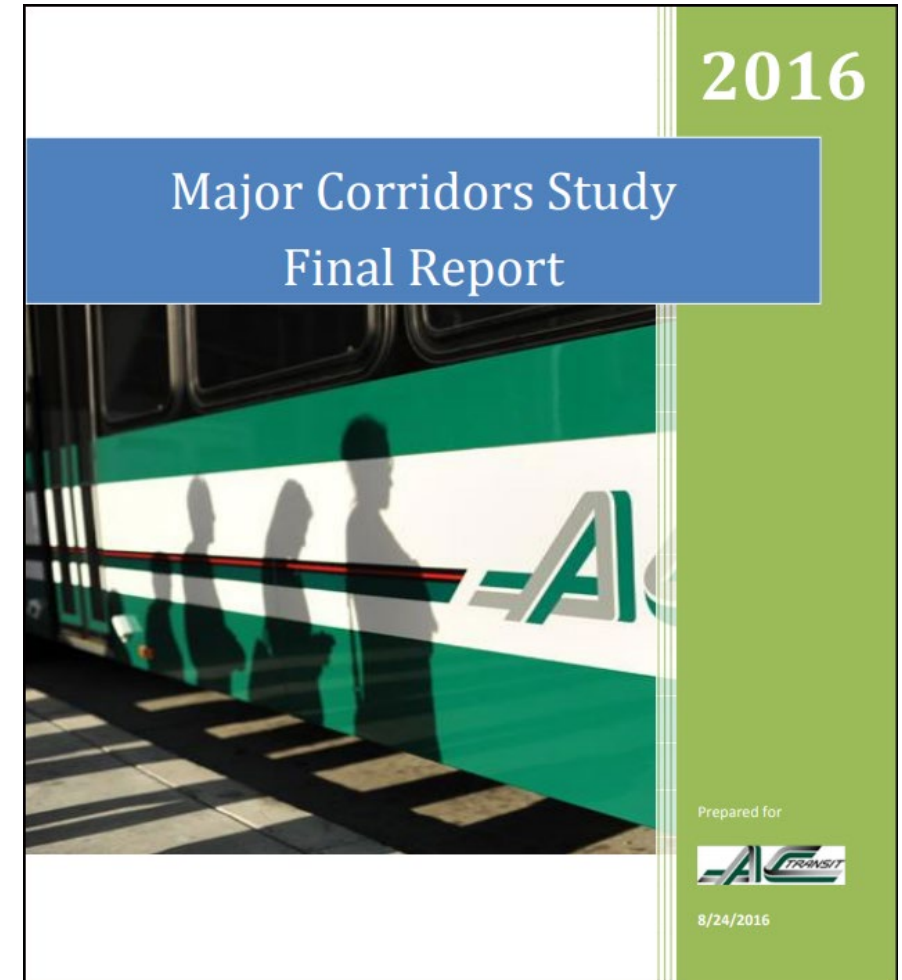
Current Unprotected Bike Lane



# AC Transit Recommendation

Major Corridors Study  
recommends

**Bus Rapid Transit** (bus-only lanes)  
on Telegraph



# Project Goals

Increase bicyclist safety

Increase accessibility

Increase pedestrian safety

Decrease speeds / calm traffic

Improve transit reliability

# Examples of Possible Improvements

Physical bike lane protection

New & upgraded curb ramps

Flashing crosswalk lights

Fewer vehicle lanes, lane narrowing

Bus boarding islands, bus-only lanes, head-start lanes (queue jump)





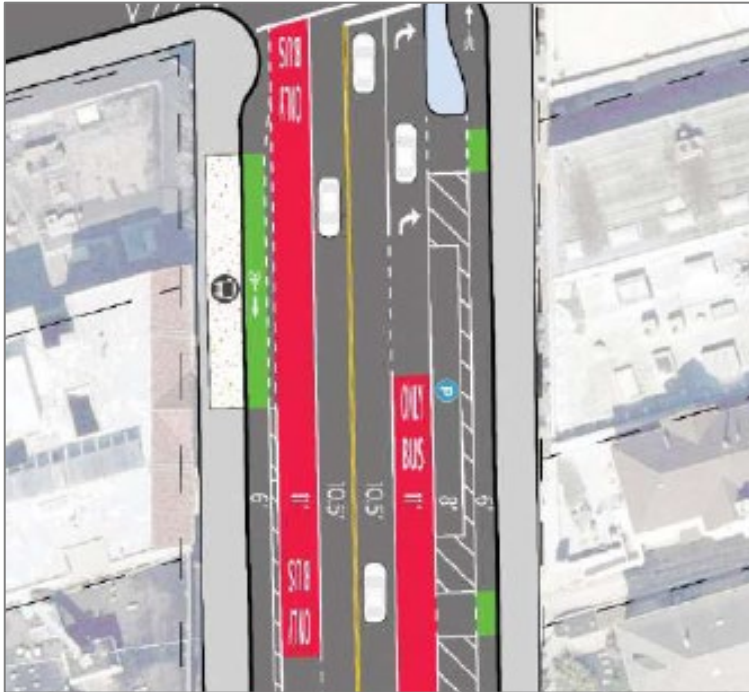
# *Initial Concepts*



# Context: North and South

## City of Berkeley Proposed Project

(Woolsey to Dwight)



**Bus-only Lanes on  
some or all of project**

## Temescal Design

(MacArthur to 52nd)



**Road Diet**



# Design Options

## Keep in Mind . . .

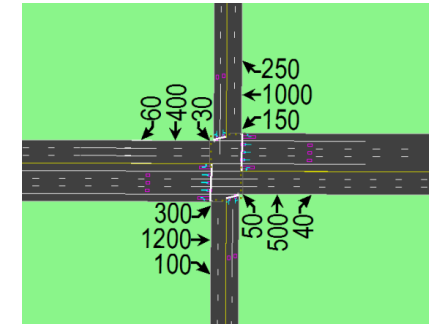
Can't fit every  
improvement on  
the street



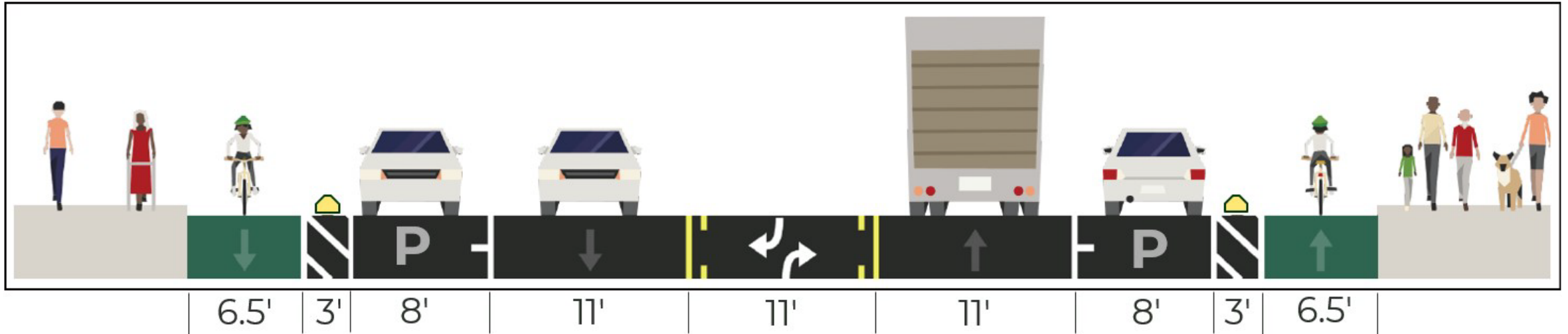
Because the street  
functions differently in  
different places,  
multiple design options  
might be used



Before we choose a  
design, we will conduct  
extensive traffic studies  
and a road diet  
feasibility analysis



# Concept 1: Road Diet



## Design Elements

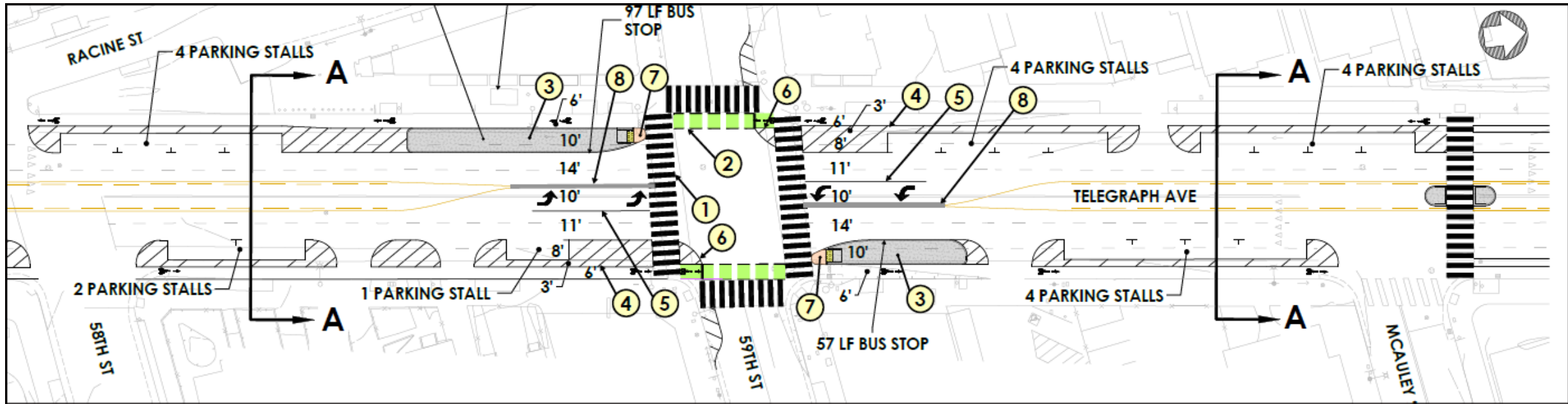
- One travel lane in each direction
- Center turn lane
- Wide protected bike lanes (materials TBD)
- Intersection left-turn lanes
- Bus boarding islands (increases transit reliability)
- Parking on both sides
- New flashing lights at some crossings
- New pedestrian median islands

## Trade-offs

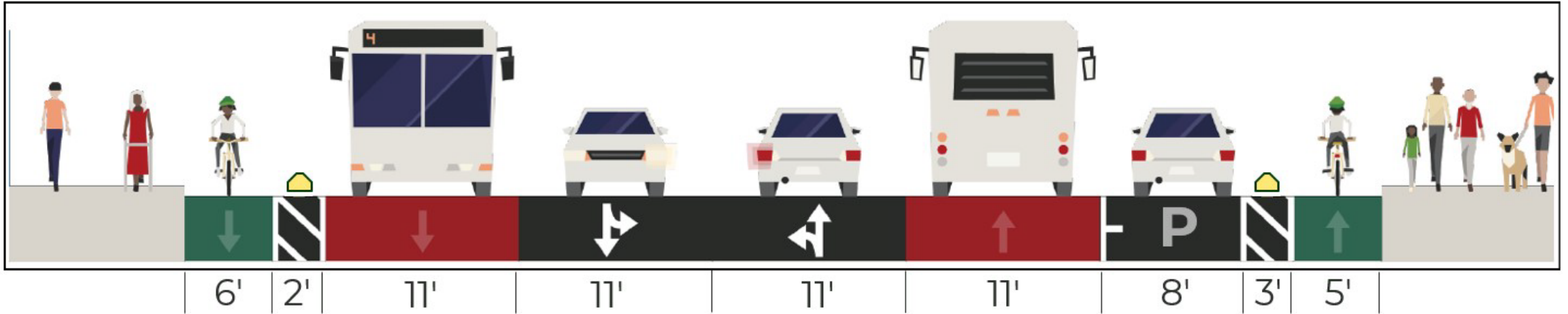
- Buses share single lane with all vehicles
- 20-25% of parking removed (to increase visibility between drivers & people walking and biking)



# Concept 1: Road Diet



# Concept 2: Bus-Only Lanes



## Design Elements

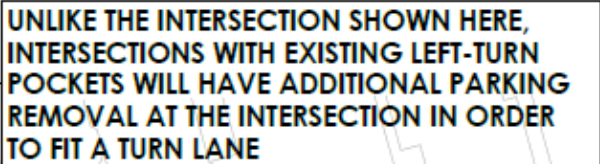
- Bus-only lane in each direction (increased efficiency & reliability; aligns with AC Transit's long-term goals)
- 1 travel lane in each direction (vs 2 today)
- Protected bike lanes (materials TBD)
- Parking on one side of street
- New pedestrian-activated lights at some intersections

## Trade-offs

- 50-75% of parking removed (one full side +)
- Can't fit pedestrian median islands
- Still 4 lanes to cross (likely 5 at signals)
- May be difficult to fit left-turn lanes
- At intersection, bike lane drops and shares space with right turns
- On side with no parking, bus stops shared with bike lane
- Narrow bike lanes put cyclists closer to opening car doors



UNLIKE THE INTERSECTION SHOWN HERE,  
INTERSECTIONS WITH EXISTING LEFT-TURN  
POCKETS WILL HAVE ADDITIONAL PARKING  
REMOVAL AT THE INTERSECTION IN ORDER  
TO FIT A TURN LANE



# Outreach & Engagement

***We want your input on design options!***

**Fall 2023 – Early 2024**

**Where we'll be:**

Neighborhood Council mtgs

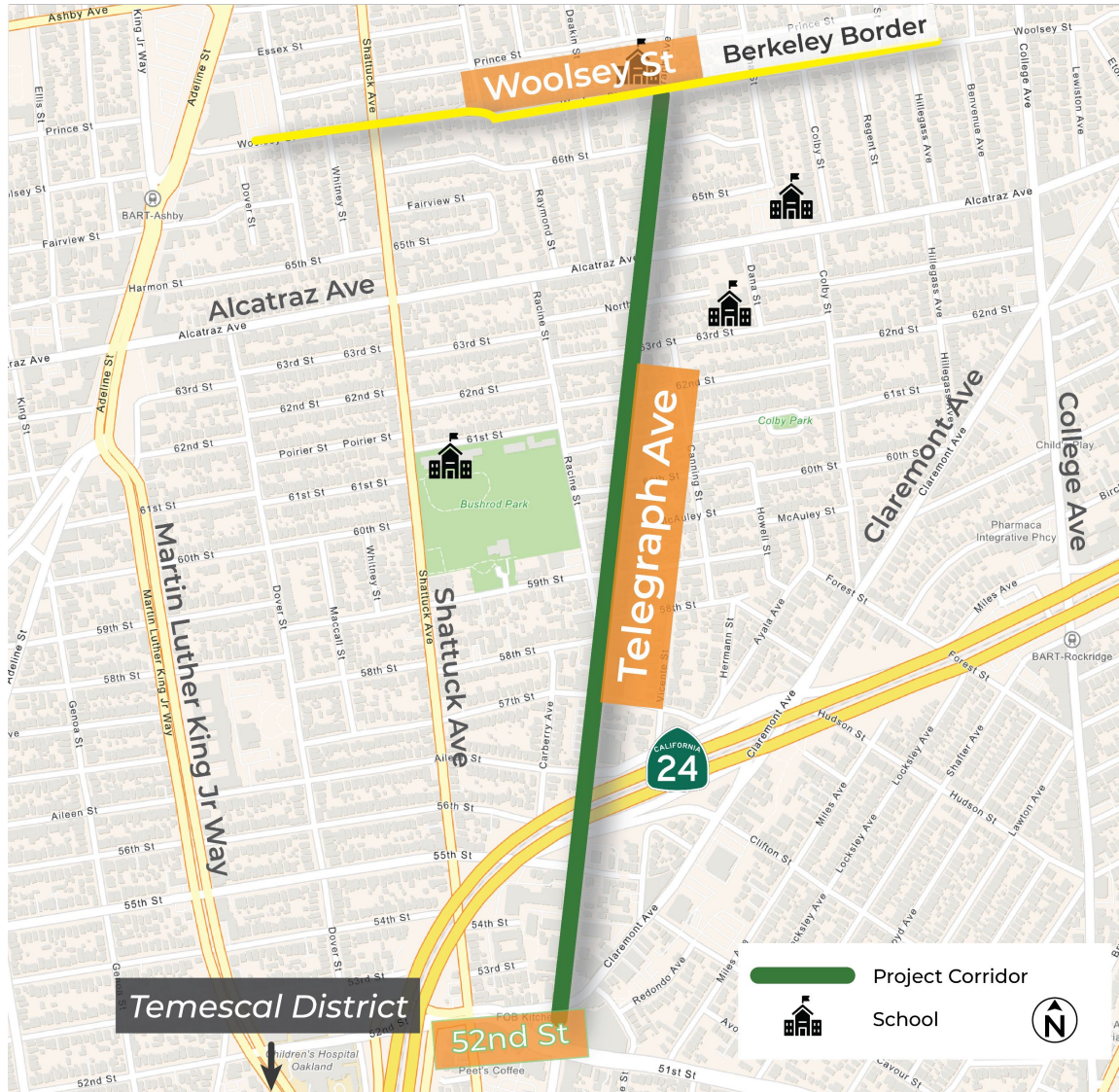
Farmer's Market

Business Visits

**Stay Tuned for:**

**Survey – Fall 2024**

**Open House – Jan 2024**





# Project Schedule

Timeframe	Activity
Summer/Fall 2023	Traffic Studies & Design Options
Fall 2023/Winter 2024	Outreach / Survey
Early 2024	Open House
Summer 2024	Initial Design (+ Outreach)
Fall 2024	Revised Design
Early 2025	Final Design
Late 2025	Construction Start

# More Information

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**Sign up for updates on the Telegraph Avenue Project webpage:**

<https://www.oaklandca.gov/projects/telegraph-52nd-woolsey>



City of  
Oakland

Department of  
Transportation