

Upper Telegraph Avenue Complete Streets Project

December 11, 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 bike lane
- Built bus boarding islands
- Enhanced pedestrian safety

Upper Telegraph Street Layout



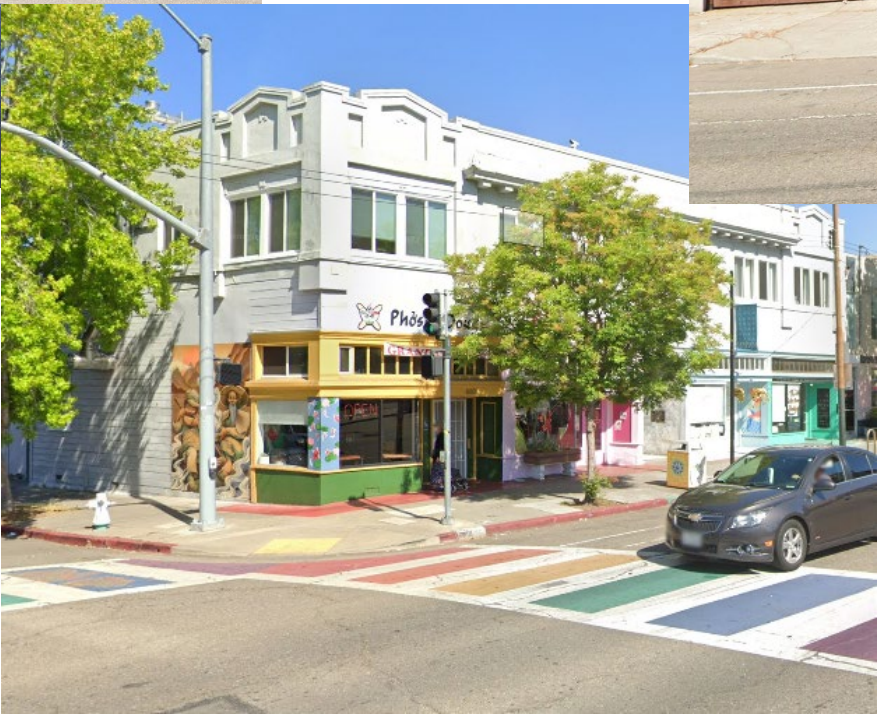
Different Uses / Sections of Telegraph



Highway access



Residential



Businesses & Social Services

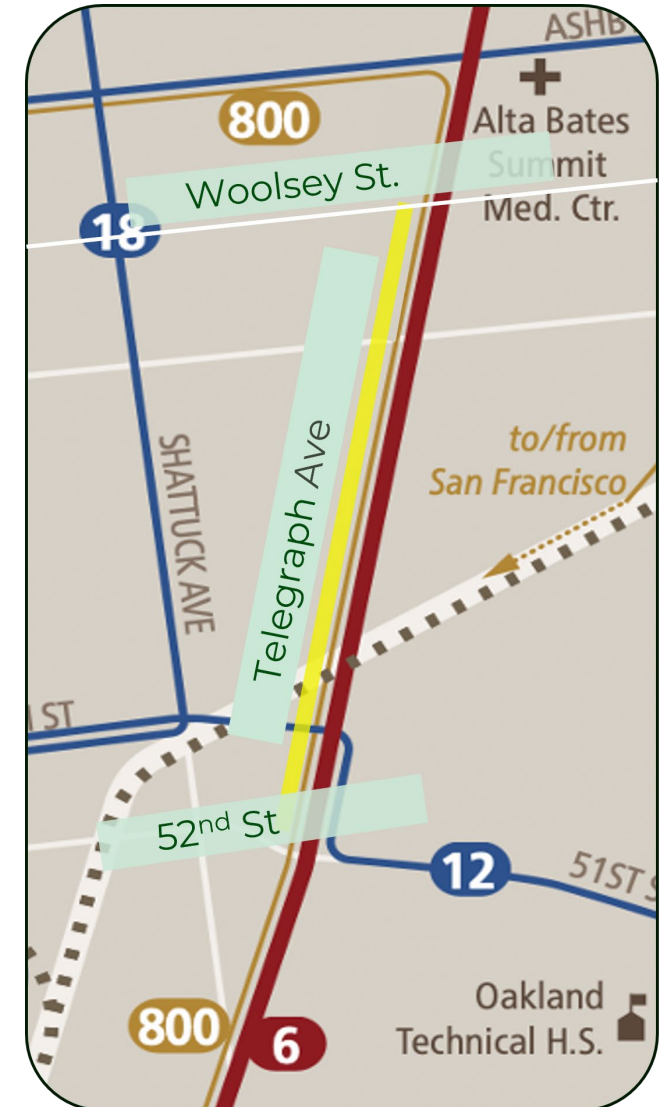
AC Transit Service

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)

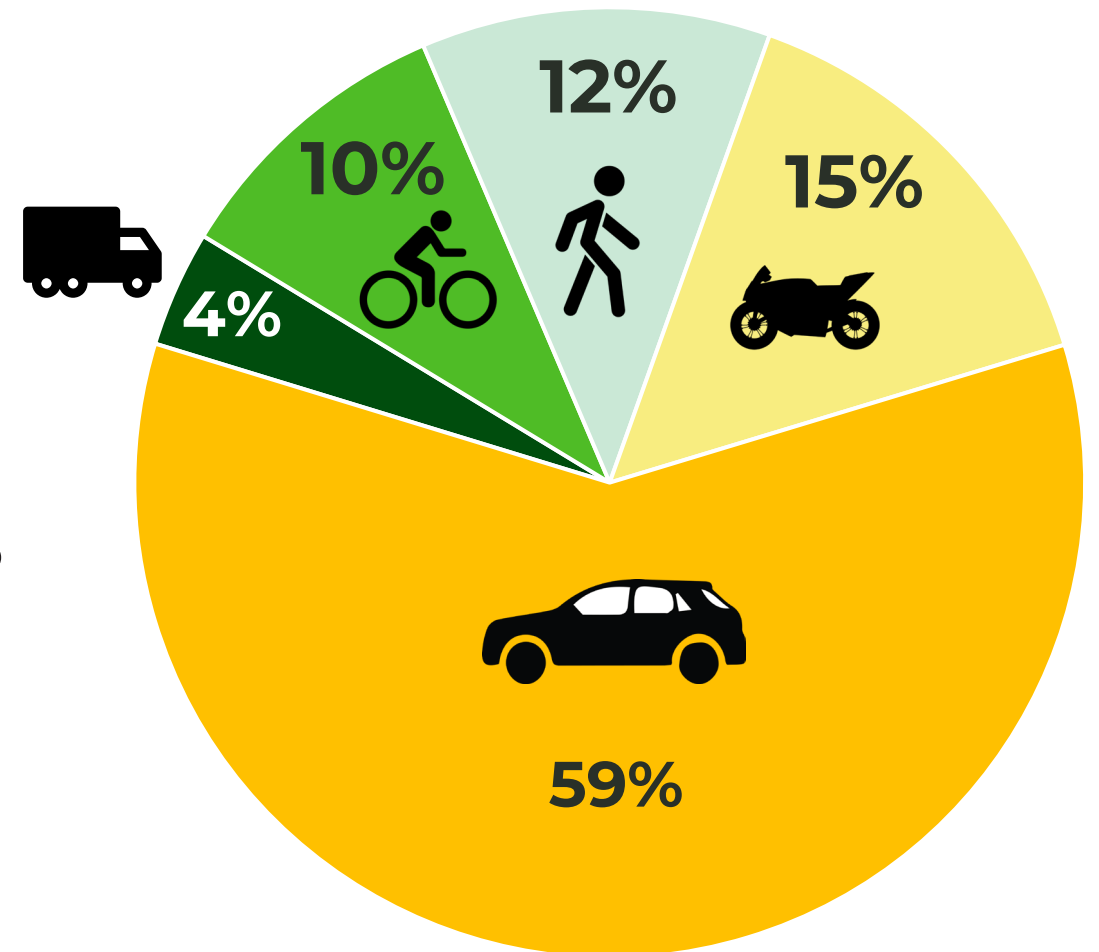


Safe Oakland Streets

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

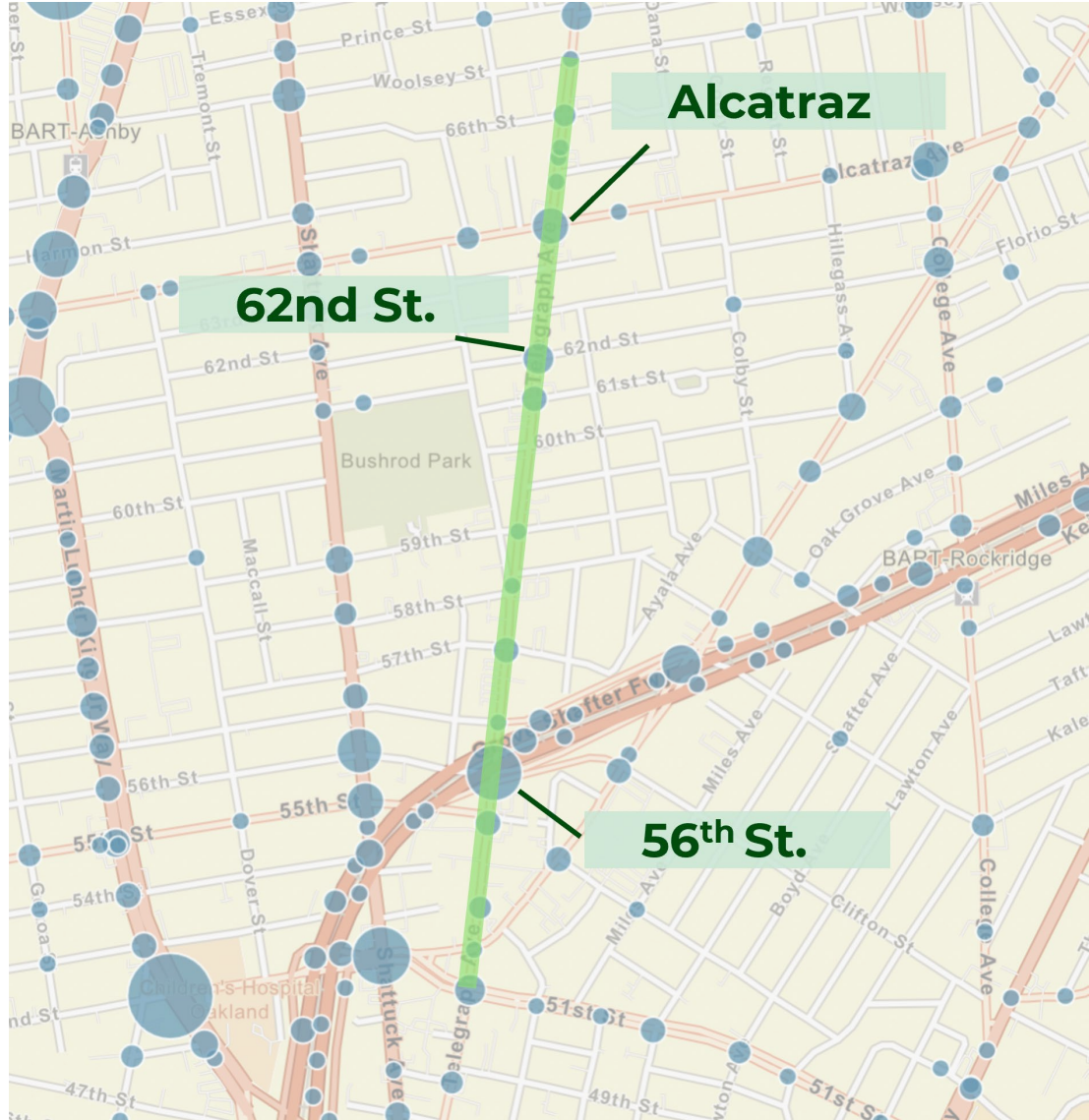
Traffic Crashes on Telegraph

(52nd to Woolsey)

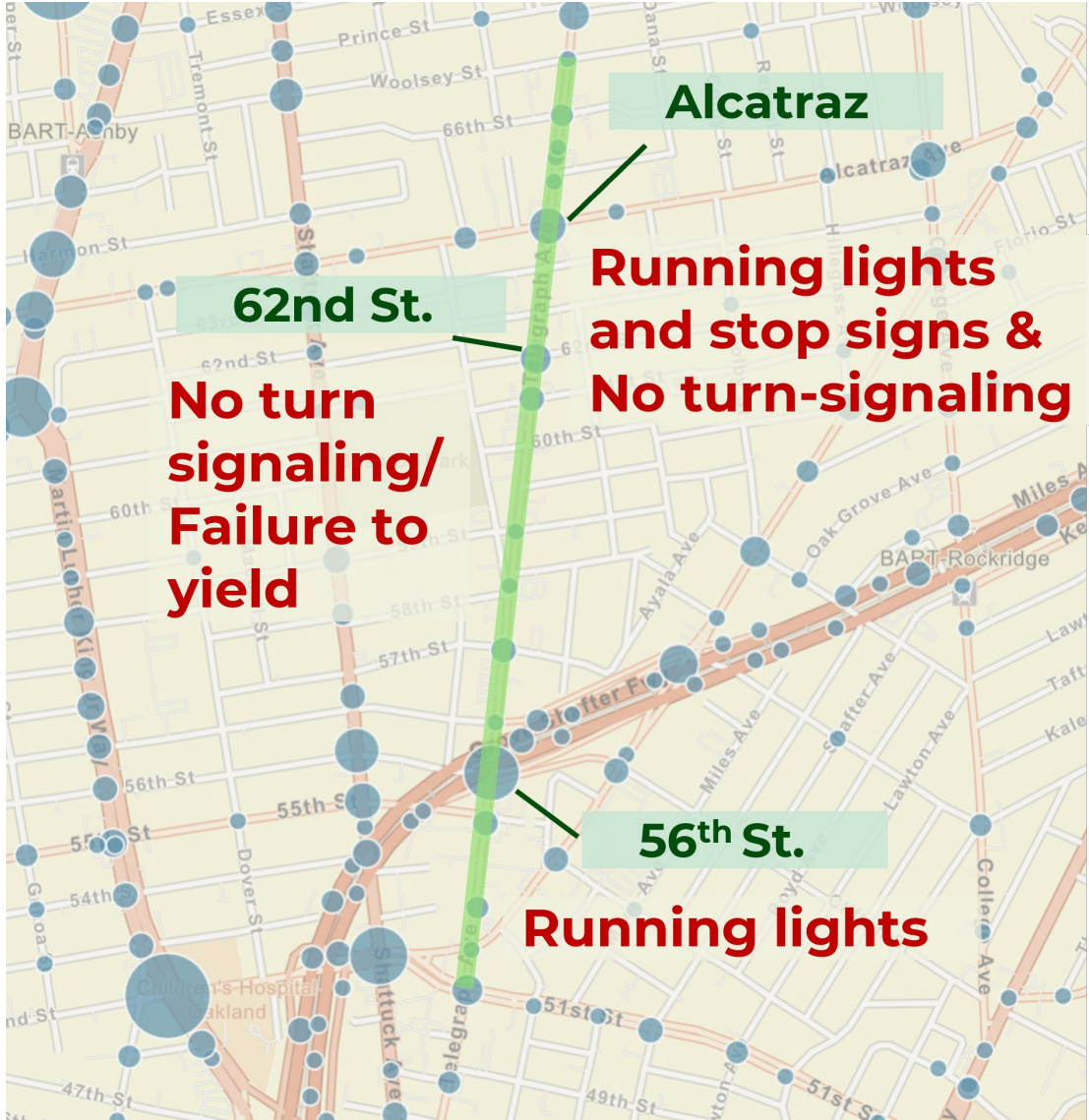


**52 Crashes
in 5 Years
(2017-2021)**

Top Crash Locations



Top Crash Factors



Bicycle & Pedestrian Crashes

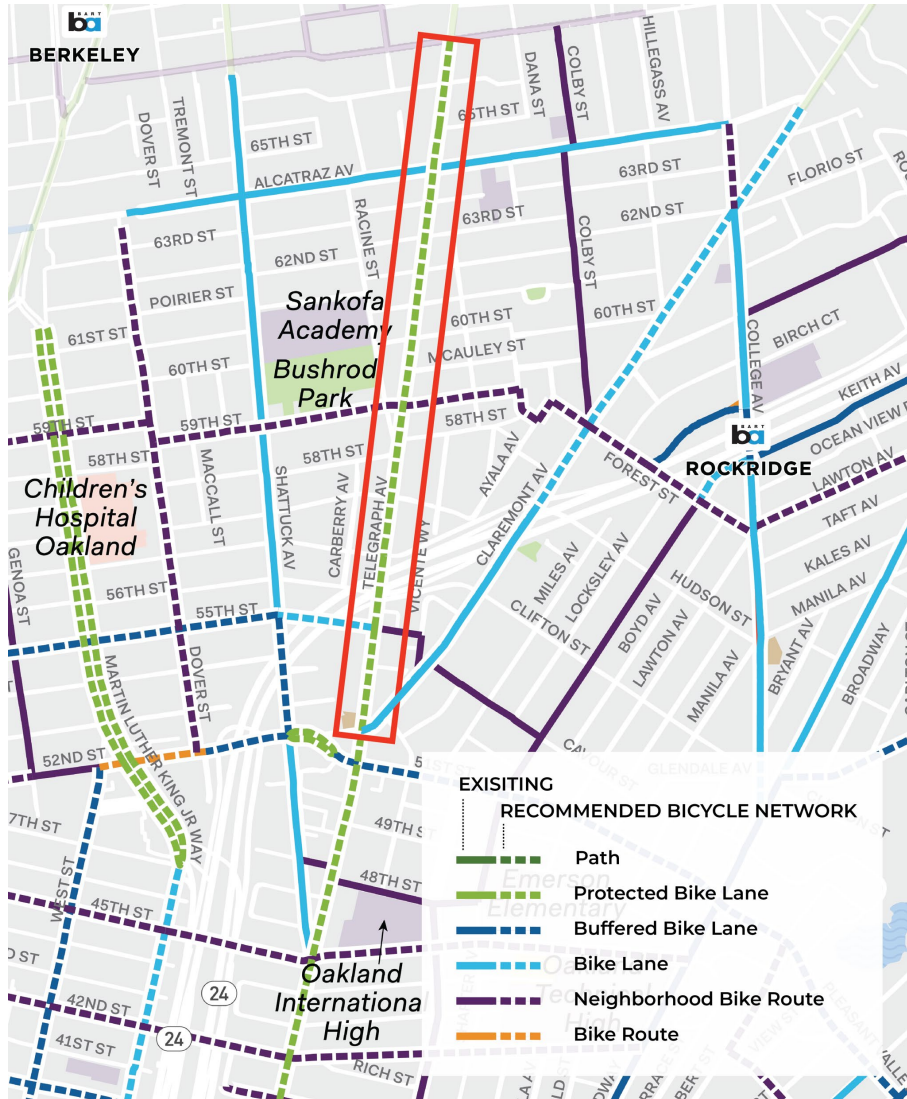
2017-2021

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





2019 Bike Plan



Telegraph:

Protected Bike Lanes recommended

Intersecting Bikeways:

- Alcatraz
- 59th
- 55th

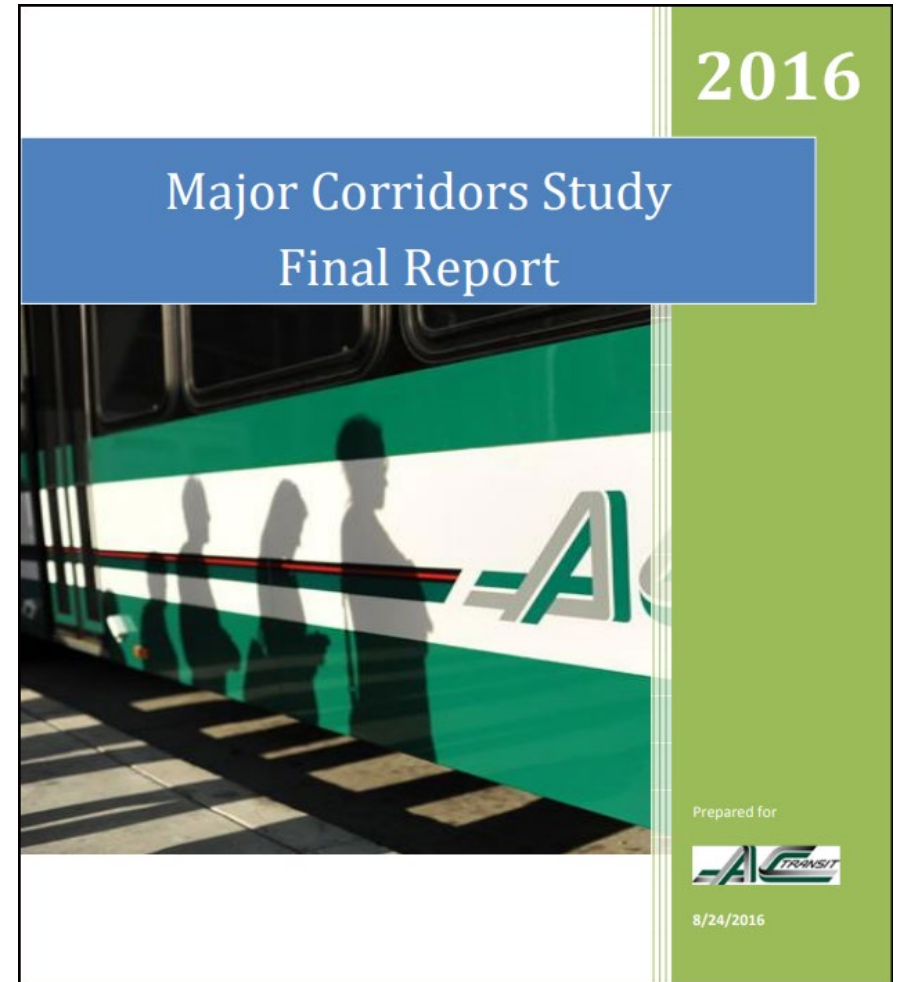


Current Unprotected Bike Lane

AC Transit Recommendation

Major Corridors Study
recommends

Bus Rapid Transit (bus-only lanes)
on Telegraph



Project Goals	Planned Improvements	Possible Improvements
Increase bicyclist safety	Physical bike lane protection	
Increase accessibility	New and upgraded curb ramps	
Increase pedestrian safety	High-visibility crosswalks	Refuge islands, flashing lights at crosswalks
Decrease speeds / calm traffic		Fewer vehicle lanes, lane narrowing
Improve transit reliability	Bus boarding islands	Bus-only lanes, bus head-start lanes



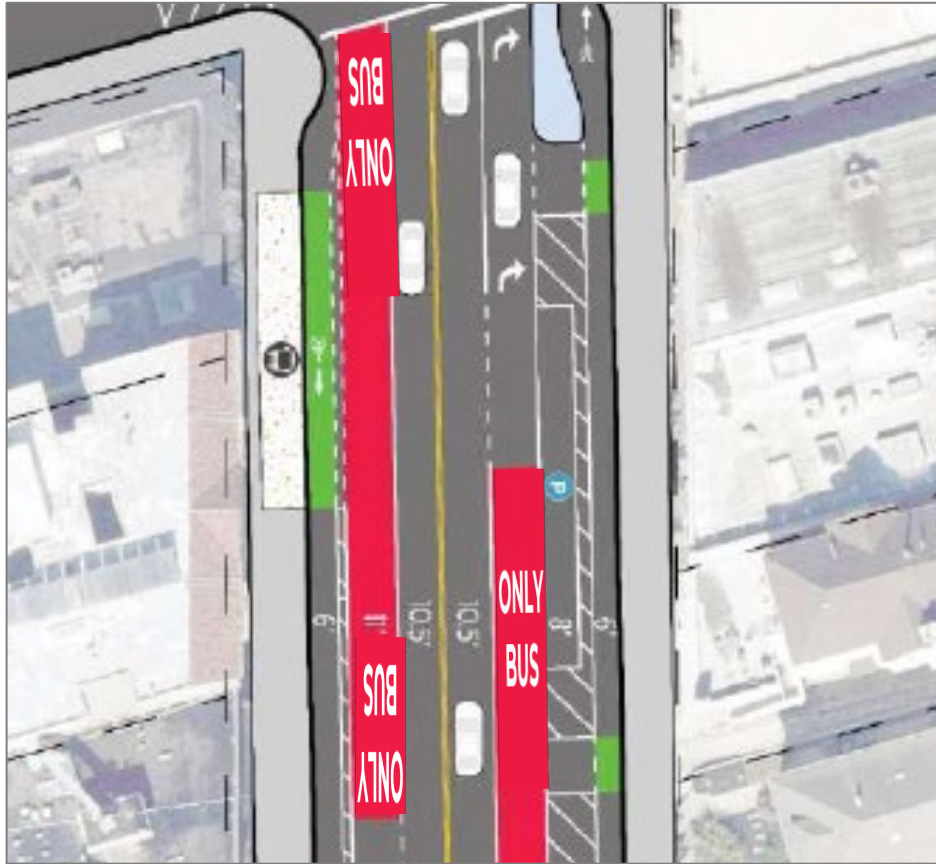
Initial Concepts



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)

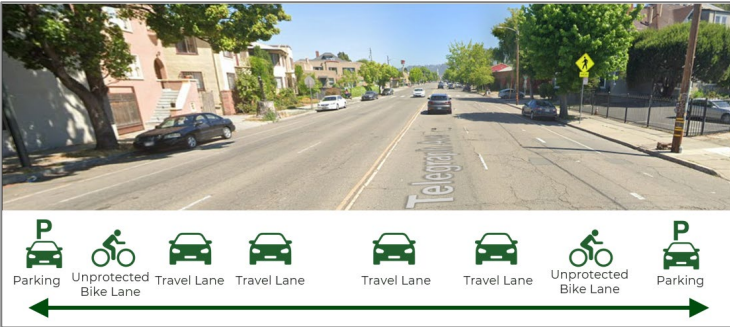


Lane Reduction
(aka Road Diet)

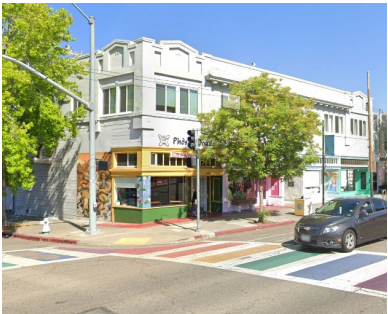
Design Options

Keep in Mind . . .

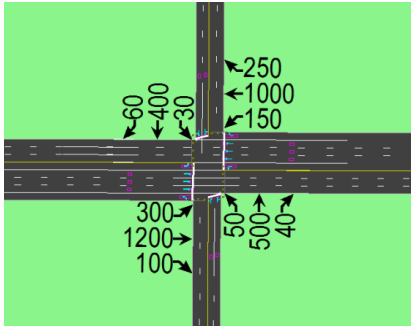
Can't fit every improvement on the street



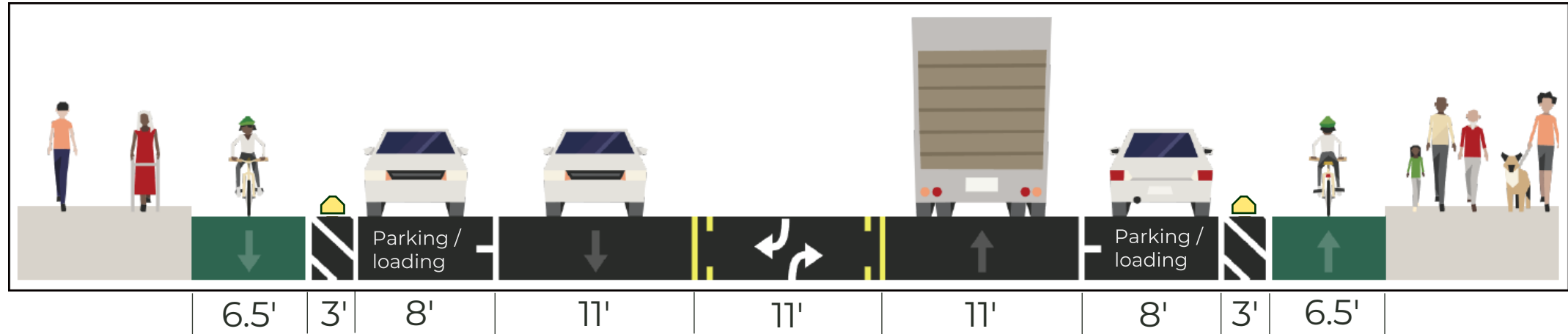
Because the street functions differently in different places, multiple design options might be used



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



Concept 1: Lane Reduction + Separated Bike Lanes



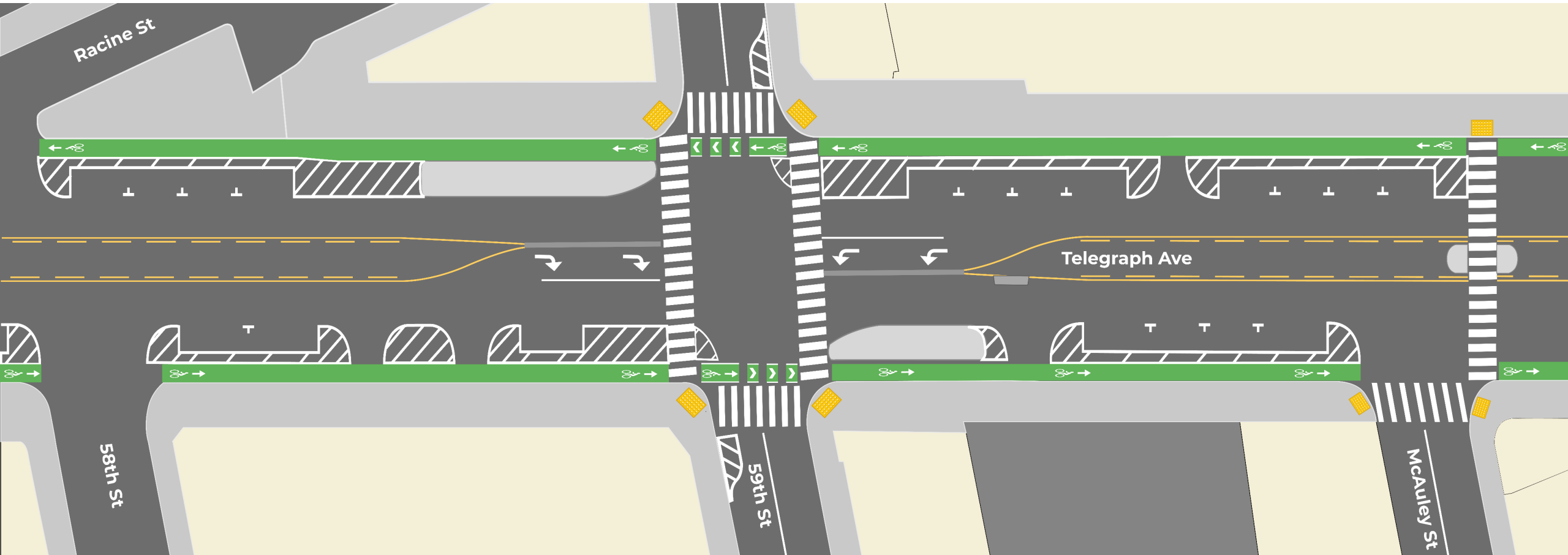
Design Elements

- One travel lane in each direction
- Center turn lane
- Separated bike lanes, 6.5 ft (materials TBD)
- Intersection left-turn lanes
- Bus boarding islands (increases transit reliability)
- Parking/loading on both sides
- New flashing lights at some crossings
- New pedestrian refuge islands

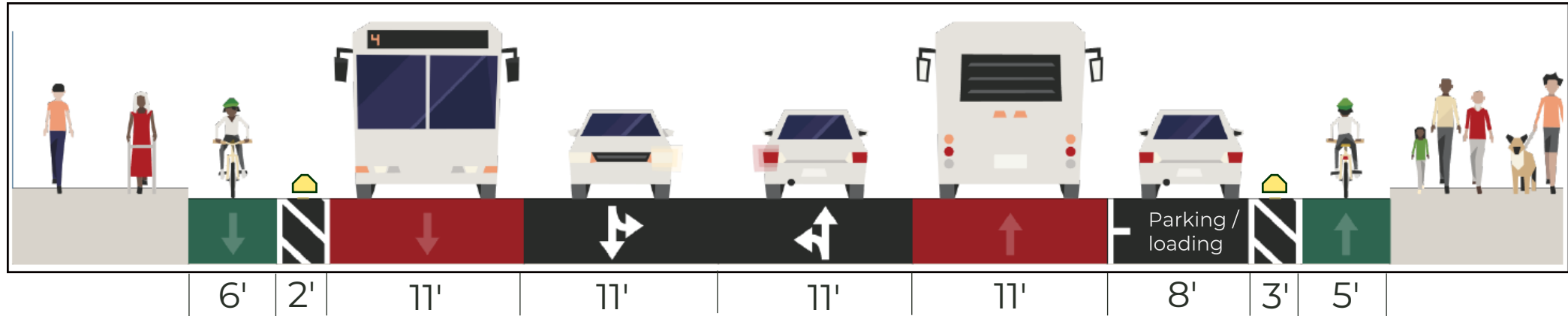
Trade-offs

- Buses share single lane with all vehicles
- 25-30% of parking removed (to increase visibility between drivers & people walking and biking)

Concept 1: Lane Reduction + Separated Bike Lanes



Concept 2: Bus-Only Lanes + Separated Bike Lanes



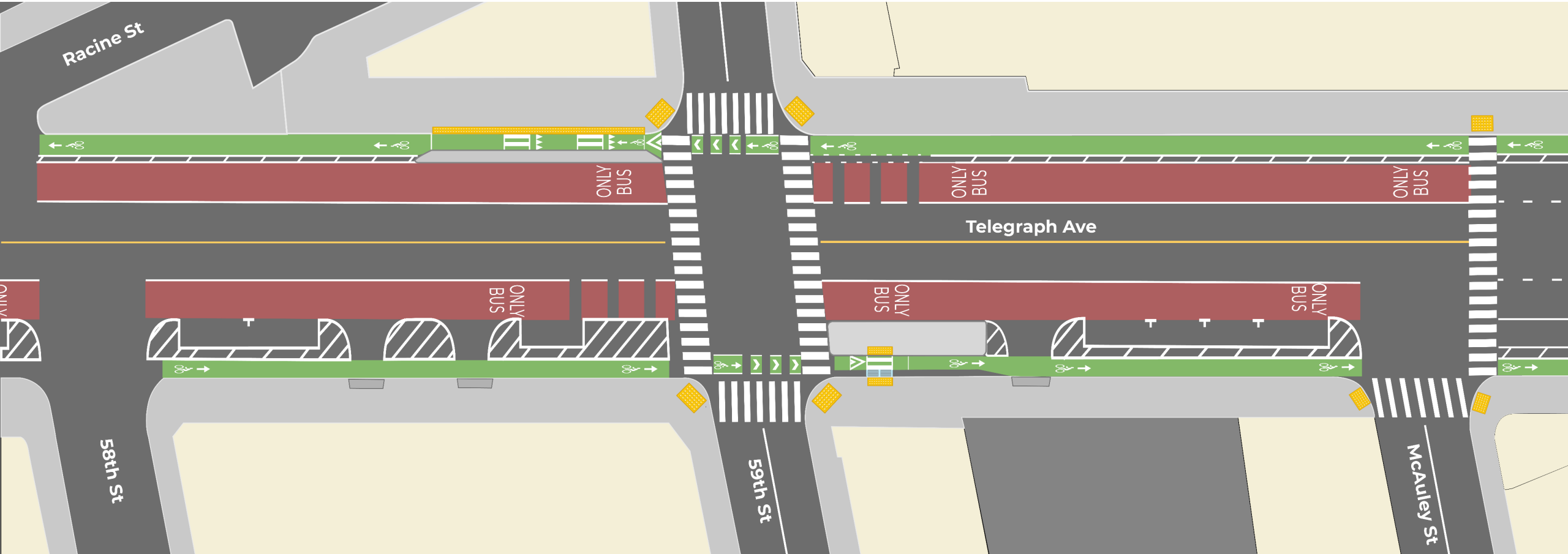
Design Elements

- 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)
- Separated bike lanes, 5-6 ft (materials TBD)
- Parking/loading on one side of street
- New pedestrian-activated lights at some intersections

Trade-offs

- 60-65% of parking removed (one full side +)
- Can't fit pedestrian refuge islands
- Still 4 lanes to cross (likely 5 at signals)
- May be difficult to fit left-turn lanes
- At intersection, bike lane shares space with right turns
- On side without parking, bus stops shared with bike lane
- Narrow bike lanes put cyclists closer to opening car doors

Concept 2: Bus-Only Lanes + Separated Bike Lanes



Outreach & Engagement

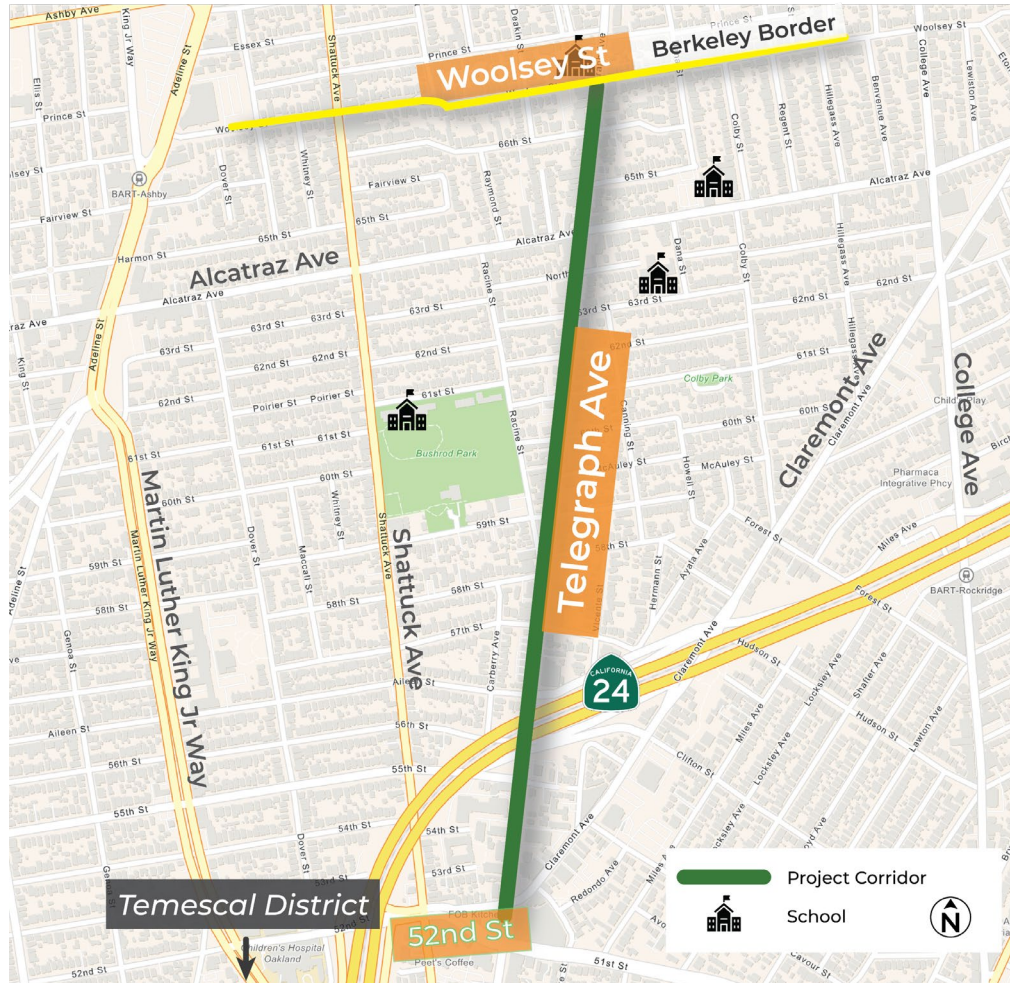
We want your input on design options!

Take Our Survey!

[Click here for the Upper Telegraph Survey](#)
(Dec 2023 – Jan 2024)

Come to Our Open House

**January 17, 2024
5pm-7pm
Temescal Branch Library**



Project Schedule

Timeframe	Activity
Summer/Fall 2023	Traffic Studies & Design Options
Fall 2023/Winter 2024	Outreach / Survey
January 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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510-238-6109

Sign up for updates on the Telegraph Avenue Project webpage:

<https://www.oaklandca.gov/projects/upper-telegraph>



City of
Oakland

Department of
Transportation