



Telegraph Avenue

Bicyclist & Pedestrian Advisory Commission

June 17, 2021



City of
Oakland | Department of
Transportation

Agenda

 Telegraph timeline, 1999 - 2020

 Results

 City Council Resolution 88270

 Revisiting the design at City Council direction

 Next steps

 Questions and comments



Telegraph

1999 - 2020



Timeline

**1999
Oakland
Bike Plan**
and **2007
Oakland
Bike Plan**
recommends bike
facility

**2014
Telegraph
Ave
Complete
Streets
Plan**
recommends
protected
bike lanes

**2015
Active
Transportation
Program
(ATP)
grant**
awarded for
continuous bike
facility

**2016
Repaving
and
Interim
Protected
Bike Lane**
installed;
High Injury
Networks developed
(Telegraph is #2 on
Ped HIN and #3 on
Bike HIN)

2017 - 18
Soft hit
posts
installed;
Planter
boxes
installed;
Modular
bus
boarding
islands
installed;
Parking
education
campaign

**2019
Let's Bike
Oakland**
recommends
protected
bike lanes

2020
Larger
plastic (K-
71)
bollards
installed
ATP grant
design
complete;
City seeks
construction
bids

July 28, 2020
**City Council directed
City Administrator's
Office, OakDOT, and
DRE to "engage
residents and
merchants" to "co-
create improvements"
to the corridor.**



Results

2013 - 2019





The good

- The number of people walking and biking doubled¹
- People driving are three times more likely to yield to people crossing the street ¹
- People walking and biking report feeling safer with the road diet and bike lane than with the seven auto lane condition (5 travel lanes, 2 parking lanes)²
- Motor vehicle volumes have remained steady, but 85th percentile speeds have decreased closer to the posted speed limit of 25 mph¹

Source:

1. *Direct comparison of intersections and screen lines where data are available in all three years: 2013, 2016, and 2019.*
2. *City of Oakland Intercept Survey, May 23 – 28, 2016*



The less good

- Reported collisions involving people walking and biking increased by 33%, while collision rates decreased¹
- People driving park in the bike lane
- Bike lane and intersection visibility concerns
- Pedestrian visibility concerns
- Anecdotal reports of increased near-miss collisions
- Maintenance challenges
- Businesses report negative impacts
- Aesthetic concerns

Source:

1. SWITRS (Statewide Integrated Traffic Records System) 2013 – 2016; 2016-2019



City Council Resolution 88270

July 28, 2020

Directs the City Administrator's Office to **engage "residents and merchants** living and working near Telegraph" Avenue between 20th Street and 29th Street; **"co-create improvements to the corridor's aesthetic quality, safety for pedestrian crossings, and accommodation for loading activity";** and work with the Department of Economic and Workforce Development and Department of Race and Equity to "create an effective process for partnering with community" on streetscape improvements.



Revisiting design

2020 - 2021





Neighborhood Councils



Co-creating improvements

- Key community representative leadership team
 - Bike East Bay
 - Walk Oakland Bike Oakland
 - Koreatown-Northgate (KONO) Business Improvement District
 - Northgate Neighborhood Council (Ujima Friends)
 - City staff from DRE, OakDOT, City Administrator's Office
- Met in August 2020, November 2020, and February 2021
 1. Design alternatives
 2. Alternative evaluation

Pre-project



Seven auto lanes (five travel lanes and two parking lanes)

No transit improvements

No bike lanes

No crossing improvements

Current conditions: Interim protected bike lane



Modular rubber bus boarding islands

Bike lane separated from "door zone" and from moving vehicles (plastic bollards)

Designed to appeal to people biking of all ages and all abilities; ongoing parking and safety concerns

Preserve road diet

Existing conditions

Option 1: Permanent protected bike lane



Concrete bus boarding islands

Bike lane separated from "door zone" and from moving vehicles (concrete islands)

Designed to appeal to people biking of all ages and all abilities

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph

Option 2: Enhanced buffered bike lanes



Concrete bus boarding islands

Bike lane buffered from "door zone" and from moving vehicles (painted buffers)

Better intersection visibility at offset intersections and driveways

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph

Option 3: Enhanced buffered bike lanes with curb management



Active, demand-responsive curb management

Concrete bus boarding islands

Bike lane buffered from "door zone" and from moving vehicles (painted buffers)

Better intersection visibility at offset intersections and driveways

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph

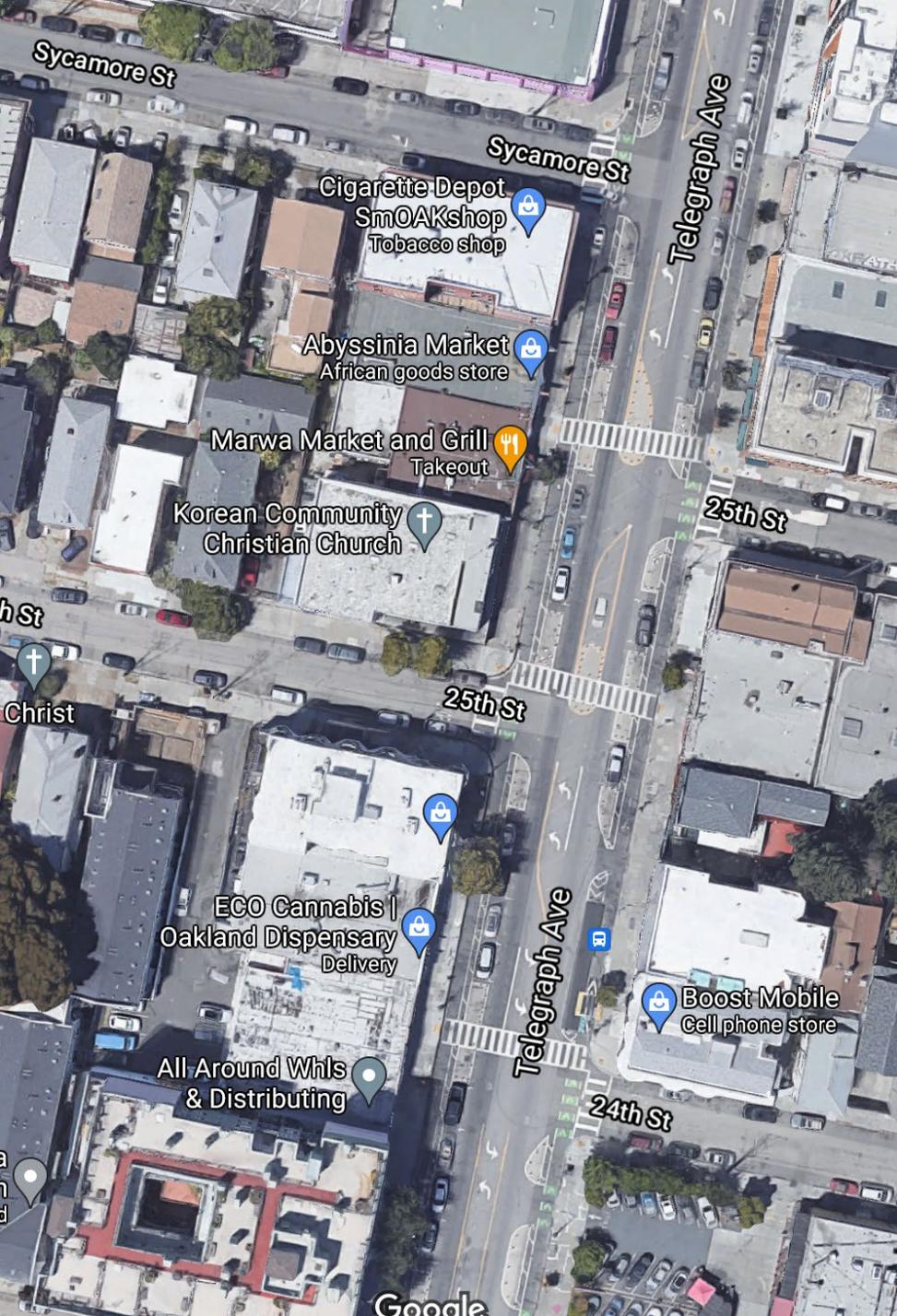


Curb management (option 3)

- Demand-responsive meter rates to ensure at least one space is available on each block face
- Extended meter hours to 8 PM and Sundays
- 50 additional parking meters on side streets between Broadway and Northgate Ave
- Increase loading access to businesses
- Ensure parking availability for visitors
- Deter potentially dangerous and illegal parking activity (double parking, bike lane obstruction)

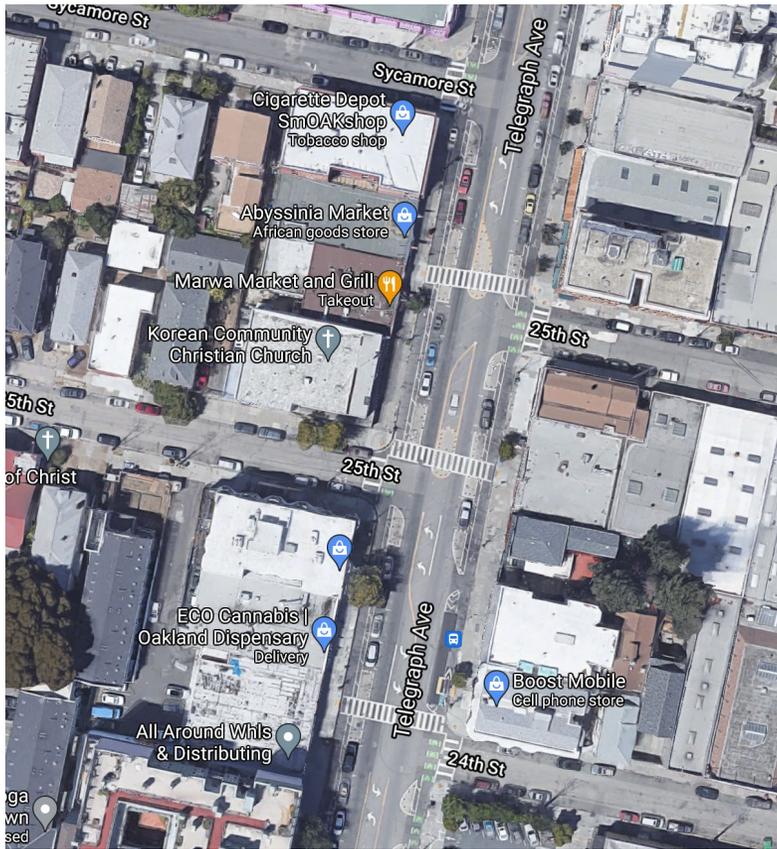
Evaluation framework

Metrics	Pre-Project Seven auto lanes	Current Conditions Interim protected bike lane	Option 1 Permanent protected bike lane	Option 2 Enhanced buffered bike lane	Option 3 Enhanced buffered bike lane + curb management
Support: Assessment of community preference					
Utilization: More people walking and biking along the corridor					
Safety #1: Prevention of collisions, with a focus on preventing fatalities and severe injuries					
Safety #2: Perceptions of safety					
Transit: Facilitate transit operations and access					
Commercial operations: Convenient commercial and passenger loading					
Vitality: Support and increase business activity					
Accessibility: Convenience for people with disabilities					
Aesthetics: Attractive aesthetically					
Special Events: Facilitate First Friday and other similar events					
Total					



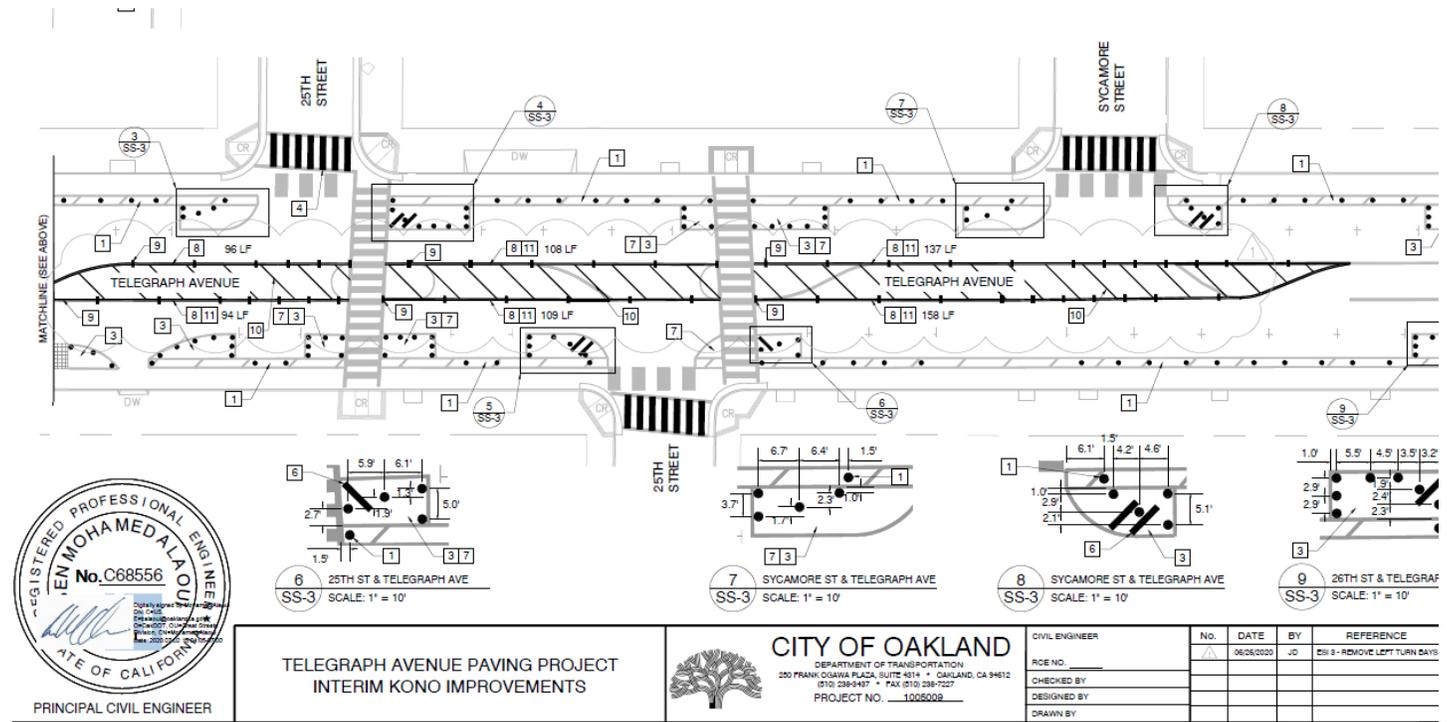
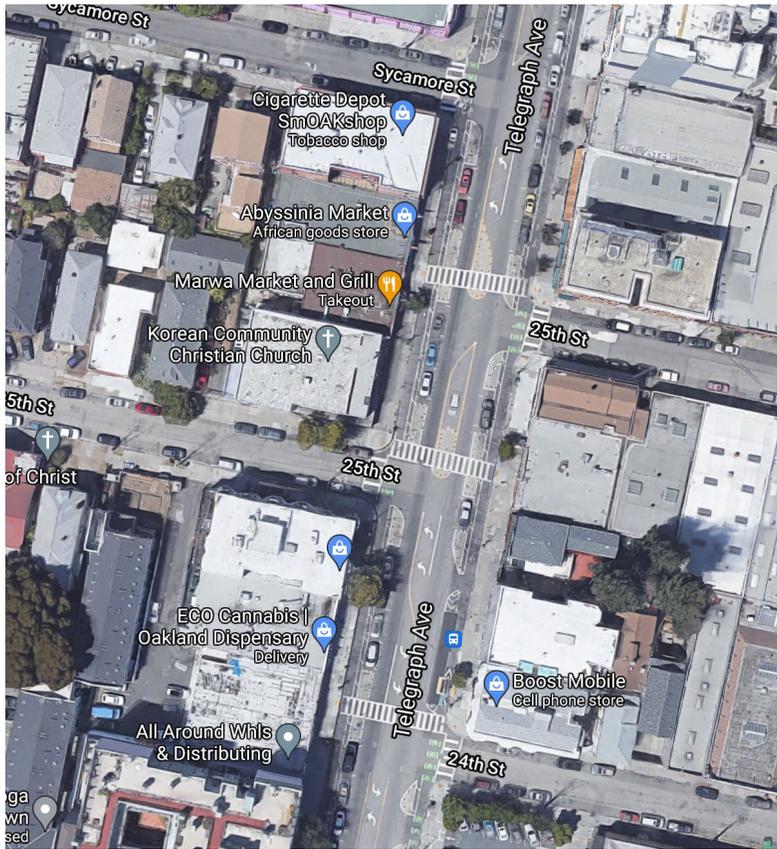
Safety #1: Prevention of collisions

- A. Motor vehicle speeds - 24 mph 85th %, 17 mph avg (2019)
- B. Motor vehicle volumes - 11,000 cars a day (2019)
- C. Number of vehicle travel lanes - one lane in each direction
- D. Curbside conflicts between buses, bicyclists, commercial loading/trash collection, and on-street parking
- E. **Frequency of unsignalized intersections** - one every 185' avg; one intersection every 120' between 24th St & 26th St



Safety #1E: Uncontrolled intersections

- Each intersection presents a potential conflict between people walking, biking, and driving
- Protected bike lanes provide a separated, protected facility at mid-block locations - this protection breaks down at each uncontrolled driveway and intersection
- The overwhelming safety concern with the interim project we hear is visibility at intersections.
- Of the 20 reported collisions involving people walking or driving since the interim project was installed, 15 occurred at intersections.



REGISTERED PROFESSIONAL ENGINEER
EN MOHAMED ALAO
 No. C68556
 STATE OF CALIFORNIA
 PRINCIPAL CIVIL ENGINEER

TELEGRAPH AVENUE PAVING PROJECT
 INTERIM KONO IMPROVEMENTS

CITY OF OAKLAND
 DEPARTMENT OF TRANSPORTATION
 250 FRANK OSGOOD PLAZA, SUITE 4014 • OAKLAND, CA 94612
 (510) 238-9497 • FAX (510) 238-7227
 PROJECT NO. 1005009

CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCE NO.		06/06/2020	JD	ES 3 - REMOVE LEFT TURN BAYS
CHECKED BY				
DESIGNED BY				
DRAWN BY				

Proposed uncontrolled intersection improvements (2020)

- Turning restrictions and through-traffic restrictions proposed in summer 2020 to improve intersection safety and off-set, uncontrolled intersections
- Met with substantial community resistance

Alternatives evaluation

Metrics	<u>Pre-Project</u> Seven auto lanes	<u>Current Conditions</u> Interim protected bike lane	<u>Option 1</u> Permanent protected bike lane	<u>Option 2</u> Enhanced buffered bike lane	<u>Option 3</u> Enhanced buffered bike lane + curb management
Support: Assessment of community preference	1	2	4	4	4
Utilization: More people walking and biking along the corridor	1	4	4	3	4
Safety #1: Prevention of collisions, with a focus on preventing fatalities and severe injuries	1	4	5	2	5
Safety #2: Perceptions of safety	1	3	4	3	4
Transit: Facilitate transit operations and access	2	4	5	5	5
Commercial operations: Convenient commercial and passenger loading	5	2	3	3	4
Vitality: Support and increase business activity	2	3	3	3	4
Accessibility: Convenience for people with disabilities	4	2	3	4	4
Aesthetics: Attractive aesthetically	2	2	4	3	3
Special Events: Facilitate First Friday and other similar events	5	3	3	4	4
Total	24	29	38	34	41

Option 3: Staff recommendation



Active, demand-responsive curb management

Concrete bus boarding islands

Bike lane buffered from "door zone" and from moving vehicles (painted buffers)

Better intersection visibility at offset intersections and driveways

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph



Next steps

2021



12-month look-ahead





Questions? Comments?





Thank you!



