



REPAIRING TELEGRAPH

in Temescal



City of
Oakland

Department of
Transportation

2018

OakDOT Information

Our Mission Statement:

To envision, plan, build, operate and maintain a transportation system for the City of Oakland, and to assure safe, equitable, and sustainable access and mobility for residents, businesses and visitors:

What does OakDOT do?



Fix
sidewalks



Enforce
parking



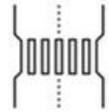
Fill
potholes



Pave
streets



Partner with
communities



Make safer
streets



Plan bike &
pedestrian
projects



Install and
operate traffic
signals



Temescal History

Past Surveys and Efforts

Pedestrian Streetscape Improvement Plan 2005

Telegraph Online Surveys 2014

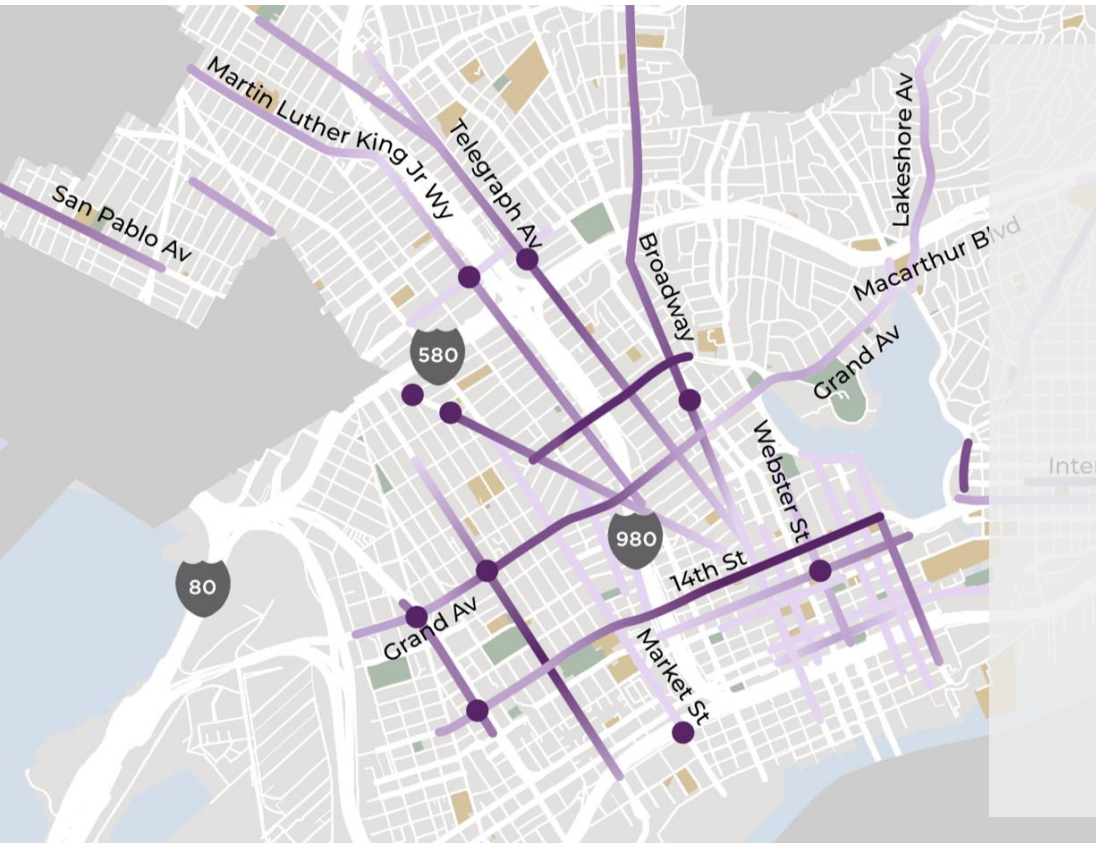
In-Person User Surveys collected by UC Berkeley 2014

Several Rounds of Stakeholder Interviews 2014

Public Life Study 2017

Council Decision in 2014 to add bicycle facilities to the Telegraph Ave. Corridor

Telegraph Ave High Injury Corridor



Corridor running north along Telegraph Ave.

6% of streets were 60% of severe and fatal crashes occur



Multimodal High Injury Network

2017 Pedestrian HIN

2018 Multimodal HIN

Moderate crash score*

High crash score

High-Injury Intersections

School, Library, or Community Center

City of Oakland

Park

*Crash score refers to the density of crashes, with more weight given to higher severity crashes.



No bicycle facilities make biking inaccessible for most Oaklanders.



Bus service is often slow and unreliable because there is no existing priority given to mass transit along the corridor.



Crosswalks are faded and not very visible to drivers. Poor pavement conditions create tripping hazards for people trying to cross the street.



People crossing the street must cross long distances and drivers have difficulties seeing pedestrians.



Wide travel lanes encourage speeding.



Limited commercial loading zones, despite heavy commercial activity.



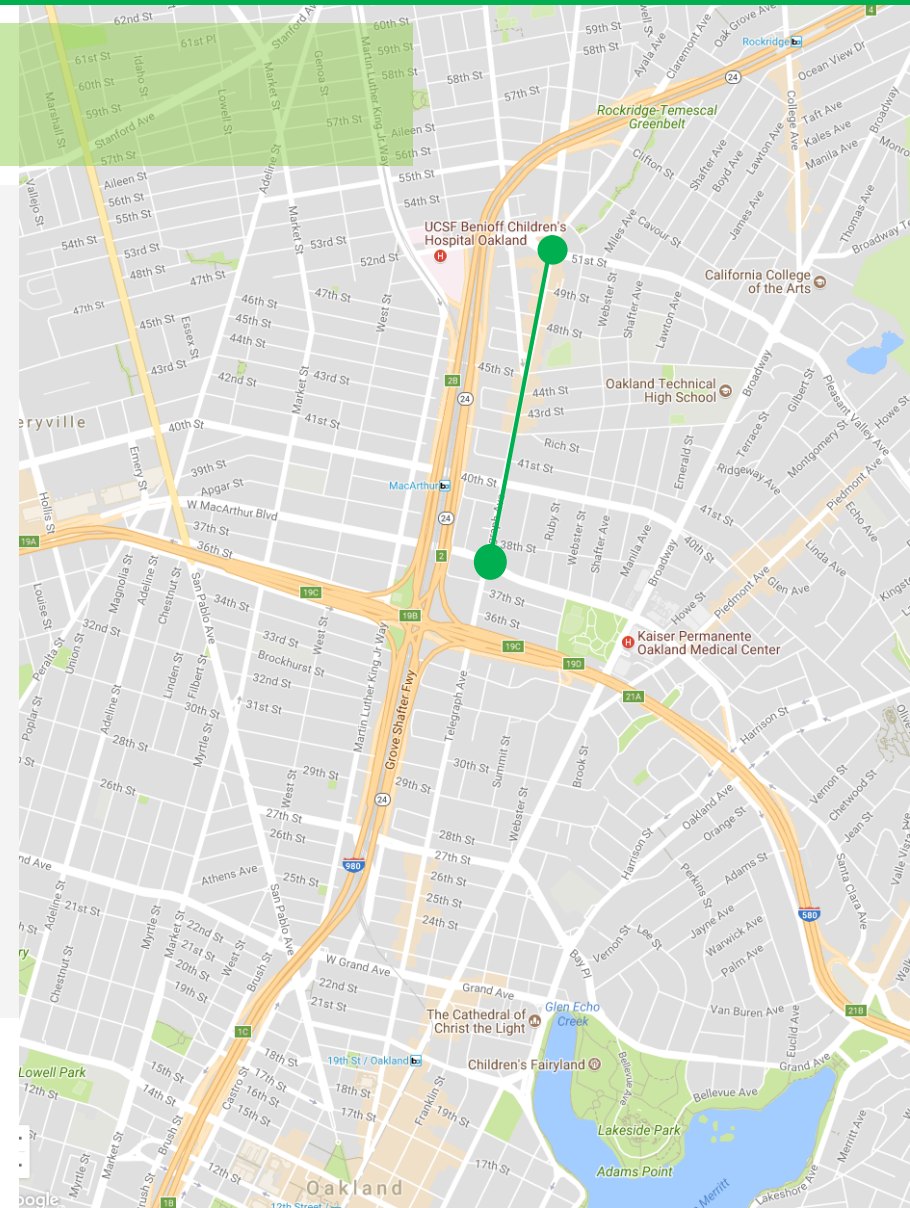
Repaving Telegraph Ave

Coming in 2019!

This will be the first phase of improvements along the corridor to downtown.

“Road Diet” with Bike Lanes will be included between MacArthur Blvd and 42nd Street

Out focus is to design the segment from 42nd Street to 52nd Street



Future Grant-Funded Safety Projects

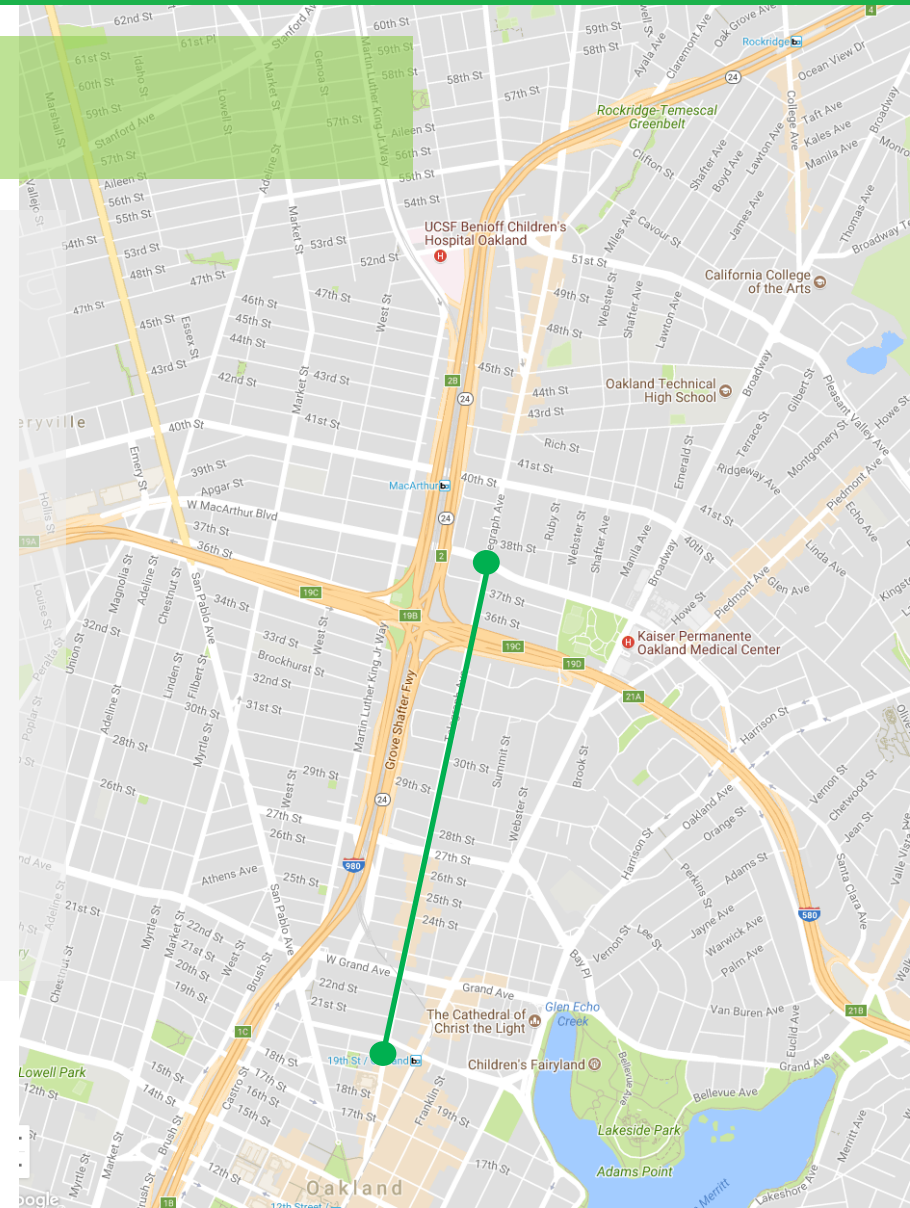
Implementation in 2020/2021

Concrete improvements to Telegraph KONO

Buffered bike lane through 41st

Pedestrian crossing improvements throughout

Reconfiguration of Shattuck and Telegraph intersection



Decision Making

OakDOT will make its decisions based on...

Safety

- Telegraph is a High Injury Corridor
- Safety for all Users is a Priority

Equity

- Accessibility, Affordability, Health & Safety, and Process

Community Input

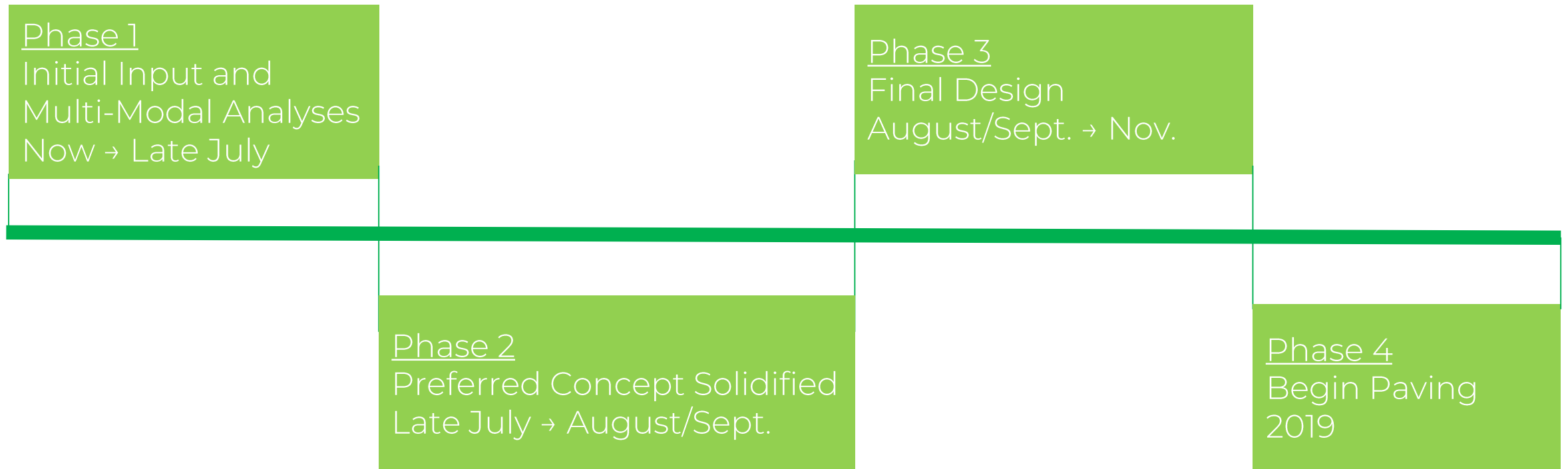
- User Surveys, Merchant Surveys, and Community Meetings

Vibrancy

- Creating opportunities for beautification and increasing foot traffic



DRAFT Project Timeline



Phase 1: Initial Input

Community Input

- Temescal Street Fair
- Stickers
- Merchant Outreach
- Mobile Workshops
- User Surveys
- Online Engagement
- Community Meetings
- 40th Street Block Party

Baseline Data Collection

- Yielding
- Traffic Counts
- Foot Traffic



Data Collection Results

Total Yield at Signalized Intersections: **68.5%**

Close Calls: **~6/hr**

Total Yield at Non-Signalized Intersections: **25.6%**

Total Number of People on the Street: **376/hr**

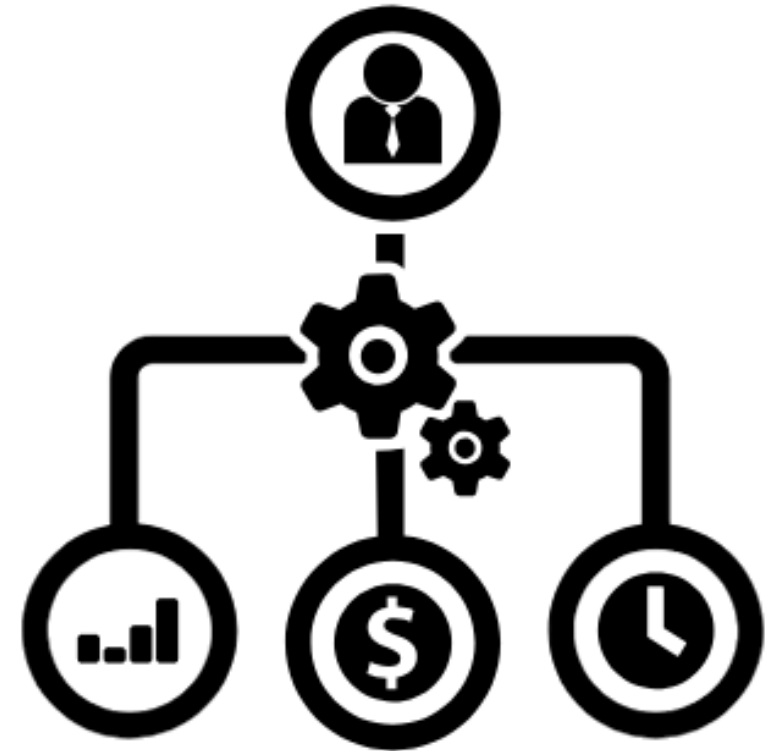


Phase 2: Concept Development

Step 1: Concepts based on

- Safety
- Equity
- Initial Community Input
- Vibrancy

Step 2: Bring concepts back to the community for further input



Opportunities for Telegraph



Painted Pedestrian Spaces extend sidewalks, shorten crossing distances, and increase yielding to pedestrians.



High Visibility Crosswalks increase vehicle yielding to pedestrians by up to 48%.

Opportunities for Telegraph



Bus Boarding Islands

increase the speed and reliability of bus service by minimizing the need for buses to pull into and out of traffic, provide additional waiting areas for transit riders, and reduce conflicts between buses and people riding bikes.



Queue Jumps *increase the speed and reliability of bus service by giving buses a head start at signalized intersections.*

Opportunities for Telegraph



Buffered Bike Lanes
provide additional
separation between the
travel lane and bicycle
lane.



Protected Bikeways
enhance the safety of
bicyclists by providing a
physical barrier between
the travel lane and bike
lane.

Opportunities for Telegraph



Colored Curbs optimize curb space and balance the need for commercial and pedestrian loading zones and parking.



Reducing the Number of Traffic Lanes reduces crashes by approximately 30%, tames speeding, and increases yielding to pedestrians.



THANK YOU!

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