

Telegraph Avenue

June 2021



City of
Oakland | Department of
Transportation

Agenda



Telegraph, 1999 - 2020



What we've learned



Proposed improvements



Next steps



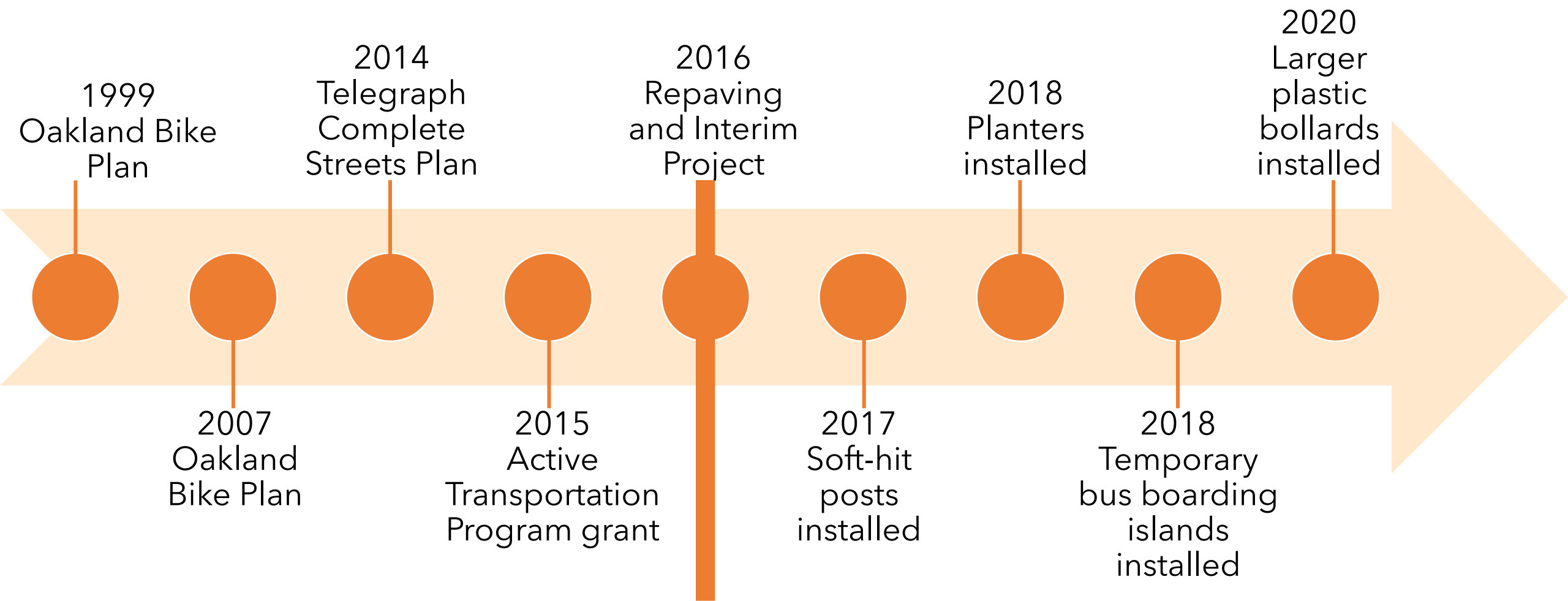
Questions and comments



Telegraph

1999 - 2020







What we've learned

2013 - 2019





The good

- The number of people walking and biking doubled
- People driving are three times more likely to yield to people crossing the street
- People walking and biking report feeling safer with the bike lane than with the five-lane condition
- Motor vehicle volumes have remained steady, but 85th percentile speeds have decreased closer to the posted speed limit of 25 mph



The less good

- Reported collisions involving people walking and biking increased by 33%
- 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

Alternatives Evaluation

Metrics	<u>Pre-Project</u> Seven auto lanes	<u>Current</u> Conditions 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



Proposed improvements

2020 - 2021





**Concrete bus
boarding islands**

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

**Active, demand-
responsive curb
management**

**Full street First
Fridays**

**Better intersection
visibility at offset
intersections and
driveways**

Preserve road diet

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



Curb management

- 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)



Next steps

2021



June 22, 2021,
Submit staff report
recommending Enhanced
Buffered Bike Lanes with
active curb management
to Public Works
Committee meeting

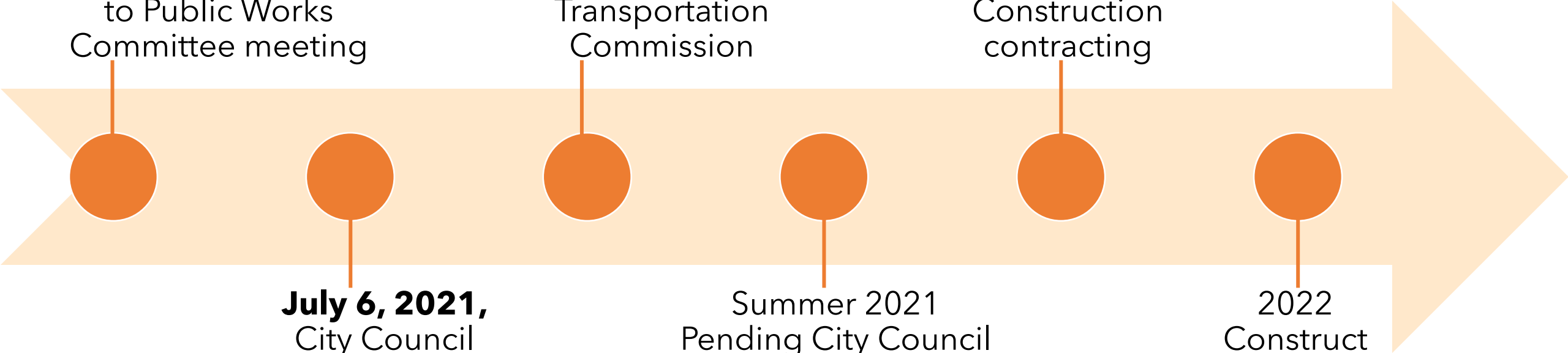
July 6, 2021,
City Council
meeting

Summer 2021
Pending City Council
direction, revise ATP
scope with Caltrans
and California
Transportation
Commission

Summer 2021
Pending City Council
direction, modify
design

Winter 2021
Construction
contracting

2022
Construct
project





**Questions?
Comments?**



An aerial photograph of a city street, likely in Oakland, California. The street is wide with multiple lanes, marked with white and yellow lines. Several cars are visible, including a silver minivan, a black sedan, and a red car. The street is lined with trees and buildings. On the left, there's a yellow building with a 'MAKE BELIEVE' sign. On the right, there's a building with a 'KONO' sign and a 'GALLERIES' sign. A large blue banner with the text 'Thank you!' is overlaid on the bottom left of the image.

Thank you!

