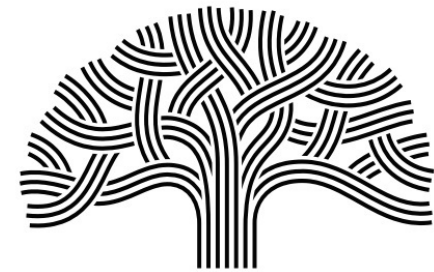


Upper Telegraph Avenue Complete Streets Project

February 26, 2024

Mayor's Commission on Persons with
Disabilities

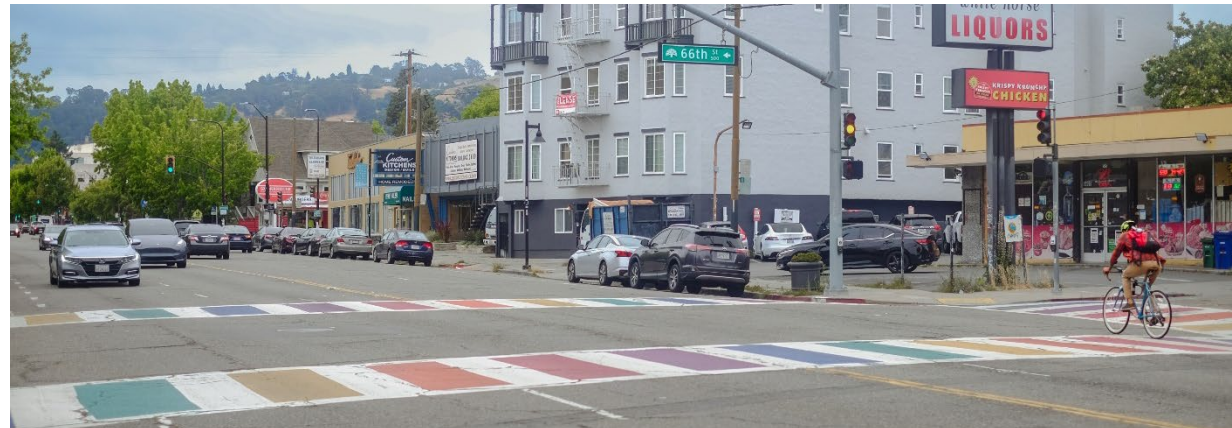
Cathy DeLuca
Planning & Project Development Team
Department of Transportation



Oakland
DEPARTMENT OF
TRANSPORTATION

Goal of Presentation

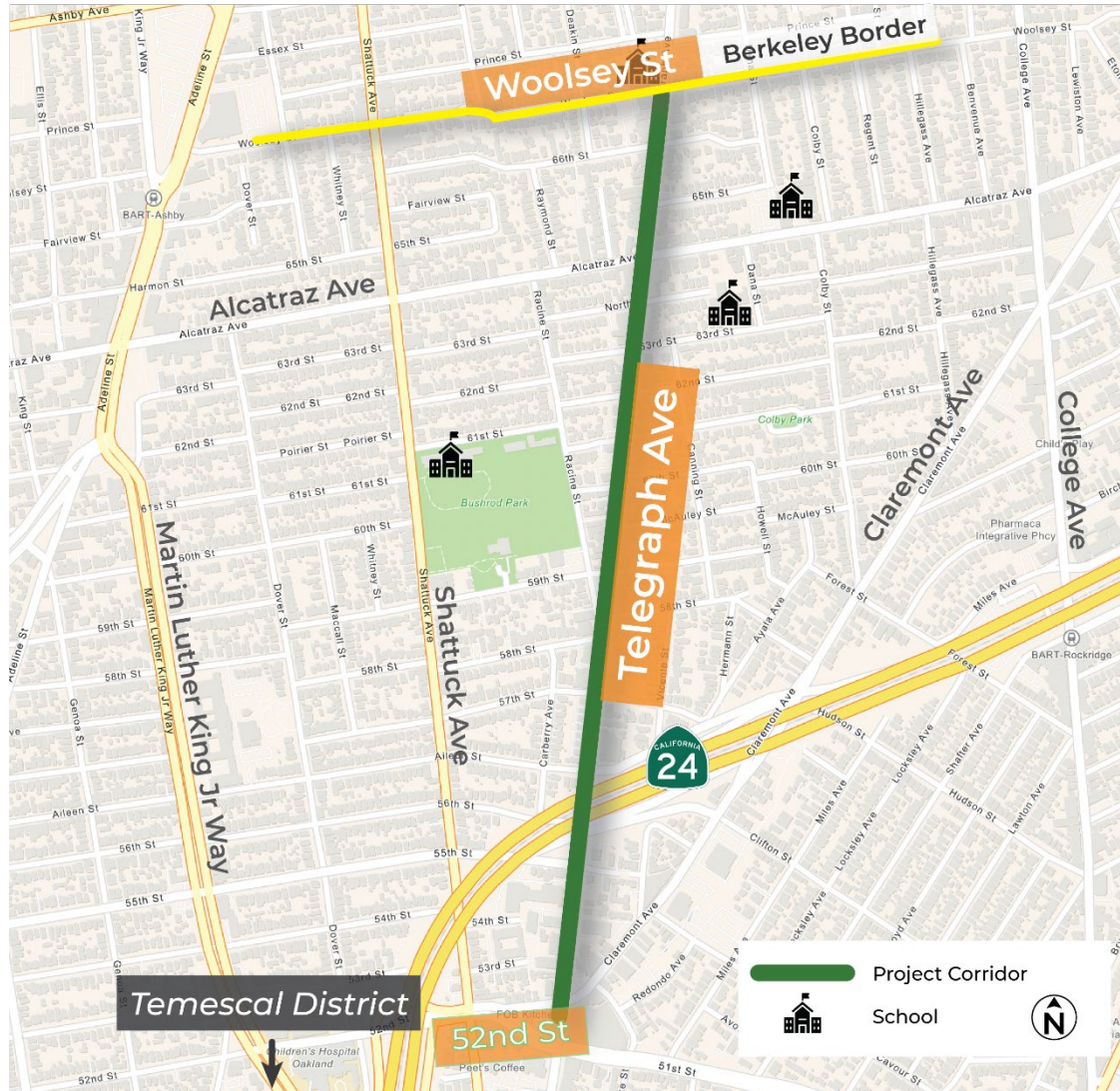
1. Introduce Upper Telegraph Avenue Complete Streets Project to Commission
2. Share 2 Major Design Directions and get feedback on design elements



Impact on People with Disabilities

- People with disabilities use all forms of transportation
- People with disabilities have a significantly higher risk of pedestrian collisions, injuries, and fatalities
- Several project elements may have greater impact on people with disabilities:
 - Access to curb
 - Shared bus stop / bike lane

Upper Telegraph Avenue Complete Streets Project



Project is on Telegraph Avenue, from 52nd St to Woolsey St (~1 mile)

Important Oakland/Berkeley connection

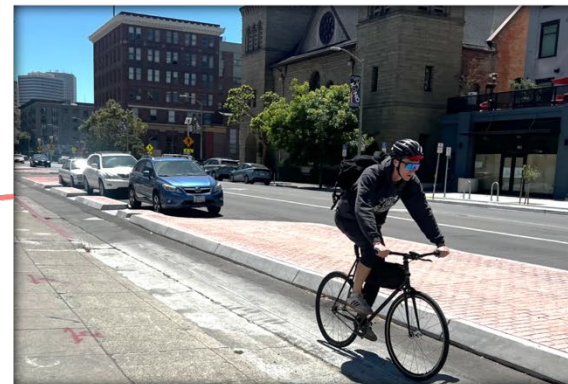
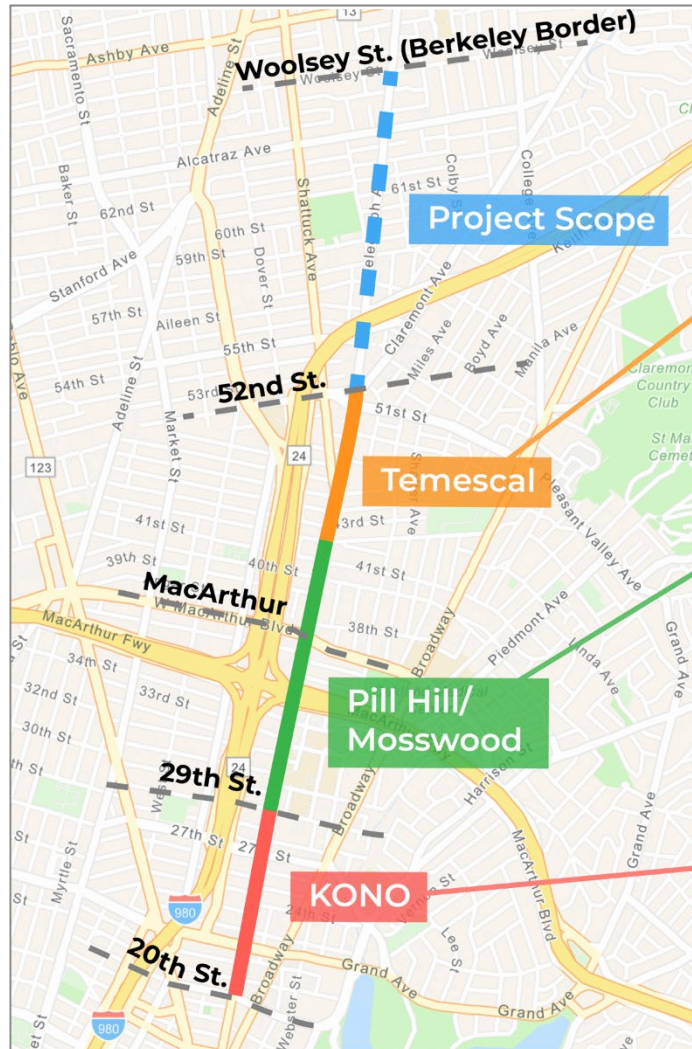
Paving Project provides opportunity to:

- Enhance safety for all street users
- Install accessibility improvements

Project Schedule

Timeframe	Activity
Summer/Fall 2023	Traffic Studies & Design Options
Fall 2023/Winter 2024	Outreach / Survey / Open House
March/April 2024	Decision on Design Path
Late Summer 2024	Initial Design (+ Outreach)
Winter 2024/2025	Revised Design
Early-Mid 2025	Final Design
2026	Construction Start

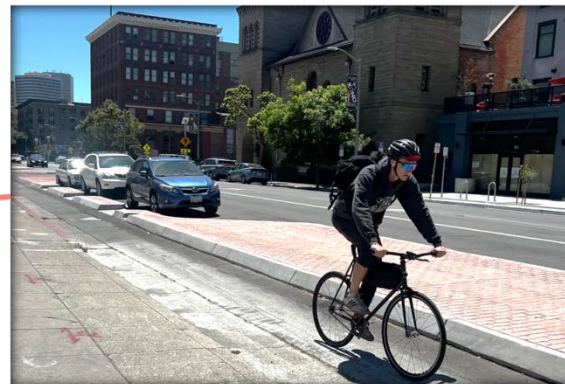
Previous Telegraph Projects



OakDOT has already completed 3 projects on Telegraph between 20th Street and 52nd Street

This project would extend our Telegraph work northward up to the city border

Previous Telegraph Projects



Completed Features

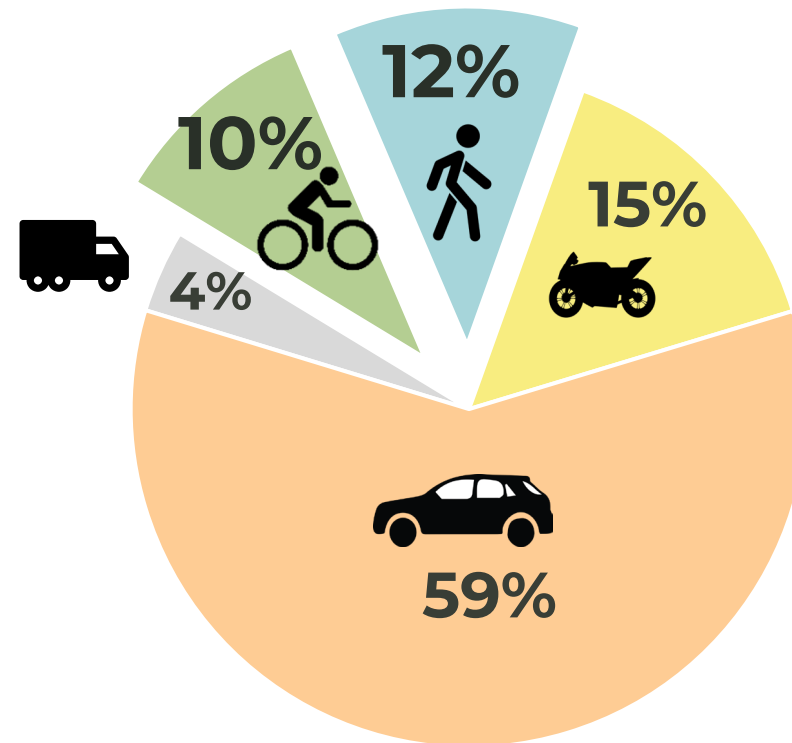
- Calmed traffic via Lane Reduction
- Enhanced pedestrian safety
- Upgraded curb ramps
- Built bus boarding islands
- Separated or buffered bike lanes

Traffic Crashes on Telegraph

52nd to Woolsey

52 Crashes (2017–2021)

- 4% Trucks
- 10% Bicyclists
- 12% Pedestrians
- 15% Motorcyclists
- 59% Cars



Safe Oakland Streets

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



Impact of Speed

If a person walking is hit by a car going **20 mph**, **5% chance** of dying

If a person walking is hit by a car going **30 mph**, **45% chance** of dying

If a person walking is hit by a car going **40 mph**, **85% chance** of dying

Pedestrian Safety



Major Goal of 2017 *Oakland Walks!* Pedestrian Plan:

Increase Pedestrian Safety

Pedestrian Safety Toolkit Treatments (examples relevant to Telegraph)

High-visibility crosswalk markings

Pedestrian refuge islands

Road diet (aka, reduction in # of lanes)

Pedestrian hybrid beacon or rapid flashing beacon



Accessibility

Paving Projects bring non-compliant curb ramps into compliance and add curb ramps where none exist



Biking on Telegraph

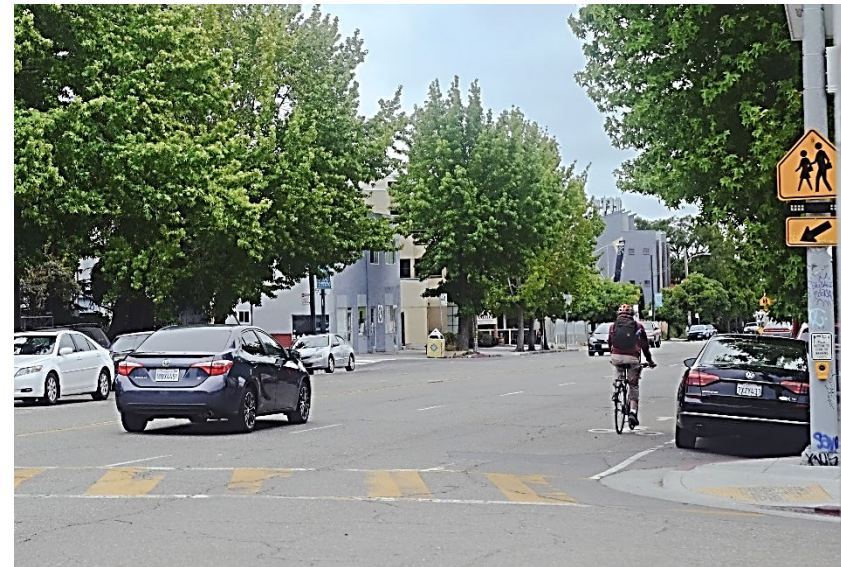


2019 Oakland Bike Plan recommends separated bike lanes on Telegraph

Current Conditions



No bike lanes from 52nd to Aileen



Paint-only bike lanes from Aileen to Woolsey

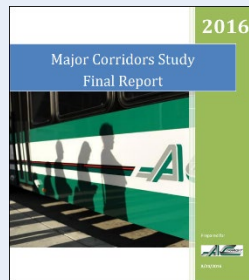
AC Transit

Line 6

- 6th highest level of ridership of all AC Transit lines
- 12-minute headways

Line 800

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



AC Transit's Major Corridors Study recommends **Bus-Only Lanes** on Telegraph Ave by 2040

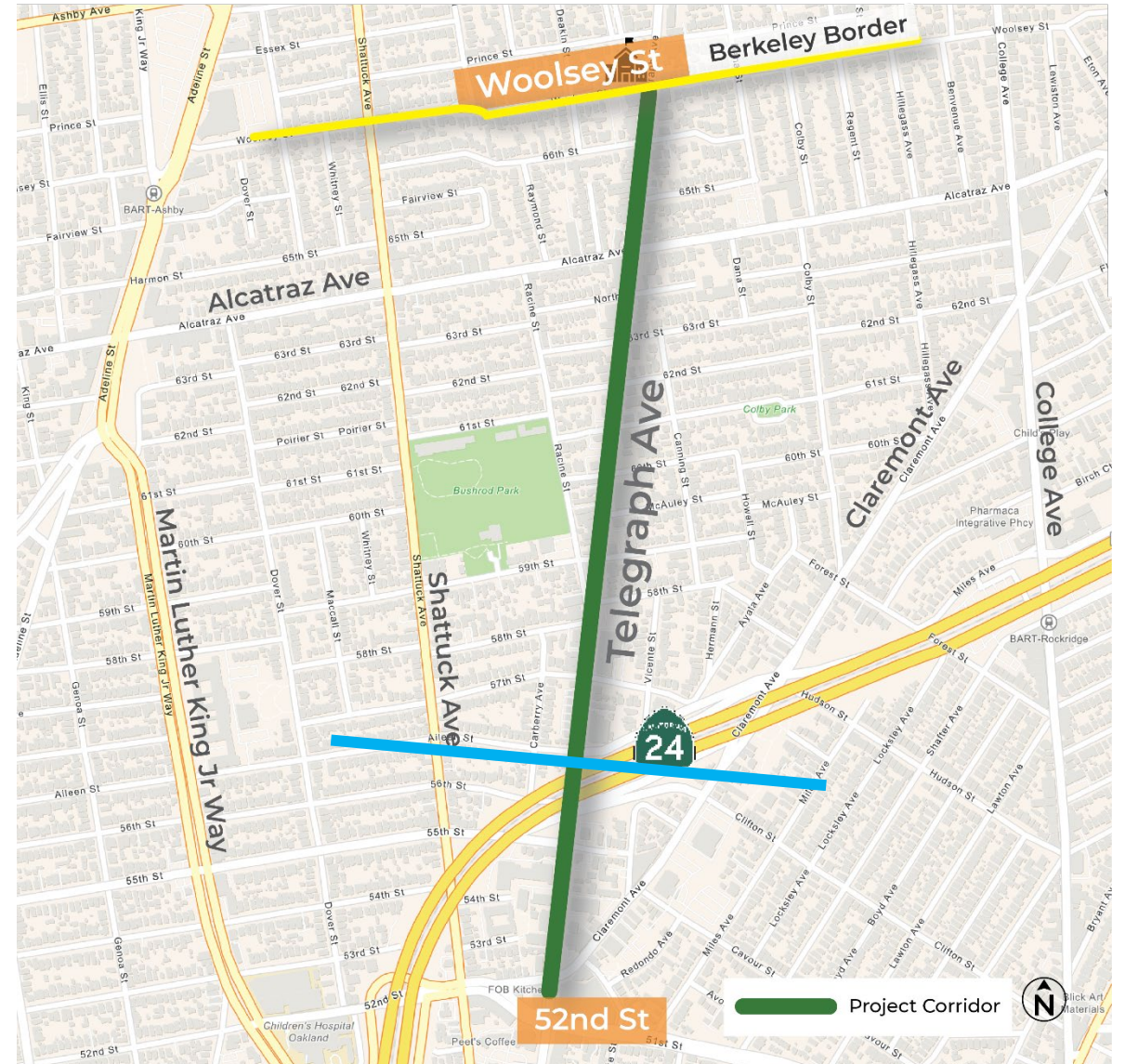
Design Options

56th St to Woolsey St

Two Main Options

South of 56th St

Needs further study due to highway traffic



Design Options

Keep in Mind . . .

Paving Projects

allow us to get safety improvements in the ground quickly, but they don't allow major changes, like new signals, wider sidewalks, etc.

Design Options

Keep in Mind . . .

All Options will include Pedestrian Safety and Accessibility Improvements, such as:

- Upgraded curb ramps
- High-visibility crosswalk markings
- New flashing lights at crossings
- Greater visibility via “daylighting”

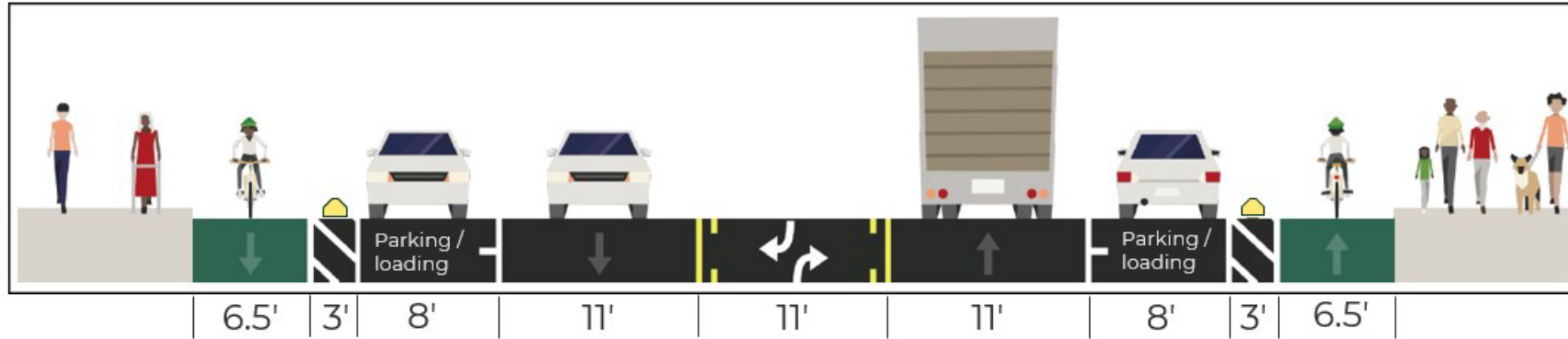
AND slowing traffic increases safety for everyone!!!

Upper Telegraph Street: General Layout



From Aileen Street to Woolsey Street, Telegraph Avenue has the following layout: sidewalk, then parking along the curb, then a bike lane with no protection but paint, and then two travel lanes. This same configuration occurs on both sides of the street.

Concept 1: Lane Reduction + Separated Bike Lanes



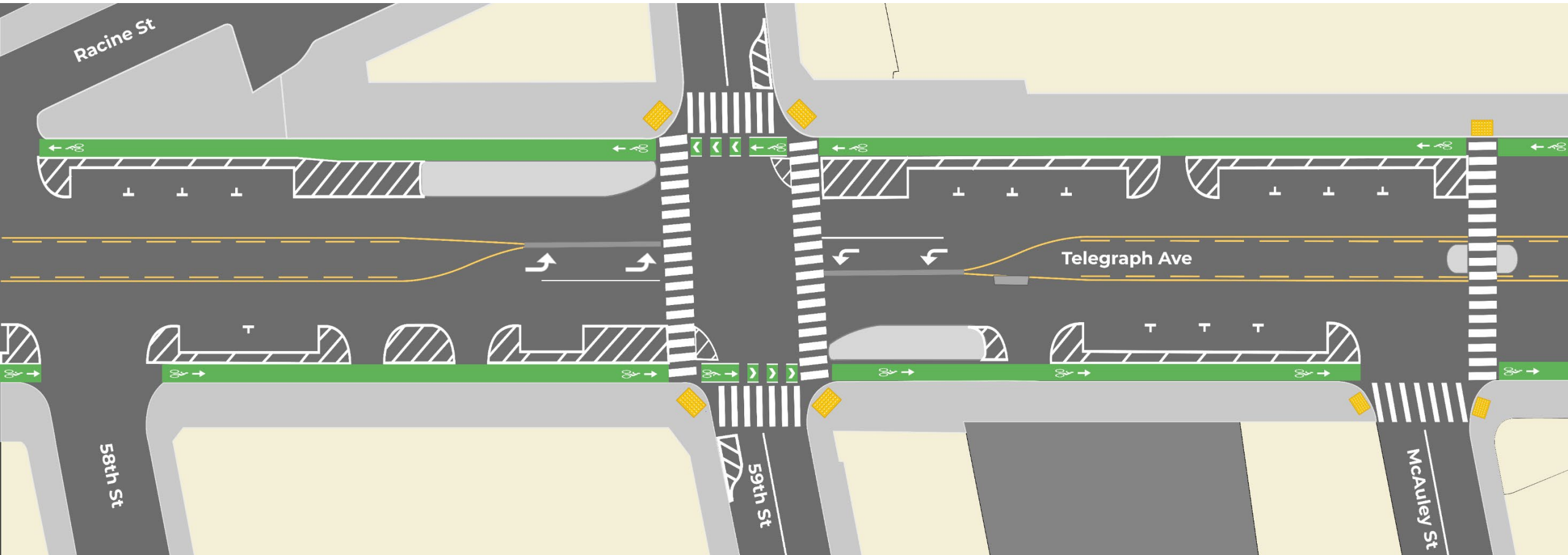
Design Elements

- 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

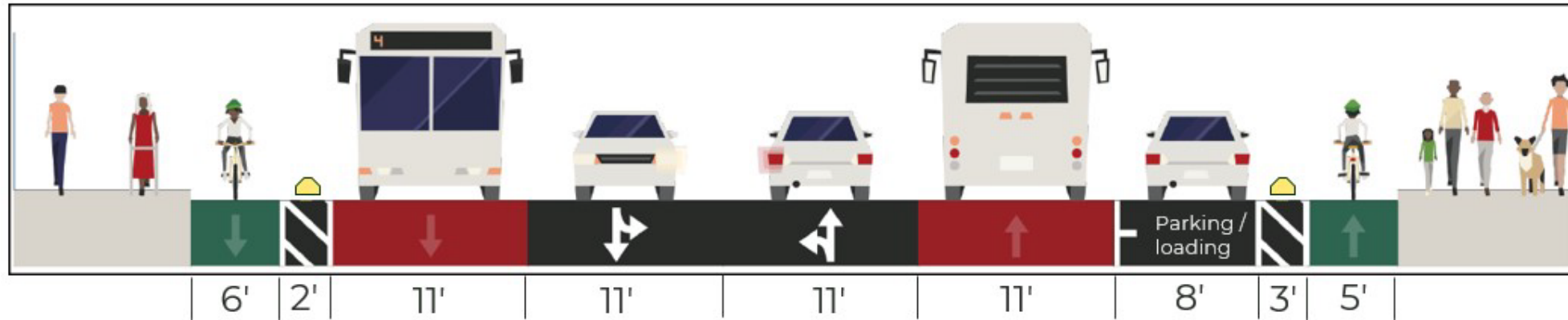
Considerations

- 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



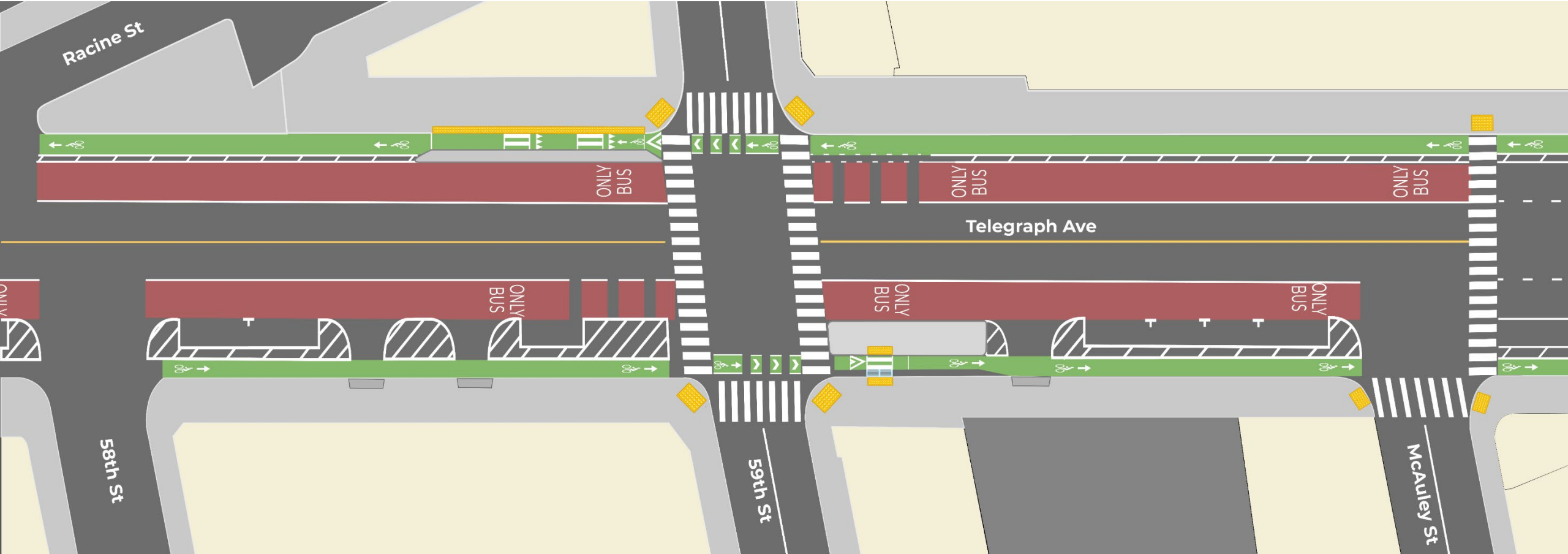
Design Elements

- 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

Considerations

- 60-65% of parking removed (one full side +)
- Unable to fit pedestrian refuge islands
- May be difficult to fit left-turn lanes
- On side without parking, bus stops shared with bike lane
- At intersection, bike lane shares space with right turns
- Narrow bike lanes put cyclists closer to opening car doors

Concept 2: Bus-Only Lanes + Separated Bike Lanes



Transit Analysis

Bus delay, compared to existing conditions

Concept 1 (Lane Reduction):

- Northbound: 9 seconds faster
- Southbound: 2 seconds slower

Concept 2 (Bus Only Lanes):

- Northbound: 26 seconds faster
- Southbound: 39 seconds faster



Design Challenges

Shared bus stop / bike lane



Paratransit access



Keeping cars out of the bus-only lane



Fall 2023 / Winter 2024 Engagement ^{Exhibit E}

POSTCARDS MAILED

to all Oakland addresses within ¼ mile of project

ONLINE SURVEY

- Open 2 months: 12/12/23 to 2/12/24
- Available in Amharic, Chinese, English, Spanish
- 1,000+ respondents

OPEN HOUSE

- 1/17/24 @ Temescal Library (52nd & Telegraph)
- ~ 75 attendees

PUBLIC MEETINGS & EVENTS

- Neighborhood Council meetings
- Oakland Bicycle & Pedestrian Advisory Commission
- 1/7/24 Temescal Farmers Market
- 2/7/24 Oakland Mayor's Commission on Aging
- 2/26/24 Oakland Mayor's Commission on Persons with Disabilities

BUSINESS+ VISITS

- E.g., Meetings with Telegraph BID, churches
- Visits to businesses / establishments on corridor

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Thank You

This Presentation was created by the Oakland
Department of Transportation

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510-519-1605

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

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