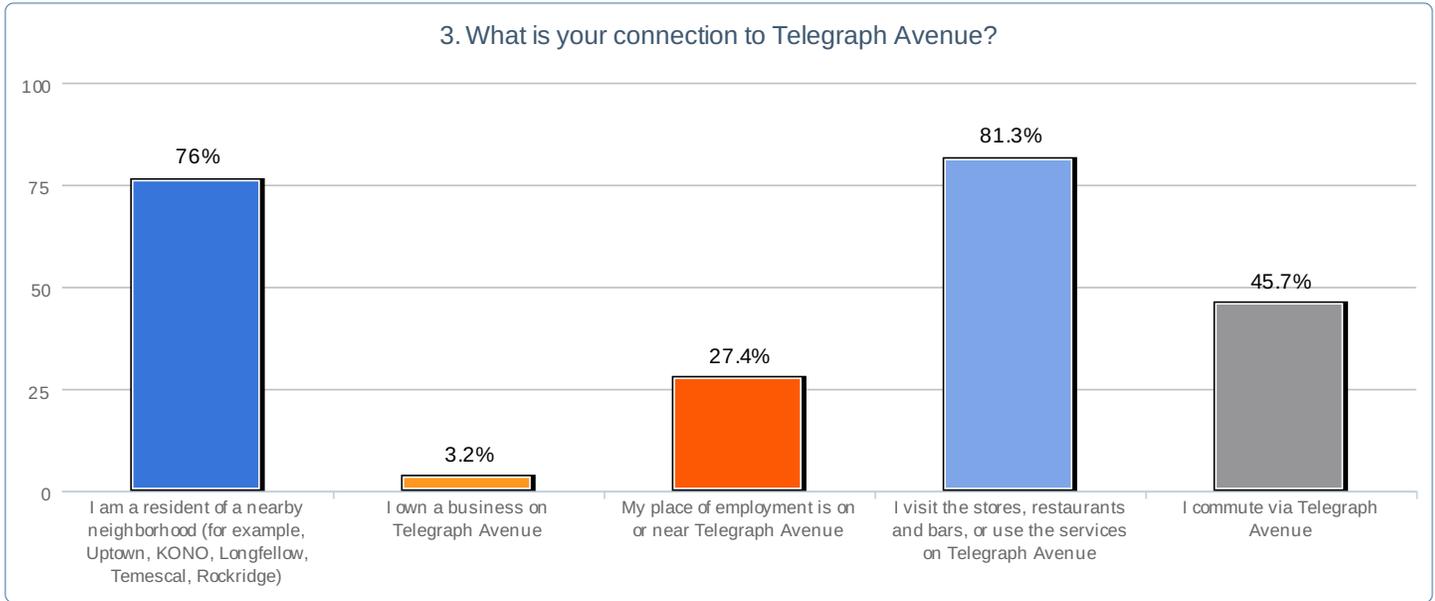


Summary Report - Auto Run

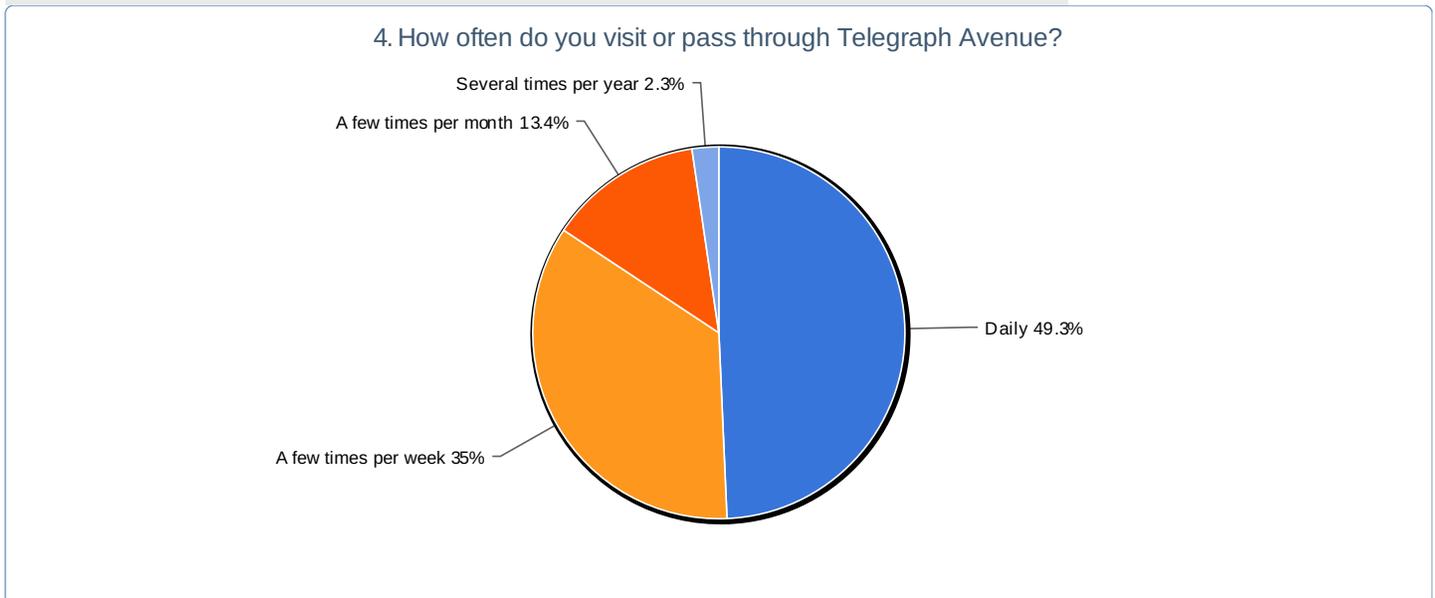
Survey: Telegraph Avenue Complete Streets Implementation Plan - Feedback Survey



3. What is your connection to Telegraph Avenue?

Value	Count	Percent %
I am a resident of a nearby neighborhood (for example, Uptown, KONO, Longfellow, Temescal, Rockridge)	824	76.0%
I own a business on Telegraph Avenue	35	3.2%
My place of employment is on or near Telegraph Avenue	297	27.4%
I visit the stores, restaurants and bars, or use the services on Telegraph Avenue	881	81.3%
I commute via Telegraph Avenue	495	45.7%

Statistics	
Total Responses	1,084



4. How often do you visit or pass through Telegraph Avenue?

Value	Count	Percent %
Daily	534	49.3%
A few times per week	379	35.0%
A few times per month	145	13.4%
Several times per year	25	2.3%
Never	0	0.0%

Statistics	
Total Responses	1,083

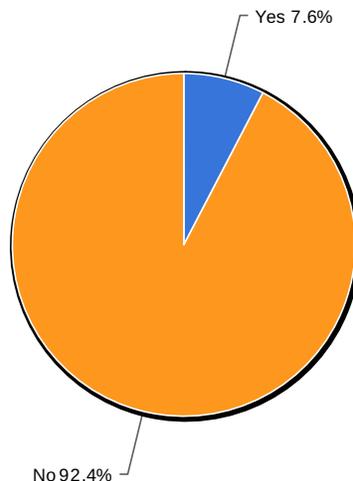
5 Which mode(s) of transportation do you use?

	1	2	3	4	5	6	Responses
Drive	31.8% 317	14.8% 148	15.1% 151	11.9% 119	13.2% 132	13.0% 130	997
AC Transit	10.1% 86	11.7% 99	14.3% 121	18.7% 159	20.1% 171	25.1% 213	849
BART	12.1% 113	22.5% 210	25.9% 242	21.5% 201	12.0% 112	6.1% 57	935
Bicycle	42.1% 409	14.8% 144	12.3% 119	7.7% 75	7.5% 73	15.6% 151	971
Walk	21.7% 219	30.9% 312	22.2% 224	12.8% 129	9.0% 91	3.6% 36	1,011
Other	9.9% 42	1.2% 5	3.8% 16	5.6% 24	15.0% 64	64.6% 275	426

8. Please indicate your agreement with the following statement

	Strongly Disagree	Disagree	No Opinion	Agree	Strongly Agree	Responses
Pedestrians	14.4% 154	40.9% 438	7.9% 85	31.0% 332	5.8% 62	1,071
Cyclists	39.3% 420	44.6% 477	8.4% 90	6.4% 69	1.3% 14	1,070
Motorists	2.8% 30	12.1% 129	10.1% 108	47.1% 502	27.8% 296	1,065
Transit Users	4.1% 43	21.5% 225	32.9% 344	35.9% 375	5.6% 59	1,046

9. Do you feel that the existing configuration adequately balances the needs of all users (pedestrians/cyclists/motorists/transit riders)?



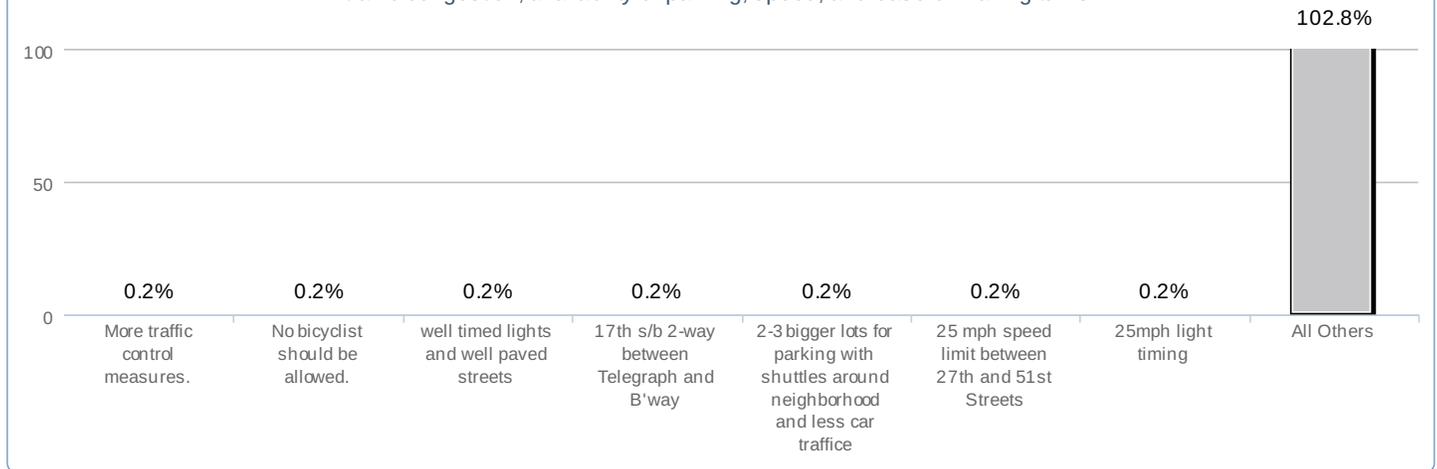
9. Do you feel that the existing configuration adequately balances the needs of all users (pedestrians/cyclists/motorists/transit riders)?

Value	Count	Percent %	Statistics	
Yes	82	7.6%	Total Responses	1,073
No	991	92.4%		

10. If not, what modes should receive higher priority in any future improvements to Telegraph Avenue?

	1	2	3	4	Responses
Driving	13.8% 133	9.3% 90	15.0% 144	61.9% 596	963
Public Transit	21.6% 213	33.2% 328	36.8% 364	8.4% 83	988
Bicycling	56.6% 590	22.5% 234	8.0% 83	13.0% 135	1,042
Walking	41.4% 419	29.5% 299	21.0% 213	8.0% 81	1,012

11. For each of the Telegraph Avenue modes listed below, please note any ideas or suggestions. Specify the portion of the corridor to which your comment applies (e.g., between 40th Street and 51st Street).:For motorists? Examples may include traffic congestion, availability of parking, speed, and ease of making turns.



11. For each of the Telegraph Avenue modes listed below, please note any ideas or suggestions. Specify the portion of the corridor to which your comment applies (e.g., between 40th Street and 51st Street).:For motorists? Examples may include traffic congestion, availability of parking, speed, and ease of making turns.

Value	Count	Percent %
For motorists? Examples may include traffic congestion, availability of parking, speed, and ease of making turns.	0	0.0%
For transit riders? Examples may include location and amenities at bus stops, frequency and reliability of service.	0	0.0%
For bicyclists? Examples may include perception of safety, presence of bicycle lanes, and ease of making turns.	0	0.0%
For pedestrians? Examples may include sidewalk width, lighting, ease of crossing, and perception of safety.	0	0.0%
More traffic control measures.	1	0.2%
No bicyclist should be allowed.	1	0.2%
well timed lights and well paved streets	1	0.2%
17th s/b 2-way between Telegraph and B'way	1	0.2%
2-3 bigger lots for parking with shuttles around neighborhood and less car traffic	1	0.2%
25 mph speed limit between 27th and 51st Streets	1	0.2%
25mph light timing	1	0.2%
27 to 51	1	0.2%
317 Hanover	1	0.2%
40th and 51st: more parking.	1	0.2%
40th and Telegraph- turning right onto 40th needs it's own lane.	1	0.2%
40th intersection needs dedicated walk signal not walk AND turn	1	0.2%
40th street turning left on Telegraph needs its own light.	1	0.2%
50th, congestion at light	1	0.2%
51st and telegraph can definitely get congested. Parking can be difficult but not unreasonable.	1	0.2%
51st to campus - fine for cars - not fine for bikes or pedestrians	1	0.2%
55th st intersection of shattuck and telegraph is intense to navigate and very dangerous	1	0.2%
682 Aileen St.	1	0.2%
Adding a middle turn lane would give more space for bike lanes.	1	0.2%
Affordable parking lots. Alternate throughway(s) besides telegraph & Broadway.	1	0.2%
All	1	0.2%
Allow left turns to the north onto telegraph from Stuart	1	0.2%
Availability of off street parking. Congestion reduction.	1	0.2%
Availability of parking	1	0.2%
Availability of parking.	1	0.2%
Beautify the streets with more trees, flowers, plants, etc.	1	0.2%
Better access from Longfellow/Bushrod	1	0.2%
Better controlled intersections	1	0.2%
Better coordinated lights	1	0.2%
Better intersection design where Shattuck meets Telegraph	1	0.2%
Better off street parking .	1	0.2%
Better paving, striping,rumble strips 49th to 51st	1	0.2%

Statistics	
Total Responses	521
Sum	1,462.0
Avg.	2.8
StdDev	171.8
Max	682.0

Better signal and cross walk markings and lighting. Easier parking assess	1	0.2%
Better timed lights, left arrow at light on Claremont and telegraph going north	1	0.2%
Better timed traffic lights	1	0.2%
Better traffic light coordination between Dwight and Alcatraz	1	0.2%
Between 51st and 27th	1	0.2%
Build parking at 19th and Telegraph, make it 24/7 metered.	1	0.2%
Buses always blocking traffic around 51st St. Parking meters are old and in terrible repair.	1	0.2%
Car free. Transit inly	1	0.2%
Cars should be PHYSICALLY SEPARATED from bicycles between 51st Ave. and Grand Ave.	2	0.4%
Charge to use the road	1	0.2%
Citations for cars and bikes running red lights	1	0.2%
Clarify the blinking yellow light at 45th where Shattuck ends	1	0.2%
Clear lanes, better paving, better lighting	1	0.2%
Clearer marked lines	1	0.2%
Clearer signals and signage for the intersection where Shattuck meets Telegraph.	1	0.2%
Congestion due to traffic lights either side of 51st St.	1	0.2%
Coordinate better timing of the lights on Telegraph at 51st and Claremont	1	0.2%
Dedicated bike lanes and transit lanes would leave cars with their own lane	1	0.2%
Dedicated bike lanes to prevent cyclist / motorist conflicts.	1	0.2%
Dedicated car lane	1	0.2%
Dedicated left-turn lanes	1	0.2%
Deter them	1	0.2%
Disallowing turning on red lights at the 51st intersection.	1	0.2%
Don't make it easier for drivers- we want to slow down traffic and discourage deivig	1	0.2%
Earlier turn markers in lanes on Claremont headed W before Telegraph	1	0.2%
Ease congestion, especially past 51st	1	0.2%
Ease of making turns to allow adequte traffice flow.	1	0.2%
Ease of turns at Telegraph and Alcatraz, Telegraph and Ahsby.	1	0.2%
Easier left onto Shattuck going northbound.	1	0.2%
Easier to drive near bicyclists	1	0.2%
Easy enough.	1	0.2%
Entire corridor needs to be repaved.	1	0.2%
Entire study area: do nothing for cars, only for other modes so cars will have to slow down!	1	0.2%
Fewer lanes, maybe a street closure, maybe 2 way traffic.	1	0.2%
Find locations for offstreet parking. Address 51st street intersections (too many lights).	1	0.2%
Free parking area whee folks can drop off cars and walk	1	0.2%
From 20th to 57th is designed just for cars	1	0.2%
From 20th to 57th they should be encouraged to use Broadway.	1	0.2%
Funnel cars off of telegraph to reduce backup at lights. Create more off street parking	1	0.2%

Genral congestion between 59th and Ashby is scary for cyclists.	1	0.2%
Get rid of Shattuck and Telegraph intersection. I can handle a 2 land and center lane setup.	1	0.2%
Having a bike lane in between parked cars and the side walk is good for everyone	1	0.2%
I don't drive	1	0.2%
I don't drive enough to know.	1	0.2%
I don't have any problems relating to driving on Telegraph.	1	0.2%
I like the green lane on 40th but wish cyclist would follow the law about stop signs and such	1	0.2%
Improve road surface	1	0.2%
Improve the road surface, better signage	1	0.2%
Install a turning light at 40th	1	0.2%
It would be nice to have more parking. The Walgreen/peet's/Genova lot gets quite congested.	1	0.2%
It's a little frantic for a driver because of pedestrians, no bike lanes and small blocks.	1	0.2%
It's a pretty good street.	1	0.2%
It's already a driver's paradise on Telegraph.	1	0.2%
Left turn arrows, repair street	1	0.2%
Left turn lanes so you are not stuck behind a car	2	0.4%
Less lanes of traffic, 1 in each direct	1	0.2%
Less on-street park. Let's de-incentivize driving!	1	0.2%
Less street parking. A few parking garages along Telegraph instead.	1	0.2%
Less traffic, lower speed limit.	1	0.2%
Lights near 51'st should be timed to improve traffic flow.	1	0.2%
Lights should be timed better so that cars do not have to stop and back up.	1	0.2%
Lower and enforce speed limits on the corridor.	1	0.2%
Lower speed and enforcement thereof. Better timing of lights for traffic moving at 25 mph.	1	0.2%
Lower speed limit to 20 mph.	1	0.2%
Lower speed limit. One lane each direction.	1	0.2%
Lower speeds by traffic light timing, more police traffic enforcement (people drive crazy...)	1	0.2%
Lower spped limits, cameras ro catch offenders.	1	0.2%
Make cars go slower for their own safety (and others')	1	0.2%
Make side streets or parallel streets easier to use	1	0.2%
Make the cars go slower.	1	0.2%
Making left turns onto Telegraph (heading south) could be improved.	1	0.2%
Making left turns out of our neighborhood (between 56th and Alcatraz) is difficult	1	0.2%
Modes that will reduce the motor vehicle traffic throughout the corridor.	1	0.2%
More and safer parking in Temescal	1	0.2%
More large parking lots so people can park and walk around	1	0.2%
More parking at MacArthur BART	1	0.2%
More parking and better cross walk design	1	0.2%
More parking and better light timing.	1	0.2%
More parking and less hazardous intersections	1	0.2%
More parking meters is promote turnover, speed calming	1	0.2%

More police enforcement of traffic laws.	1	0.2%
More short-period parking stalls for quick drop-off/pick-up	1	0.2%
More signalized intersections and force people exiting driveways to make a right.	1	0.2%
More traffic signals from 40th to Berkeley border	1	0.2%
More transit and other programs to discourage drivers.	1	0.2%
More turn lanes; more left-turn arrows.	1	0.2%
Move bikes off Telegraph and onto parallel streets.	1	0.2%
Move parking off of Telegraph. Narrower travel lanes. Reduced number of travel lanes.	1	0.2%
N/A	1	0.2%
NONE KARENKARENKAREN	1	0.2%
Near Cal Berkeley & where Telegraph meets Broadway	1	0.2%
Need for increased parking between 45th and 51st	1	0.2%
Need more parking	1	0.2%
Need more parking 45th to Claremont	1	0.2%
Need more parking, and lights to slow traffic.	1	0.2%
Needs to be repaved and markings need to be repainted.	1	0.2%
No truck double park. Better marking for off-street or alternate street parking areas.	1	0.2%
None - don't drive	1	0.2%
Not needed.	1	0.2%
Nothing	1	0.2%
One lane of traffic only. Slower speed limits.	1	0.2%
Parking	3	0.6%
Parking down town	1	0.2%
Parking is fine	1	0.2%
Parking! Turn lnes. Better marked pedestrian cross walks	2	0.4%
Pave the Avenue. It's full of chuck holes.	1	0.2%
Pavement management	1	0.2%
Pavement rehab and maintenance, establishment of parking area, traffic signal timing	1	0.2%
Please see my "pedestrian" suggestion, below...	1	0.2%
Pricing the parking according to its worth would help ensure greater parking availability	1	0.2%
Provide a bike lane to create a safe driving/riding environment for both cars and bikes	1	0.2%
Provide clearer distinctions between car lanes and bike lanes.	2	0.4%
Putting a stop to double parked vehicles	1	0.2%
Reduce lanes and parking along telegraph and construct a parking garage to accomidate parking	1	0.2%
Reduce potholes	1	0.2%
Reduce speed, include turning lanes, better crosswalk paint along the entire corridor	1	0.2%
Reduce traffic congestion	1	0.2%
Reduce traffic, slow down traffic	1	0.2%
Reduced speed limits. Parking garage(s) with optional monthly rates.	1	0.2%
Reduced speed.	1	0.2%
Relieve congestion around intersection with 51st.	1	0.2%
Removal of driving lanes	1	0.2%

Remove timed ligh	1	0.2%
Repair potholes, address congestion near 51st	1	0.2%
Repaving from 40th to 51st badly needed.	1	0.2%
Residential permit parking	1	0.2%
Same as response in question #7	1	0.2%
See above comments re:45th st & telegraph accident-waiting-to-happen	1	0.2%
Seems designed for driving	1	0.2%
Should be two way near campus	1	0.2%
Shut down the triangle that connects Shattuck and Telegraph as it creates heavy confusion	1	0.2%
Slow down CHP!	1	0.2%
Slow the speeds down, narrow the road.	1	0.2%
Slow them down along the entire avenue	1	0.2%
Slow traffic down. Fix signals so they are sychronized at 20 mph	1	0.2%
Slow traffic, reroute large trucks	1	0.2%
Slower traffic	1	0.2%
Smart traffic lights that take into account cars, bikes and pedestrians.	1	0.2%
Smarter lights, i.e. sensor-driven	1	0.2%
Speed	1	0.2%
Speed and ease of making turns is a problem from 40th St to 55th Street.	1	0.2%
Speed is a problem.More consciousness on cyclist.	1	0.2%
Stop Driving	1	0.2%
Synchronize all signals for 25 mph average speed	1	0.2%
Synchronize signals better.	1	0.2%
Synchronized stoplights in Temescal	1	0.2%
Take away a driving line in either direction	1	0.2%
Telegraph is awesome. If you want to drive on it, you should have to slow down and enjoy it.	1	0.2%
The Genova Delicatessen parking lot by 51st's light timing adds a lot of congestions	1	0.2%
The drive lanes are all too wide. Narrow the lanes to slow people down.	1	0.2%
The intersection and 45th could be more clearly marked	1	0.2%
The intersection at Ashby needs better light timing	1	0.2%
The road works fairly well for drivers.	1	0.2%
The unprotected left from EB40th to NB Telegraph is a comically bad decision for traffic flow.	1	0.2%
There is not enough parking, in particular between 47th and 49th	1	0.2%
Time lights at Claremont & Telegraph with lights at 55th & Telegraph	1	0.2%
Time lights, fix potholes	1	0.2%
Timed lights	1	0.2%
Timed lights between ~50th and ~30th, red light cameras to stop illegal running	1	0.2%
Timed signals for 25-30 mph	1	0.2%
Timed traffic lights, green lights that follow the flow of traffic	1	0.2%
Timing of lights.	1	0.2%
Timing of the lights at 17th and Broadway leads to cars stuck in the box on Telegraph	1	0.2%
Too fast, particularly in the mid-20s to low 60s (avenues)	1	0.2%

Too much parking	1	0.2%
Traffic Congestion	1	0.2%
Traffic calming measures	1	0.2%
Traffic calming measures between Grand and 51st	1	0.2%
Traffic calming measures will increase safety	1	0.2%
Traffic calming will improve things for all users	1	0.2%
Traffic calming would be nice, people drive at highway speeds now	1	0.2%
Traffic congestion	1	0.2%
Traffic congestion between 40th and 52nd.	1	0.2%
Traffic congestion in Temescal	1	0.2%
Traffic slowing	1	0.2%
Traffic-calming (organically, not obstructing) to slow speeds.	1	0.2%
Turn Lanes between 40th and 51st.	1	0.2%
Turn arrow at Telegraph and Grand	1	0.2%
Turning left onto Telegraph is difficult from most side streets with a Stop sign	1	0.2%
Use I-980/SR-24, MLK, or Broadway instead	1	0.2%
Very dangerous crossing and entering Telegraph near 57&58 streets.	1	0.2%
Where Shattuck merges with Telegraph is kind of dicey.	1	0.2%
Wider lanes between 48th and 51st!	1	0.2%
Working meters and timed lights	1	0.2%
Works well.	1	0.2%
add more bulb outs and time lights better.	1	0.2%
all of what is mentioned is going well	1	0.2%
at shattuck	1	0.2%
availability of parking	1	0.2%
availability of parking on 40th thru 51st	1	0.2%
availability of parking, 40-55, getting congested at traffic signals (i.e. 52 and telegraph)	1	0.2%
availability of parking, ease of making turns	1	0.2%
availabilty of parking	1	0.2%
badly placed bus stops block traffic on side streets	1	0.2%
better intersection by jack in the box	1	0.2%
better parking, better lights at crosswalks	1	0.2%
better parking, fill pot holes.	1	0.2%
better street lighting	1	0.2%
better street lights	1	0.2%
better traffic light visibility and flow	1	0.2%
better turn lanes	1	0.2%
between 40th 51st better L turn lanes, marking	1	0.2%
between 40th and bancroft: traffic congestion.	1	0.2%
between 40th and the Hwy 24 onramp, more space separate from bicycles and buses	1	0.2%
between 45th St & 51st Street more parking is needed. Bike Lanes	1	0.2%
between 52nd and 58th	1	0.2%
btw 51st & Dwight Way: speed mitigation	1	0.2%
bus lanes / loading zones fot trucks	1	0.2%
bus stop shelters	1	0.2%
cars are fine	1	0.2%

cars drive too fast	1	0.2%
charging for parking on sundays (more spots will be available),	1	0.2%
clear, dedicated bicycle lanes so drivers don't have to worry about them	1	0.2%
close traffic merge from Shattuck to Telegraph on 45th. fix potholes.	1	0.2%
closing street on weekend	1	0.2%
congestion	1	0.2%
congestion @ 51st and parking lot @ Walgreens	1	0.2%
congestion at 51st	1	0.2%
congestion at 51st and Telegraph	1	0.2%
congestion in Temescal (40th to 55th), potholes (34th to 20th)	1	0.2%
congestion pricing perhaps?	1	0.2%
congestion, speed	1	0.2%
consider parking enforcement in the evening (45th to 51st)	1	0.2%
convert some of the less-used traffic lights	1	0.2%
coordinate the signals at 49th, 51st, and Claremont so cars can clear the intersection.	1	0.2%
coordinate traffic signals to promote traffic flow	1	0.2%
crosswalk safety when no traffic light	1	0.2%
dangerous intersection where shattuck hits telegraph and 45th.	1	0.2%
dedicated turn signals	1	0.2%
designated turn lanes, timed lights	1	0.2%
ease of getting to the freeway ramps at 27th	1	0.2%
ease of making turns	3	0.6%
eliminate all bicycle lanes	1	0.2%
encourage bicycle & transit use. Too much auto traffic is funnelled down Telegraph.	1	0.2%
encourage parking off Telegraph	1	0.2%
enforce traffic laws often & consistently	1	0.2%
european style underground parking	1	0.2%
fewer lanes would be okay	1	0.2%
filling pot holes, congestion easing	1	0.2%
fine	1	0.2%
fix the weird intersection at shattuck, telegraph and 45th	1	0.2%
flashing crosswalks, better street lighting	1	0.2%
from MacArthur to Grand is a speed strip sometimes, even with CHP there.	1	0.2%
high speeds (most locations)	1	0.2%
huge bottlenecks at 51st. change lights.	1	0.2%
if possible remove stop light at Claremont to ease traffic at 51st	1	0.2%
improve street quality	1	0.2%
increase availability of parking throughout or 1st fridays	1	0.2%
increase parking between 40 and 51st (perhaps garage or several lots)	1	0.2%
left hand turn lanes - north of 51st	1	0.2%
less pot holes	1	0.2%
less potholes	1	0.2%
lights should be timed to the speed limit and this fact should be advertised.	1	0.2%
lines so we don't worry about hitting cyclists	1	0.2%
little to no parking spots	1	0.2%

lower speed	1	0.2%
lower speed limits, discourage cars from using telegraph.	1	0.2%
lower speed limits. more traffic lights?	1	0.2%
make it harder to exceed speed limit	1	0.2%
maybe divert some of the traffic flow	1	0.2%
maybe signal timing can be improved, but I don't notice it as a huge problem	1	0.2%
more 10-15 min parking for loading/unloading near campus	1	0.2%
more access to parking,	1	0.2%
more businesses on MPK	1	0.2%
more center turn lanes, clearly marked	1	0.2%
more coordination on light timing	1	0.2%
more left hand turn lanes	1	0.2%
more parking	2	0.4%
more parking (between 40th and 52nd street), timing lights (entire length of Telegraph Ave.)	1	0.2%
more parking at top of corridor would be great, and speed should be lowered	1	0.2%
more parking below 40th, downtown area	1	0.2%
more parking e.g., parking lot	1	0.2%
more parking structures closer to the fox that are open past 7 for safe night resident parking.	1	0.2%
more parking, better on ramp configuration so highway traffic doesn't back up onto telegraph	1	0.2%
more police presence to reduce speeders and red light runners	1	0.2%
more protected left turns at lights.	1	0.2%
more public parking needed	1	0.2%
more unlimited street parking near BART	1	0.2%
more visibility at intersections between 20th and 38th.	1	0.2%
motorists already drive comfortably on Telegraph Avenue	1	0.2%
n/a	2	0.4%
narrower street lanes	1	0.2%
need better more convenient parking between 40th and 51st st	1	0.2%
need more and better parking	1	0.2%
no improvements needed for motorists	1	0.2%
no opinion	4	0.8%
none	2	0.4%
not sure, seems to work	1	0.2%
ok	1	0.2%
parking	1	0.2%
parking availability off of the street	1	0.2%
parking between 40th and 51st. Adequate parking should ease congestion	1	0.2%
parking can be difficult	1	0.2%
parking could be shifted or eliminated in some spots	1	0.2%
parking everywhere, but especially between 40th and 51st and near UC campus.	1	0.2%
parking in Temescal	1	0.2%
potholes!	1	0.2%

potholes?	1	0.2%
prioritize the needs of local traffic over through-travel	1	0.2%
put flashing lights at crosswalks--not always to easy to see pedestrians on such a busy street	1	0.2%
quality of roadway needs to be improved	1	0.2%
re-pave parts of Telegraph that are in sore need of repair.	1	0.2%
re-paving of telegraph between 51st and 45th	1	0.2%
reduce lanes, repave	1	0.2%
reduce speeds near freeways on/off ramps.	1	0.2%
reduce speeds, clearer signage, reduce number of lanes	1	0.2%
reduce to 1 lane	1	0.2%
reducing single-occupant auto traffic to reduce congestion	1	0.2%
reliable parking meter between 40th and 51st	1	0.2%
remove a lane to calm traffic	1	0.2%
remove one side of street parking to relieve congestion and put in a bike lane	1	0.2%
remove turn lanes and narrow thru lanes	1	0.2%
repair potholes, add left turn lanes, synchronize traffic lights	1	0.2%
repave Temescal area	1	0.2%
repave road, lighting, stop lights synchronized	1	0.2%
repave street	1	0.2%
repave street....better markings	1	0.2%
repaving the road, a landscaped median to calm traffic and create safer turning lanes	1	0.2%
restrict left turns- entire length	1	0.2%
road diet	1	0.2%
road diet like Marin in Berkeley	1	0.2%
road quality (resurfacing, removal of potholes), improved lighting, easier to see crosswalks	1	0.2%
road surface and lack of bike lanes from 40th to 51st is unsafe	1	0.2%
safer parking	1	0.2%
separate bike lane for cyclists would also relieve congestion	1	0.2%
signage	1	0.2%
slow cars down, narrow the street, more signalized crosswalks to make pedestrian crossings safer	1	0.2%
slow speeds and clear turn areas are good	1	0.2%
slow traffic by narrowing	1	0.2%
slower,	1	0.2%
smarter lights , under ground parking?	1	0.2%
smoother road	1	0.2%
synchronized signals set for a safe speed	1	0.2%
the intersection where shattuck meets telegraph is a confusing mess, and dangerous!	1	0.2%
the light at shattuck and 52nd is ALWAYS a mess. More light arrows needed	1	0.2%
they have the freeway	1	0.2%
time lights, fewer lights, safer pedestrian crossing	1	0.2%
timed lights	1	0.2%
timed lights to move traffic at safe speeds	1	0.2%

timed signals	1	0.2%
too many cars	1	0.2%
traffic calming measures to discourage speeding	1	0.2%
traffic congestion	1	0.2%
traffic congestion at main intersections	1	0.2%
traffic congestion, ease of making turns	1	0.2%
traffic congestion, especially around the freeway exit/onramp	1	0.2%
turning lane pockets and less traffic lanes	1	0.2%
Left turn lanes in the more congested areas north of 42nd. Expect to walk a block or two from parking to destination.	1	0.2%
It's actually pretty easy to traverse by car. I'd love to see some more lighted/signaled crosswalks though.	1	0.2%
the lights need to be better timed to allow cars to get down the street faster, allowing slower transit more time to travel safely	1	0.2%
I would remove the central 'suicide' lane throughout the entire length of telegraph, reduce speed limit to 25, make lanes as narrow as legally possible, re-locate / re-appropriate central lane space for bicycle lanes and sidewalks	1	0.2%
Fewer lanes. Telegraph should not just be a place for cars to drive through. It should become more of a neighborhood street. 4 lanes + turn lanes is too many -- all along the avenue	1	0.2%
Speed is a big one for me. People drive both really fast and really slow down this street. There's always some crazy person "weaving" between the two lanes.	1	0.2%
learly marked parking. Clear signs pointing out where parking machines or meters are. Signs saying to watch for pedestrians.	1	0.2%
between 40th and 51st, divert thru traffic to other major streets like Broadway, Shattuck and MLK. add turn only lanes to minimize cars changing lanes	1	0.2%
Shopper parking on one level of new BART garage, dynamic parking pricing (like SFPark), removing direct intersection with Shattuck (so just Telegraph/45th)	1	0.2%
Make transit and cycling more appealing. BRT and a Bike Share program tied into Clipper Card would go a long way. If more people got out of their cars, there would be less congestion for the remaining drivers.	1	0.2%
Less regulated parking along side streets. Not enough parking for residents, especially during events at the Fox and/or Paramount	1	0.2%
Right lane turning from Telegraph onto 51st towards Shafter could be a right-turn only lane with a light to protect pedestrians.	1	0.2%
Seems like everything that's been done in the past has been for motorists at the expense of all other modes of transit. I don't think there's anything you could do to improve driving conditions on Telegraph.	1	0.2%
No opinion, but there are a lot of crosswalks without stoplights; motorists grow impatient. Having a dedicated bus line would be nice. And then having a protected bike lane would help with the confusion and the cross-traffic.	1	0.2%
It's already too fast and easy to drive and park on. Turns, especially, should never be fast or easy. If you must make it easy to drive somewhere, reserve that for north of 51st Street, south of MacArthur, and north of Grand.	1	0.2%
Reduce lanes... one in each direction + turn lanes.. this could maintain parking spaces + add bike lane	1	0.2%

That there could be Dedicated car lanes with consistent speed driving, and unequal paving surfaces.	1	0.2%
The place where Shattuck and Telegraph meets heading south is precarious for both motorists and bicyclists.	1	0.2%
Reconfigure traffic lights @ Shattuck & Tele where Shattuck ends so that there is no merging conflict.	1	0.2%
Slower speeds, discouraging using Telegraph for longer distance trips (e.g. as an alternative to I-80)	1	0.2%
Better signal phasing. Discourage slow left-turners from hogging passing lane, miles before their intended turn.	1	0.2%
Get rid of those flower pots that block so many streets off - they force drivers to take roundabout routes and put too much traffic onto streets like Telegraph.	1	0.2%
It is always fine. Traffic should be slowed - there is a huge freeway a block away if you need to speed.	1	0.2%
better coordination with pedestrian traffic in the 40th to Claremont section, and UC campus area from Dwight Way to Bancroft	1	0.2%
Traffic congestion between 55th and 49th is often chaotic, the timing of the lights between Claremont, 51st and the Temescal shopping center seemingly could have better syncing	1	0.2%
repave, mark lanes more clearly at 51st St intersection (esp right across from was greens going towards downtown on tel.). change timing of traffic lights at 51st intersection, traffic backs up and people run the light . pedestrian crossing extremely dangerous. lots of honking and road rage, esp on weekend afternoons and rush hour. intersection not handling the amount of traffic going thru it. freeway exit (24 eastbound, coming from downtown Oakland) gets very unsafely backed up bc no room to let out onto 51st. gas station at shattuck/51st feels crazy unsafe. not enough room to get thru from 51st to 55th, backups at all the lights as ppl try to enter 24 eastbound at 55th & tel at rush hour. 56th should be closed to through traffic, too many accidents in the neighborhood.	1	0.2%
Way to much north-south capacity, between Telegraph, Broadway, MLK, and San Pablo. Oakland isn't San Jose or Walnut Creek, and shouldn't try to be an auto-first city.	1	0.2%
The area between 45th St and 51st is difficult to navigate. The lights at Claremont and also 55th Sts are poorly timed.	1	0.2%
direct traffic northbound on Telegraph to Shattuck if they are going to W24/580 or Children's hospital.	1	0.2%
Synchronize traffic lights for 25-30 mph. The lights along this stretch are ridiculously illogical.	1	0.2%
Relocate bus stops for long double busses so they do not block intersections ex 49 and telegraph ave	1	0.2%
I drive a car AND a bike. Four lanes is way too much for Telegraph. It encourages speeding. Traffic needs to slow. Have two lanes, a center turn lane, and buffered bike lanes painted green.	1	0.2%
Cyclists need a specific lane or sharrowing. This goes for both cyclists and drivers, but the street is in poor repair overall and could use a refacing - if that's an option	1	0.2%
more security to address car breakins, better street lighting to see erratic pedestrian and bicycling behavior	1	0.2%
at shattuck and 51st st, huge congestion to make a left turn and go straight, due to the fact that traffic people changed left lane to a turn only lane, leading to incredible back up down shattuck toward Berkeley. 51st have to wait in my car too long for lights to change b/c there is so much	1	0.2%

traffic congestion that I have to wait so long to make left turns as there are no turn signals		
ease of making left turns. Timed lights to decrease congestion n for cars to avoid speeding thru lights.	1	0.2%
Terrible pavement, especially between W. Grand and 27th. Parking is pretty available except in Temescal.	1	0.2%
between ashby and bancroft: current problem- cars/trucks stopped in the driving lane, effectively reducing the number of lanes from 2 to 1	1	0.2%
Synchronized traffic lights, and sidewalks that do no jut out back into the traffic lane preventing a right turn lane at traffic lights (near 40th and Telegraph).	1	0.2%
Many pedestrians are j-walking across Telegraph in the Temescal area between Temescal Plaza and 40th.	1	0.2%
area from 40th through 51st- often the parking meters don't work- and then you never know if you'll be ticketed or not. Also...going through the MacArthur and Telegraph intersection is so broad/vacant...creates a big sense of a gap between those to sections of town...separates the 'nicer section' of Temescal from the area closer to downtown...it's nice for Temescal...but less so for expanding that sense more toward downtown	1	0.2%
The intersection with the blinking yellow light at 45th/Telegraph/Shattuck is scary- needs a left turn arrow on the signal	1	0.2%
difficult to see if entering telegraph from Shattuck. Cyclists along telegraph difficult to see. Bike lanes would help.	1	0.2%
Need more dedicated turning lights. Hard to make left hand turns across the streets. Better timing on traffic lights. I see this all over Oakland. Lights are green for where no traffic is coming from but read for everyone else. When traffic starts to come the light turns red. I run a few red lights a week because lights won't change or skip the lane I am in.	1	0.2%
Better parking options in Temescal, but make sure to provide for employees, especially those who have to stay late	1	0.2%
Time the lights to 20-25 mph. Left turn signals needed all over. Separate the bikes. Parking could be better too.	1	0.2%
parking is starting to be an issue between residents/shops, light up crosswalks so pedestrians are visible, increase bart connection	1	0.2%
Turning off number side streets, especially north of the overpass, onto telegraph is extremely dangerous (i.e. turning left onto telegraph to head south off 57th), I'd also say that the stoplights from the temescal district through 56th street are not timed and extremely frustrating when you hit every red	2	0.4%
Near Jack in the Box at 45th, the merging and turning can be difficult. Traffic around the Temescal Plaza is also problematic when someone is trying to turn in and there is a pedestrian.	1	0.2%
Whole city- what the hell is up with the algorithms on the lights? Are there any? If not, try that.	1	0.2%
Too much speeding. Cars haul ass down Telegraph. I cross often at 44th, near my house, and am horrified at how fast cars are speeding down the stretch, southbound, as they accelerate from a green light at 45th & Tele.	1	0.2%
Signal improvements and no-left-turn (48th to 52nd), see #7. Re parking: The big lot around the Walgreen's at 51st St. is open to customers of businesses outside that shopping center (which I really like), but other parking lots lack this freedom.	1	0.2%
The pedestrian walk ways are somewhat helpful for pedestrians- but really dangerous for both pedestrians and motorists- because you can barely see pedestrians as they're crossing- especially at night.	1	0.2%

intersection of 51st and telegraph, left turn off of 51st to North on telegraph congestion due to 2nd light	1	0.2%
More parking: lots at 49th and telegraph and at 49th and shattuck should be open to the public 24/7	1	0.2%
Parking can be changed to a angled back in configuration. Will result in more parking, and making the street feel less wide. If reduction of lanes is needed, perhaps a Green Light wave at 20 mph will help with the flow of traffic. Any faster will result in hitting red lights.	1	0.2%
one lane in each direction, but with a median barrier (or BRT line) to reduce stress of oncoming traffic; off-street parking in congested business areas so merchants wouldn't be dependent on on-street parking	1	0.2%
Slow down by reducing lane width throughout, adding roundabouts at large intersection, and visible pedestrian crossing striping in main commercial corridors between blocks	1	0.2%
Free parking for electric cars, perhaps a congestion charge for other polluting autos making needless trips. Need speed cameras and red light cameras, low speed limit.	1	0.2%
Employ devices so motorists see pedestrians and bike lanes clearly. Put those end-of-sidewalk bulb-extensions in to calm traffic.	1	0.2%
Claremont to 47th St congestion. Also,parking sucks. The lot at temescal plaza is suddenly a nightmare to both navigate or find a parking place. Parking on the street is not easy to find and seems to complicate the congestion.	1	0.2%
traffic congestion seems worst in the Temescal area. If Telegraph is going to be an artery, then the Temescal should have less traffic control, if it's not, then it should be more obvious to drivers that it's a bad route.	1	0.2%
Some streets have street cleaning signs that don't really need them. I think we should have a few more 'car free' streets.	1	0.2%
sepearate bike lanes will mean easier parking for cars, and less danger for passengers if there is a buffer between the bike lane and the parking space, and less danger to pedestrians, no bikes on pavements, and no doors being opened on bikes.	1	0.2%
Reduce traffic speeds and improve safety for everyone by reducing the number of auto lanes to one in each direction.	1	0.2%
Motorists are privileged over all other users; they need to be made more aware of the needs of other road users, eg, rumble strips at approaches to pedestrian crossings, bulb-outs at crossings.	1	0.2%
some traffic lights seem to flip to red even if no cars are waiting to turn onto telegraph. for example, on	1	0.2%
Re-signal intersection of Claremont/52nd and Telegraph--or rebuild sensor at 52nd going into Telegraph; cars there don't necessarily trigger the light.	1	0.2%
Dedicated left turn lanes or prohibited left turns, especially above SR24. Close 52nd St between Telegraph and Shattuck. Improve traffic light pattern at Claremont/50/51/52/Telegraph	1	0.2%
4 lanes to 2 lanes for cars, ban right turn on red lights, reduce speed, remove parking on Telegraph	1	0.2%
Get rid of street parking - pushes bicyclists into the right lane, which makes driving treacherous	1	0.2%
new developments should be responsible for providing adequate parking, rather than residents being forced to pay for parking in th	1	0.2%
Parking is limited from 51st to 45th. Traffic around 51st and Claremont is crazy. Cars making lefts in any direction seem to hang up the flow.	1	0.2%
Temescal Parking meters too expensive and need more than 2 hour		

time limits (Berkeley has new 2- and 4-hour time limits, encourages patrons to enjoy a nice long meal and shopping, not just one or the other).	1	0.2%
Nothing specific, but rush hour just gets crowded with both multiple AC Transit buses and cars on the road	1	0.2%
Improve intersection where Shattuck meets Telegraph near 44th. Increase parking near 51st Street. Improve traffic congestion between 48th and 52nd during peak times.	1	0.2%
Parking meters in Temescal should be fixed or removed. Traffic pattern between 30th & Hawthorne are frequently congested and erratic with buses blocking driveway and backing up traffic, plus double parking on the west side of the street for deliveries.	1	0.2%
Entire length of Telegraph: Remove all traffic lights and replace with traffic circles. Remove a lane of traffic in each direction, no more than one lane is required in each direction.	1	0.2%
48th Street to 52nd Street Westbound is too congested. There are large buses stopping in front of Walgreen's, which limits traffic to one lane. Also, several cars are trying to get into a perpetually crowded parking lot (Walgreen's/Genova Deli, Peet's). The buses need to be able to pull further off the road - it would be worthwhile to lose a little parking or sidewalk space for the trade off.	2	0.4%
Close Telegraph off to motorists at 17th. Post signage announcing traffic change blocks in advanced to provide safe habit changes, and keep signage placed for one year.	1	0.2%
Greater visibility of road markers...traffic lanes that are highlighted better, reflectors...lights at pedestrian crosswalks.	1	0.2%
Telegraph/Claremont: short intersection spacing causes congestion due to drivers using 52nd to connect to 51st.	1	0.2%
it'd be great to slow auto traffic between 40th and 51st. also would great to have lore and easier parking in Twmwscal	1	0.2%
Right turns, specifically the HWY 24 on ramp at 56th completely cuts off cyclists and forces cyclists to block the lane or get into the left lane, which motorists are not very happy about.	1	0.2%
close southernmost block of Shattuck to car traffic so that Shattuck traffic entering Telegraph does so at a safer location	1	0.2%
The corner of telegraph and 45th (heading Downtown), where Shattuck intersects, then there's immediately a cross walk and a lane merge-either make that no turn off telegraph or use a signal of some sort to control traffic. This intersection and subsequent obstacle course, as well labeled as it is, just creates opportunity after opportunity for an accident of multiple varieties. Moving the cross walk would be one immediate remedy. Mostly it seems important to address the point where Shattuck and Telegraph intersect because this just doesn't flow easily as is.	1	0.2%
40th - 51st. right lane often blocked by delivery vehicles double parked - not sure of a solution but one is needed.	1	0.2%
Telegraph Ave is primarily a street for drivers to drive in any way they want without any repercussions. Regretfully, this is often at the expense of pedestrians and bicyclists. This is more appropriate for suburbs than for cities.	1	0.2%
parking is terrible from 27th to 20th St on Telegraph. There's no motorcycle parking anywhere. Also, there are potholes.	1	0.2%
parking in the evening - enlist closed businesses to allow use of their lots! Coordinate lights for smoothness of traffic & decreased starts/stops that produce pollution & opportunities for accidents.	1	0.2%
Motorists should drive more slowly. It is a street that is used by pedestrians and cyclists. This applies to the street from 57th to 15th.	1	0.2%

Better timing of lights during evening rush hour, too many cars trying to turn left for the current timing, Stupid to have Claremont lights one block up from 51st St light. N.bound, have a small turn only lane to get onto the Hhghway 24 on-ramp,	1	0.2%
More traffic calming, making that weird little spot where Shattuck branches off Telegraph (near 45th St) into a public park	1	0.2%
51st and Uptown- I don't think Telegraph needs so many lanes for cars. Valencia street in SF is a good example of taking a street from multiple lanes down to 2 lanes.	1	0.2%
It would be great if bike lanes could be placed on the right side of parking (so parked cars can be a buffer between motor traffic and bike lanes). This way, motorists are less likely to hit a cyclist with their car door.	1	0.2%
Motorists do not need as many lanes as they currently have. I commute during rush hour and traffic is never terribly heavy.	1	0.2%
Better timing for traffic lights,better and functional meters, better roads, more left turn signals	1	0.2%
How much motor traffic needs to be on Telegraph? (Is Telegraph a candidate for pedestrianization or BRT? From Uptown north it seems to be very low density in terms of traffic (compared to similar streets in, say, Berkeley or SF) and Shattuck, MLK and Broadway all run similar places.	1	0.2%
Improve signage for hospitals and freeway on/off ramps by putting signs up at the 1 mile, 1/2 mile, and 1/4 mile marks as reminders. Coordinate stop lights, create dedicated left turn lights; indicate driving speed signage at 0.25 mile intervals. Better indicate street parking (repaint red and loading areas to be more visible, add parking ticket machines). FIX POTHOLEES.	1	0.2%
Existing left turn lanes on Telegraph Ave. in Temescal are essential and realistic, given the volume of vehicular traffic. Perhaps better signal timing is possible at the major intersection of Telegraph/51st St./Claremont Ave.	1	0.2%
Better marked cross walks, especially closer to Oakland. I feel constantly on edge while driving on Telegraph because there are so many pedestrians in the street.	1	0.2%
More parking in general, and better designation of space for those needing to make deliveries to businesses (more yellow or white curb space?). Better enforcement of those individuals who double park on telegraph. Specifically for the area from 50th street to downtown (20th)	1	0.2%
Traffic tends to backup at the 24 on-ramp. This area would benefit from some kind of congestion control.	1	0.2%
bicyclists thinking that the whole street belongs to them and they have total rights. Other issue is the dangerous driving habits of our city transit bus drivers	1	0.2%
There is too much traffic. I would frequent the area more if there was less pollution. I would favor a car free area.	1	0.2%
More off street parking to encourage more visitors to area but not drive parking into neighborhood, improved asphalt surface	1	0.2%
Remove a lane and add parking in areas of restaurants, etc. Parking is greatly needed (i.e. Downtown, Temescal, Rockridge)	1	0.2%
Push through traffic to freeway arteries to relieve congestion on Telegraph. Perhaps reduce from 4 lanes to 2, with left-hand turnouts at heavily-trafficked intersections.	1	0.2%
traffic congestion is worst, specially on three way entrances/exits on Telegraph Ave not far from 51st. Parking availability is first come first serve and sometimes that experiences creates a mass congestion and		

bad moods...shoppers are driven elsewhere. Example: Heading to Genovas to park to eat across on Telegraph street restaurants or to purchase at the stores is awful when one has to walk to get a sandwich..my physical disability is compromised.	1	0.2%
Some of the lights could be timed better for cars trying to get from place to place. Sometimes they seem to hinder the movement of traffic down Telegraph, although not quite as badly as coming up Broadway.	1	0.2%
Traffic congestion at 51st; measures to cite motorist who run red lights - frequent between 49th and 40th.	1	0.2%
Use pavement striping to call drivers' attention to where frequent right-turn spots (27th, 52nd SB) cross bikers' routes on the right side of Telegraph.	1	0.2%
Speed limits are ridiculous. The posted limits have NOTHING to do with easing the flow of traffic. The only solution is to RAISE the speed-limit and restrict access to/from the avenue's side streets. We cannot have it both ways: either Telegraph Avenue is a major transportation corridor or it is a provincial disaster. I vote for making it a viable high-speed transportation corridor!	1	0.2%
Move the parking into the second lane. With only one lane in each direction, drivers have to proceed more carefully.	1	0.2%
new developments should be responsible for providing adequate parking, rather than residents being forced to pay for parking in their own neighborhood	1	0.2%
Remove parking garages to discourage driving. Also, reduce the number of lanes on Telegraph dedicated to automobiles along the entirety of Telegraph Ave.	1	0.2%
lights should be longer at big pedestrian intersections, particularly those in temescal which are a horror show for everyone involved	1	0.2%
Encourage drivers to use the freeway to get downtown rather than Telegraph (if they want to go quickly), which is a local street. Some stretches of Telegraph is short on parking, and some (close to the freeway underpasses, for example), are always empty.	1	0.2%
Green bike lanes would help with seeing/expecting presence of cyclists. Traffic is typically pretty light on Telegraph (with the exception of through Temescal area) so having cars avoid the right lane if it were colored green for bikes wouldn't be such a big deal in my opinion. This works well on 40th Street.	1	0.2%
Heading southbound on Telegraph, there's that merging lane, shattuck i believe that people don't understand the yellow light, especially if you are turning right onto 45th from Telegraph you would have the right of way. Always an issue, also unsafe for cyclists.	1	0.2%
i like the speed of traffic from 51st to campus. Left turn lanes might help sometimes, but I also would like a bike lane like Broadway has	1	0.2%
improve the pavement surface (no holes!), the merge at the hot dog stand (somewhere in the 40s) is awkward and I see a lot of near-misses with the right turn from telegraph in front of the merge from shattuck.	1	0.2%
Left-turn light on 51st/Telegraph is very problematic. Lasts too long on one side and ridiculously short on the other. Always traffic jams in the intersection.	1	0.2%
repaving; clearer striping so drivers can better see cyclists and pedestrians; traffic calming measures to ensure safe speeds; clarification of the intersection of Shattuck and Telegraph	1	0.2%
(40th-51st): Reduce speed limits; remove parking; reduce red paint near corners; give more parking tickets	2	0.4%

12. The project team has developed the following DRAFT project Vision Statement:

Count	Response
1	'Vision' statements are great. Construction is even better.
1	----
1	A road diet to decrease speeds would be appreciated
1	A separate bike lane in both directions, physically protected from traffic, is a must.
1	Add more green spaces, plant more trees, beautify this corridor.
1	Add stormwater management through green infrastructure.
1	Admirable, good luck!
1	Agree that we need better space for bicycling.
1	Agreed, with more emphasis on walking, public transit, bicycling, and driving, in that order.
1	Allow all vehicles, cars and bikes to work together.
1	As stated before, more traffic signals would make it easier to cross Telegraph on foot.
1	Bike lanes detached from car traffic. more bike parking
1	Bus rapid transit down the middle of the corridor, one vehicle lane of traffic, bike lanes.
1	Cars are already given all priority. Please focus on alternative transportation.
1	Champs Elysée Seattle child centricity and free center city transit
1	Cut out the last paragraph--it is not adding any substance
1	Cyclists need a bike path that runs the entire length of telegraph.
1	DO NOT PUT BICYCLE LANES ON TELEGRAPH
1	Do stakeholders get to review and comment on the plans?
1	Don't allow big trucks on Telegraph btwn 40th and 51st
1	Don't care about that
1	Driver safety needs to take priority over driver convenience.
1	Drivers must be educated, about changes.
1	Educate drivers on the importance of sharing the road and wathcing for pedestrians.
1	Encourage bike travel and you will automatically reduce congestion.
1	Encourage busking and Art Murmur-like selling of art/craft.
1	Encourage more retail with wider sidewalks, and street vendors.
1	Fix the syntax of the last sentence "to put to implement"
1	Generally in agreement
1	Glad this is happening!
1	Goodluck.
1	Great!
1	Hope it happens
1	I agree with the above.
1	I agree with the statement.
1	I agree with this mission statement.
1	I agree with this statement.
1	I agree with this vision. Priority should be given to public transit and non-motorized modes.
1	I am not very inform to give my opinion
1	I do not think a bus only lane would be good.
1	I like it! I would explicitly mention bicycle and pedestrian safety.
1	I live, work, run errands, and dine out on Telegraph - all on my bike.
1	I support this vision!
1	I suppose it's fine but it is too wordy and a bit vacuous.
1	I think the vision statement is perfect.

1	I think this is a wonderful plan. I can't wait to see something close to this implemented
1	I would add that the road is clearly in need of repairs, but that applies to most of Oakland.
1	I would like to see the building height kept to three stories high.
1	If the main vehicle challenge is "speeding," write some tickets.
1	Include language about cracking down on traffic enforcement, not just a re-design.
1	Including the 15th-20th St stretch would make sense as well.
1	It doesn't seem to make any clear commitments. It seems like kind of a cloudy vision.
1	It is quite vague. I would need more concrete plans for these visions.
1	It's fine.
1	Light rail connection to Berkeley campus from downtown Oakland
1	Looks good
1	Looks good, let's make it happen.
1	Looks good.
1	Looks great!
1	Looks pretty good, if it comes true.
1	Love it :)
1	Love it. Great.
1	Lover it
1	Make the street more people friendly
1	More connections (bike lanes, etc) from surrounding neighborhoods please!
1	More pedestrian and bicycle friendly. Better crossing and light timing .
1	More retail besides bars.
1	More walkable areas between businesses between 20th-40th
2	N/A
1	Nicely done
1	No Commnt
1	Nope - sounds good.
1	Parking could be mentioned b/c it will be an issue.
1	Past plans not practical
1	People do speed, that's right.
1	Perfect!!
1	Please do not take away parking places, this will hurt business in this city
1	Please extend to Broadway (e.g., the beginning of the street) instead of stopping at 20th Street.
1	Please include green space, lighting, and walkways
1	Please include pavement quality and ongoing maintenance to fill holes and cracks
1	Please really do this.
1	Please, re-pave defective street and sidewalks. This alone will clear up much of the danger.
1	Potholes, fix em!
1	Prioritize public transit, biking, and walking above private auto use.
1	Priority should be given first to pedestrians, bicyclist, and bus riders.
1	Reword "consider both through-travel..." to "consider both through-travel..for all modes"
1	Seems reasonable, but aimless. Is there a vision? Who gets to decide what improvement means?
1	Separated bike lanes.
1	Shate design plans with local residents, workers and businesses for feedback
1	Should reference safety, not comfort, for biking and walking.
1	Sound good.
1	Sounds fine.
2	Sounds good

1	Sounds good to me.
2	Sounds good!
1	Sounds good. Make it so!
1	Sounds great!
1	Sounds great! I wish this could be implemented on other streets too- like Broadway!
1	Sounds great! I'm glad you're working on this.
1	Statement adequately covers issues.
1	Telegraph should be a destination too.
1	Telegraph should have separated green bike lane
1	Thank you for asking!
1	Thank you for improving our neighborhood.
1	Thank you.
1	The final sentence needs to be revised. "to put to implement"
1	The plan sounds ideal! I hope the city can make it work.
1	The project corridor should extend to Berkeley border. 57th St is an arbitrary stopping point.
1	The street should be more inviting to pedestrians.
1	The streets need to be wider in order to accommodate vehicles and bicycles safely.
1	There really isn't anything to comment on here, the statement is neutral.
1	There's no lack of space on Telegraph--just be brave and take back some space from motorists
1	This sounds good.
1	This sounds great.
1	Too broad, be as specific as possible with ideas/vision
1	Um, great generalities.
1	VERY excited to hear these priorities!
1	Vision Statement should prioritize sustainability and safety.
1	Vision: To make Telegraph feel more like a neighborhood by making it more pedestrian-friendly.
1	We need a bike lane
1	We need a street car!
1	What are those action items? Maybe include those in another paragraph.
1	Why didn't you include a dog park area? Thousands of us have dogs!
1	Why not extend coverage up to Alcatraz Avenue?
1	Why stop at 57th? What about 57th to Alcatraz?
1	Will project have ongoing monitoring from all concerned groups.
1	Wonderful! So happy you are doing this.
1	Would love to see bike lanes on telegraph.
1	a lot of indefinite marketing verbiage
1	give it some deadlines. this is too vague to be actionable.
1	gotta use mpk for traffic and/or pedestrian/business needs
1	help people to get out of their cars
1	in last sentence delete "put to"
1	increase in encouragement to use non-car transportation
1	look at plans for new road diet for upper Broadway ave 40th to 24HWY
1	looks good
1	looks good.
1	more bike lanes and more flower pots.
1	more lights and good paved street
1	more police presence would be a great thing.
1	more trees and plants!

1	nice statement
1	no comments
1	no opinion
2	none
1	pedestrian friendly always improves business
1	promote the charm and walk/bike-ability of neighborhood business zones like temescal and uptown
1	sounds good
1	sounds good to me! let's do it.
1	sounds good to me.
1	sounds good!
1	sounds great to me!
1	sounds okay
1	sounds promising
1	stop the rewrite and build it
1	street pavement south of 51st is terrible-dangerous for bikes
1	wider bike lanes
1	Any re-design should aggressively court and appeal to business owners. That's how we get our tax money to pay for every
1	I feel like these plans are often ambitious and sound good, but when it comes down to it, automobiles still take priority. We I Telegraph, I think through traffic should be discouraged by having one lane of travel in each direction for cars. The other lane project was a huge step in the right direction, it still left behind a giant street meant for cars. If we really want to reduce car u lake (even though it would have been short in length).
1	Moreover, as Oakland continues to become a desirable place to live, it is imperative that we find creative infill solutions to ir the supply of commercial and residential real estate on and near the telegraph corridor, and should contain enough below-i
1	there are security issues that do not relate to transportation that inhibit safe use of telegraph avenue. this doesnt seem to b
1	i think it is also about bringing community out of their cars to develop a closer knit & more friendly society. don't forget the s
1	Please incorporate green streets into this complete streets statement. MCC is working to revise federal grant criteria to incl next year or so). The City can look to the San Pablo Ave. Green Spine for local examples of what to do--and incorporate th
1	It would be nice if there could be an outdoor community space--like the one they have built in downtown Oakland near 12th
1	I don't know that I agree with the statement that all modes have safety issues. Telegraph Ave has been completed designe improvements. The vision statement also needs to say something about Telegraph being a great 'place' not just a great thr street on par with great avenues the world over.
1	I like this. I'm not anti-car -- I own one and I use it, because at times it's incredibly convenient, so I'm very aware of and sym project. As it stands, automobile traffic is basically the *only* priority for travel in the study area (1R stops with LED arrival til acknowledging it's the (speeding, unsafe, or unaware) automotive traffic that is going to be "detrimentally" affected by the in
1	I don't see the difficult pedestrian crossing aspect in your vision statement and I have lived walked biked in/on this street for
1	I like it. I would love for cars to be balanced along with other transit options, rather than top priority.
1	It is NOT necessary to provide "for all modes" on every street. Some streets (whether traffic is relatively light and leisurely) i line will attract many more users than a bicycle lane, especially a potentially unsafe bicycle lane.
1	There is no mention of public art. Since Telegraph Avenue has become known nationally for it's monthly art walk, it might be
1	I think that the challenges that are outlined above, particulary room and a clear outline for bicyclists are what I would agree '
1	I think that particular focus should be on creating better options for pedestrians, public transit and bicyclists as Oakland tries
1	Add that this corridor already gets the highest bike traffic in the city without any bike accommodation whatsoever. With bette
1	Promote healthy lifestyle by walking and bicycling through local businesses, communities and the city
1	Be honest and mention the 2 freeways that dramatically disrupt Telegraph Avenue between 20th and 57th Streets!
1	The area between w grand and w MacArthur has a lot of space and could accomodate better smarter bus stops, designe
1	Greater police presence along northern edge of corridor. Prevalence of homeless population may make some feel unsafe, spine throughout downtown and up to northern parts of Oakland
1	Integrating development and building along the corridor should also be a priority -- aim for higher density, mixed-use, mixed
1	Perhaps add a section about inviting businesses to open along the corridor between 20th and 40th so that people will want could also becomes more specific about what work from past studies will be implemented.

1	This sounds good! I think the Vision should make it clear that the goal is not just to balance all modes (though that would be
1	This seems about right to me. If anything, emphasis on pedestrian, cyclists, and transit over motorists.
1	A few merchants seem to lead the opposition to complete streets, especially when the issue of removing parking spots em http://www.theatlanticcities.com/commute/2012/12/cyclists-and-pedestrians-can-end-spending-more-each-month-drivers/4
1	This is a very timid statement as it seems to strive for 100% consensus, which usually leads to very mild and bland improv most ages to bike through, and that are inviting and engaging will NOT make travel easier for cars. Do you want to fight for decades when some bad urban planning ideas finally die off? Let's not water down some of the potential we have here!
1	Fine. Bus stop size doesn't really bother me. It's once the buses are moving that their lack of priority becomes obvious.
1	"To the extent feasible, the Complete Streets Implementation Plan will build on past work to put to implement best practices extended past 57th St and went up through 66th St.
1	I've not experienced difficult pedestrian crossings personally, but would increase that as a priority if there is recognized defic
1	Lighting and cleanliness could be a part of it. Maybe more police presence -- a stretch, I know -- but I'd be thrilled to see it.
1	Telegraph Ave, on some maps, is designated as a "bicycle path." From commuting on it daily with bicycle, I also know that c which may have occupants who will open their doors. The paving could also be considerably improved. It is not that enjoyal
1	Cars don't need telegraph- we got 980. The vision statement should prioritize everything over cars.
1	There has been very little planning. Another restaurant is coming in on telegraph - WHY?? Will create yet more parking prob
1	This is an impressive vision statement. It seems that the city of Oakland and the Alameda County Transportation Commiss
1	Dedicated bike lanes work fine south of 40th and north of Claremont. Between those two streets, a bike through way on We kept up with the commercial resurgence. The NB bus-stop at 49th should be relocated to the SE corner so the articulated bu flows between 46th and 45th. Signage should direct traffic going to the freeway on-ramp at 52nd and Shattuck to take Shatt
1	The end result should be to make Telegraph Avenue safe for bicyclists aged 8 to 80, and for pedestrians of any age.
1	Needs to talk more about creating "livable streets" or trying to make a more enjoyable walking/biking experience
1	I want to see something ensuring that the street will be safe for the children, the disabled and the infirm to travel. If it's not as balance of uses, such as ensuring affordable housing and access to everyday needs within a half-mile of the corridor.
1	Telegraph Ave is a good example where traffics lanes could be narrowed, sidewalks widened to include a separate bike lan
1	Biggest problem in my view is just bad driving - motorist usings cellphones, not looking both ways when turning, bicyclists re
1	I would add something about how improved pedestrian and bike safety would result in more customers for the merchants i
1	I like the inclusion of pedestrian and bicycle safety issues, but bus reliability is also a major problem that needs to be addres
1	cyclists should be either bicyclists or people that ride bikes, and it should be transit riders. Why is it only up to 20th? Why not B, but about making our communities a more attractive place to live.
1	The issue is not motorists. When you have individuals who walk intentionally out in front of moving vehicles for despite and about cars parking or transit buses that have to stop where you wish they had turn out lanes in front of the benches. Hard c
1	Please encourage more use of public transportation and alternatives to automobiles. We will have a healthier happier popul
1	Please please remove parking and put in bus only lanes. I would take the 1/1R if it came more frequently, had more bike rac
1	Sounds good. I might just add something about encouraging business development in the corridor.
1	Complete street will reduce onstreet parking and slow car traffic, while making transit, biking and walking more attractive an
1	Seems reasonable, though part of what makes a street walkable is the trees along it. You should as part of the plan plant l
1	The vision statement is very pro bicyclist. It needs to be written to support the mode of transportation use by the majority w
1	I would de-emphasize bicycles - there are better options - a bike lane on a thoroughfare with traffic often at 45 mph+ is unte
1	Telegraph is a nice wide street. Make it 2 lanes only! Use the remainder for landscaping, walkability, park lets. Then a natura
1	I think the Vision Statement is quite politique, but the reality is that the car-centric design of Telegraph is incompatible with th Vision Statement could reflect this basic reality.
1	More emphasis on mitigation of the impact of vehicles on the safety of pedestrians and cyclists and on the quality of life iss
1	The vision statement should more explicitly de-emphasize cars in favor of the other modes. Telegraph is the main street of diverting to other streets is less of a hassle. Drivers can choose any one of dozens of north-south traffic lanes connecting c place to walk and shop and live my life, but the current car focus makes the street an unpleasant place. Unfortunately, there public realm and improve the safety, comfort, and ease of pedestrian, bike, and transit access.
1	The 40-51st stretch is a good starting point as a model for the rest of Telegraph - nice trees, pleasant walking, and nicer str
1	Add goal of zero traffic injuries/fatalities. Specify that the safety of pedestrians, people on bikes, and transit riders is a highe
1	Is BRT dead here? I don't think we need to perfectly balance the design for all modes: pedestrians need to be prioritized the r
1	A vision statement that sets a goal of providing an ideal situation for all is useless. There will never be enough space, and r

	make the streets wider, one must make it a little less convenient for speeding cars, and a little more convenient for bicycles
1	The stretch between 20th and grand needs to be consistent with what was already done in uptown, 20th and up should hav
1	There are more and more cyclists on the streets, in part due to the greater availability of safe routes. As more safe bike rou
1	I would deemphasize the interests of drivers, who should be encouraged to adopt alternative means of transit for everyone'
1	Telegraph is too dangerous for bicyclists with its high auto density and prime access to 2 freeways. Bicyclists should be strc
1	This statement should have more of a "transit first" theme. Oftentimes the loudest voices in the room are the most reactor
1	You can't do everything well. If you want it for bicycles, you should add lanes, if you want it for cars, remove them, and focus underdeveloped.
1	Paint green bike lanes; resurface streets; install brightly painted and well-lit crosswalks; improve lighting; remove blight; secu
1	this is a good statement implementation has much to be desired. I want democracy on the street, up to now the individual ir buses or cars and will make up much of the transport requirement if given a safe and dedicated protected locations where t
1	Telegraph Ave should not be a thorough fare for cars. Speeding cars endanger pedestrians and cyclists. Also comfort for w
1	For decades Oakland viewed Telegraph as strictly a transit corridor, allowing/encouraging fast food and other businesses t Telegraph.
1	Telegraph is the only street that easily allows drivers to travel from Berkeley to Jack London with minimal driving times. I wc
1	I'm for efficient transport. I welcome improvements that increase the average speed a bicycle can make it down Telegraph e
1	Sounds great. Note that "improve the safety of all modes" can very well happen to the perceived detriment of motorists.
1	Places for people to sit,. This includes benches or seats with handles so that people may lower themselves down to sit. Ple be a safe place for people to park bikes. I do not ride one myself. But this seems important. Finally, a basic principle should
1	You need one reliable corridor between Berkeley and Oakland. Shattuck and College are too narrow--Telegraph for better c
1	Public policy and policing around bicycling should be re-imagined as well. Many of my peers feel as if they have been unfairl
1	I'd love to see Oakland take a visionary stance towards cycling and develop a network of safe bicycle lanes.
1	Please do not put any of those center of the road bike lanes on Telegraph-you'll just see a lot more dead and injured bicycli
1	I agree with this vision and think that calming automobile traffic (while still safely allowing for it) would greatly improve the p
1	Right now the interests of motorists, transit riders, and cyclists are at odds in this corridor: everyone's in everyone else's wa they found that reduced emphasis on autos increased foot traffic. This would transform the Telegraph corridor
1	I would still like Telegraph to be good for driving, I use it for commuting some times. But there is too much speeding on the r
1	Improving the "comfort for...bicycling" is a nice idea but I am most concerned about safety. High visibility bike lanes, trippable making turns without checking for bikers. btrusive potholes could cause me to unexpectedly serve into traffic. Lights I can't tr mechanisms for creating proper bike infrastructure.
1	We need to calm and divert auto traffic. We need to make many safe crosswalks that are long for seniors and to have real
1	I'd like to see language that talks about place-making (creating interesting places that people will want to stop and spend tir
1	I strongly disagree with this "vision statement." It's ridiculous victim-speak that has little connection to Telegraph's reality. I fi affects bus riders), the real problem is not speed but congestion -- Telegraph functions significantly below its capacity and p of the alleged victimhood of people using certain modes of transit.
1	Bicycles need a separate, bicycles only route to downtown Oakland, one that is expedited to avoid stops (e.g. motion contr
1	I would like to see the focus on encouraging pedestrian activity (instead of treating all transportation modes equally). This is
1	It would be good to include a staggered traffic lighting scheme for bicyclists, too. It takes a few seconds for a bicyclist to get
1	To the extent land use and street frontages are within the scope of the study, they should be incorporated in to the vision str
1	Oakland also needs more retail shops. I spend all my money in emeryville or Berkeley because there are so few shops for
1	I think that the project vision statement is good. Regarding the lack of space for cyclists, improvements could be made to th be added to Telegraph to alert bikes to the route. The bikes would then have to use the cross streets to access Telegraph. S include a notch for bikes that could be alternatively used. The stop signs or street lights along the Webster/Shafter route at e designate one of these parallel streets as a bicycle boulevard (similar to those in Berkeley), it would make it easier for biker there are also a couple of schools in the area that bring vehicular traffic. Improvements could be adding green paint to compl
1	I think transit and pedestrians need to be a focus. The only way to adequately accommodate cars may be to increase the a
1	I appreciate you taking into consideration all forms of transportation and the needs of Telegraph's many users
1	It is a shame that Telegraph has opened up the car connection to Broadway, which was closed not too long ago. This is the Improved bicycle and pedestrian safety also must be prioritized over comfort/convenience of driving due to the great expos would move to the suburbs.
1	My experience has been that vision statement should also include mention of the process by which such improvements get

	displacement.
1	In addition to increasing safety, this vision could include a plan to make this stretch of Telegraph less bleak, and more verde
1	I don't like identifying people as "cyclists, pedestrians...motorists" -- most people use multiple modes and this pegs modes
1	I'd address the speeding safety issue with bike lanes that offer most separation between bikes and cars in the sparse area into the traffic/parking lanes--the stopped buses block cars and bikes in their travel lanes even where they are.
1	This should extended beyond modes of transportation and take into effect long-term community development. Any new high
1	CHP officers are the most dangerous drivers on telegraph. I watch them fly from the station to 27th. Sometimes running light
1	Alameda has nice wide streets that more easily accommodate traffic. The blocks are longer so there are less crosswalks in
1	1 That the side walk needs to remain at the same height at all times. so cars crossing a side walk have to use a ramp like at intersection, again to slow bike down. That the bus stop needs to be bracketed by a parklet, with a taper on it to facilitate the off the lights will change to allow it to move. P
1	Don't just implement what people ask for without verifying that it's the most cost effective and statistically proven means to
1	Plantings would make the avenue more amenable and consistent with the residential neighborhood. Right now, Telegraph /
1	As long as the vision approaches the project without giving preference to any mode of transportation or interest group, I think
1	it's not just lack of space for bicyclists - it's also about the competition between buses and bikes for space that they both ne
1	Clear markings on the pavement provide additional safety for all, cars, bikes and pedestrians. Google image "Paris rue de l
1	I do not feel that pedestrian and cyclist concerns need to be addressed except for crosswalks having clear markings and at
1	Make sure vacant bldgs. don't become an eyesore by requiring owners to keep trash out of doorways and remove graffiti. /
1	Bicycling may be trendy now, but it's the most inefficient mode of travel imaginable. For the amount of space and resources
1	Consider more shared off-street parking for Telegraph Avenue businesses and less on-street parking.
1	"Balance" is just code for continued vehicular domination. It needs to be *possible* to drive there, but nothing should be don
1	Car's are clearly over prioritized currently. Please think long term and don't let a single stake holder derail this project.
1	While I would like to see the needs of all users of Telegraph accounted for, I think to make Berkeley and Oakland more sust better to eliminate cars from the area all together and make some or all of the area a pedestrian/cyclist zone, or just transit
1	I like it, I think a great focus on biking and walking as well as public transportation is the right way to go.
1	With First Fridays and busy restaurants... pedestrians at night are a bigger concern than they used to be.
1	Safety for pedestrians goes far beyond crossings we need shuttles near Mac BART, security, something
1	NO BUMPOUTS!!! They have recently been installed on Park st. in Alameda at great expense and have cut out a lot of parki
1	Maybe some good proof-reading is in order! "Considerable planning and design work" Do those 5 words constitute a SING hyphenating "near-term" -- but then why weren't you consistent (by hyphenating) "longer term?"
1	I would like to see more of an emphasis on non-motorist uses, as this is needed to counterbalance a car-centric bent that
1	Maybe certain streets cannot accommodate all modes of transportation. I'm sure your studies are assessing that, but it's s
1	Conceptualize Telegraph Avenue as a 'tree lined boulevard' and make it a long linear urban forest. It needs a major upgrad
1	I think that is an excellent vision. I support better bicyclist, pedestrian and Transit items for Telegraph Ave in the corridor men
1	I would love to see it extend by at least 5 or so blocks. Oakland keeps going past 57th and it'd be great to incorporate 57th-
1	I can't remember where the lane disappears , but it does. It needs to be consistent, if at all possible. But one must be realist and not for cars!
1	If possible, brown sites should be developed into affordable multi-unit housing, density limits should be expanded, and buildi
1	"Considerable planning and design work has been completed through previous studies and projects." Kind of funny if this he
1	There's plenty of space all the way up to Dwight for a separated two way bike along one side of Telegraph. Parked cars an
1	It is a strong Vision Statement it will keep everyone from harms way once it is implemented. Are you going to resubmit this heard?
1	You really have to make it safe to walk. If I think I'm going to get held up at gunpoint walking home from a bar or restaurant already that won't happen), neighborhood watch, etc.
1	There are a lot of places along Telegraph Avenue where it seems too large. Perhaps increasing street trees, plantings, and
1	a little too long. and wonky.Vision statements don't need a statement saying what is, or what was done...the best vision sta Telegraph Ave; Envisioning a road for the future or .Telegraph a Street for all users. As a professional facilitator who has he induce yawning...just email.
1	Agree. For me, it's a very important car through-travel corridor, although I divert to Shattuck when I can because it's more pr
1	Make telegraph through temescal an art filled comfortable destination! Many people want to feel safe walking to restaurant

1	I've always been satisfied with pedestrian safety on Telegraph--I can't think of any particularly problematic sections where p Telegraph since it seems to be not bike-friendly in some places. I'd rather stick to smaller north/south streets (like Bike Boul intersections in surrounding neighborhoods in Berkeley, sometimes the more reliable way to get north or south is Telegraph
1	Even though I'm a regular cyclist, it is absurd to act like cars will or should go away from Telegraph. Telegraph is the only or more angry people using all modes.
1	Move authorized bike lanes to less busy street eg; Webster, Shafter, Zebra crossing for Pedestrians. double long buses onl
1	Sounds good! I agree it is important for people using all modes of transportation to feel safe. Not like in SoCal where you a
1	Words like "corridor" and "modes" are urban planning and transit jargon. The vision would be more applicable to the peopl successful. This vision statement does not connect that way--too detached/unemotional/jargon-heavy. Could also be much
1	Traffic enforcement of posted limits by the OPD, more stop lights to reduce speed, camera-enforcement/documentation for
1	Oakland is all about local community and support, hence, it should be focused on active transport not passive.
1	There is a parallel freeway for handling through traffic - local, pedestrian and bicycle access should be prioritized.
1	That last paragraph is awkward. I would like to see the planning and design work before I would sign on to this. "To the exte longer term action items." (?)
1	"inadequately-sized bus stops" is only part of the problem. The 'complete street' needs to minimize conflicts between buses
1	alternative transportation needs to be prioritized; private vehicles are a danger to bikers and peds
1	The street is not just a means for transport. Consider the whole urban landscape. Needs more trees.
1	for bicyclists and pedestrians, "comfort" is less an issue than safety. as it is, telegraph avenue is a distressingly serious thru
1	Prioritize pedestrian, bicycle, and transit modes of transportation. Focus on pedestrian and bicycle safety.
1	The corridor has prioritized autos over pedestrians and bicyclists and is flanked on the west side by the freeway. A balance friendly streets attract more activity and commercial commerce even when they reduce parking, so safety is one issue. Eco see successful commercial corridors that have reduced parking to know that it's accurate.
1	As is, the statement ignores the Hillegass/Colby-Shafter/Webster bicycle route. That route is an essential element of any Te bicycling better when going north-south *somewhere near Telegraph.* Remember, any major improvement *for bicycles on
1	I'm not aware of inadequately sized bus stops. Buses would be a more attractive form of transportation if stops were less pedestrians and safer for bicyclists.
1	Improved safety is a good consideration to emphasize as you have done. It would be good if the vision statement also incl
1	I don't think it's fair to use the phrase "safety of all modes." I believe there needs to be a better job to distinguish the level of in favor of peds and bikes. This might seem like a small thing, but I believe it's important to work towards leveling the safety
1	balancing the needs of all modes while including motorists is doomed to fail. motorists always impinge on the needs of oth
1	Include the Idora Dog Park/Tot Park plan at 56thxTelegraph. There will be a lot of pedestrian and youth traffic under the brid
1	I really like that this statement points out speeding as a problem. I drive a great deal on Telegraph, I see people being driving
1	This statement is good but would be better if it expressed how much more effectively this vision could be realized with the a needs.
1	I don't know what the past planning and design work entailed, so can't necessarily support a commitment to build on past v
1	Include: * 10' sidewalk on each side of the street * Provide a pedestrian bulb-out at each signalized intersection (must not e
1	I think that the Vision Statement should say that everyone traveling via means other than driving will get a higher priority. To to get out of the way. Don't we want a city for people not cars?
1	Honestly, pedestrians are out in the cold here. There are specific portions of Telegraph that will work for them, but the street like about Telegraph is that it is spread out, and encompasses such a large area. It's a different street block by block. But th
1	Maintain plenty of parking on Telegraph. I walk, bike, take the bus, and drive this corridor regularly. The new shops and resta those areas of Oakland. To improve congestion, time lights and reduce bus length (while keeping bus frequency).
1	The inadequacy of the bus stops is caused by AC's insistence on deploying inappropriate equipment for the route. Forty' bu
1	I hate management speak. remove or reword "build on past work to put to implement best practices"
1	Recommendations: if planning for BRT is not inherent in the statement, make it explicit; amend to express that improvement
1	I like it! Please define auto access broadly to account for all the capacity that exists on SR24, MLK, and Broadway. Any lane
1	You have already failed with this statement. SPEEDING IS A SYMPTOM OF A BIGGER PROBLEM. Simply "slowing down th the side-streets and RAISE the speed-limit, plus re-time the stoplights to keep traffic flowing. The Bay Area makes this mist
1	The Vision Statement should also say something about the nature of the neighborhoods and businesses that are adjacent medical services, and small businesses without having to deal with the pollution and safety hazards caused by excessive n
1	A few more trees, green.curb, side bike lanes, parking in the second lane.... Improve ramps for wheel chairs. Telegraph is wik

13. What streets in Oakland, the Bay Area, or anywhere in the world do you wish Telegraph Avenue more closely resembled? What about those streets do you like? What aspects of those streets would you most like to see on Telegraph Avenue?

Count	Response
1	...I can't think of anything that I like that has a comparable amount of traffic.
1	1065 Dolores
1	16th St Mall, Denver CO. No cars allowed, only transit shuttles. It's a great pedestrian oasis.
1	1st street in San Jose (transit stations in center)
1	2nd Ave, NYC. Broad street with lively shopping, eating, transit and protected bike lanes
1	330
1	378 42nd Street
1	3947 Ruby St
1	40th
1	40th Avenue green bike lane
1	40th St in Oakland has nice sharrows.
1	40th Street in Oakland, green bike lanes!!
1	40th Street near Macarthur Bart
1	40th street
1	40th street with new bike lanes is good
1	40th street, macarthur blvd between Broadway and Telegraph
1	4129 West St
1	444 - C 40th Street
1	4th st. in Berkeley.
1	602 Alcatraz Ave. #3
1	?
1	Adeline in Emeryville
1	Amsterdam bikeways!
1	Amsterdam. Bike paradise.
1	Amsterdam. Excellent integration of all transportation modes, especially cycling.
1	Any road in Denmark and the Netherlands
1	Any roads with clearly marked bike lanes.
1	Any street in Copenhagen (Denmark), where separate bike lanes (with their own curb) are the norm.
1	Any street w/reserved rail transit tracks in the center immune to auto congestion.
1	Anything with tree lines really. Telegraph looks naked.
1	Barcelona. Bordeaux.
1	Barcelona. Protected bike lanes.
1	Berkeley's Bicycle Boulevards
1	Broadway from 580 to 27th st, bike lanes
1	Broadway in NYC around W75th
1	Broadway in Portland Oregon. Valencia Street "Green Waves" Timed lights for bikes.
1	Broadway through uptown. Bicycle lane, feels safer.
1	Broadway's bike lanes are nice (until they disappear downtown).
1	Broadway. Big, relatively smooth bike lane.
1	COPENHAGEN DENMARK!!!!!!!!!! raised curbs for bicyclists only! bicyclists lights!
1	Camden High Street, London
1	Can't think of any in particular.
1	Can't think of any that particularly impress me.

1	Can't think of any.
1	Champs Elysée Seattle child centricity and free center city transit
1	Church Street SF with transit-only lanes
1	Clement Street, SF
2	College Ave
1	College Ave between Ashby and Claremont Ave., Old Oakland neighborhood
1	College Ave in Oakland or Berkeley
1	College Ave in Oakland/Berkeley. Solano Ave in Berkeley/Albany.
1	College Ave, Oakland
1	College Ave, Piedmont Ave. Dense business, Telegraph can be pretty sparse in areas.
1	College Ave, Valencia St in SF
1	College Ave- retail and restaurants, pedestrian friendly
1	College Ave. Oakland; Ludlow Ave. Cincinnati, OH
1	College Ave., Valencia St.
1	College Avenue
1	College ave in rockridge
1	College ave, amsterdam free bikes. Places to sit and trst
1	College ave,downtown Telegraph when its busy, 17th st.
1	Columbus ave in SF: great neighborhood businesses all down street, good for walking
1	Copenhagen denmark
1	Copenhagen. Clean, bike and pedestrian friendly. Easy to get around without a car.
1	Copenhagen: Protected bike ways, with an emphasis on safety and public transport.
1	Danish and Dutch streets with bicycle paths
1	Dedicated bidirectional cycling lane on one side of the street.
1	Dedicated lane for bikes completely up telegraph
1	Definitely NOT like downtown Shattuck
1	Divided lanes on Market in SF.
1	Divisadero or Valencia in SF
1	Downtown San Jose has a wide separated bike lane, which is much safer.
1	Downtown Santa Cruz.
1	Elmwood area of College Avenue
1	Embarcadero San Francisco
1	Esplanade in Helsinki, Finland: tree-lined street with area for hanging out, sitting . . .
1	Euclid Avenue, Cleveland, Ohio
1	European style streets, where pedestrians & bicyclists are safely separated from traffic.
1	Fillmore or Union street in San Francisco
1	Fourth Street in Berkeley, Columbus in SF, parts of Embarcadero
1	Full, share the road.
1	Gas Lamp District - San Diego. Narrower Streets, more intimate, more bars and restaurants...
1	Grand Ave (Oakland), where bike lanes are present (from Bellevue (?) to Harrison).
1	Grand Ave, Lakeshore Ave.
1	Grand Ave.
1	Grand Avenue in Oakland. 40th Street in Oakland. Polk Street in SF. Market St. In SF.
1	Grand Avenue near Lake Merritt. It provides a large number of safe uses.
1	Grand Avenue, Oakland's finest commercial street.
1	Grand ave It is clean and paved
1	Grand between Harrison & MacArthur - high traffic but better bike/transit infrastructure.
1	Grande ave

1	Green wave of lights timed for bicyclists like in Copenhagen or Amsterdam.
1	Guerrero street in SF
1	Haight St
1	Hanging flower baskets in Milwaukee a great plus.
1	Hayes St. at Octavia St., San Francisco; Quai de Jemmapes, Paris, France;
1	Higher density of businesses on main street. Mission or East Village in NY.
1	I always enjoyed biking around Portland. I felt their bike lanes were particularly well laid out.
1	I hate to say it, but more like Valencia Street?
1	I like College Ave in the Rockridge area. Also the Temescal area of Telegraph.
1	I like downtown Berkeley - Shattuck Avenue.
1	I like the Telegraph bike lanes from Ashby north to Dwight.
1	I like the bike lanes on 40th near BART, I like the lighting on College Ave near Rockridge BART
1	I like the bike lanes on Broadway and the green stripes on 40th if bike lanes are not a reality.
1	I like the bike path in Emeryville.
1	I like the recent changes to 40th from BART to Emeryville.
1	I love the bikeways in Copenhagen, the Netherlands, and Sweden!
1	I wish Telegraph looked more like 17th Street between Franklin & Webster.
1	I wish it looked more like Grand Ave along the lake, with very few blighted buildings.
1	I wish there were good examples to give, haven't seen any.
1	I would like Telegraph Ave. to be more European style.
1	I would like a free shuttle like the one that goes up Broadway.
1	I would look to Japan or the Netherlands for inspiration.
1	I would love more sitting space and just more of a general comfortable feel.
1	I'd have to think about that.
1	I've never seen a really great example of a complete street in person.
1	IDK
1	If it could be a little more like College Ave (but not too upscale) that would be great.
1	International Blvd in Fruitvale is a good Oakland model
1	International blvd
1	It reminds me of Venice Beach. I wish it was cleaner though.
1	It would be great if it became like Valencia Street in San Francisco.
1	Just add a bike lane, that will make me happy!
1	KEREN KAREN KEREN KAREN KAREN KAREN RAREN KAREN
1	La Rambla in Barcelona, Broadway in New York,
1	Lakeshore
1	Lakeshore Ave, Polk St in SF.
1	Lakeshore Ave. Bike lanes, attractive businesses. Magnet area
1	Lakeshore Avenue and Lake Merritt Blvd., with more well-marked crosswalks and bike lanes.
1	Lakeshore Blvd.
1	Las ramblas, Barcelona
1	Less like that street from chabons book, more neighborhoody like sesame street
1	Like NYC with protected traffic lane for cyclists
1	Linden Ave., Seattle Dearborn Street, Chicago Market Street, San Francisco
1	MacArthur.
1	Mandela has a safe and green feel to it.
1	Many streets in Portland; Market St in SF
1	Marin Blvd in Berkeley is an ok example of a "road diet" .
1	Market St in San Francisco.

1	Market St, SF; any good arterial in Paris;
1	Market St. in downtown SF. 40th street with new green, 'sharrow' lanes.
1	Market Street bike lanes in SF.
2	Market Street in San Francisco
1	Market Street in San Francisco is easy for mass transit because of the dedicated lanes
1	Market Street in San Francisco!
1	Market and embarcadero in San Francisco are well marked for bikes and allow plenty of space
1	Market in SF.
1	Market street in San Francisco
1	Market street in San Francisco, Green bikeway and separated from traffic
1	Market street in San Francisco, multi model and bicycle friendly.
1	Market street in sf (separated bike lanes)
1	Maybe more plants.
1	Mix of JFK in SF, Embarcadero in SF(multi-use promenade).
1	More bike and pedestrian friendly like copenhagen,phoenix, bogata
1	More like college ave in terms of safety.
1	More like the streets of Copenhagen, better incorporation of all travel modes
1	More parklets and benches, stores, and people around at all times of day/night .
1	More trees!
1	Much of Amsterdam works great!
1	Netherlands: Bike lanes separated from traffic lanes. Streets are in good condition and clean.
1	Noe Street in San Francisco planters, benches, street at a human scale
1	Noe Valley, SF
2	Not sure
1	Octavia near Linden Street in San Francisco, Amagertorv in Copenhagen
1	Old Oakland
1	Palm (and other) trees would be nice.
1	Paris green space
1	Park st.[before the bump outs], busy people shopping and walking and enjoying themselves .
1	Parklets, greeways, dedicated lanes, slower traffic. Like the Market St plan in SF
1	Parts of College and Piedmont ave are good for pedestrians.
1	Piedmont Ave.
1	Piedmont Avenue
1	Piedmont Avenue - traffic is slow, only two lanes, very pedestrian friendly.
1	Piedmont Avenue in Oakland. Easy to cross the street. Slower speed of traffic.
1	Piedmont Avenue: good lighting, good bike lane, nice road conditions
1	Piedmont Avenue; clear road markings, bike lanes, street scaping and safe pedestrian crosswalks.
1	Piedmont ave old world charm variety of business to patron.
1	Piedmont ave.
1	Piedmont ave. college ave. mountain @ lasalle/park. lake merritt: harrison/lakeshore/grand.
1	Pike St. Market in Seattle - Good stores, restaurants, people - safety.
1	Queen Street West, Toronto. More small art galleries!
1	Robson Street Vancouver Canada
1	San Pablo and East 14th Street (International Blvd)
1	San Pablo in Berkeley, it's got trees.
1	Shattuck Avenue in downtown berkeley.
1	Shattuck and College Avenues are more friendly. The width of Telegraph can be daunting.
1	Shattuck ave north of University in Berkeley

1	Shattuck in North Berkeley
1	Sidewalk seating, wider sidewalks, more small businesses in the open spaces.
1	Some aspects of Octavia street in San Francisco
1	State Street Santa Barbara bike lanes on a very busy ped- oriented shopping street
1	Streets in Amsterdam, Netherlands--separate lanes for bikes!
1	Streets with lower vehicle speeds, bike lanes and curb bultouts.
1	Telegraph Avenue in Berkeley feels much more safe, comfortable and better maintained all around.
1	Telegraph is much better up by 51st street.
1	Telegraph should stay close to Telegraph. It has strong character, and it should not change.
1	The Berkeley end of Telegraph is much nicer
1	The Boulevard de Maisonneuve in Montreal!
1	The new Shattuck
1	The newly redone Shattuck is awesome- full bike lanes, nice smooth surface.
1	Upper Broadway has good binge lanes and good controlled intersections
1	Valencia St San Francisco.
1	Valencia St in SF, especially further north past MacArthur where there are great restaurants
1	Valencia St in SF. Safe space for all modes plus vibrant destinations.
1	Valencia St in San Francisco (nice bike lanes)
1	Valencia St in Sf. Wide sidewalks, parklets, dedicated bike lane. 1 lane for cars.
1	Valencia St, San Francisco, CA Pearl St, Boulder, CO
1	Valencia St, San Francisco.
1	Valencia Street in SF, for a good mix of car, bike and transit in a pedestrian-heavy area.
1	Valencia Street in San Francisco Wide sidewalks, parklets, bike lanes, trees
1	Valencia Street in San Francisco and possibly College in Rockridge.
1	Valencia Street in San francisco. Lights are timed for bike speed.
1	Valencia Street.... similarly wide, lots of traffic lights, but good for biking.
1	Valencia in SF - bike lanes, interesting businesses, quirky, varied feel.
1	Valencia in SF.
1	Valencia in SF: it has lots of pedestrian and bicycle space.
1	Valencia in San Francisco
1	Valencia in San Francisco balances users needs well.
1	Valencia in the Mission, good bike lanes, lights tinez
1	Valencia street in SF
1	Valencia street in San francisco
1	Van Ness Avenue in San Francisco--"elegant density" of 8-10 story buildings
1	Victoria - more flowers - on the sidewalk and lamp posts
1	We need a bike lane
1	West St.
1	What San Pablo Avenue is becoming from Emeryville to El Cerrito.
1	Wider sidewalks for cafe life, like Paris, would be nice!!!
1	Would like the streets to have more lightning especially on Telegraph
1	Would love to see parking-protected bike lanes
1	Would love to see widened sidewalks and comfortable, clearly delineated bike lanes.
1	buffered bike lanes, smoother road
1	central Zürich -- restricted autos, focus on public transit and pedestrian access
1	college or solano are better for pedestrian
1	college, solano ave
1	complete streets in Holland and Denmark. Market in the SF is getting there but has a way to go.

1	copenhagen, amsterdam safe bikeways
1	gourmet ghetto in berkeley -- center divider with green space, decorative lights on trees
1	greenery safe ways to walk at underpasses like 1st avenue in Seattle Paris! (haha)
1	hayes valley district in SF
1	i like streets that have medians, that have plants or something visually integrating.
1	i like the green bicycle lanes
1	i wish that we had a tracked bike lane- separate and blocked off from the street
1	i wish there was a physically separated bike lane on telegraph with slower motor vehicle traffic.
1	just let it be itself
1	more trees, more sidewalk seating, more lighting for night time pedestrians & cyclists
1	no idea here
1	no opinion
1	not sure
1	piedmont avenue is the best. there is effectively no through traffic on any cross-street.
1	plant sidewalk trees
1	see above
1	sidewalk planters like Chicago, clearly marked bike lanes like Portland
1	smooth pavement, clear signage about bikes, better lighting and timing of traffic lights
1	solano
1	some small parks or pleasant sights in the median
1	the Pearl in Boulder, CO. anywhere in Portland, OR. The Wiggle in SF.
1	the new Shattuck avenue looks amazing. Telegraph should be something similar .
1	valencia in sf.
1	valencia in the mission sf has excellent bike lanes, a well paved surface and ample bike parking.
1	College Ave, Piedmont Ave, Shattuck. I like having shops, restaurants, movie theaters, people walking around, trees, plants & flowers
1	Valencia Street in San Francisco is the regional gold standard for a complete street. I like its incorporation of painted bike lanes and street amenities, such as bike racks, benches, and greenery. I think Telegraph Avenue could include all these things. Moreover, given its width, I think Telegraph Avenue could also include center-lane bus rapid transit.
1	I like the Temescal stretch with hip restaurants and shops, make the rest of the street more like that!
1	- Pearl District in Portland, OR - Almost any street in Copenhagen, DK - Higuera St. or Monterey St., San Luis Obispo - Hayes St. in Hayes Valley
1	Separated bike lanes as San Francisco's Oak/Fell, and Market thoroughfares or even better. Example from Brooklyn proposal: http://www.streetsblog.org/2007/03/29/should-dot-install-separated-bike-lanes-on-9th-street/
1	You've got to be kidding. As long as you have teenagers and bums sitting and lying on the sidewalk, Telegraph will always look like Skid Row.
1	Oakland has a strong, growing beer scene - Beer Revolution in Jack London Square, for example, has done incredibly well. We used to live near Piedmont Ave and would frequent Cato's all the time. I would love for Telegraph Ave to have a place with local, craft beers.
1	Precedents for improvements to overly wide streets include recent work on Cesar Chavez and, to a lesser extent, Divisadero. In contrast to these, Telegraph could have better bike facilities (such as buffered bike lanes) and/or bus lanes (either peak-period or permanent.)
1	As a bicyclist, something as simple as bike lanes like on Telegraph once you get to Berkeley. Market in SF, having dedicated bicyclist and public transport lanes.
1	For a large street...what was done on Oakland's Grand Ave along lake merritt isn't bad(though telegraph should go farther in terms of bicycle and pedestrian amenities).
1	Bus Rapid Transit corridors with bike facilities. that would be great. better throughput for bikes and transit, and nice pedestrian improvements as well.
1	This is rather obscure, but all the streets in Bruges, Belgium are fantastic somehow. Public buses use only certain roads to get in and out of the city and I never notice them as a cyclist or pedestrian. We used the bus a couple of times too and they came at regular and convenient times. All the streets are single lane too, yet it feels perfectly safe to ride

	on a bike (and yes, I road my own road bike around Bruges) and cross the street as a pedestrian. On a separate trip, we rented a car and drove in and out, but it never felt overly congested, or full of traffic even though it's a tourist destination. I would say parking is limited though. But definitely we road our bikes there for a week and never had a problem or felt unsafe. The streets are magical somehow.
1	Keep it local -- College and Piedmont here in Oakland are way better streets than Telegraph. Even Grand which has similar dimensions and function is a better street. All of Telegraph north of Grand sucks. I don't think it is so much the street infrastructure but the surrounding land uses. Outside of a couple blocks in Temescal, there are too many gas stations, fast food joints, and buildings designed for cars. The street needs a greater diversity and density of uses.
1	It's a broad street that gets lots of use, but I'd say allowing it's current need for heavy traffic- but also a big shopping/restaurant area- it would be good to balance the needs by having more consistent medians with nice plantings with more crosswalks in areas with lots of shops. More clearly marked bike lanes, more plantings/trees along the side walks, more trees, etc. It will make it more pleasant and attractive neighborhood for the pedestrians/bikers/business owners, and if managed well, can continue to be an important thoroughfare for commuters/public transit.
1	Albany - Solano Avenue. The streets are wide and I feel more comfortable as a motorist that the bicyclists and pedestrians have a designated space of their own
1	Paris,France. Some of the bike paths to and from the central city of Melbourne, Az. Even have street cars, green cushy bike lanes and timed signals for the cyclists. Leaving the central city heading north past the Yarra district offices an entire street parallel to the auto thoroughfares, is devoted cycling. Once the old outer rail line ring, which is an east west class one cycle path, is reached numbers of different bike paths split off the main City bike path. In Uppsala, Sweden, cycling commuters even in the snow, ride on a variety of designated cycle paths of a variety of surface textures, with their own traffic signals. Some of the routes are on the motor ways but most take advantage of parallel streets, roads, and alleys. Neither cars nor bikes are allowed on the shopping walking streets. Berlin has so many bike paths, signals,trees, streets of different sizes. Perhaps the craziness of getting from Charlottesville south up to the Charlotteschloss mimics the diversity along Telegraph.
1	Germany had awesome pedestrian and cycle tracks. I hear Amsterdam is great. Ideally for me, the safety level would encourage elderly people to get out and walk or cycle. Then I'll know its safe for most!
1	I actually think Telegraph at its best is a pretty good street. If more parts of Telegraph could resemble the stretch between 40th and 48th, or between 16th & 20th, I'd be happy. This is mainly a matter of increasing business activity to have more vitality and eyes on the street for safety.
1	I wish Telegraph in Oakland looked more like Telegraph in Berkeley, meaning, I would love to see a bike lane. Though the bike lane in Berkeley does disappear in sections, so it would be great to see a continuous lane from 20th street all the way to the UC Berkeley campus.
1	1. Lakeshore avenue between Mandana Blvd and Lake Park Ave in Oakland 2. College Avenue in Oakland 3. 4th street in Berkeley
1	Not the mission, not Valencia. Would be awesome if it were like the San Pablo and university area of Berkeley.
1	I would like buildings and businesses designed for foot traffic like Piedmont Ave. I would like physically separated bike lanes (similar to Copenhagen). I would like tree-lined streets with outdoor Cafes (such as on Rue St. Denis, Montreal)
1	Nearby College Avenue is much more bicycle- and pedestrian-friendly. I also like parts of Market Street in SF minus the congestion -- Telegraph is a similar kind of thoroughfare
1	40th street between Telegraph and Broadway - parklets funded by the city, plenty of bike parking, designated bike lane (although prefer lane instead of green strip), mixture of commercial and residents.
1	Telegraph Ave., Berkeley side. The other extreme end of Telegraph is great. Think a cross between Haight/Ashbury and Lower Haight: Bars, and instead of hippies, equal rights radicalization is the theme. Play up the Black Panthers, Bruce Lee, Oakland's history...
1	Would like to see parts of Telegraph to be more like Valencia and 16-18 in vibe with vintage shops, cafes and restaurants, and some sections and other mixed use sections to be more supportive of small jewels like the New Parkway with more evening places like Mariposa and Connecticut in Protrero Hill area.
1	the main streets in Los Gatos, CA. very well-organized, clean and safe. also tons of free parking!
1	1. wider sidewalks with more spaces to relax, sit, eat, sidewalk seating for restaurants. Better, safer bus shelters, dedicated protected bike lane and transit lane.
1	El Cerrito San Pablo Avenue development plan is like the "Midtown plan" (page 3) here http://www.el-cerrito.org/DocumentCenter/View/3092
1	Valencia St in SF, wider sidewalks, dedicated bicycle lanes, parklets and other outdoor seating opportunities
1	Bike friendly streets in Amsterdam. Less cars and more pedestrians, transit riders, and bicyclists.

1	Telegraph is a pretty good main drag. I wouldn't change it. Broadway is now a bottleneck because of the new Kaiser buildings.
1	Piedmont and/or Grand Ave because of their successful mixed-use developments and open spaces. Both streets also make it easy for people to walk, drive, and/or ride bikes.
1	Telegraph doesn't need to copy any other street, it should be itself. But it would be a much better street with fewer car lanes, new bike lanes, more bike parking, easier ped crossings, and better transit service. A plaza where Shattuck meets Telegraph would be nice too.
1	I like College avenue in Rockridge in Oakland, I wish Telegraph resembled it more. Perhaps people could be employed to clean the streets more.
1	In SF: Valencia; Fillmore; Haight; 24th; 22nd; Mission, Clement. Many commercial streets in New York and Europe. The main thing about these streets is that the sidewalks are wide and pedestrian/bike friendly and the streets are more narrow. They have good public transport and bike lanes. They have dense development and commercial spaces that attract a lot of people for different needs and interests and therefore create a vibrant, dynamic environment. Planning 101.
1	Valencia street: especially the way in which Valencia connects with Market street. Telegraph has a similar issue (perhaps worse) with the connection to Shattuck Ave, I see cyclists having to make dangerous moves to both north and south bound.
1	I would like to see them model the streets in Copenhagen, Denmark. They are open, safe for bikes, etc.
1	In the Bay Area- Valencia in the mission, but less expensive, and more Oakland? I mean mostly from a transit-biking-walking perspective.
1	I think Telegraph Avenue is a storied street with a reputation all its own that I would not want to lose. It could be spruced up with some plantings the way Market St was in SF. A series of historical plaques or displays could help tell the story of Oakland's multi-layered history.
1	slower traffic, big trees, more marked bike facilities, better safety for peds (nicer pavement, reduced crossings, etc)
1	Median planters. Street trees. Potted planters. Murals. These make the vibrant neighborhood memorable and promote well being.
1	It should be more like 8th/9th Ave in NY. In the best of worlds, we would take after the dutch http://goo.gl/maps/bOuSD
1	Valencia Street. Aesthetically, I like that this corridor has a consistent theme. It also has a very similar configuration of being anchored by two BART stations and the need to accommodate all modes of transit. I do like that Valencia eliminated the 26 bus line to help with the flow, but I don't see that happening in this case.
1	Valencia now, or Noe then (10 years ago) in SF. Well lit, eclectic, interesting, safe, populated, diverse, navigable/accessible. Valencia is still coming up, but empty storefronts are actually under construction.
1	tree lined - neighborhoodish local business lamp lit areas. College ave, but a more open thoroughfare like Berkeley's San Pablo!
1	I would say University Avenue in Berkeley is a reasonable ideal to strive for. Yes, I love Las Ramblas, but Im a realist.
1	most streets in Denmark with segregated bike lanes or German cities where there are no sidewalk or other street markings and the whole road is pedestrian usable, it makes for very slow for traffic.
1	I'd love to see more public spaces for people to hang out it-- especially if there could be interactive art or gardens. More public art. Much more bike parking.
1	http://www.sfgate.com/bayarea/article/Gritty-S-F-street-turning-into-a-model-block-2372089.php#photo-1899864 Improved streetscaping, including more plants and trees.
1	40th street super-sharrows. Church street red transit lanes in SF. Maybe more like Grand Avenue, diagonal parking, lower speeds, accommodation for cyclists.
1	I would like to see the Uptown/KONO area completely closed to cars, it is the perfect opportunity for a pedestrian plaza that would enrich downtown life and businesses.
1	The incredibly pedestrian-friendly areas of Noe and Sanchez streets in San Francisco, between Market and Duboce triangle.
1	Amsterdam has amazing infrastructure. Piedmont ave has recently done a fantastic job of accommodating road users, bicycles, and drivers too! (I live close to both) and I would like to see the same design principles and family friendliness applied to telegraph. Better lighting at night on Telegraph would make it a lot safer for walking, especially for women coming out of bart after work.
1	I really like the placement of the the green stripes on 40th st. My partner uses 40th st. every day from market to macarthur. It's turned what used to be the most stressful part of the ride home to the best part of the ride.
1	Shattuck Ave in Gourmet Ghetto has blinking well lit highly visible pedestrian controlled crossings. Bike lanes that are

	clearly marked like in SF and NYC - it would be nice if Telegraph felt less car thoroughfare and more neighborly - more a place you wanted to walk the way College Ave feels
1	Addison st in Berkeley - poetry in sidewalks, art everywhere Or Jingtletown neighborhood in Oakland
1	I would like to see the street more like Copenhagen, which is a very bike-friendly city, with lots of bike paths and bike-only areas. This encourages more cyclists and less drivers by making it practical, safe and fun to cycle more. I kind of like the feel of Hayes Valley in San Francisco, where cars don't feel as welcome as people, it feels neighborhoody, there are lots of parks and inviting places for people to walk. It's also kind of gentrified. I wish I had a solution for you on that one.
1	I wish that Telegraph Avenue was more like some of the major thoroughfares in the San Fernando Valley in Los Angeles. You can actually USE those streets to get places smoothly and quickly. As it is now, Telegraph Avenue is a joke. It's a patchwork quilt of poorly functioning infrastructural mistakes. The only solution is to STOP this "nimby"-type thinking. Make it difficult to get OFF Telegraph Avenue into the neighborhoods around the avenue, and make it IMPOSSIBLE to cross Telegraph except at large cross-streets. There is no other viable solution that will make traffic flow more smoothly -- including public transit. I have taken the AC Transit 1-bus during BART strikes, all the way from San Leandro to Berkeley. One day it took 55 minutes, and the next day it took 1 HOUR AND 35 MINUTES. This is ridiculous. It's another example of how the Bay Area's infrastructure is trying to be both "California-fast" and small-town provincial and ending up just being the laughing-stock of urban America. PLEASE try to actually FIX it rather than replicating what the city of San Leandro is doing near the San Leandro BART station ("beautifying" San Leandro Boulevard by REDUCING traffic capacity and creating gridlock where there never had been any before).
1	I really enjoy the Grand Lake area and see it as a good model for telegraph, though that area also needs bike lanes.
1	I'd love to see more greenery along the streets, and/or median strip. Anything to slow speeding cars & improve bike traffic safety - please, a dedicated bike lane.
1	Charles Street in New Orleans has these amazing tree-lined streets that are really beautiful and accommodates a trolley, bikes, cars, and pedestrians really well. I would hope to see both the mix of functionality and an eye to aesthetics in the plan. In terms of safety, the bike corridors that run through Berkeley in particular such as Russell and Channing Streets do a good job of redirecting bike traffic along streets that parallel or intersect other major thoroughfares so the biking is easy and safe.
1	14st St in Oakland has nice trees established on both sides. This would be nice for Telegraph too. Outdoor seating at bars/cafes would be great.
1	College Avenue in Berkeley/Oakland: Cars move slowly on this street which makes walking and outdoor dining more pleasant. College Avenue isn't great for buses or bikes, but it shows that a business corridor can function just fine when cars move slower. I also like the curb extensions to shorten crossings. Valencia St in San Francisco: This street is better for bikes than Telegraph is today, and I think that's because the bike lanes are wider and the cars move slower. Valencia St however does not physically separate the bikes, which leaves biking still being somewhat dangerous and scary. Shattuck Ave in Berkeley's gourmet ghetto: I like the street trees and the mid block crossing by Cheeseboard Pizza. The street has a nice atmosphere that I think Telegraph could emulate.
1	san pablo avenue in the uptown area of oakland is pretty nice...near about 15th - 19th streets, maybe? wide lanes for bikers, well-paved, active businesss on both sides.
1	Palo Alto. Tree lined wide bike lanes and good separation between bikes, cars and pedestrians. Smart traffic lights would be most helpful.
1	The re-paving of Adeline has been great, re-striping of bike lanes everywhere, new bike lane on Shattuck and SuperSharrow on 40th are awesome. The re-paving on the north end of Telegraph near where it crosses under 24 is great too, but the whole few blocks before that (through Temescal) is a freakin' death trap for bicycles (narrow street, poor motorist behavior, etc).
1	I would like Telegraph to be a narrower street overall, but given the roadway width, the following are more comparable: Shattuck Avenue in Berkeley (wide median), Valencia Street in San Francisco (road diet, parklets, ped activity, bike lane), Mission Street in San Francisco (ped activity, bus-rail connection), Dolores Street in San Francisco (wide median) I'd also like Telegraph Avenue to have the same amount of pedestrian activity and nightlife as the Koreatown portion of Wilshire Corridor in Los Angeles. Wilshire Corridor also has great rail-bus transfers in Koreatown. Wilshire Boulevard is also the major crosstown corridor in Los Angeles.
1	Bicycle repair station. parklets, bicycle parking, shorter time limits for parking spaces on telegraph (this reduces cars circling seeking parking), more expensive parking meter fees the longer the car is parked.
1	Not sure. I think Telegraph is pretty unique and great. It definitely has 'pockets' of development though (Berkeley area, then Temescal, then nothing really until closer to Downtown), so maybe encouragement of further business-side development and support?
1	College Avenue has an entirely different feeling, as does Fourth Street in Berkeley. I realize those are different

	demographics, but they feel as if they care about pedestrians, bikers, and safety more than Telegraph does.
1	the new road diet for Broadway ave only 2 car lanes and center turn pocket with wider ped/bike lanes and many cross walks, slower car traffic and safer all around.
1	Vesterbrogade, Copenhagen, Denmark: dedicated bike lanes, broad busy sidewalks, smoothly flowing traffic.
1	It would be great if we could be more like Piedmont Avenue. College Avenue is nice, though too congested. I don't think the College Ave. model will work for a major thoroughfare like Telegraph, unless changes are made to make driving and biking on Broadway more practical.
1	The city of Vancouver has quite a network of protected bike lanes in the congested downtown and also bike boxes at stoplights. As a cyclist, I don't always need separate pavement from cars (e.g. bike lane or bike path), but I do appreciate such protection measures in congested areas such as Telegraph Ave.
1	I think we need to look no further than Telegraph Ave itself to see what it could be. I like the northern end of Telegraph where there is little to no parking and it is more pedestrian friendly. I wish Temescal more resembled this.
1	Cali does a terrible job in general with transit. I think states with cities that are a bit older do a better job at this. Washington DC's updated area near Capitol Hill is walkable and scenic. Boston has done a great job (I don't think it's feasible for us to move street underground) and the spirit is nice . . . but the winners are truly Portland's downtown with bus and pedestrian only streets (Denver has done this too)-- along with visible, beautiful and clear signage (maps, transit maps, street signs, etc). It's so easy to get around, and the blocks are nice and short.
1	The section of Telegraph around 50th to 47th is pretty nice. San Pablo Ave in Berkeley (not in Oakland) is certainly a model that Telegraph could learn from.
1	The Lake St in SF, CA. The drivers are careful and stop when they are supposed to. The bicyclists obey the sign and rules and have visible lanes. Pedestrians also follow the rules and it is safe to walk, drive and bike on that street.
1	Good model to review for Oakland -- see Octavia Street/Fell Street in San Francisco has been remade to promote traffic flow, improved street side parking, and has traffic islands for pedestrians. This is a good model, but should also include embedded pedestrian street light crossings and bump outs for pedestrians to step out into the street.
1	College Ave near Rockridge BART. It has a lively atmosphere, lots of shopping and a very village feel. I want to bring that village feel but still keep the transit traffic.
1	Market Street in San Francisco: I like the protected green bike lanes and the frequency of transit stops
1	College Ave in Rockridge. I like that it is so pedestrian and BART friendly, which I think really helps the businesses succeed.
1	Again- I mention Amsterdam- because they truly accommodate for bicyclists. And so much of this is about the clarity of the bike lanes themselves. If lanes were painted an easy to see color (like the green lanes along 40th) and designed to lay on the right side of the parked cars, rather than the left side- more people would feel safe riding their bikes! This is crucial. Also- more places to lock up bikes would be great too.
1	College Ave. Good lighting, perception of safety, clean. Compared to Telegraph Ave, there are only two lanes on College (not four). Not sure about the feasibility of decreasing the number of lanes.
1	40th street in Oakland has green bike lanes, very visible and feel very safe. Many of the streets in Berlin have bike lanes that go from street up onto the sidewalks when necessary and everyone follows the rules, pedestrians stay out of them; it works well. they also have small traffic lights for the bike lanes.
1	The Berkeley section of Telegraph has reasonable bicycle lanes (although they could be better marked) and road surface.
1	Grand Avenue is pretty good in spots, wide enough to accommodate varying modes of traffic, with sidewalks that are pleasant to linger at or walk. The main streets in Alameda and Walnut Creek have a good balance of traffic.
1	Market in SF is more accommodating of bikes and buses than cars. well designed from that aspect.
1	any tree-lined, well-lit street with a good mix of stores and businesses that promote foot traffic, good transit
1	14th St NW in Washington, DC. It has a great diverse mix of shops and restaurants, bike lanes, and nearby transit, and the area is adding new, dense infill rapidly.
1	College Ave. In the Elmwood district and around the Rockridge BART station. Very pedestrian friendly, accessible by public transit, lots of visual stimulation because of the storefronts, public services like the library and post offices, many places to stop and eat or have coffee.
1	Hayes Street in Hayes Valley, where there are many businesses, mixed use buildings, a park in the middle of the area, and high density of pedestrian traffic. I also like streets that are closed to cars and are purely pedestrian walkways (San Jose, Costa Rica)
1	Adeline between Stanford and Shattuck: great bike lane, deals well with a large amount of rush hour traffic, well-lit.
1	We should strive for Telegraph to include car-free spaces, such as has been implemented on Braodway? in NYC.

1	Any beautifully maintained road in Oregon. Just re-pave the sidewalks and Telegraph itself where it is obvious it needs repair.
1	In Amsterdam, many modes of transportation have dedicated lanes. I was also in Heidelberg, Germany and it was so pleasant to bike in a dedicated lane. I felt so safe and wish I could experience that feeling in my home city. I would definitely ride my bicycle and ride my bike more often.
1	Shattuck avenue in Berkeley has flashing lights which turn on when pedestrians are in the crossing lanes. A median strip would allow slower pedestrian to cross halfway across the street.
1	Austin, Texas have a pretty good bicycle lanes from around the town near and close to the university.
1	It really is fine. Needs to be maintained, i.e. pot holes and painted lines. Make pedestrian crossings more pedestrian-friendly.
1	Telegraph Avenue should look more like 9th Avenue in New York City, with separated bike lanes and a buffer zone between cars and cyclists.
1	I like Telegraph avenue the way it is. It would be great if there were less trash on the street and the garbage cans were emptied more frequently.
1	Via del Corso in Rome: Mostly pedestrians, continuous and uniform built edges (no parking lots!) Destination point for strolling--not driving, though it's permitted. Ground floor retail. Festive lighting and signage.
1	24th St. in the Mission District is a perfect blend of old and new. Longtime Latino-owned businesses rub shoulders with new hipster shops, yet the street doesn't feel overly gentrified. The solid tree cover along the corridor is also great. The mix of businesses along telegraph is very similar, but we could work to make the streetscape more dense and green.
1	In terms of cycling, West has designated bike lanes all the way downtown which is great. I don't like the bike lane model used for 40th street that plants the bike lanes in the middle of the car lanes. To me, this is dangerous and doesn't promote an equal balance of sharing the road and just disrupts car traffic while forcing cyclists into the center of car lanes.
1	Ones where there is a middle divider in the road with palm trees. Gives it more green and cleaned up look.
1	Main drive in Sebastopol, with more balance of small interesting retail & some food, free 90 minute parking, and narrower, so cars have to go slow and stop often for people to cross the street, lovely for bikes and pedestrians. How about an "Amazon Free" zone! To support more small independent retail shops and encourage community building.
1	There's a street that runs through Hayes Valley with parkland in the middle. I wish that could be Telegraph!
1	Valencia street in San Francisco is a positive example to aspire to, with the bike lanes and timed lights for bicycles, and pedestrian-friendly sidewalks and parklets.
1	I envy the streetlife of Valencia and the palm trees of Market in SF. I wish we had plants and flowers and trees. More parklets would be great. Anything that cuts down on the shady loitering vibe of much of Oakland's Telegraph would be a plus. Maybe it would be nice to have pedestrian bridges in Temescal. The cars are soooooo aggressive here, trying to get on 24, and the overpass is so unattractive. It's really unpleasant.
1	I think Glenview is a great example of what Telegraph could be like. There are lots of shops, and residential housing. Telegraph at 51st is also a good location to model the rest of the street after. The Dimond District is another place where a 4 lane road was reduced to a 2 lane road successfully.
1	Valencia or Hayes St in San Francisco are nice. It'd be cool to calm or separate motorized traffic while making a larger corridor for pedestrians.
1	SW 5th Ave., Portland, OR Calm auto traffic, good transit, broad pedestrian realm, continuously active street fronting buildings.
1	Market Street or Valencia Street in San Francisco--the best thing about these streets is the bright green continuous bike lane.
1	I have heard of some places in the world that place the bike lane next to the sidewalk between car parking and active traffic...
1	In my dreams, there are no private cars at all on Telegraph. Just walkers, bikes, and public transit.
1	In Portland, where the street is closed to cars, but had the transit running in the middle, cyclists, and pedestrians everywhere.
1	Valencia in San Francisco balances parking with open spaces (like parklets, wide sidewalks) and bike lanes.
1	I would prefer the safety of college ave. in rockridge - a bit safer re: muggings, more pedestrian traffic at night, easier for bikers/pedestrians to navigate. but still want temescal to retain more indie flavor.
1	I love Telegraph Ave. in the blocks near Berkeley campus - very pedestrian friendly, dense commercial mixed, dense residential.
1	There are no streets in Oakland in which I would like Telegraph to resemble. In South Berkeley on MLK near Alcatraz,

	there is a pedestrian crosswalk signal that needs to be installed along Telegraph in its busiest locations.
1	more areas of plants---little garden plots along telegraph---maybe of California native plants (little water needed), I would love to see more public art there---again like Valparaiso, Chile---this area could be transformed by more public art and gardens!!!
1	I like the street in Istanbul, in Sultanhamet, that has a small trolley running down it...very user friendly...very easy to hop on and off it would be nice if that ran down Telegraph to downtown Oakland.
1	Abbot Kinney, Venice, CA; State Street, Madison, Wisconsin; any streets with wide sidewalks, plenty of bike parking, outdoor seating, and lots of trees/plants.
1	Making Telegraph into a skinnier version of Mandela Parkway would be AWESOME! That's not reasonable, though, given width restrictions. I'd suggest eliminating one lane of travel in each direction to make room for a dedicated bike lane. One travel lane in each direction plus a center lane for turns is more than enough. Also, the intersection with Shattuck is very dangerous for bicyclists traveling south on Telegraph because of the merge of traffic. Perhaps southbound traffic on Shattuck could be diverted to a forced left at 47th street, the portion of Shattuck between 46th and the merge with Telegraph could be made into a park like Latham Square, and the portion of Shattuck between 46th and 47th could be made one-way (northbound).
1	Telegraph already has its own flavor. But I did just visit the Hillcrest neighborhood in San Diego and thought it was a good example of a busy corridor with culture and good foot traffic.
1	I walk and bike on Market Street in San Francisco and think that is a safe place to bike. Streets in the Netherlands are even better with their barriers to protect bikes from streets.
1	Valencia Street in San Francisco. It's well-lit and well-populated enough to feel safe--even alone--for many consecutive blocks at all hours of the night.
1	Well, I would like to see it like it is, only safer for all. I would like to see more non-profits. I would like to see efforts to keep the neighborhood diverse.
1	I think Oakland is on the right path. I do think cities like Portland and Amsterdam are good cities to learn from. And China!! I've never been on city streets with more fellow cyclists than when I rode around in Kunming.
1	Berlin has (mostly) fantastic bicycle lane construction. bicycle lanes are often cordoned off, and/or merge with sidewalks (with well-marked divisions between pedestrian and bicyclist areas) in order to ensure safety even on very busy roads.
1	9th Street, The Sunset District, San Francisco. Active street life, public transport integrated with street life (buses, trains), Lots of restaurants and shops.
1	Buses control traffic signals in many transit oriented cities, but they have only limited control in Oakland. I think they should be able to force a green light whenever they approach an intersection (except when at a bus stop) to give buses priority and reduce bus bunching.
1	I'm sure you've got this before, but Valencia St in the mission. I know they are quite different, but I love the smooth pavement, the bike-friendly timing of the lights, and the pedestrian count-down at cross walks.
1	I'd love to see Telegraph look like Valencia in SF's mission district in terms of walkability and bike friendliness (not in terms of the uber-bourgeois shops)
1	The road configuration of Market St in Oakland and Valencia St in SF (bike lanes, one traffic lane in each direction, and a bi-directional turning lane) would be ideal for Telegraph. Parklets, common on Valencia St in SF, would also be great.
1	I'm not sure how it would be integrated, but it would be great to have a pedestrian only zone - like many areas in Europe.
1	Berkeley's bike boulevards are always a treat to ride along. The on-street markings for turns and intersections along the Wiggle in SF are nice, and seem to be well-received by casual cyclists. The fully-separated bike/car routes described on copenhagenize.com sound like a treat.
1	I would like to see a protected cycle track as they have in Portland or along Kinzie St. in Chicago.
1	College Ave. in Rockridge & Elmwood. Drivers are forced to drive slower due to the narrowness & congestion of the avenue. This makes for a safer & better avenue for bikes & peds.
1	Downtown Berkeley, lots of small businesses, feels safe at night, easy parking, easy walking and driving.
1	Include: * Provide 10' sidewalk on each side of the street. * Provide a pedestrian bulb-out at each signalized intersection (must not extend into the bike lane). * Provide continuous bike lanes on each side of the street throughout the length of the project.
1	The Amsterdam model: Sidewalk, separated bike lane, car parking, one lane of traffic, tram (light rail) in both directions, the other lane of traffic, car parking, separated bike lane, sidewalk. It's the best model in the world.
1	Grand Ave - Lots of businesses, lots of people, safe biking, lots of light, lots of diversity. Please do not let it turn into Rockridge, Valencia (SF), or Noe Valley (SF).

1	Market Street from 40th into Berkeley doesn't have quite the traffic that Telegraph does, but it has a great bike lane setup.
1	More like College or Piedmont, but with more space for bikes (like Piedmont is now) and with shopping and businesses
1	NYC is doing a great job of integrating safer bike lanes with vehicle lanes. They are also adding more bulb outs, pocket plazas
1	Portland streets are very bike and pedestrian friendly and seem to balance these needs well with those of motorists.
1	9th Avenue, Manhattan, NY, and Prospect Park West in Brooklyn, NY. Green paint on the bike lane, and the lane is separated from automotive traffic.
1	Valencia Street in SF, i.e., 2 lanes for motorists, 2 bicycle lanes, riddled with parklets. Except the sidewalk on Telegraph is already wider, and can be accommodated to pedestrians more easily.
1	Rue Cler in Paris. There are specialty shops on each side e.g., one for cheese, another for fruit, another for wine, a bookstore, etc. We need more spots like The Alley with all those small shops. I like how the Thrift stores are grouped together by McDonald's. Thrifting is vital to a community. Also those shops are managed by very sweet and friendly people who also add greatly to the feeling of community which needs to increase.
1	Paris: Boulevard Beaumarchais or Boulevard de Sébastopol because they have 3D dividers between car traffic and bicycle/bus traffic as well as a broad sidewalks for pedestrians. Everyone knows where they should be at all times!
1	Lake Merritt remodel and landscaping. 4th street Berkeley. Walkable and rideable neighborhood feel.
1	Broadway from Downtown to ~40th. Beautiful to bike on. No potholes plus a bike lane makes commuting excellent.
1	I really enjoy the newly redone section of Lakeshore ave complete with the green bike lanes. As a motorist, bicyclist, pedestrian and transit rider, I feel that the new section of Lakeshore ave does a great job accommodating the needs of each group. Lanes are comfortably wide enough for cars, bike lanes are visible and also provide enough room. Bus only lanes over by the courthouse help with congestion and pedestrian sidewalks and crossings are clearly visible and well lit.
1	There is no ideal, well traveled road I can think of currently. Again, an ideal Telegraph avenue would have a highly visible (bright green?) bike lanes with enough room that cyclists aren't vulnerable to getting doored (true story - close calls happen on an almost daily basis and I have many friends who've been the cycling victims of careless drivers). An ideal telegraph would also have bike lanes pop up for common left hand turns cyclists take (think the Wiggle in SF). An ideal Telegraph would be well paved and free from uneven surfaces, large cracks and potholes. An ideal Telegraph would have all lights that aren't on an automatic switch be trippable by cyclists. An ideal Telegraph would also have "Share the Road" signs and a special super highly visible bike lane where Shattuck and Telegraph meet (I like to call that the Merge of Death - it's scary stuff)
1	Piedmont ave, college ave, 4th st in Berkeley. They are filled with exciting retail spaces, people walking around day and night, safe and clean.
1	I can't think of a specific example, but I generally think Telegraph should be a pedestrian-, bicycle-, and bus/bart-friendly corridor.
1	I can think of two: The Indianapolis Cultural Trail: http://indyculturaltrail.org http://streetsblog.net/2013/11/12/the-remarkable-success-of-the-indianapolis-cultural-trail/ The Carrall Street Greenway in Vancouver BC http://vancouver.ca/streets-transportation/biking-and-cyclists.aspx
1	Milwaukee Ave in Chicago, IL; Ainsworth St. or Mississippi Ave in Portland, OR; Pine / Pike in Seattle, WA; S. Broadway in Denver, CO.
1	I wish that it resembled Piedmont Ave more in the speed (slower) of traffic and safety for pedestrians. I do with there were designated bike lanes and more greenery, like Mandela Pkwy.
1	Oh come on... Seriously, if Telegraph is a corridor it should have higher-density buildings. A central strip with trees. Ease the flow into Broadway in dtown Oakland.
1	Valencia Street in the Mission neighborhood of San Francisco. The bike lanes are nice and wide and they streets are well kept.
1	Market Street in San Francisco has wide sidewalks, transit priority lanes, islands for pedestrians trying to cross, physically separated bicycle lanes, and public seating. All of that would be nice.
1	The wiggle! promotion of more bikes and pedestrian friendly environment that encourages more use, therefore more density and safer travel.
1	Lakeshore has lots of benches and parks for the enjoyment of all. These facilitate positive community interaction and improve the quality of life for those who live in these neighborhoods. Mandela parkway has that large island for pedestrians with greenery and foliage which has the same effect.
1	Streets that are well-paved, well-lit, well-marked, and which feel spacious ... those are the ones that feel safe and best

	to be on.
1	40th St in Oakland - I love those green share-the-road strips where bike lanes weren't feasible as it leaves no question for motorists that they must share the lane
1	I don't think there's a good example of a complete street in the Bay Area yet. Really balancing needs would have a single travel lane for cars, a transit-only lane for buses, and a fully separated bike lane adjacent to the sidewalk.
1	Santa Cruz has West Cliff, adjacent to the road is a ped/bike trail. I like this trail because of the ocean and separation from the road. Los Gatos Creek trail, I like the bike trails dedicated to walking and bicycling with landscapes. Telegraph Ave reminds me of the Alameda in San Jose because the road is four lanes wide with parking. There are businesses along the corridor, but it is not safe for bicyclist to ride that road.
1	Ideally - Las Ramblas, Barcelona: massive space devoted to pedestrianism Realistically - Valencia Street, SF: slowed traffic, bike lanes, vibrant commercial corridor, and greenery.
1	Norrebrogade in Copenhagen because it has wide streets like here with tons of shops and bridging neighborhoods, but it have cycletracks wide enough for conversational cycling.
1	Like Foothill Blvd, where there's an island in the middle of the street, and the street is very wide.
1	Indianapolis Cultural Trail - (which includes 1.5 lane-miles of on-street protected bikeways) shows how physically beautiful a great on-street bikeway can be — and how a first-rate facility can stimulate real estate development nearby
1	40th St. in Oakland is a good model for making streets more biker friendly. The pedestrian crossings in Oakland's Chinatown help ensure everyone's safety.
1	I wish Telegraph was more like any street with better pavement and a bike lane. West Street is pretty nice, as is Shattuck now that it's been bike laned. A way to give cyclists a safe space to ride without being in the "door zone" is something that has to happen. I take the lane as needed on Telegraph (I consider myself to be a confident cyclist) but drivers don't take kindly to it too often.
1	Broadway on the upper west side of manhattan. The street is large, but because of simple street scaling measures it is very lovely.
1	I think Telegraph Avenue could benefit from the bike lane setup common in New York City, where the bike lane is next to the sidewalk, and parallel parking separates the bike lane from traffic.
1	Embarcadero, from the standpoint of accommodating high volumes of multi-modal users, is shaping up into a good example. London's roads near Hyde park are among the best I've seen, but then again, they got their by utilizing economic incentives to reduce the number of cars on their roads. I think congestion pricing would be a great option to look into, as many U.S. arterials have been designed to drastically favor cars.
1	Each street is unique. It'd be nice to have Telegraph go down to one lane each way, but then where do all those cars go? Shattuck? MLK? And what about the Hwy 24 entrance at 56th? Will everyone now pour in from CLaremont and Shattuck if Telegraph goes down to one lane?
1	I think that Telegraph could resemble more urban infilled streets like Valencia in San francisco that have one lane traffic each way, and designated bike lanes. This street acts as a hub for the surrounding community. Streets in Brooklyn are also good examples of grocery, restaurant, shopping and cultural institutions that serve the small communities surrounding.
1	downtown Denver has a pedestrian mall with local free buses as the only vehicles permitted - interesting idea Barcelona has the Ramblas, a popular pedestrian area in the middle of a major avenue
1	In parts of Oakland's Downtown Chinatown district there are "all-way" pedestrian crossings where motor traffic is stopped in all directions while pedestrians can cross all streets, including diagonally. Wish there were more of these throughout the city.
1	San Pablo Avenue can be wonderful, the new Octavia Boulevard, ... your design/planning professional should be able to provide you with precedents.
1	Valencia Street in the Mission in SF (but businesses serving the community, not just trendy restaurants)
1	SE Hawthorne Blvd., Portland, Oregon, right around the Bagdad Theater. What I like about this area is it is a busy, bustling place with great shops and restaurants, tons of cyclists abound (they share the road with cars, maybe could use a bike lane), and tons of bike parking. The sidewalks are wide and walkable. I think it seems like a street Telegraph could aspire to be more like, without a total facelift.
1	Portland, Oregon, which has wide bike lanes, large tracts of which are painted bright green. This is seen to an extent on a small stretch of 40th street, but this example is much narrower. Also light-up pedestrian/bike crossways that users can push a button for before crossing so cars are far more likely to stop.
1	The redesign and improvements around Lake Merritt had spectacular results and there's bike lanes.
1	If Telegraph Ave were like Valencia in San Francisco, with lights timed to bicycle speed, that'd be fantastic.

1	40th Avenue in Oakland, near Telegraph to San Pablo, because of the green lane. Fernside Blvd. Alameda, from Otis Blvd to San Jose Avenue. It's a residential street, but between Fernside and Lincoln Middle school there are lanes for parking and biking which are really cool.
1	40th street in Oakland now has a nice green bike lane. Portland, Oregon has green bike lanes as well as spots for bikes to wait ahead of cars at left turn lights.
1	I was just in dwtn SF Civic Ctr. Soooo many cyclists using a green lane with the buses... with bigger numbers they could claim the space and were speeding confidently along to their destinations.
1	I like the re-design of Valencia Street in San Francisco. Slows traffic, seems possibly safer for cyclists, and feels somewhat like a pedestrian mall to walkers.
1	West St. is a good example in Oakland. Its most important feature: every intersection either is a right of way or a double stop.
1	I would like to see Telegraph ave to be more like Powell Street. Bike friendly on the right side with a lane and bike parking.
1	Valencia st in SF --they widened sidewalks and added local art, bike parking, parklets. Consider blocking off Telegraph between Dwight and Campus and making it a pedestrian street. And invite the food trucks!
1	I don't have a particular street in mind, but I'd love to see more pedestrian-friendly facilities such as parklets, improved street furniture, bulb-outs and chicanes in pedestrian-dense areas (e.g., Temescal), and more street trees in the 20th-30th blocks. Bikes need lanes and would benefit from traffic calming as well. Green paint in congested and complex intersections would be helpful, too.
1	The uptown to jack london corridor of Broadway is great, I wish Telegraph was better developed and more accessible to extend the cultural backbone of Oakland further north.
1	college avenue. restaurants & retail. community. I love the artist alley at 49th, more of that is great.
1	I would like a street without cars. It could have bike lanes, trains, and pedestrians. I do not know where such a street exists. Amsterdam?
1	I hear SF is getting BRT on Van Ness. *cough, cough* Seriously, though, look at Melbourne. Look at Curitiba. Hell, look at LA -- LA! There are ways to mix and integrate effective, efficient, popular, and rapid mass transit into corridors like this. There's no reason we shouldn't expect Oakland can manage the same.
1	Piedmont Ave - nice pavement quality, slower car speeds, neighborhood-y feeling, great commercial area, bike lanes, no ugly yucky fast food joints that are blights.
1	Market Street, San Francisco: -Wide dedicated bike lanes. -Transit focused street -Continuity of street frontage and neighborhood.
1	Telegraph avenue doesn't need to look like any other street, Once properly repaved, the avenue needs CLEAR MARKINGS on the pavement to improve the safety of all. Perhaps additional safety measures should be taken for crosswalks in Temescal, a busy pedestrian area with the BART station and all the shops between 40th Street and 51 street.
1	Central Portland, Oregon; central Cork city, Ireland. They share space fairly for all users; they are physically safe for walkers, have good transit, attractive street furniture and trees, and provide for automobiles too.
1	If all of Telegraph could be like the few blocks at the north end next to the Berkeley campus, that would be a huge win. Instead AC Transit wants to make those blocks harder to walk on so it can move buses faster like on the rest of Telegraph. Obviously you already know the commercial streets in the Bay Area that are worth going to: Valencia, Polk, 24th Street (SF), Hayes, Haight, Chestnut, Union, Grant, 4th St (Berkeley), etc. What they all have in common is narrower roadways, easier crossings, and slow and difficult driving conditions.
1	Bring in some traffic engineers from Portland, San Francisco, or Berkeley. Somewhere where they aren't stuck in the Mad Men era of all cars all the time.
1	Telegraph Ave. is unlike other streets because it was designed around a streetcar that no longer exists. Don't make it into MacArthur Blvd. which is almost like a freeway. That decreases pedestrian activity. Ignore shop owner protests and prioritize pedestrian and other modes of transport. Putting BRT in a median in the middle of the Ave. was the right idea. More people / customers will come as a result (and will want to live nearby.)
1	Avenida insurgentes in Mexico City has two center lanes for rapid buses. Platform is raised to meet bus and commercial centers off stops. Feels more like subway than bus due to frequent arrivals and large sheltered stations.
2	None, Telegraph should have its own unique style & not copy anyone else. If we're talking bike lane stuff, then Market St in SF. Frankly Broadway should have it too, big green strips where the bike lane is w/ plastic dividers so cars don't creep into them.
1	Difficult to make Telegraph a quaint shopping district because volume of traffic. Just need it to flow smoothly, have safe bike merging, and pedestrian cross walks

1	I prefer College Ave due to slower speeds of cars. I prefer Shattuck Ave because of bike lanes. Even cars prefer Shattuck I think.
1	Gammel Kongevej, Copenhagen, Denmark is one example of a street that has continuous protected bicycle lanes or cycle tracks along its length, as well as transit lanes, auto lanes, auto parking where room allows, and a safe pedestrian environment. I would prefer to see more trees along Telegraph, but otherwise this seems like a good example.
1	I would love to see bus (or light rail) and bike specific lanes run from Oakland to Berkeley. Widen the sidewalks, reduce traffic, reduce noise while making Telegraph Ave a major corridor and an example for the world for a sustainable, vibrant community.
1	Protected bikeways. Dutch/scandinavian style. I know it's not cheap, but I will personally volunteer to help put them in. I think after a few years we would see a lot more storefronts and many more people walking along that area.
1	As much as I hate to say it, Piedmont does a pretty good job at all the things mentioned here except 'motorist friendly' streets. It's very walkable for a short distance, it has a good mix of 'consumer' businesses, as opposed to industrial and heavy commercial business like repair shops. I think that Shattuck up in North Berkeley has a similar 'walkable' feel to it while staying cyclist and motor vehicle friendly. In San Francisco, Valencia has tried to strike a balance between different transit forms, and I think it's done relatively well. The bike lanes are wide, and there's a lot of interaction between cyclists, motor vehicles, and pedestrians, but I think that it's relatively safe, as compared to other streets with that kind of volume. Transit occurs one street over, on Mission, which seems to be a good way to keep Valencia 'cleaner', in the sense of having traffic flow more consistently.
1	Pearl St. in Boulder CO. Larimer St. in Denver CO. Nearly any street in Amsterdam NL. Brick Lane in London UK. Milwaukee Ave in Chicago IL. Valencia in SF
1	College, Lakeshore, Piedmont, etc - Telegraph should be at least as vibrant as those, but could be so much more. There's much more potential for higher population density on Telegraph.
1	College Ave. in Rockridge is a nicer street to walk the length between Oakland and Berkeley. It is mostly tied together between different neighborhoods (e.g. Rockridge and Elmwood). I'd like to see something similar on Telegraph.
1	In San Francisco, the Polk Street area could serve as a good model. It is the designated bike lane in that area and an important stretch of mixed businesses.
1	I wish Telegraph Avenue would be its own and not resemble anything. I like the uniqueness of it.
1	I guess I selfishly like periodically shutting off 45th to 51st or Claremont (on the west side) to auto traffic for pedestrian market/stroll /feast days. (there goes the through corridor--oops)
1	Curitiba, Brazil. The mayor there turned the main thoroughfare into pedestrian only except for free buses. Business and community both thrived.
1	Market Street/ Valencia expect Telegraph should provide affordable options for all residents and aim to be much more inclusive. These streets ostensibly successfully accomodate transit, pedestrians and bicyclist while supporting a high density community.
1	As both a car driver and cyclist, I can appreciate when both modes have their own designated space, it's just safer for everybody. The best I've ever seen that also doesn't affect parking much are separated bike lanes along the sidewalk (where parking would normally) be, then parking along the left side of the bike lane next to the traffic. This is such a better option than bike lanes sandwiched between the road and parked cars, and makes the sidewalks feel less cramped too. As for pedestrian crossings, I've never seen a more effective implementation of crosswalk lights than on MLK near Ashby BART. Those things work. Telegraph is wide enough and has so few stoplights that an illuminated, flashing signal is necessary for at least 3-4 of the major crossings.
1	I wish it were more like piedmont avenue, with frequent crosswalks, lots of trees and comfortable bus stops.
1	Sunset avenue near sunset junction - the dense mix of services for motorists, cyclists, public transit users and pedestrians
1	I love the bike lanes on Valencia St. The timed lights slow traffic and provide a consistent flow for motorists and cyclists.
1	it would be great if there was a separate bike path as in Amsterdam. Sidewalk, bike path, car parking, street.
1	Grand Avenue and Lake Shore Avenue in Oakland. I like the mix of shopping and restaurants and the feel of safety as a pedestrian. Both streets offer some nearby off street parking which allows for people to drive into the area but pedestrian traffic is the most important aspect.
1	Pedestrian friendly thoroughfares. Cars can not expect to whiz down them. Take your time, smell the coffee and great food. Smile at the bicyclist riding by!
1	In both Oakland and Berkeley, there have been efforts to integrate the natural environment with man-made roads and other transportation systems by adding trees, plants, and other creative landscaping to "soften" and enhance the experience of using and crossing along these corridors by foot, bicycle or motor vehicle. We can be creative and do

	much more in this regard.
1	Eastbound market street, SF between 10th and the ferry building. It's clearly marked, painted green protected bike lanes, and bus only lanes.
1	24th St in the mission manages traffic with frequent stop signs. Piedmont Ave mixes bike lanes and frequent crosswalks. The green lanes on 40th street seem promising.
1	I like the parking on S. College Ave/287 in Ft. Collins, CO (center diagonal parking accessible from both directions). Makes parking easy, frees up right shoulder lanes for protected bike lanes w/o sacrificing parking accessibility. Linden St. Cycle track in Seattle is nice as it is protected. Dearborn St. Chicago also. San Francisco has some nice buffered lanes on Caesar Chavez. Protection from vehicle movement is critical for bicyclists of all ages/abilities to feel confident and SAFE.
1	Market St in San Francisco, with better transit and reduced vehicle use. Increased retail/commercial space. Increased density/higher building heights.
1	Market St in SF has a nice new bike share lane. Also: it's your opportunity to make some intersections function like those in the Netherlands: http://www.bikerumor.com/2013/09/28/video-how-the-dutch-design-multi-use-intersections/
1	Any well-paved road!! It also wouldn't hurt to paint bike lanes on stretches (as has been done with 40th).
1	Main Street in Walnut Creek, but with added well-defined bike lanes. Union Street in San Francisco, but with added well-defined bike lanes.
1	Telegraph should resemble Telegraph. More trees though, and take care to save the attractive older buildings. New buildings should NOT be tall and NOT be built to the sidewalk. Have a narrow green frontage.
1	I appreciate the streets in SF that have cars parked on the left of the bike lane. I appreciate the green lanes of Palo Alto.
1	In San Francisco the loss of a few parking spaces on the Valencia St. corridor to implement the bike lane proved more financially beneficial to business owners than keeping a handful of parking spots. Walking and biking customers are more likely to go into businesses they pass.
1	boulevard concept (don't know that there is the width for a large median), but with trees, peds, bikes & transit sharing the road with cars.
1	I wish Telegraph looked more like the walking streets in Trieste, Italy. Here's a picture of what that looks like: http://brandondarnell.files.wordpress.com/2012/10/trieste-strollers.jpg I like that lots of people are out and about at all times, enjoying cafes, sitting on the pier, or listening to concerts in public squares at all times of the day and night. There are no cars, the cafes fill the streets, and the sounds of people mingling are everywhere.
1	Amsterdam, Nice, Istanbul - car free/limited access areas! Bike and pedestrian and public transit taking priority!
1	I like streets that have bike lanes and are well lit, with signage for motorists alerting them to the presence of bikes, that have sensors so that bikes don't need to wait for a car to come along to get a stop light to turn
1	I like College Ave, for biking and walking. One lane for cars and dedicated left turn lanes. Allow more street dining areas at the restaurants.
1	Stores like Mission and Valencia, and a median and trees like Dolores, in the Mission neighborhood in SF.
1	I wish there was a little more going on, like A few lower priced food/drinking options - and less of a major traffic route. However, as a driver, I'm not sure I'd like traffic slowed down there because it's a great north south route.
1	If it simply resembled Telegraph in Berkeley (bike lanes) that'd be good. - Bike lanes, blinking lights for crossing in some places
1	Tavistock Place/Gordon Square in London. Dual bike lane with cement median separating bikes from cars on much of the road.
1	Las Ramblas, Spain: wide sidewalks, outdoor seating, pedestrian friendly. Though.. Las Ramblas was also rife with thieves. Champs Elysees in Paris is lovely.
1	Lakeshore has a very busy feel with plenty of parking nearby to shop and walk around. Shattuck Ave in Berkeley has lots of public transit and parking as well... parking is a big factor for getting more people to frequent the area.
1	I like what telegraph is turning into organically. The city can make the streets safe. Encourage art maybe a farmers market in the 20s No cookie cutter gentrification
1	Valecia St in San Francisco. The businesses are diverse and dense. Dedicated bike lanes in either direction. Easy access to public transit. Wide, smooth sidewalks make it easy to walk. Public art is plentiful. Plenty of people around to increase safety.
1	European cities that give public transit a very high priority. Portland, Oregon provides a great example of balancing transit with bikes.
1	I note new paving on Broadway and Piedmont Avenues - like to see that on Telegraph. Perhaps traffic calming, berms

	making cross walks narrower, fewer. but larger bus stops?
1	NYC implemented green bike lanes and protected bike lanes, it made riding around the City a total pleasure. Oakland can take some cues from that plan.
1	I wish Telegraph resembled the vision for Figueroa Street in Los Angeles under the My Figueroa plan. (Not the current reality.) Dearborn Street, downtown Chicago.
1	College Ave. between Alcatraz and Ashby -- tree cover, slow traffic. Dolores St. (San Francisco) -- large median with lots of trees and green space.
1	Fell and Oak Streets in San Francisco, separated bike lanes. Indianapolis Cultural Trail, Indianapolis, completely separated bike lanes, College Avenue, Oakland, Berkeley, slow car traffic
1	I really do like downtown Berkeley for pedestrian and bikes. Bicycle Boulevards are great. I feel downtown Berkeley is the most pedestrian-friendly destination in the East Bay.
1	Of course, who doesn't like traffic free streets? But not realistic for Telegraph... Maybe no parking on T, and that space goes to bikes? Also that way don't have to worry about suddenly opening car doors...
1	I love the bike improvements made to 40th Avenue, the bike lanes are amazing. And, Mandella Parkway is a great example of high-occupancy lanes for vehicles while still providing bike and pedestrian safety and comfort.
1	Telegraph would be amazing as a pedestrian corridor similar to La Rambla in Barcelona. Think big!
1	Id like some works of Art. Maybe commissioned graffiti art or statues of something scientific. Like an inventor.
1	Close off parts of the streets to motorists to encourage pedestrians, buses and bicyclists only, such as downtown Walnut Creek, provide a parking structure on either end of the corridor to encourage motorists to park and walk along the central parts of the corridor, and entice shared outside spaces? Sidewalk cafés:restaurants and green meeting spaces.
1	San Ramon Valley Road (San Ramon, CA; Dublin, CA) has a great layout for motorists, cyclists and pedestrians. It has enough lanes for cars only, a lane specifically designated for cyclists, and a sidewalk for pedestrians, and their pets.
1	champs elysee in Paris has a great balance of wide sidewalks, businesses interacting with sidewalk space, trees, a feeling of community and safety, etc.
1	If it worked like Market St in SF that would be an improvement, although there are still better examples in Chicago, Portland, and Europe.
1	I wish that Telegraph would just go all out for becoming a dining destination like College Ave but with better parking and better access
1	There are no streets in the bay area that I know of that resemble this design. There are in other world beating quality to live with cities.
1	Las Ramblas, Barcelona - best walking street in the world - car is really secondary to pedestrian experience.
1	- Vanderbilt Avenue in Brooklyn, NY (center median/turn lanes, fewer lanes, added bike lanes, landscaping) - Valencia in SF (wide sidewalks, fewer traffic lanes, slower traffic, parklets)
1	Since Telegraph Ave is a major street, there needs to be posts/barriers protecting the bike lane, like in Market St. in San Francisco. See http://sf.streetsblog.org/2010/04/01/sfmta-installs-more-soft-hit-posts-on-market-street-bike-lane/
1	Piedmont Ave. - completely manageable for pedestrians, not great for bikes. Grand Ave. - walkable, plenty of trees, good scale of buildings to street.
1	I'm not sure of specific street names, but there are some streets in some outlying neighborhoods of Portland that have had bike lanes added and built nice retail along with them.
1	San Pablo in Berkeley/Shattuck. Both have a center greenspace, which could be a great place to put bus stops, and are a nice way of softening an otherwise urban/harsh looking area.
1	I like the landscaped median on Broadway (it's a way to have greenery and provide a refuge for cyclists) Cesar Chavez or Divisadero in SF may be good models of high volume streets that have been positively transformed. The biggest change is the new visual impact of all the landscaping, that makes for a more visually pleasant place for all modes, but also says that everyone should slow down
1	I'd love to see more trees along the full length of Telegraph. Parts have trees, but not all. Sacramento's downtown comes to mind as a model.
1	Telegraph is unique, and I'm glad. It's a long street whose flavor changes as you travel along it. I hope that aspect will be preserved.
1	Portland: bike lanes and bike boxes, narrow streets and lanes, density and diversity of businesses and housing. Lights timed well for bicyclists. Paris: wide sidewalks
1	Cafe style seating on the street definitely would be great as well as better utilizing the great regional weather and

	outdoor spaces. Many opportunities for getting people out of their homes, shops, and cars and on to the street talking to one another. Anywhere that has malleable and accessible public spaces on the street are great. Lots of empty lots along Telegraph that could be excellent public spaces even if only until their commercial value is high enough. Maybe opportunities for the public to temporarily rent spaces from the city?
1	germany, netherlands, sweden. More bike parking, bicycle lanes separated from road with a median. Bike traffic signals
1	Piedmont Avenue: Slower traffic, more pedestrian crossings, compactness of commercial buildings, sense of "closeness"
1	The Las Vegas Strip with its overhead pedestrian crossings. Key intersections would benefit from them.
1	Piedmont Avenue between MacArthur and Pleasant Valley; and College Avenue between Broadway and Claremont are good examples of attractive streets that operate with reasonable efficiency despite having only a single through-lane of traffic in each direction
1	4th street berkeley. I hate all the chain stores but I like the cleanliness and friendliness of that street.
1	LID improvements that incorporate more bicycle parking, sidewalk widening, curbside retail and dining
1	The stretch of Adeline between San Pablo and 54th st allows for safe traffic and cycling as well as reliable and safe parking.
1	Anything in keeping with the complete streets guidebook put together by Portland Metro. Also, streets in Pasadena are similar in width to Telegraph, but feel lush as a result of a strong tree canopy. More and larger trees would be nice, although I understand the difficulties in planting and maintaining such trees.
1	In Amsterdam they have streets that have each a dedicated walkway, then a cycle track, then a tram line, and then a car. Its something for everyone.
1	Valencia Street in San Francisco. (Except that foolish SF planning left Valencia without a bus line). More retail; more pedestrian friendliness.
1	Upper Market Street in SF, btwn Church & Castro. Buildings should be 85' to better match the width of Telegraph.
1	Pleasant Hill Rd in Lafayette....the bike lane is quite large, and there is a clearly separate sidewalk for pedestrians
1	The green striped right lane on 40th St near MacArthur BART is excellent...I would like to see that approach taken elsewhere.
1	Barcelona La Ramblas. The remodeled Valencia St in the Mission SF is also a good model. nice trees, pleasant walking, and nicer street lamps. More trees are needed, more little green parks, and better safer bike lanes. Think of the remodeled playground on Valencia at 20th that really helps bring kids and parents back onto the street and neighborhood.
1	The green painted bike area on 40th in Oakland is difficult because it's not divided and cars still enter that area. Market St in SF does that better. Berlin has a very elegant way of dividing their streets for pedestrian, bike, and car/bus use.
1	Vancouver, Canada downtown bike facilities are very nice; clear and safe without consuming an excessive amount of space
1	College Avenue in Elmwood because they're just two lanes and it's shop after store after restaurants are very particular to that neighborhood and distinctive. It has the feel of the smaller town.
1	1st avenue in New York east village. There is a diversity of shops and restaurants. Pedestrians are a priority.
1	close it off more often so folks can relax, walk, and bike without sucking car fumes and almost being run over by cars
1	A place with the energy of restaurants and bars, social gathering places, wider sidewalks better lighting
1	The Bay Area doesn't have any great streets. That's why we badly need this project to be well designed. The street I wish Telegraph most resembled is the street that was proposed as part of the full length East Bay Bus Rapid Transit Project. That project would have done a great job of improving biking, walking, and transit, while maintaining reasonable and appropriate levels of car access. Please try to design a project that adds bike lanes now, but which also could accommodate bus-only lanes in the future (when bus lanes may become more politically and financially feasible).
1	Just returned from Barcelona, Spain. Separate sidewalks for peds, bike paths (actual lanes, not a stripe) for cyclists - city bikes, by the way which the San Francisco Bike Share is trying to copy in a half-hearted way - and roads for cars. You see this in Munich, Germany also. Also, look at what NYC has done with bike share and lanes! And our own Berkeley, CA with bike boulevards that limit traffic?
1	New York City has done great things with its streets - lots of bike lanes protected from traffic (like 8th and 9th Avenues I think), bus lanes, and more pedestrian space.
1	Columbus avenue in Manhattan. it is unbelievable to me that NYC is better able to serve cyclists and pedestrians that anywhere in California. really people get it together!!!
1	I wonder if Telegraph could work with one lane for motorists, and a shared lane for buses + bicyclists.

1	Market street, SF Bike lanes and organized bus stops. Wider sidewalks. Need to get more businesses to go there, only way by making it more somewhere to walk and bike.
1	Marin avenue in Berkeley's reduction to one lane with addition of bike lane was good for slowing traffic - but it is in a residential neighborhood.
1	It would be super cool if Telegraph could be lined with the same lamps that surround Lake Merritt.
1	I am not sure this is the best model, but the recent improvements they made along Shattuck Ave north of 51st have been terrific in terms of improving pedestrian and bicycle safety and getting cars to slow down. But we still need more traffic enforcement so that people have a sense there are consequences for reckless driving.
1	Copenhagen, Denmark where there are a wide variety of safe bicycle lanes. Here's one example of how bicycles can have their own 'sidewalk' between parked cars and the pedestrian sidewalk. http://www.streetsblog.org/wp-content/uploads/2006/10/IMG_0540_lane_inside_parkedcars.jpg
1	JFK in Golden Gate Park in SF has separated bikes from car traffic by a row of parked cars, which makes it much safer to bike because the chance of getting 'doored' in traffic is all but eliminated.
1	i can't think of the name, but i think telegraph could do with more outdoor public seating, and a more walk friendly environment
1	- Piedmont Avenue is not perfect, but it certainly has a good mix of places to shop and eat and generally accommodates all users. - The separated bike lanes in downtown Long Beach (CA) are a great model for increasing safety for cyclists.
1	Rockridge area seems to have a safe balance for motorists, cyclists, and pedestrians. smaller scale of the neighborhood and the population but it seems that the cars have more respect for the non-motorists in that area.
1	Grand avenue or piedmont avenue. Those streets feel much safer and have an eclectic mix of businesses. Both streets could have more trees though.
1	Physically, I like Telegraph the way it is. Economically, I would like to see it a bit more prosperous, with fewer business vacancies and more vitality. However, I would not like to see it gentrified. I think that the Temescal district, the de-facto Koreatown from about 25th Street north, and Geary Blvd. in San Francisco's Outer Richmond District are good models for the rest of Telegraph: A broad boulevard with swift-moving traffic, but with a diversity of affordable, local-serving businesses and services that create a welcoming pedestrian environment.
1	I'd like to see Telegraph Ave to be more like the pedestrian-only streets in many countries in Europe, where people feel welcome to gather. Some of those streets resemble parks, with more trees and vegetation. I'd also like to see streets more like those in East Germany, such as in downtown East Berlin, where there were very few, if any, cars on the road.
1	Copenhagen's bike lanes are really safe--bikes ride next to the sidewalk and have less chance of being grazed by traffic and doored by exiting drivers
1	I liken Telegraph to parts of Market St. in SF where there is a high volume of different transit modes. There is however a very well demarcated bike lane on Market St (and streetcars! Which would be awesome!) It would be nice to see bike lanes that were separated from traffic but I see that as being a long term vision. In the near term, bicycle usage on Telegraph seems to be increasingly steadily and it is time that the City of Oakland takes steps to ensure a balance between bicycling, pedestrians, mass transit, and cars. I think cars should be the lowest priority focus, there are too many problems with speeding and aggressive driving along Telegraph. Perhaps traffic calming measures could be an additional component of the plan.
1	Downtowns of Munich, Buenos Aires and many other places have pedestrian-only zones - no private vehicles. THEN you will see a LOT of people on the street!
1	Valencia in SF but not as trendy and gentrified. It has an active street life and sidewalk across a long stretch of the city and accommodates heavy bike traffic.
1	Market St in SF - protected bike lane Amsterdam (NL) & Copenhagen (DK) - bicycle "highways" are separated from vehicular traffic with a bumper AND have their own traffic lights Dearborn bike lane in The Loop, Chicago
1	Mandela Parkway has bike lanes and beautiful landscaping. Many people cycle, walk their dogs, walk for fitness, and sit in the park areas.
1	Market street feels similar, or the direction Market is headed. Lots of uses, lots of street width, and a shift towards non-private auto priority.
1	portland, copenhagen, amsterdam safety for bikes riding and parking; traffic lights and signs for bikes, less potholes and road hazards
1	European streets are well paved, clean, and the paint is fresh. The lights are new and the stop lights are well synchronized. It feels like they took into account all modes of transportation. When I come home to Oakland sometimes I feel like I'm in a third world country. The streets here are so poorly maintained. I saw a cyclist get his head splattered b/c he hit a pothole.

1	Valencia Street in San Francisco. Formerly wide street made more pedestrian and bicycle friendly. Lots of businesses and pedestrian activity. Pedestrian friendly environ but still accommodates vehicles.
1	Telegraph Ave. is fine looking as it does! It would be great if the City wanted to establish a particular look for it--a certain style of bulb-out or lighting standard--but it doesn't need to emulate another place.
1	It should be like 14th st in DC. it has good bike lanes, a circulator bus route to downtown, and lots of pedestrian-oriented businesses. I like streets like Piedmont and College avenue but Telegraph is a different animal. It's less cloistered and quaint and more urbane and cosmopolitan. I see people on it from all over the city and maybe the East Bay. It brings Oakland together. People come to Telegraph to work, for nightlife, and to get through town. I think that makes it unique in the Bay Area. It's like Market Street in San Francisco, but Telegraph is better because it gets more sunlight and isn't as windy. I think it's one of Oakland's greatest assets!
1	Valencia street in San Francisco. It has a similar commercial density, but much better bike lanes and the 'green wave' timed traffic lights.
1	Bring this question to the local architects..the local CCAC Students and Teachers..local founders who grew up and helped build Oakland and for this project..Telegraph Avenue.... :)
1	I think it's basically fine for cars - the trouble is making it safer for pedestrian crossing. Bikes would be smarter to choose the existing bike paths like I mentioned above - College to Forest St to Claremont to Hillegass to Bowditch to campus - very bike safe and just as fast. I often get to work faster on my bike than when I drive.
1	It would be amazing to make it totally car-free, like some main drags in Mexico City or Europe. Again, good luck with anything ambitious in Oakland (or US)...
1	Great streets include many in the world including shared streets (mostly peds but some car traffic) in Curitiba, Brazil, Mexico City We need a dedicated hang out space which Kaspar Corner has the best chance of becoming with dealing, food trucks and a cafe vibe, live music etc. There might also be an appropriate place for such a parklet between 20th and 30th--
1	College Avenue has the retail appearance I like most. Telegraph would better in that it has double lanes. Bicyclists easily get "doored" on College Ave. The Walgreens in Temescal is an eyesore. I'm not against W, but the Temescal location is a mistake.
1	In Oakland, College has crosswalks frequently and is narrow enough that elders can make it across easily. In Berkeley, I like that there is a beg-button that makes lights flash on Dana St when pedestrians are crossing. In Vancouver, BC, Dunsmuir has bike lanes separated with planters that make it much safer and less stressful to bike. These also encourage regular people to ride and encourage better biking behavior. I would like to see real BRT like in Guangzhou or Bogota up Telegraph.
1	Wish Telegraph was more like the streets on Amsterdam, but more like 40th or the wind in SF would be great.
1	Utrecht and Amsterdam, The Netherlands; Portland, OR, USA. They have dedicated bicycle lanes, bicycle traffic lights on major arteries like Telegraph Ave.
1	I like this one, from Chicago: http://www.activetrans.org/blog/lcrandell/chicago-celebrates-first-half-mile-protected-bike-lanes-announces-next-15-miles It's green where it is not protected by a physical buffer, and otherwise it is completely separated from traffic. The only issue with Telegraph would be to make sure street cleaning can still sweep the bike path, as there usually are a lot of debris and glass.
1	For Broadway the city should look at Denver with its car free downtown street full of shopping and restaurants
1	Santa Monica Boulevard has had a fantastic transformation that's made it friendlier to people. Again: the Duboce Triangle is great. I'd like to see street trees, traffic calming, pedestrian enhancements with wider sidewalks and street furniture, and parklets.
1	Lakeshore between Lake and Mandana is the most attractive set of retail establishments and pedestrian friendly atmosphere. But the sidewalks could be wider and parklets would enhance the total experience. I also love the Parklet on Grand in front of Farleys. More trees would be a boon on Telegraph as well.
1	We should be looking at cities like Copenhagen and Amsterdam as a paradigm of bike and pedestrian friendly infrastructure.
1	Roswell Road and Northside Drive in Atlanta both have a reversible middle lane for traffic. Telegraph needs this in the Temescal to provide enough space for bicycle & pedestrian improvements
1	Valencia Street in San Francisco, between 15th and 19th. I like the wide sidewalks, bike lanes, and balance.
1	Market St. in SF - green lane w/ markers make cyclists feel safer/more visible to motorists and decrease accidents where cars turn into cyclists.

14. Is there anything we missed? Please share any additional comments you have about Telegraph Avenue.

Count	Response
1	- bus pullouts so buses don't block traffic
1	58th and telegraph
1	?
1	Added cross walks especially on the corner of Telegraph and 57th.....
1	Can we do something about Kasper's? What an ideal place for a cafe & parklet
1	Can't wait for it to start!!!
1	Cars and bums have too much priority.
1	Clean up the crime and drug addicts on the west side of Telegraph between Grand Ave and 26th St.
1	Crime
1	Fix lumpy roads along with potholes.
1	Go Cougs!
1	Go you guys, help us bikers out!
1	Good luck :D
1	Good luck with the revisioning!
1	Good luck! Almost anything will be a step in the right direction.
1	Good to see if growing
1	Graffiti prevention and clean up
1	Graffiti, garbage dumping, homeless encampments are rife along the entire stretch. Depressing.
1	Hanging flower pots from lamp posts similar to downtown Oakland and downtown Bkly.
1	Have a nice day
1	Have lanes for buses like they do in San Francisco, CA.
1	I fully support protected bike lanes for Telegraph Ave all throughout the project area!
1	I hope poorer and richer areas will get similar improvements and attention.
1	I like Telegraph and want to see it denser with people, trees, and street life.
1	I like having bike/pedestrian rest stops, with foliage/green.
1	I like the traffic signage near Telegraph and Hawthorne.
1	I often avoid telegraph on my bike. It's a nightmare for cyclists.
1	I should not feel at risk for my safety while waiting for the bus or walking home from work.
1	I want to emphasis my opinion that including the underpasses is crucial.
1	I've heard there is a lot of crime around 30th & Telegraph. I'd prefer no crime.
1	If you are trying to change Telegraph's character, just stay away, and stop wasting money.
1	It ain't broken, don't fix it.
1	It would be a great idea to explore supporting other modes of transportation on parallel streets.
1	It would be so nice to have more trees/greenery.
1	It's getting better, this should help.
1	It's waiting to be awesome!
1	Love that people are out there making it better and safer!
1	More greenery? Pocket parks?
1	More police presence in the neighborhood would make it feel safer to walk around.
1	More street trees from about 41st south to the 580, please!
1	More telegraph long marching festivals
1	More trees would be nice too.
1	N/A
1	N/a

1	NO AC TRANSIT BRT. Instead, give busses right of way over auto traffic in all cases.
1	NONE
1	No Bike lane on Telegraph, use nearby street, no bumpouts, smarter crossings with blinking lights
1	No, you rock!
1	None
1	Nope, I appreciate the survey!
1	Nope. Thanks for the survey!
1	Not right now but i appreciate this happening and the initiative.
1	Not sure. Good luck balancing this one.
1	Parklets would add a nice touch to KONO and telegraph ave in general.
1	Please add trees, more greenery, or beds for flowers.
1	Please also fix the terrible pavement.
1	Please consider removing at least one traffic light. They can't all be necessary.
1	Please fix MLK too
1	Please give the city's full support to a street closure for First Friday Art Walks
1	Please see above
1	Problems with CHP!
1	Remember to add places to lock bikes, particularly near retail stores.
1	Rental bikes?
1	So glad to see this area growing -- please plan for future growth with more bikes.
1	Telegraph Avenue is dark, dirty and misused. Any improvement would be welcomed.
1	Telegraph at 40th needs to be a gateway to Eastbay Urban. Mark it as a great place.
1	Thank you for asking for feedback!
1	Thank you for doing this work! It's very important for our city.
1	Thank you for your work in these important issues.
1	Thank you!
1	Thank you.
1	Thanks for asking!
1	Thanks for asking!
1	Thanks for doing this!
1	Thanks for doing this.
1	Thanks for listening!
1	Thanks for taking the time to consider our points of views!
1	Thanks for working on this!
1	Thanks for your efforts- this could become one of the best mixed-use streets in the bay area.
1	The design needs to be esthetically beautiful as well.
1	The sooner you can get this going the better. Thanks for what you're doing!
1	The streets don't feel safe and I don't know why. The roads should be better paved.
1	Think more about how buildings contribute to street life and urban design or feel of the street.
1	Time the lights that we can go across the Telegraph street.
1	We need a bike lane
1	Why does this plan stop at 57th??
1	Yes ;). Turn movements are key element to complete streets.
1	You're missing the old Idora Park stretch; 57th Street to Alcatraz Avenue.
1	anything will be an improvement.
1	clothing stores, more desired
1	don't forget about west grand.
1	don't take away Latham square

1	first pave it .It is very difficult to cross especially the one at 50 th and telegraph
1	general signage
1	getting rid of and keeping out chain stores and large corporate businesses needs to continue.
1	good luck
1	lots more trees needed in the Uptown--that's why Telegraph in Temescal feels better
1	love it
1	love the trashcan art, add more ie on buildings like murals, keep it fresh :)
1	more plants/trees along the sides
2	no
1	oakland pride!
1	see above
1	thank you
1	thank you for doing this!
1	Telegraph has tremendous potential for redevelopment - but it's critical that Telegraph remains accessible to all communities - not just boutique shoppers and more affluent residents and tourists.
1	I don't think that having a great bike lane like Market in SF is a good idea for telegraph. The car parking is essential, and there is not much space in the nieghorhoods to absorb even more cars. Making Webster better by removing 4 way stop signs, removing the stop light at ~45th, cleaning up under the freeway, and making it less lonely between 27th and mosswood park would make that a better alternative.
1	I think there should be more of an emphasis on biking and walking. More land should be reclaimed for gardening and/or landscaped as recreational, public use. Thank you
1	We have a unique opportunity at this time, when the neighborhoods, businesses and services along Telegraph are undergoing a "renaissance" of activity for an amazingly diverse group of citizens (racially, culturally, and economically). We need to seize this opportunity and make Telegraph the example and signature attraction of the City of Oakland in transition.
1	The reduction in driver collisions needs to take precedent over vehicle LOS. The cost savings from reduced injuries/deaths vastly outweighs any of the spillover effects (if any) from a reduced LOS for vehicle throughput.
1	If traffic enforcement were as intense as that in the Lake Merritt area, traffic and auto users would obey if traffic was monitored and enforced.
1	Thank you for doing this survey. All I can say is please let there be more transit and fewer cars. If people get out of their cars, there will be more eyes on the street, more pedestrians, more people visiting local businesses, etc.
1	It would be nice to see major bikeways going through the commercial centers in oakland. Right now many bicyclists use the webster/shafter bike route, but it would benefit both bicyclists and local businesses to have the bike routes go through the center of temescal.
1	Efforts could be made to divert more car traffic to MLK and 24. Traffic calming would incentivize drivers to use these streets instead.
1	Thank you for asking! I'm looking forward to seeing the transit village at MacArthur BART be completed.
1	The abandoned global entertainment building on telegraph and 51st is a keystone building in the area. Redevelopment in that area would increase safety perceptions.
1	Please don't fix what ain't broke. Do not reduce Telegraph's lane count, capacity, or speed. Do provide better crossing signals for pedestrians. Do address the real danger to cyclists like me -- lawbreakers on side streets who make illegal right turns into Telegraph traffic, instead of respecting their stop signs/signals.
1	An example of the effects of the flower pots: I live on Derby between Fulton and Ellsworth. We take the cats to the vet at Fulton and Haste. We have to go east on Derby, turn left on Telegraph, and turn left off Telegraph onto Haste. If Fulton weren't blocked, we could go straight up Fulton to Haste. The route we have to take is about twice as long; I measured it on the map. It takes much longer because of the left turns on and off Telegraph in heavy traffic. Multiply that by thousands of cars per day, and you get a huge amount of unnecessary mileage, fuel use, and pollution.
1	As a cycle-commuter, I see some streets with bike lanes which are poorly laid out (parts of Hollis, Broadway north of w. Grand) that just don't work well. I don't want to see a bike lane shoehorned into the parking-gutter of Telegraph in a misguided attempt to placate cyclists. I think that doing a better job of laying out the turn lanes, as well as thoughtful streetlight logic. Telegraph can't get any wider, so throwing a big-ass bike lane like w.grand isn't exactly a possibility, but getting the traffic to flow better together would be great.
1	Planning for only the section between 20th and 57th is already wrong. You need to look at the entire corridor....which

	extends from Sather Gate to Jack London Square and the Amtrak Station
1	open space/house events - close the road from cars. Then, let the community be active or engaged on Telegraph Ave with my activities like zamba, reading, bicycling, walking, and more
1	When will the area north of 57th street be addressed? There seem to be a few vacant storefronts and poorly lit areas which make the stretch north of 57th and south of Alcatraz less welcoming.
1	The drug addicts that hang out at the liquor store across from Koreana Plaza are a nuisance. If people are getting section 8 housing or food stamps then aren't they getting enough handouts? I'm tired of the constant heard of panhandlers!
1	I do not think that this version is up on the plan, I do not like the sidewalk, parked car, bike lane, traffic lane model. This dose not make biking any safer, and cars pay no attention to the bike lane.
1	I would like to see the entire right lane on both sides dedicated to bikes and public transit. It would reduce car traffic, make biking safer, and make pedestrians in crosswalks easier to see.
1	I would also like to see more green public space, including parklets. The more we can encourage people to get out of their cars and use the space, the better.
1	I work at Children's Hospital Oakland (offsite at 22nd and Broadway but take the 18, 1 or 1R to the main hospital frequently). I hate going from Telegraph Avenue to the Hospital, the freeway section is chaotic and disorganized. Also, it's hard to get to the strip mall with the Mexican place and Juhu Beach Club, the diagonals are confusing.
1	I would say that the projected comments I have given you are freely given and will lead to a far more ecological city, that is far more livable. and will lead to a renewed and revitalized city and street.
1	More residential parking designation, better night lighting, especially 1 block away on San Pablo. More police presence, less tolerance of protesters.
1	I like murals, but I don't like graffiti. It can destroy the neighborhood ambiance. There seems to be an epidemic.
1	The intersection(s) around 51st and Telegraph are a complete mess. There are 3 stoplights: Temescal Plaza entry, then 51st street, then 52nd/Claremont. Traffic get bogged down since the lights don't appear to be timed. Consequently, drivers get stuck in between intersections.
1	I realize this is probably outside the scope but more density, particularly of housing, should be considered in the corridor. Taller buildings on main drags are ok and are one of the only ways to help increase housing stock without increasing sprawl. I would love to see Telegraph become more populated!
1	I use a walker and on the blocks between 40th and 45th Telegraph, please let the coffee shops and restaurants know that people with walkers, scooters and wheelchairs need to be able to get through all their tables, parked bicycles, tied-down animals and others trying to navigate the sidewalk.
1	San Francisco has a lot of parklets, why doesn't Oakland? Slow the cars down, it's dangerous as it is today. Valencia St and College Ave show that business corridors can thrive when cars move slow. Physically separate bikes from cars/buses. This would remove conflict, especially with buses (and Telegraph Ave has a lot of buses running on it) and encourage people to bike, and we all benefit when more people bike!
1	The effort needs to stretch to side streets and key connection streets (grand ave, 40th, McArthur, etc). Telegraph cannot be an island onto itself. Also need to up zone along the street and holistically change its entire character...otherwise simple streetscape improvements will be largely wasted
1	Keep up the good work! What about the ballot measure I've heard about for the fall election? It seems that Alameda County's 2012 Measure B1 is scheduled for a comeback. Last time, it was folks west of the hills who overwhelmingly supported transit improvements. This time, can we who live in semi-urban Alameda county (west of hills) tax ourselves and move into the 21st century? Transit first! It's the only way we'll be able to accommodate regional growth.
1	Until last year I walked to work daily on Telegraph from 51st to 17th. The most notable hazards were caused by bicyclists riding fast on the sidewalk. As a sometimes cyclist I understand the need to do this, some areas of the street are too dangerous. But sometimes it's necessary bike-walk, especially near intersections. The most dangerous problem I noted, time and time again, is when I was on the east side of Telegraph, headed south waiting to cross at the 51st intersection. Before the walk light comes on the south bound traffic on Telegraph has a left turn arrow. Drivers at the curb, in front of me wanting to turn right from westbound 51st onto northbound Telegraph would stare at me as I waited for my southbound walk light, as if to say, "well, what are you waiting for?" Many times as my walk light came on they would start their right turn, giving me a "you idiot" look. People trying to eliminate this hazard by crossing to the 51st median during the left-arrow presented a hazard to the drivers turning left on the arrow (from southbound Telegraph to eastbound 51st), sometimes causing cautious drivers to stop during their turn.
1	Don't property owners have some obligation to keep the areas in front of their property clean? Enforce that. City: Clean up area under 580. It's disgusting on foot.
1	Telegraph ave seems to be regenerating itself by itself don't mess it up with construction projects that aren't needed. The area is still fragile.

1	Some of the crosswalks, eg 50th St, are very dangerous; many cars blow through this one. Traffic calming measures might help, and would also make the two sides of Tele seem more connected
1	Strong pockets of businesses. What are ways to support the expansion of the successful pockets to increase public safety, without losing the local aspects (by adding more national chains like BevMo or fast food restaurants).
1	I realize Telegraph is a major thoroughfare, but it would be wonderful if some parts were made to be more a part of the neighborhood than just a street that runs through it.
1	there is already a viable bike corridor (Webster) running parallel to Telegraph avenue for the portion running from MacArthur to 51st. Additional bike lanes are NOT needed along this part of the corridor.
1	I see you mentioned speeding as an issue in your vision statement, but keep in mind that there is also a constant issue with people who drive almost ten miles below the speed limit on Telegraph as well (around 10-15mph). Often these people cause severe traffic congestion. Sometimes it is because they are looking for parking, other times it is because they appear under the influence/impaired in some way, appear to be actively texting/on the phone, or simply are worried about looking out for pedestrians or bicyclists. Having telegraph expanded to six lanes instead of four would be ideal, although I'm sure this is probably not logistically possible. Better traffic enforcement of those who drive under the influence or use cell phones while driving might be helpful, as will making more room for bicycles (bike lanes).
1	There is a legion of highschool kids walking to and from McDonalds along our street (45th, East of Telegraph) every day. They leave their trash along the sidewalk. I would love it if McDonalds hired someone to pick it up - as it stands, my son and I do it (he's 3, he thinks it's fun).
1	The pedestrian experience hinges on what's happening past the sidewalk. Consider tenant occupancy, vacancies, increased building heights, and other land use changes that would make the space more pedestrian friendly.
1	Get rid of blighted buildings and add pockets of green space - like razing the rat trap next to the Temescal Carnegie library and creating a reading "garden" in theme with the temescal creek nearby. Same idea with the old bank at 51st and telegraph, the underpass at 56th or even the property managemnet building next to dollar cleaners by Temescal alley. Create local business destination greenspace to enable small gathering or interest points
1	Some thought could be put in to how Shattuck and Telegraph should be orchestrated between 45th and the Berkeley border. I'm not really sure what that might mean, but if one were restricted in some way, the other will become more heavily used. I'd hate to see either become a traffic jam most days.
1	I just wanted to share a story about the benefits of protecting bike traffic from vehicular traffic on Telegraph Avenue. Though I primarily commute by bicycle, one afternoon last spring, I was actually riding in our car with my husband on our way to an appointment. We were driving north on Telegraph Avenue, approaching 41st Street. The car in front of us was driving erratically, sort of floating far right and far left in its lane. I wondered if the driver was drunk and was about to call the police from my cell phone. As we approached the stoplight at 41st, the car in front veered so far to the right that it basically caused a woman bicyclist also approaching that light to brake suddenly and come to a complete stop so that she would not be smushed between the parked cars and this car. I shook my head and assumed that this car wanted to turn right and didn't see this bicyclist and cut her off. But to my surprise, the car does not turn and continues up Telegraph. The bicyclist, sensing this car is dangerous, rides up onto the sidewalk after crossing 41st (which I generally frown upon because it's unfair to pedestrians), but in this case it's a good thing she did, because the next thing we see is that this car continues to careen in the lane and actually sideswipes the row of parked cars, completely knocking off the side mirror of a large truck. We chased down the car and called the police and gave them the license plate. The driver ended up parking in the Koryo lot and got out: a very elderly woman. I am not even sure if she knew she actually hit a bunch of cars. But if that bicyclist had not taken the sidewalk, she would be dead.
1	Aesthetics is a big issue. While there are businesses opening up left and right, a city incentive to make aesthetic improvements to business/building facades would massively help residents and visitors to feel the value of the place and/or invest in and form or shape.
1	AC Transit and BART schedules could be coordinated. A shuttle bus service could operate dukring shopping hours and even into the evening restaurant hours.
1	We should have never let the planning director choose to hobble Latham Square and only prioritize autos, their danger and pollution.
1	I like the mock up drawing of separated bike lanes ~ if this actually happens,I will be stoked! :)
1	There is so much space and so much potential bike use on that road, at least a section of this road should have a bike lane separated by a row of parked cars (or bikes). This would really help make biking more safe on Telegraph.
1	The overpasses are a filthy problem, but they're not so bad in Rockridge, why is that? By now someone must have a solution,
1	I love the restaurant revival that's happening here. Let's make it even safer and more pedestrian friendly, without forgetting that many people won't walk far in Oakland because of the high crime.
1	Make room for cyclists and peds!! This is a road dedicated to cars when there usually isn't much car traffic and people

	in Alameda Co. are driving less and biking and walking more.
1	please put up some billboards that let drivers know bicyclists can use full lane, or the amount of feet necessary to pass and overtake a cyclist at a stop sign or red light.
1	Please go beyond 57th Street all the way to Alcatraz Avenue, at least. This area also needs traffic calming and pedestrian-friendly bump outs, embedded street lights, and overhead LED lights and possibly a traffic island on the north side to improve pedestrian experience.
1	Telegraph Avenue has a lot of character and a lot going for it. Things like additional bike parking or better lit streets could bring more people to area.
1	More green space is needed on telegraph. It is not an inviting place to walk around because of all the cement
1	I think the survey numbering for priorities is confusing. I would think the higher number would be more important not less important. I think other people will be confused as well.
1	For decades Oakland viewed Telegraph as strictly a transit corridor, allowing/encouraging fast food and other businesses that rely on auto traffic. These will resist efforts to modify -- may "walkable zones" need to be established and marked so people can make a choice about where/when to enter/travel Telegraph.
1	Re transit: A few years ago, AC looked at bus rapid transit along Telegraph. Under current circumstances, BRT on Telegraph would have been a mistake, and I think AC got that. In future decades, cars may be less feasible. When that happens, people might really switch more trips to transit/rideshare/bicycle, which are more efficient for street space, emissions, etc., but less efficient for time, ability to carry things, safety, etc.
1	Support local small business development: miniature golf, bowling, bead stores, small scale performing arts: small theatre, small scale jazz cafe, dance studio, art gallery, affordable artist incubator space, retail (affordable boutiques), quality anchor store that supports small, local buainesses (not sears, target, etc), pet store, bicycle shop, furniture store, apple store???, bakery, small, drop-in clinic or medical office (kp, other?)
1	Please clean up, beautify and maintain the underpasses on both 42nd and 45th Streets that connect Longfellow to Temescal. As they are now, they are scary and keep me from biking to Temescal.
1	Temescal and Telegraph in general is not convenient for groceries. It would be great to have a more accessible grocery story or produce shop. More restaurants would be great, as would a nail salon in Temescal. Outdoor seating for eateries is always great! A place to listen to live music would be awesome!
1	We need to utilize the space at the end of 56th on Telegraph. A dog park is a great suggestion. I understand it's owned by some transit authority, but it's unused and I'm sure something could be worked out.
1	Is commercial loading experiencing a problem right now? It is not included as one of the modes, but it is different from how the term 'motorist' is used in the vision statement.
1	I love my stretch from 40th-51st. If it had more trees, nicer sidewalks, better, quieter busstops or a lightrail, and a few small green parks it would be perfect. From 40th on down, Telegraph needs a lot of work and is too centered on fast automobile traffic. I would love to see this improved and made into a pleasant nice area for walking and biking. I would love someday to walk with my kids down telegraph from 40th towards, or even to, downtown Oakland. Right now, there is no way that would be safe or enjoyable. Finally there are no parks along Telegraph! But there are plenty of empty lots. Adding a few small parks or kid playgrounds would make a HUGE difference. Thanks!
1	I am pleased at the success of the art murmur and would like to see the closing of Telegraph continue on first Fridays.
1	Motorists notice how rough the road surfaces are, but potholes can actually be dangerous for bicyclists. Telegraph is pretty bad that way.
1	Everyone should take a trip to several cities in Europe to gather ideas that work and don,t work Riding in Vilnius along was dangerous. Riding in Yangshou, China, was delightful... Trees, shops, pedestrians, cars, push carts, and buses.
1	I support AC Transits vision to provide the optimal service to the riders and those who share the road with the buses!
1	I do not have children, but there should be places for children to amuse themselves such as a tire swing over a soft surface.
1	Thank you so much for working on this project and caring about my comments! I appreciate being part of the thought process behind my neighborhood's revitalization.
1	More bike parking is needed in the Temescal Commercial District and the bike parking should be artistic.
1	Consider the average speed vs. top speed disparity in a place like Telegraph. Because of all the street lights and speed-inducing design, motorists tend to drive above the speed limit and then wait at lights. Their average speed doesn't usually go above 10-15 mph throughout the corridor based on my experience riding my bike and getting through it faster than they do (while running lights). If roundabouts were used to replace streetlights and lanes were shrunk, the top speed would be drastically reduced, while possibly improving average speed.
1	More bike parking. Wide, wide protected bikeways. Road diet, Bulb outs. Make Telegraph a safe, livable space that will

	attract more businesses. That is already a very hip spot - we just need to be able to get there easier. You might want to ask if people would go out around there more often if it was more accessible.
1	The new intersection at Telegraph and Hawthorne is fine for cars, but a disaster for pedestrians! Please correct this intersection and don't let others end up this way. Pedestrians used to have two legal (but unmarked) crossings, now they only have one. Crossing from the south to the south of the intersection now requires crossing two intersections, not one. The push button means pedestrians often have to wait an extra cycle to cross. In an area where a lot of people are elderly and/or disabled it is now much more difficult to legal connect from many of the medical buildings to the Oasis Market and other nearby stores.
1	Currently Telegraph Avenue is almost completely dedicated to cars. We need greater balance. That balance can only be achieved by taking some of the space that is currently dedicated to car traffic, and dedicating it to other users instead. I say this as a car owner who frequently drives down Telegraph Ave.
1	If conventional bike lanes do not fit, consider a super sharrow, similar to the one on 40th Street in Oakland.
1	Get more bike parking, real bike lanes, a good grocery store, maybe a good shoe store, more music venue, maybe a movie theater, community center
1	Make this count. Don't pull a Lathrop Square here--don't waste everyone's time and effort and goodwill and then just cave and put everything in reverse when a merchant or two starts whining about automotivity
1	How much money would the public agree to spend on needed improvements? Does the public believe the city should seek grant money to make improvements? Does the public consider street design and related issues in the context of broader city issues, such as crime, safety and public health? If so, to what extent? Also, you didn't mention much about the history. Why is the street the way it is now? How has it been at different periods in history? How "healthy" was it during those times? Also, what are the next steps in this process? Is the city actually going to do anything?
1	Telegraph Ave can have some big pot holds and sucky pavement... if buses share lanes with bikes, the city will need to commit to timely asphalt repairs, right?
1	It is very hard to cross, I cross at 63rd st cross walk because it has two crossing guard with whistles and stop signs. Even so many times cars do not stop and almost hit ped/bikes. Anything that can be done to make crossing telegraph would be major victory!
1	Get rid of Koreatown Northgate Community benefit district, it is a waste of my special assessment. Merge it with uptown CBD or Temescal BID. Have it actually do something like clean the sidewalks or provide security.
1	Telegraph has come so far in such a short time, and yet, like many thoroughfares, has real challenges. Setting aspirational goals for an attractive, tree lined street that promotes foot traffic, safe bicycling and useful bus routes while continuing to serve the existing group of thriving businesses and the community of residents is no small feat, but is worthy and will in the long run benefit all of us who live nearby.
1	My main observation is that the neighborhood used to be more friendly, people would talk, look you in he eye and smile, and there were more types of folks around. Now it's looking pretty bland, so many people looking similar, age, haircut, clothes. How can we invite and sustain more diversity? In terms of congestion, the Walgreens lot is crazy; is there a way to enhance the traffic flow in and out(I.e. maybe no exit onto Telegraph, exit only onto 49 & Shattuck). I've seen so many accidents at the intersection telegraph & 50th(entrance to parking lot).
1	thanks for doing this! I love this city and I appreciate the work you're putting in to make it a better and more liveable place.
1	I'm not sure if you really want people to take this survey: the link is most of the way down the page and really small.
1	I love Telegraph Avenue and I'm grateful that there are thoughtful citizens looking to continually improve our home.
1	I would like to see parklets, more landscaping and benches to encourage more people to stay on telegraph avenue socially
1	I hate the traffic change you made where telegraph and Broadway meet. Please don't recreate it farther up telegraph.
1	I have noticed that there is some façade restoration going on around 23rd St. It would be nice to restore other Victorian and Art Deco buildings in the area.
1	Can't say it enough: Pollution is a major issue in this neighborhood. We're between a couple of freeways, and have massive traffic traveling through here. Less traffic on the streets would help tremendously. The city must stop using pesticides on our streets! There is no excuse for it. The city should join other cities, like Fairfax, in banning 'Smart' meters, and preventing any further siting of cell towers and antennas in our neighborhoods.
1	As I state above a sound and safe connection between Telegraph and Shattuck and traffic calming at 51st and Telegraph, being a pedestrian at that corner is frightening, people want to drive down 51st like its the highway 24.
1	Street lights are lacking all over Oakland. The ones we do have are dim or flickering. Cross walks without stop lights are so scary for pedestrians and drivers. Please don't add more of those. Fixing the crime problem would get a lot of people out of cars. There aren't enough parking spaces, but there might be if we weren't too afraid to walk at night.

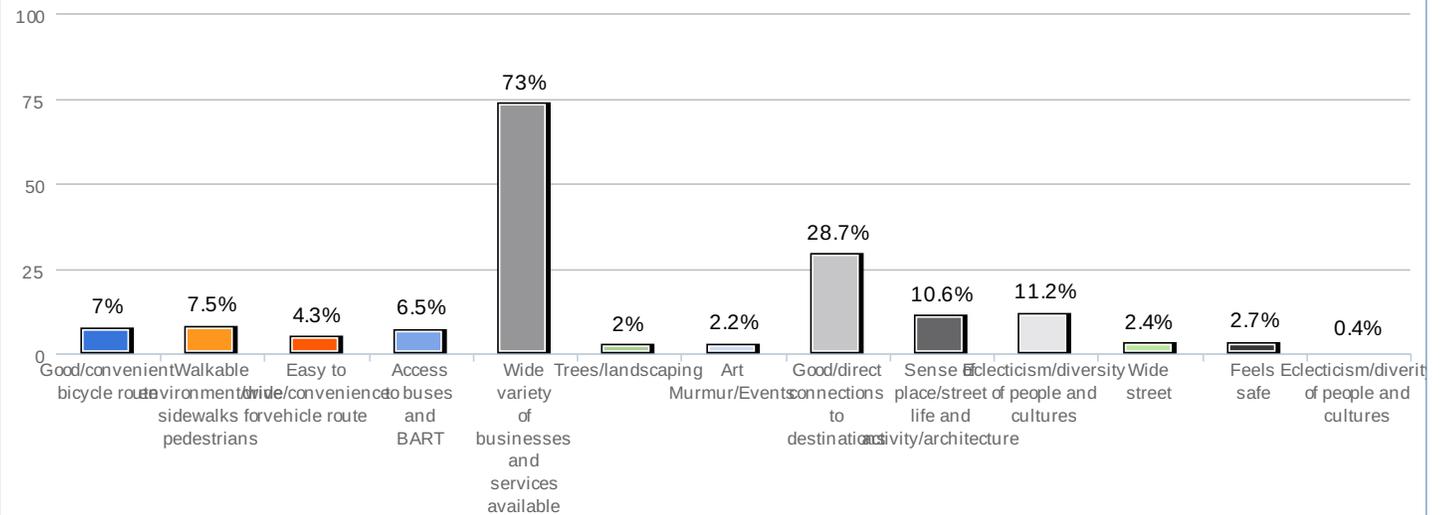
1	I'm sort of uncertain about this idea but maybe it could be put up for discussion that if bike lanes are put in, perhaps they could be between parked cars and the sidewalk instead of parked cars and driving cars?
1	I really like the mosaic trash bins, it might be nice to have a few more. I also like the planters and the bench/bicycle area outside of Bhurma Superstar.
1	If you lower the speed to 25 mph and time the lights, it will be more efficient and safer and the same time. Oakland needs to engage bicyclists *and* motorists in better safety awareness.
1	Bike stencils at bus stops would be very helpful to indicate how cyclists and buses should position themselves in relation to one another.
1	Is there any way to introduce separated bike ways? Also, pavement quality on Telegraph in Temescal is getting worse and worse. I imagine you are waiting to do everything at once because pavement is so expensive, but for bikes, it's pretty rough in Temescal. I do appreciate the fixes at the intersection of 51st and Telegraph.
1	Most important thing is to demote cars to being an "equal user" or less of the ROW instead of the dominant user.
1	Telegraph is great, but we need to make it safer for walking, and commuters who drive/cycle to bart or to work on it. It should be easy to know, when I'm driving, where to drive and when to yield and to whom I should be yielding. Same goes for cycling: where should I stop, where is the safe spot to cross the street? also at night, is it well lit so that I feel safe walking alone. Is there camera/police patrol nearby in case something does happen (lots of theft/assaults when I first moved to oakland. it is getting better)
1	The cycle track could either be two way on one side of the street, or one way on both sides of the street. Of the two options, the former might be preferable, given the lower space requirement and the limited available ROW on Telegraph.
1	I would like to see traffic going to Hwy 24 diverted, maybe close off 51st Street west of telegraph. The triangle is a mess around the library and where Claremont enters Telegraph.
1	Provide space for retail non-profits on Telegraph ave. at a steep discount to encourage non-drinking traffic.
1	What NOT to do - do NOT have oversized car travel lanes (like on new Lake Merritt Blvd near bridge). Is this the "transit" street or is it Broadway? What can be done to transform the street now (short-term) and what can be done later? Have pilot improvements? The corridor varies along it's length, consider studying in subareas.
1	I love Telegraph Avenue. It is one of my favorite streets in Oakland. All of the ideas you are working on will help it a great deal be that much better.
1	In the past there have been proposals shut down by Telegraph merchants for extremely short sighted reasons like lack of parking for the construction phase of a major transit project. Please don't let these types of issues block transit projects that would have a long term, beneficial impact to citizens. We pay taxes too and it will improve our quality of life a great deal
1	Telegraph is the main path for bicyclists going from Oakland to Berkeley. College is too narrow and trafficky, and the Shafter-Hillegass route can take up to 20 minutes extra because of the number of turns, stop signs, and non-signalized crossings at Ashby and Alcatraz. Telegraph must be made more safe and comfortable for bicycle commuters.
1	Thanks for pursuing this effort - Telegraph really needs to better serve people who walk, bike, and take transit. It's currently unsafe and people drive too fast.
1	would love to see landscaping, wider sidewalks, shorter pedestrian crossings, decorative bus shelters, bike racks, and bike lanes
1	If Webster's bike path extended more readily above 51st I'd have fewer concerns about Telegraph.
1	I'm glad this is being discussed. I'll believe change will happen when I see it. We have such a long way to go! The thinking needs to change away from just trying to fit bikes and peds in, to instead making bikes and peds a critical priority.
1	Telegraph Ave ought to be a vibrant destination, where people lounge in the streets or walk or pedal their way across town. The nearby freeway is for driving quickly...
1	Seriously, please consider encouraging busking and Art Murmur-like selling of art/craft without heavy permitting. Thanks!
1	It's very wide for the amount of automobile traffic it has, especially between 40th and downtown.
1	i think it would be reasonable to remove parking in order to make more space for transit and bikes
1	Grand/Telegraph intersection is pretty embarrassing (parking lot, gas station, gas station, empty lot) for what could/should be a vibrant urban neighborhood. Telegraph is better than it was, but it still needs more people and more businesses.
1	Telegraph needs more trees, flowers, plants, and nicer sidewalks like Broadway. I'm so happy that the City wants to upgrade Telegraph! I live on the street and see it everyday. It has so much potential. A little attention and investment could turn it into a really great place.
1	I would like to see some sort of wayfinding treatment applied to the intersections that connect my neighborhood (Longfellow) to Telegraph Avenue (45th, 42nd, 40th and West Mac). I feel that something colorful at those pedestrian

	<p>crossings would help provide an identity that these intersections are connectors to our area. Many residents of Longfellow patronize the businesses along Telegraph Avenue and we access these intersections daily via the freeway underpass. Work similar to Roadsworth http://roadsworth.com/home/ could be a good example of an inexpensive, fun wayfinding application. Also, the use of color and paint could tie in nicely with Temescal's existing themed "flow" project. Also, the cultural landscape side of my brain would love to see the Complete Street Design Concept pay homage to the rich history in our area regarding the Key Route System. Railroad tracks for ped. crossings, bus stops with site furnishings from that time period, kiosks that explain the history of the area that could allow for walking tours and play etc. etc. etc. Aesthetically, it would be wonderful if the new "system" could provide some sort of window into what was once there.</p>
1	<p>SYNCHRONIZE THE TRAFFIC LIGHTS so that the majority of motorists can move smoothly at the speed limit. I travel almost the whole corridor every day (37th St to Dwight Way), and there's simply no reason why it has to be such a helper-skelter experience. Also, a public outreach campaign to get people to stop speeding/tailgating between SR24 and Berkeley couldn't hurt. People drive like lunatics in that stretch. Calm down, people!</p>
1	<p>TAKE DOWN THE GOD DAMN "KONO" BULLSHIT! Two families owning a handful of businesses shouldn't alienate the VAST middle eastern/muslim community around 30th and telegraph. Please note: I am not a muslim nor a member of either community. Just clearly observing the politics that are trying to hide them.</p>
1	<p>WTF is with Latham Square. If the city doesn't grow a backbone and stand up for re-configuring how we use public space (6 months! Not six weeks!) Telegraph (or Broadway, or International, or any other street in need of some love in Oakland) will ever be complete.</p>
1	<p>There should be a concerted effort to install as much car free, multi-unit housing along this corridor. Additionally more trees should be planted to decrease corridor temperatures and improve the avenues aesthetics.</p>
1	<p>I think Telegraph is the most important street in Oakland in terms of connectivity between downtown and Berkeley, a variety of different neighborhoods that it passes through, and the businesses it supports. It's important that a strong new vision is developed to improve Telegraph to help modernize Oakland for 21st century transit.</p>
1	<p>Lots of apartment owners have dogs but only a small area dedicated to lawns. So all dogs walkers utilize the lawn in front of my apartment for their dogs business.</p>
1	<p>I strongly believe that the de-emphasis of vehicle priorities and better infrastructure for pedestrians and cyclists will improve safety for all and would be better for businesses along Telegraph.</p>
1	<p>I would love to see a greenstreets program for treating storm water, like Portland has implemented. http://sf.streetsblog.org/2009/11/13/portlands-greenstreets-program-a-sterling-best-practice-model/</p>
1	<p>Your survey should have included visual material! Street section alternatives and design scenarios for problematic areas such as Telegraph and 51st.</p>
1	<p>How much traffic goes through there? I never see it congested, especially in Oakland, and yet it seems like it's built like a freeway.</p>
1	<p>Reduce motor vehicle emphasis of the street. One traffic lane in each direction is plenty. Put the bus stops in the traffic lane and make the motorists stop behind the bus at the bus stop. We MUST reduce our use of motor vehicles. This project is a good place to start.</p>
1	<p>I struggled with the question #9 on whether or not the current configuration is acceptable. I took the question to mean more than simply basic cross-section & lane geometry, assuming you also mean the current treatments and amenities for various users. In that sense, and regardless of the final number of lanes, Telegraph needs a lot of work to become a nicer "promenade" style street: upgraded street furniture & lighting, parklets to extend the sidewalk width at key locations, swales & trees to add more natural elements. Consider a landscaped median where space permits to improve the feeling of human-scale.</p>
1	<p>Left this off my earlier submission but think it is HUGELY important. Access to and from Telegraph for nearby neighborhoods needs to be improved. The UNDERPASSES - 45th, 42nd, 40th, MacArthur. These are a dramatic barrier to safely accessing Telegraph. Lighting, landscaping, elimination of parking to hinder dumping, fencing to prevent camping underneath, These need attention in order for nearby neighbors to safely access Telegraph.</p>
1	<p>I'm not sure of a solution to the bus-bicycle problem, other than proper bicycle safety training for AC Transit bus drivers.</p>
1	<p>Please create more green spaces and plant more trees, plants and flowers. Increase the number of times litter is picked up by municipal services.</p>
1	<p>Bakesale Betty's is not open enough. You probably have no control over their hours, but you know...</p>
1	<p>Saturate it with cops for a couple of weeks, and tickets the crap out of all offenders: drivers, cyclists, pedestrians.</p>
1	<p>Although I realize this is a streetscape project, I would recommend that Telegraph Avenue be envisioned with more density and slightly higher buildings. That will really activate the street and the transit</p>
1	<p>Think I've said enough. Thanks for asking! Please let the neighborhood know if there are any opportunities for</p>

	community engagement.
1	Can you assist the small businesses to paint, repair, landscape, or otherwise keep their store fronts attractive?
1	I think the 1 is an important bus route, but the buses are the biggest contributing factor to the congestion experienced. Despite the congestion, as a cyclist I enjoy using the street and am excited about any plans for further development and improvement for pedestrians and cyclists.
1	Telegraph Avenue has been shedding its old skin for over 25 years and it is reflective of the residential and commercial businesses that are booming. Accessibility and Accommodations for all is prime..it has to be visible and it shouldn't be an argument. Lets help Oakland flourish with pride for their streets and for their overall city..the designs would be from locals...the jobs for locals..that is how the city keeps their community in safety and visibility.
1	maybe put in those lights that make sidewalks blink to draw attention to pedestrians crossing the street -between 51st and 40th it feels dangerous
1	Telegraph's street surface has in the past been poorly repaired. Potholes are a big hazard to cyclists. I appreciate the new surface work done in the vicinity of 51st street (probably 1-2 years ago now?)
1	Please make sure the planning department is coordinating land use with this project. It won't do any good to put rapid bus stops or curb bulbouts if they do nothing but link seas of parking.
1	You need to inform local businesses that improving ped and bike access and lowering vehicle speeds will bring in more customers for the businesses along Telegraph.
1	Please expedite this much over due project to complete a bikeway from Sproul Plaza to Downtown Oakland
1	Commit to moving forward. Make it easier to open and run businesses in Oakland. Reduce layers of government approvals.
1	I wish this project covered the whole of Telegraph in Oakland. A shuttle service such as the one on Broadway would be an improvement, at least at times when events are happening on Telegraph, like First Friday and the holiday parade.
1	The avenue is treated like a conduit to highway 24 and contra costa county..bad air, pit this traffic on broadway as it does not have small shops, just car dealerships and medical institutions
1	The safety & cleaning ambassador's do a lot to make the public space more public. keep funding that. First Friday's relocation farther South was good (Uptown's businesses are on a firm footing now).
1	Cohabitation between buses and bikes can be an issue. Having dedicated bike lanes can help bicycle behaviour be more predictable to drivers, and helps alleviate tension between both modes. Better training for drivers in terms of dealing with cyclists and understanding their behaviour is also useful.
1	As CHO is redesigned and expanded, I would love to see real meaningful integration with the neighborhood for hospital staff and families using the hospital. It should be an integral part of the community.
1	Smart traffic lights would be excellent. From a motorists perspective, areas where there is heavy pedestrian use, turns become difficult leading to congestion and frustration.
1	Except in Temescal, this stretch of Telegraph feels like a corridor connecting destinations and not a destination unto itself.
1	having a well lit street with amenities for ped and bike traffic will improve safety and promote neighborhood growth
1	Telegraph Ave. suffers from being a major thoroughfare and a neighborhood business district. Don't know how you change the traffic given the importance of the Ave for traffic.
1	publicly financed wi-fi in the traffic corridor would be great (the public library is good but it's not enough). All users should behave predictably e.g. turn signals; no jaywalking; biciclysts do not ride on sidewalks; bicyclists use bells or other signal devices
1	Ensure pedestrian safety (from people, not so much cars) throughout the 40th to 57th St corridor, especially on the outer ends
1	Yes. This is not a zero sum game where making things worse for cars makes it better for other modes. The whole survey reads anti-driving. Please reconsider.
1	One of the major problems right now is the way buses and cyclists are constantly weaving around each other through Temescal. A protected bike lane with bus stops on the parked cars side would completely remove this problem. The City should really focus on getting the new bike infrastructure right the first time and bike commuting will increase dramatically.
1	Empty lots and surface parking lots create dead zones for pedestrians - Telegraph needs more of everything.
1	I know that biking is a great way to move around the city, but I'm worried this project will primarily be focused on bikes...I'm not interested in Telegraph to turn into Market Street in SF, where bikes cut in n out of traffic. Cars and pedestrians need protection against unsafe cyclists who run red lights and are aggressive towards pedestrians crossing the street.

1	Street activity and mode of travel vary substantially along the length of Telegraph. I think the best approach would be to look at it in segments and come up with design interventions based on each neighborhood's issues. For example, street furniture in KoNo is a bad idea, but improving bicycle infrastructure/paving would be applauded.
1	Parking structures in the following areas: 40th street (to improve Bart parking) and near 51st street to improve parking and congestion in the Temescal area.
1	Safety in north oakland is the biggest problem. Right now when I walk to dinner I only take a credit card because I don't want to lose phone/wallet/bag if I get mugged. Residents feeling this way will be the biggest deterrent to making this neighborhood thrive. Safety is paramount to any bike lanes, bus stops or anything else. Stop the muggings and we'll have the revenue to do all the bus stops you want.
1	Pedestrian crossing call buttons! Those things are the bane of my existence in Oakland and don't belong in any urban city. Please require your traffic engineers to fully account for all pedestrian delay caused by actuated pedestrian crossing signals. Actuated signals might marginally reduce auto delay, but they make crossing the street a giant hassle for pedestrians (and safety risk for the large number of people that don't wait for the walk signal or of frustration).
1	more street fairs, farmers markets, events to bring people onto the street renovate the building along the street in all areas, bring more housing to the street Add parks to street Add cultural institutions to street, more business, Make it a social and economic center for Oakland
1	i'd like to see some of the old businesses come back to life -- like that weird kasper's hot dog place.
1	Oakland needs to discourage driving a car at all costs, not doing so will only make traffic worse than it already is. I don't want to live in LA. Parking rates are far too cheap in most parts of the city. San Francisco is trying to do the right things (Market St forced right turns, ridiculously high parking rates), but it may be too late. If Oakland wants to be a world-class city, we have to try to do something like this before it's too late.
1	The width of Telegraph is a double edged sword. It "encourages" speeding by cars. Narrowing the car lanes and/or putting a curbed bike lane could do wonders.
1	Telegraph Ave. above Grand feels dark for pedestrians. There has been a past tendency to use tall cobra lights to get the whole street--it would be nicer, over time, to get that light closer to the sidewalk

6 What do you like best about Telegraph Avenue? - Text Analysis

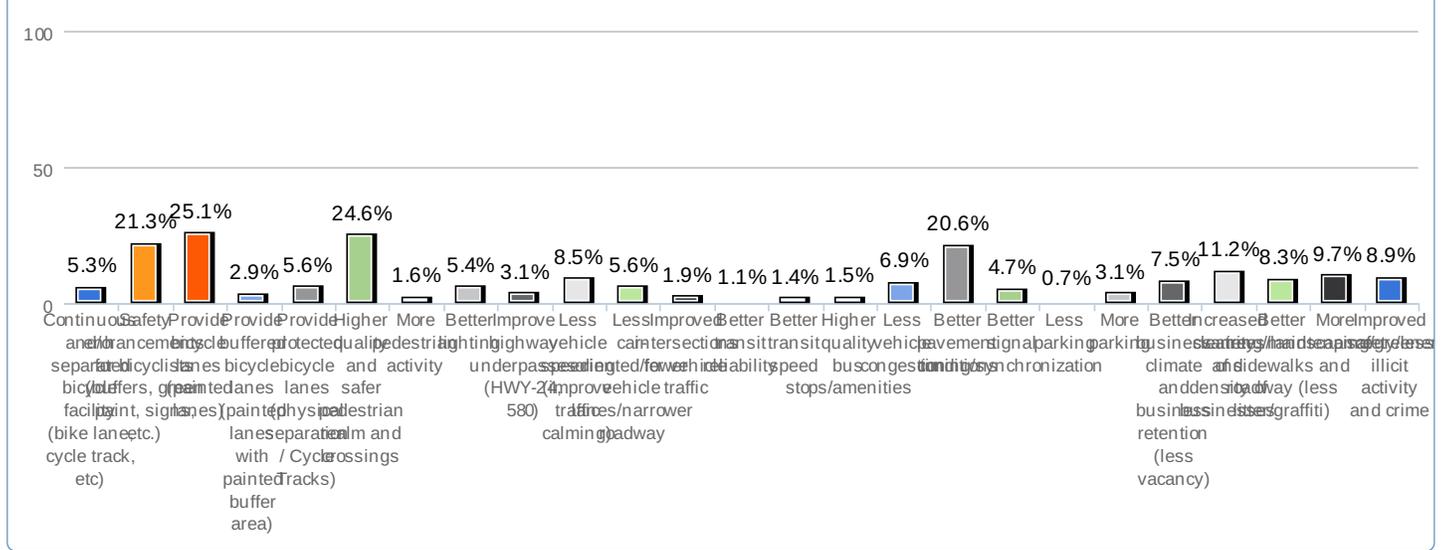


6 What do you like best about Telegraph Avenue? - Text Analysis

Value	Count	Percent %
Good/convenient bicycle route	66	7.0%
Walkable environment/wide sidewalks for pedestrians	71	7.5%
Easy to drive/convenience vehicle route	41	4.3%
Access to buses and BART	61	6.5%
Wide variety of businesses and services available	690	73.0%
Trees/landscaping	19	2.0%
Art Murmur/Events	21	2.2%
Good/direct connections to destinations	271	28.7%
Sense of place/street life and activity/architecture	100	10.6%
Eclecticism/diversity of people and cultures	106	11.2%
Wide street	23	2.4%
Feels safe	25	2.7%
Eclecticism/diverity of people and cultures	4	0.4%

Statistics	
Total Responses	945

7 What do you wish were different about Telegraph Avenue? - Text Analysis

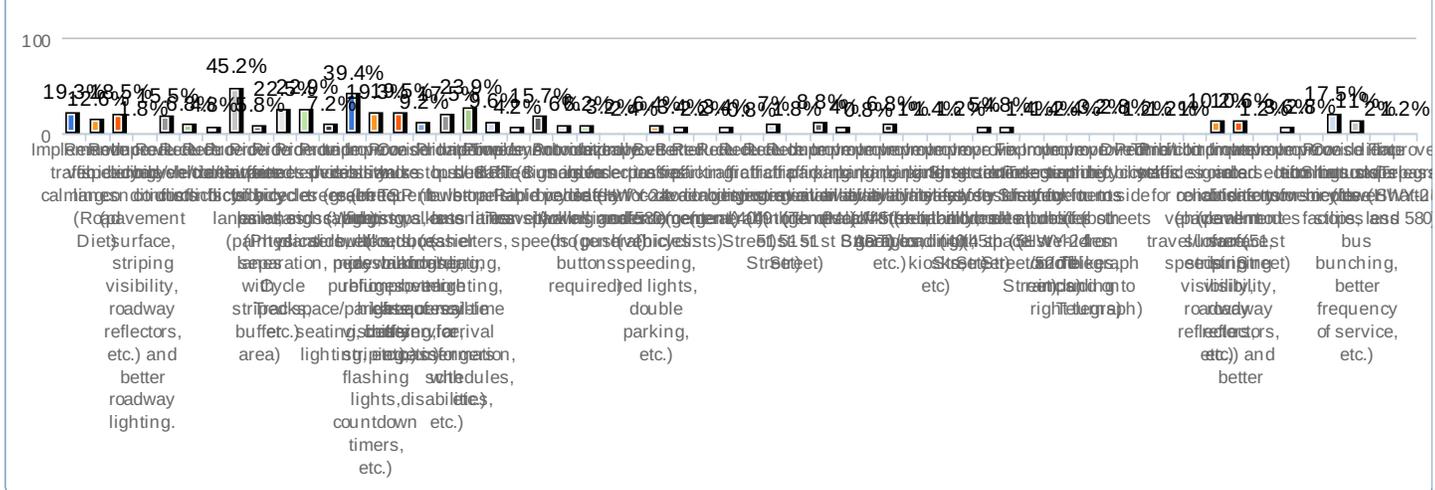


7 What do you wish were different about Telegraph Avenue? - Text Analysis

Value	Count	Percent %
Continuous and/or separated bicycle facility (bike lane, cycle track, etc)	50	5.3%
Safety enhancements for bicyclists (buffers, green paint, signs, etc.)	201	21.3%
Provide bicycle lanes (painted lanes)	237	25.1%
Provide buffered bicycle lanes (painted lanes with painted buffer area)	27	2.9%
Provide protected bicycle lanes (physical separation / Cycle Tracks)	53	5.6%
Higher quality and safer pedestrian realm and crossings	232	24.6%
More pedestrian activity	15	1.6%
Better lighting	51	5.4%
Improve highway underpasses (HWY-24, 580)	29	3.1%
Less vehicle speeding (improve traffic calming)	80	8.5%
Less car-oriented/fewer vehicle lanes/narrower roadway	53	5.6%
Improved intersections for vehicle traffic	18	1.9%
Better transit reliability	10	1.1%
Better transit speed	13	1.4%
Higher quality bus stops/amenities	14	1.5%
Less vehicle congestion	65	6.9%
Better pavement conditions	194	20.6%
Better signal timing/synchronization	44	4.7%
Less parking	7	0.7%
More parking	29	3.1%
Better business climate and business retention (less vacancy)	71	7.5%
Increased variety and density of businesses	106	11.2%
Better cleaning/maintenance of sidewalks and roadway (less litter/graffiti)	78	8.3%
More trees/landscaping/greenery	91	9.7%
Improved safety/less illicit activity and crime	84	8.9%

Statistics	
Total Responses	943

11 For each of the Telegraph Avenue modes listed below, please note any ideas or suggestions. Specify the portion of the corridor to which your comment applies (e.g., between 40th Street and 51st Street). - Text Analysis



11 For each of the Telegraph Avenue modes listed below, please note any ideas or suggestions. Specify the portion of the corridor to which your comment applies (e.g., between 40th Street and 51st Street). - Text Analysis

Value	Count	Percent %
Implement traffic calming	97	19.3%
Remove vehicle lanes (Road Diet)	63	12.6%
Reduce speeding	93	18.5%
Improve road conditions (pavement surface, striping visibility, roadway reflectors, etc.) and better roadway lighting.	9	1.8%
Reduce bicycle/vehicle conflicts	78	15.5%
Reduce bicycle/transit conflicts	34	6.8%
Reduce vehicle/transit conflicts	24	4.8%
Provide continuous bicycle lanes	227	45.2%
Provide buffered bicycle lanes (painted lanes with striped buffer area)	29	5.8%
Provide protected bicycle lanes (Physical separation, Cycle Tracks, etc.)	113	22.5%
Promote awareness/visibility of bicycles (green paint, signs, etc.)	115	22.9%
Provide more trees, landscaping, planters, etc.	36	7.2%
Improve pedestrian realm (Wider sidewalks, more public space/parklets, seating, better lighting, etc.)	198	39.4%
Improve crosswalks (better lighting, bulb-outs, pedestrian refuges, high visibility striping, flashing lights, countdown timers, etc.)	97	19.3%
Provide more frequent crosswalks ("reduce jaywalking", improve ease of crossing, etc.)	98	19.5%
Consolidate bus stops / TSP (fewer stops, less bus bunching, better frequency of service, etc.)	46	9.2%
Provide bus bulb-outs (easier boarding, more accessible for passengers with disabilities, etc.)	88	17.5%
Improve bus stop amenities (shelters, seating, lighting, real-time arrival information, schedules, etc.)	120	23.9%
Provide dedicated transit lanes	48	9.6%
Implement BRT (Bus Rapid Transit)	21	4.2%
Time/synchronize traffic signals for reliable vehicle travel/lower speeds	79	15.7%
Provide more bicycle parking	30	6.0%
Automatically give pedestrian walk signal (no push buttons required)	31	6.2%
Improve intersection safety for all modes (general)	16	3.2%
Improve underpasses (HWY-24 and 580)	12	2.4%
Better traffic code enforcement (vehicles: speeding, red lights, double parking, etc.)	32	6.4%
Better traffic code enforcement (bicyclists)	17	3.4%
Reduce parking availability (general)	11	2.2%
Reduce traffic congestion (general)	17	3.4%
Reduce traffic congestion (40th Street)	4	0.8%
Reduce traffic congestion (49th - 51st Street)	35	7.0%
Reduce traffic congestion (north of 51st Street)	9	1.8%
Improve parking availability (general)	44	8.8%
Improve parking availability (Temescal/45th - 51st Street)	20	4.0%
Improve parking availability (MacArthur BART)	4	0.8%
Improve parking availability (off-street, garages, etc.)	34	6.8%
Improve parking availability (short term/loading)	5	1.0%

Statistics	
Total Responses	502

Improve parking meters (reliability, condition, kiosks, etc)	7	1.4%
Improve intersection safety for all modes (40th Street)	6	1.2%
Improve intersection safety for all modes (45th Street)	25	5.0%
Fix Shattuck/Telegraph - close Shattuck and create public space	24	4.8%
Improve intersection safety for all modes (51st Street/52nd Street)	7	1.4%
Improve intersection safety for all modes (HWY-24 on/off-ramps)	7	1.4%
Improve turning movements (for vehicles and bikes, including right turns)	12	2.4%
Improve left turns (both from Telegraph and onto Telegraph)	16	3.2%
Direct bicyclists to side streets	14	2.8%
Prohibit bicycles	6	1.2%
Prohibit vehicles	6	1.2%
Prohibit transit	0	0.0%
Time/coordinate traffic signals for reliable vehicle travel/lower speeds	5	1.0%
Improve road conditions (pavement surface, striping visibility, roadway reflectors, etc.)	51	10.2%
Improve road conditions (pavement surface, striping visibility, roadway reflectors, etc.) and better	53	10.6%
Improve intersection safety for all modes (51st Street)	6	1.2%
Improve left turns	18	3.6%
Improve turning movements	14	2.8%
Provide continuous bicycle facilities	88	17.5%
Consolidate bus stops (fewer stops, less bus bunching, better frequency of service, etc.)	55	11.0%
Fix Shattuck/Telegraph or close Shattuck	10	2.0%
Improve underpasses (HWY-25 and 580)	6	1.2%