

**TELEGRAPH AVENUE
COMPLETE STREETS PLAN**



**DRAFT FINAL PLAN: APPENDIX C
OPEN HOUSE COMMENTS**



SEPTEMBER 2014

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Overview

This report summarizes public feedback on the Telegraph Avenue Complete Street Implementation Plan *Design Options Report*. For a summary of earlier outreach activities conducted as part of the project, please see the *Stakeholder Outreach and Public Survey Report* on the project website (www.oaklandnet.com/TelegraphAvenue).

The *Design Options Report* evaluated numerous potential street improvements within the context of Telegraph Avenue, and identified several likely design options based on technical analysis and earlier community input. The project website provides the full *Design Options Report*.

To solicit feedback on the design options, Oakland Public Works Department hosted three public open houses, during which information was presented and public comments were encouraged. Open houses were held at different places and times along the Telegraph Avenue corridor to accommodate as many participants as possible. Table 1 lists the dates and locations of the open houses.

Table 1: Open Houses Dates and Locations

Open House 1	Open House 2	Open House 3
Thursday, April 24 th , 2014 6pm - 8pm Beebe Memorial Cathedral 3900 Telegraph Ave	Saturday, April 26 th , 2014 10am - 12pm Faith Presbyterian Church 430 49th Street	Thursday, May 1 st , 2014 6pm - 8pm Humanist Hall 390 27th Street

Comments were collected both through hand-written comment cards available at the meetings and electronically for a period of two weeks after the final open house. Respondents included neighborhood residents and business owners who live and conduct business along the corridor. A total of 240 people returned completed comment cards for the project. For a complete record of the materials presented at the open houses, please see the project website.

Feedback on General Project Information and Background

The Open Houses included several stations to provide a comprehensive project overview summarizing existing conditions and presented survey and stakeholder feedback from earlier in the year. In general, respondents showed support for the project overview, and expressed interest in its development through positive critique of the process. Comments about existing conditions along the corridor were not positive, and show a strong desire for multi-modal improvement around safety and access for pedestrians and cyclists in the area. This finding was consistent with the findings of the earlier online survey summarized in the *Stakeholder Outreach and Public Survey Report*.

Feedback on Potential Cross-Section Changes

The open houses provided information on feasible lane re-configuration options for the Telegraph corridor (i.e., removal of travel lanes and/or parallel parking for the purpose of improved bicycle and pedestrian facilities). The study corridor was divided into three segments for the purposes of assessing design options:

- Segment A: 52nd Street to 57th Street
- Segment B: 48th Street - 52nd Street
- Segment C: 20th Street - 48th Street

The segments were based on traffic volumes as well as land use context and connections with the surrounding multi-modal transportation network. The project team developed two design alternatives for each segment to reflect the project vision while recognizing the unique constraints within each part of the corridor.

Respondents were asked to assess the options and to select a preferred option (or identify that neither option is preferred).

Segment A (52nd St – 57th St)

Both design options for Segment A included the removal of the center turn lane and the removal of parking spaces under the SR24 overpass, and either the inclusion of striped bike lanes or the installation of a protected cycle track. Public comments for this section in its existing condition highlight concerns over safety for cyclists and pedestrians, citing poor visibility and the pervasiveness of speeding cars near the freeway on ramps as primary hazards.

The comment card responses overwhelmingly supported the installation of a protected cycle track along this stretch of Telegraph Avenue, through the combined removal of the left turn lane and parking spaces. Other recommendations included the addition of disabled parking and AC Transit bus stops, as well as consideration of access limitations for people who cannot walk, drive, or bike. Table 2 summarizes the results of the responses received for Segment A.

Table 2: Summary of Responses to Segment A Design Options

Segment A: 52nd St - 57th St		
Remove left-turn lane; add bike lanes	30	12.5%
Remove left-turn lane and one side of parking; add protected "cycle track"	187	77.9%
Other	12	5.0%
No response	11	4.6%
Total	240	

Segment B (48th St – 52nd St)

Both design options for Segment B provided bikeway markings, either through the use of “sharrows” or the installation of a dedicated, continuous bike lane through this busy stretch of Temescal.

Public comments for this section in its existing condition highlight concerns over safety for both cyclists and pedestrians, citing automobile congestion, heavy foot traffic, and poor bike facilities in the segment as primary hazards. Respondents expressed concerns that parking removal could potentially encourage overflow into the surrounding residential streets, and suggested parking management solutions ranging from residential permit parking zones to a dedicated parking structure near the commercial area.

Despite concerns regarding parking impacts in adjacent neighborhoods, the comment cards overwhelmingly support the removal of parking on one side of the segment and the addition of dedicated bike lanes. Other recommendations included removal of one lane of traffic in both directions with a protected cycle track, the complete removal of parking spaces, and raised bike lanes. Table 3 summarizes the results of the responses received for Segment B.

Table 3: Summary of Responses to Segment B Design Options

Segment B: 48th St - 52nd St		
Add shared lane markings (sharrows)	24	10.0%
Remove one side of parking; add bike lane	170	70.8%
Other	24	10.0%
No response	22	9.2%
Total	240	

Segment C (20th St – 48th St)

Both design options for Segment C proposed the removal of one travel lane in each direction, and the addition of either a protected cycle track or a buffered bike lane along the corridor.

Public comment highlighted concerns about medical vehicle access in the Pill Hill area, as well as a desire for a continuous cycle track along Segment C for longer distance commuting. Other concerns were related to safety at intersections, and some respondents expressed interest in seeing dedicated left-turn lanes for cyclists in addition to the bicycle lanes or cycle tracks in order to prevent collisions.

Respondents overwhelmingly supported the cycle tracks option, while a sizable minority supported the buffered bike lanes option.

Table 4: Summary of Responses to Segment C Design Options

Segment C: 20th St to 48th St		
Remove one through lane in either direction, add protected "cycle track"	160	66.7%
Remove one through lane in either direction, add buffered bike lane	49	20.4%
Other	9	3.8%
No response	22	9.2%
Total	240	

Other Design Options

Respondents were asked also their thoughts on additional design options, which include a design concept at “Kasper’s Korner,” located at 45th St and Shattuck Ave, and the inclusion of stormwater planters and parklets. The general response was in favor of all three design options, with “Kasper’s Korner” leading in favor by 62% of respondents, and planters and parklets by over 55% of respondents.

Feedback on Other Key Issues

In addition to changes to the roadway lane configuration, the open houses provided options for addressing several corridor-wide issues. In particular, information was provided in the areas of parking removal and commercial loading, public transit impacts, and pedestrian impacts.

Parking and Loading

Telegraph Avenue has commercial tenants throughout the corridor, with major neighborhood commercial districts in Temescal and Koreatown-Northgate. As a result, on-street parking and commercial loading are important topics to address. Respondents were asked to characterize their willingness to remove existing on-street parking (with and without nearby replacement) in order to accommodate more or different bicycle and pedestrian facilities. Table 5 summarizes the responses to this question, and shows that a majority of respondents would accept some loss in metered parking supply as part of the project.

Respondents were also asked for suggestions on addressing commercial loading along Telegraph, which currently results in double-parked delivery trucks on many portions of the corridors. Table 6 summarizes these responses. Respondents were overwhelmingly opposed to double-parking in either a motor vehicle or bicycle through travel lanes, while approximately half of respondents believed that delivery vehicles should be allowed to park in the center turn lane. A majority of responses suggested working with vendors and merchants to implement loading zones and delivery hours in lieu of allowing double parking or allowing parking in the center travel lane.

Key public comments included an overwhelming opposition to allowing parking in the bike lane due to safety issues and potential impacts with speeding cars. Other comments suggested the use of side streets for loading zones, and concerns about parking overflow into residential streets. More than one respondent suggested a dedicated parking structure to support customers in the Temescal commercial district.

Table 5: Parking Meter Losses Acceptable to Install Complete Street Improvements

Acceptable Changes to Number of Parking Spaces (per Block)		
Remove 6 or more metered spaces	140	58.3%
Remove 6 or less metered spaces	24	10.0%
Remove, but only if removed metered spaces can be relocated nearby	14	5.8%
Do not remove any metered parking spaces	12	5.0%
No response	50	20.8%

Table 6: Preferred Commercial Loading Options

Accommodation of Delivery Vehicles ¹		
Allow double parking in the outside travel lane	50	20.8%
Allow double parking in bicycle lane (where applicable)	24	10.0%
Allow parking in the center turn lane with access to crosswalks	118	49.2%
Work with merchants to implement loading zones/delivery hours	174	72.5%

¹ Respondents allowed to select more than one answer

Transit Operations and Bus Stops

The Telegraph Avenue corridor is a major transit route for the AC Transit 1 and 1R lines. Options to improve the function of Telegraph Avenue for transit were presented for public comment, with a wide variety of responses. Most respondents preferred transit islands combined with cycle tracks, followed by bus bulb-outs with shelters, benches, and real time arrival information. Less popular were the bus pull-out lane option and combining the 1 and 1R into a single line. Table 7 summarizes the responses to the potential transit improvement options.

Respondents generally did not believe that the 1R could be more efficient, citing its speed as a virtue of skipping stops, while the 1 is slower. Other public recommendations included more frequent bus service, expanded sidewalks, and AC Transit bus driver training regarding sharing the road with cyclists.

Table 7: Preferred Transit Improvements

Transit Improvements ¹		
Convert AC Transit Line 1 and 1 R into a single line	93	38.8%
Install bus pull-out lanes	88	36.7%
Install bus bulb-outs with benches, shelters, and real time arrival info	135	56.3%
Install transit islands with cycle tracks behind the bus stop	145	60.4%

¹ Respondents allowed to select more than one answer

Pedestrian Crossings

The open houses presented several options for improving the safety and comfort of pedestrian crossings along Telegraph Avenue. Table 8 summarizes the potential crossing improvements, as well as the percentage of respondents preferring each. Of the proposed options, the most popular pedestrian crossing improvement was shorter crossing distances on Telegraph Ave, followed by higher visibility crosswalk markings, and flashing signals at crosswalks.

Other recommendations included generally “slowing the street” by providing traffic calming measures along the corridor.

Table 8: Preferred Pedestrian Improvements

Pedestrian Improvements ¹		
Shorter pedestrian crossing distances	164	68.3%
Median refuge islands	122	50.8%
High visibility crosswalk markings and signs	150	62.5%
Flashing signals (Pedestrian Hybrid/Rectangular Rapid Flashing Beacons)	130	54.2%
Better pedestrian-scaled lighting on sidewalks and crosswalks	118	49.2%

¹ Respondents allowed to select more than one answer

Conclusion and Recommended Project Options

The overall public response to the materials presented at the open houses suggested a high level of interest in significantly changing Telegraph Avenue. There was broad agreement in favor of pedestrian safety improvements as well as dedicated bicycle facilities. By segment, the most popular design options were:

- Segment A: Remove left-turn lane and one side of parking; add protected "cycle track"
- Segment B: Remove one side of parking; add bike lane
- Segment C: Remove one through lane in either direction, add protected "cycle track"

The results of the open house survey were used in conjunction with the City’s technical analysis to develop the DRAFT Final Plan recommendations.