

Telegraph Avenue Complete Streets *DRAFT Recommendations*



Oakland Public Works Department
September 11 and 13, 2014 Open Houses

Presentation Overview

- › What are complete streets?
- › What problem are we trying to solve?
 - *Stakeholder input*
 - *Technical analysis*
- › Recommended project elements
- › Next steps and implementation

What Are Complete Streets?

- › **Complete Streets** - Ensure that ALL users are safely, comfortably, and adequately accommodated along roads
 - *Streets must do more than move traffic*
 - *Recognize streets as public places*



Oakland Complete Streets Policy

- › Resolution and Ordinance adopted January 2013

Establish the City's intent to ... serve all users and modes. The City ... will use Complete Streets to provide safe comfortable, and convenient travel along and across streets...through a comprehensive, integrated transportation network that serves all categories of users.

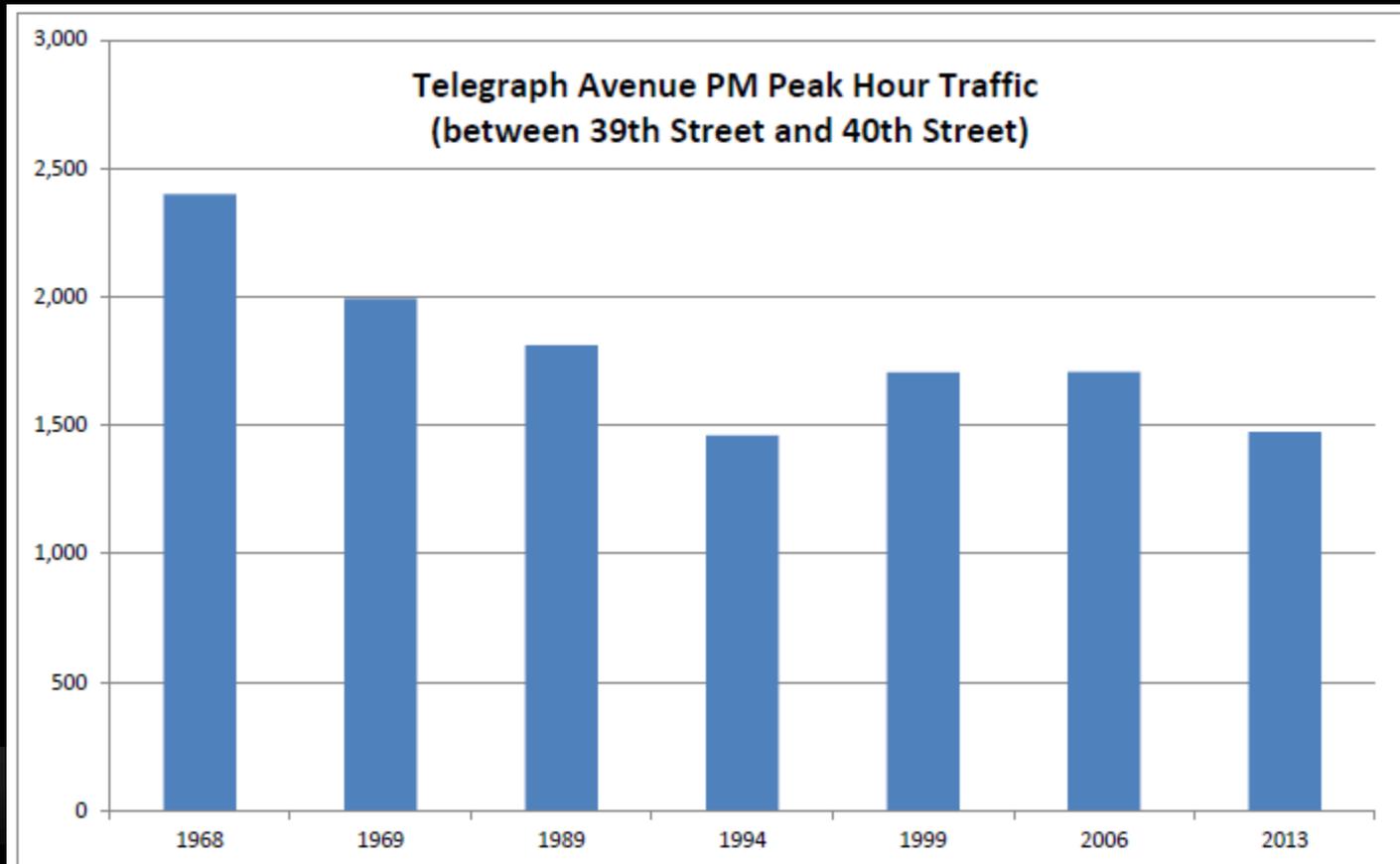
Telegraph is NOT a Complete Street (Yet!)

- › Telegraph Avenue has many roles
 - *Neighborhood commercial districts*
 - *Pedestrian destinations*
 - *Major transit route*
 - *Bicyclist through route*
 - *Access route to BART stations*
 - *Connecting Downtown to North Oakland and Berkeley beyond*
- › Current design serves through motorists at expense of other functions



1970s Design Meets 2014 Challenges

- › Traffic volumes steady (or declining) over past 40 years
- › Bicycling up 300% in past 15 years (130 bicycles per hour)
- › New businesses = new pedestrians

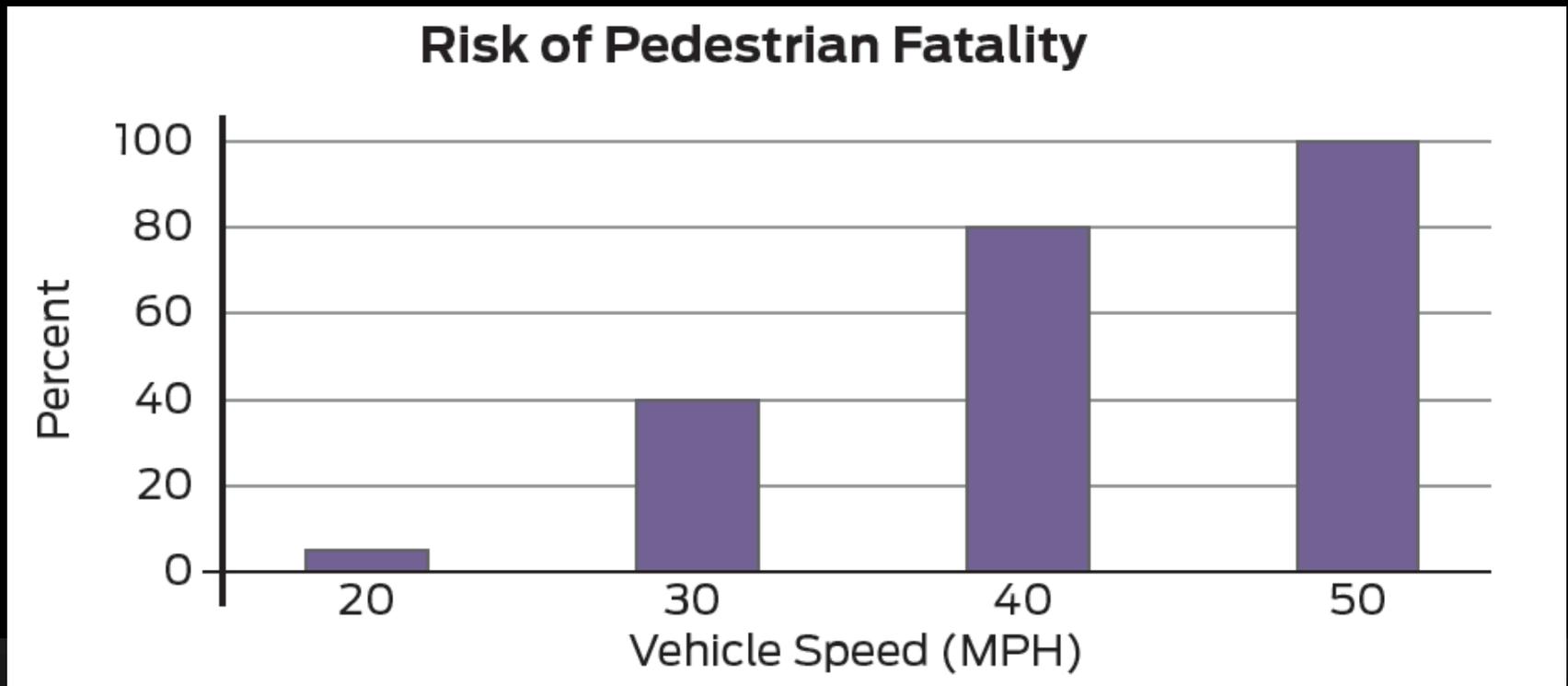


No One Wins



Excess Capacity Leads to Speeding

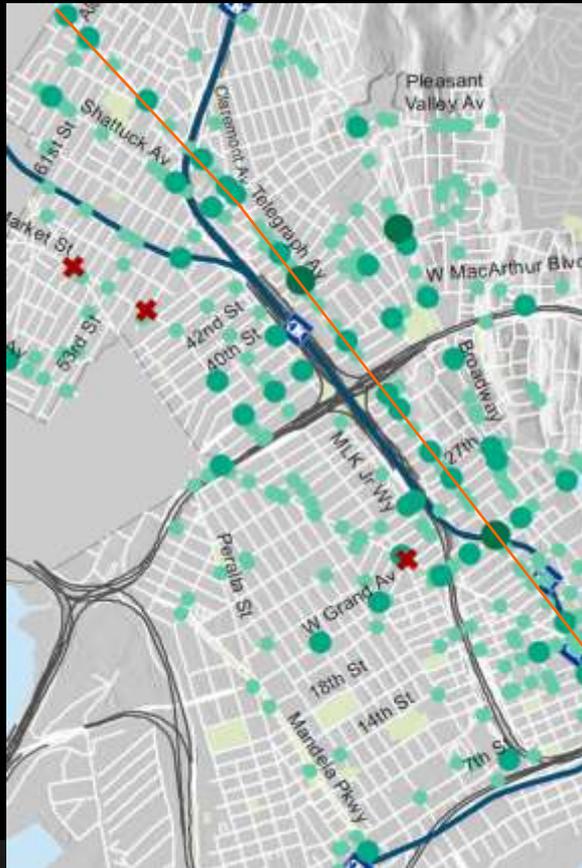
- › Over 80% of drivers exceed the speed limit (25mph)
 - *Average driver travels 30mph or more*
- › Speeding is a safety problem



Safety Challenge

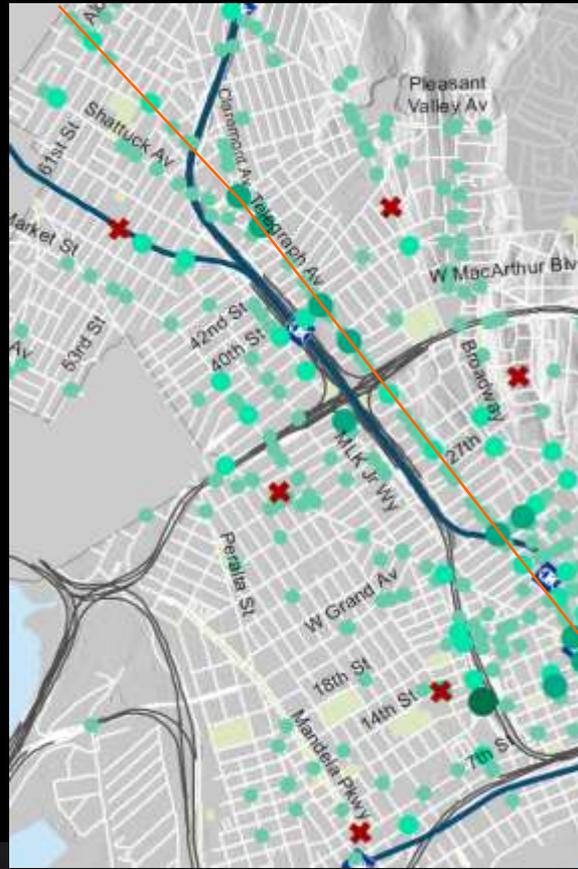
Bicycle Crashes (2007-2011)

- 66 total crashes



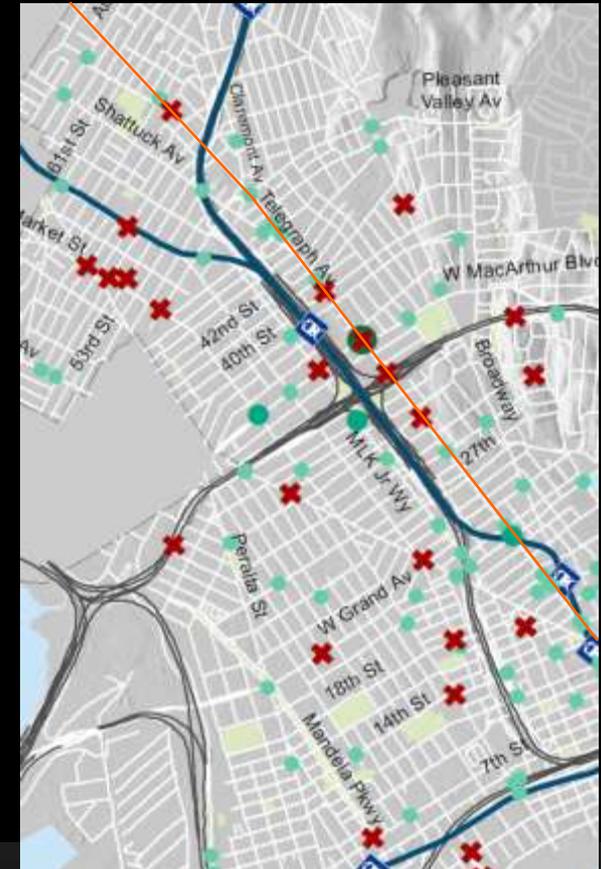
Pedestrian Crashes (2007-2011)

- 68 total crashes



Severe Injury Crashes (2007-2011)

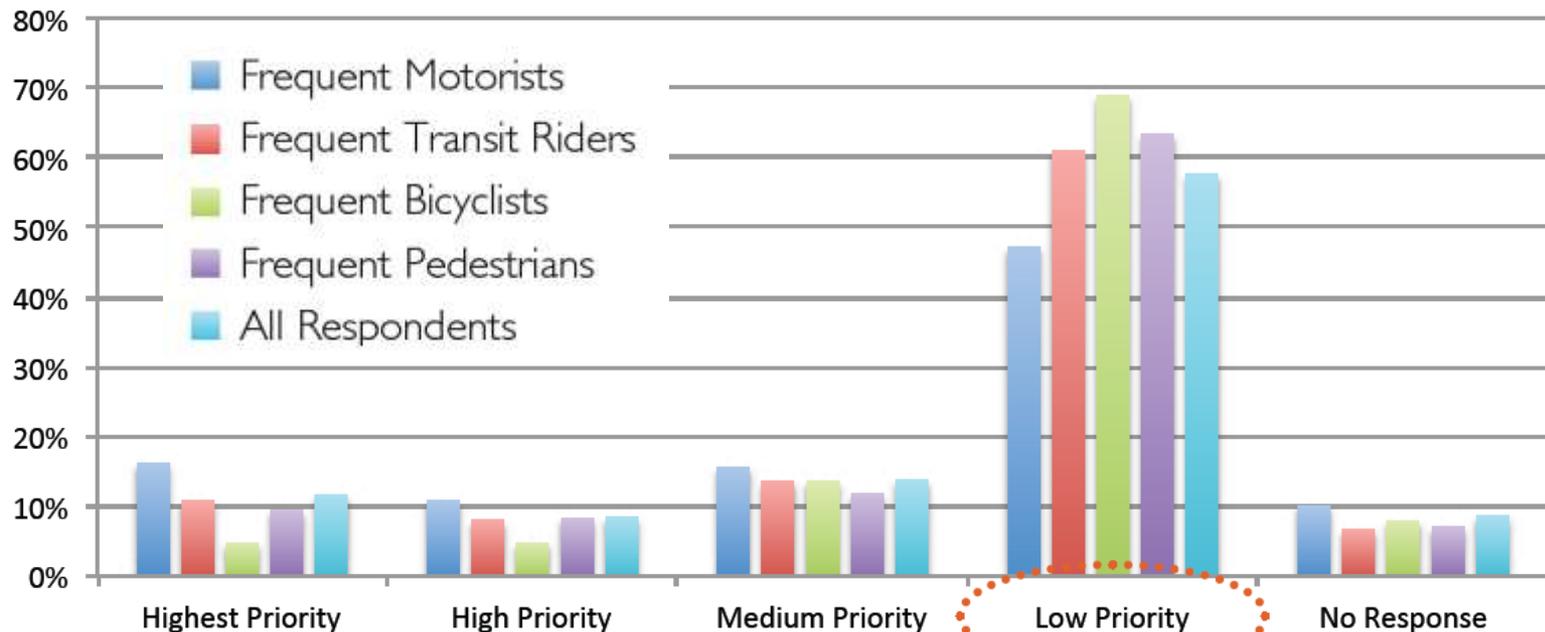
- 16 severe injuries
- 5 fatalities



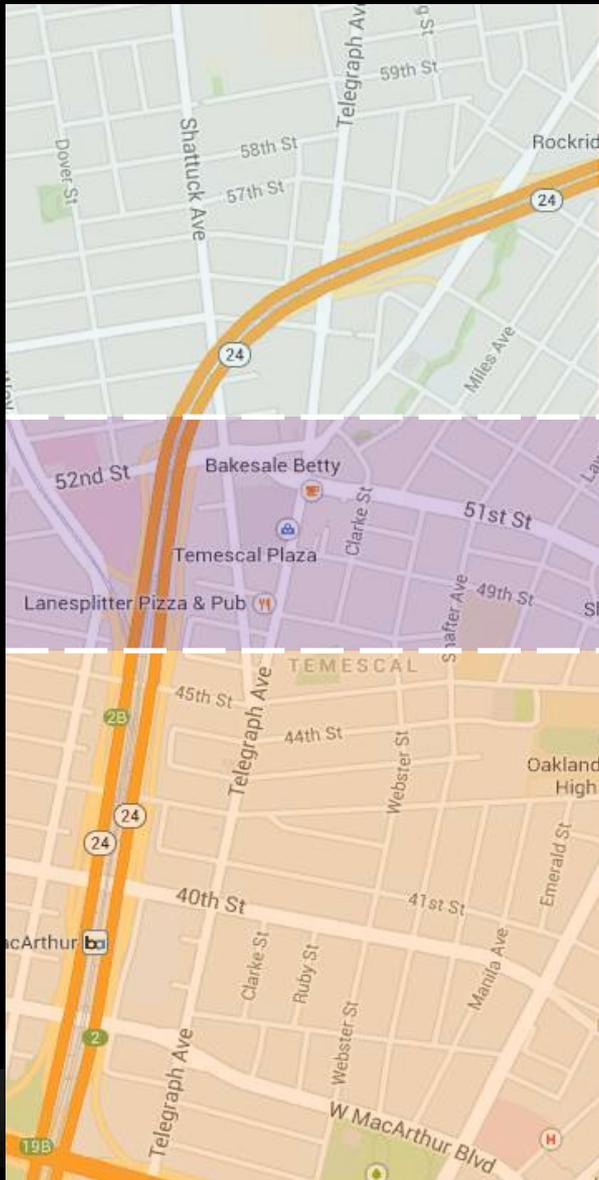
Community Concerns

- › Over 1,100 responses to online survey
 - Fewer than 8% prefer existing street configuration
 - Strong support for better pedestrian and bicycle facilities
 - Results consistent across all user groups

What priority should MOTORIST facilities receive in future improvements to Telegraph Avenue?



Distinct Segments with Distinct Solutions



Segment A (north of 52nd Street)

- High traffic volumes
- Fewer left-turns and pedestrians
- **2 lanes per direction required**

Segment B (48th Street - 52nd Street)

- High traffic volumes and active commercial uses
- Most constrained segment
- **2 lanes per direction plus left turn lane required**

Segment C (south of 48th Street)

- Lower traffic volumes and higher existing speeds
- Least constrained segment
- **1 lane per direction plus left turn lane required**

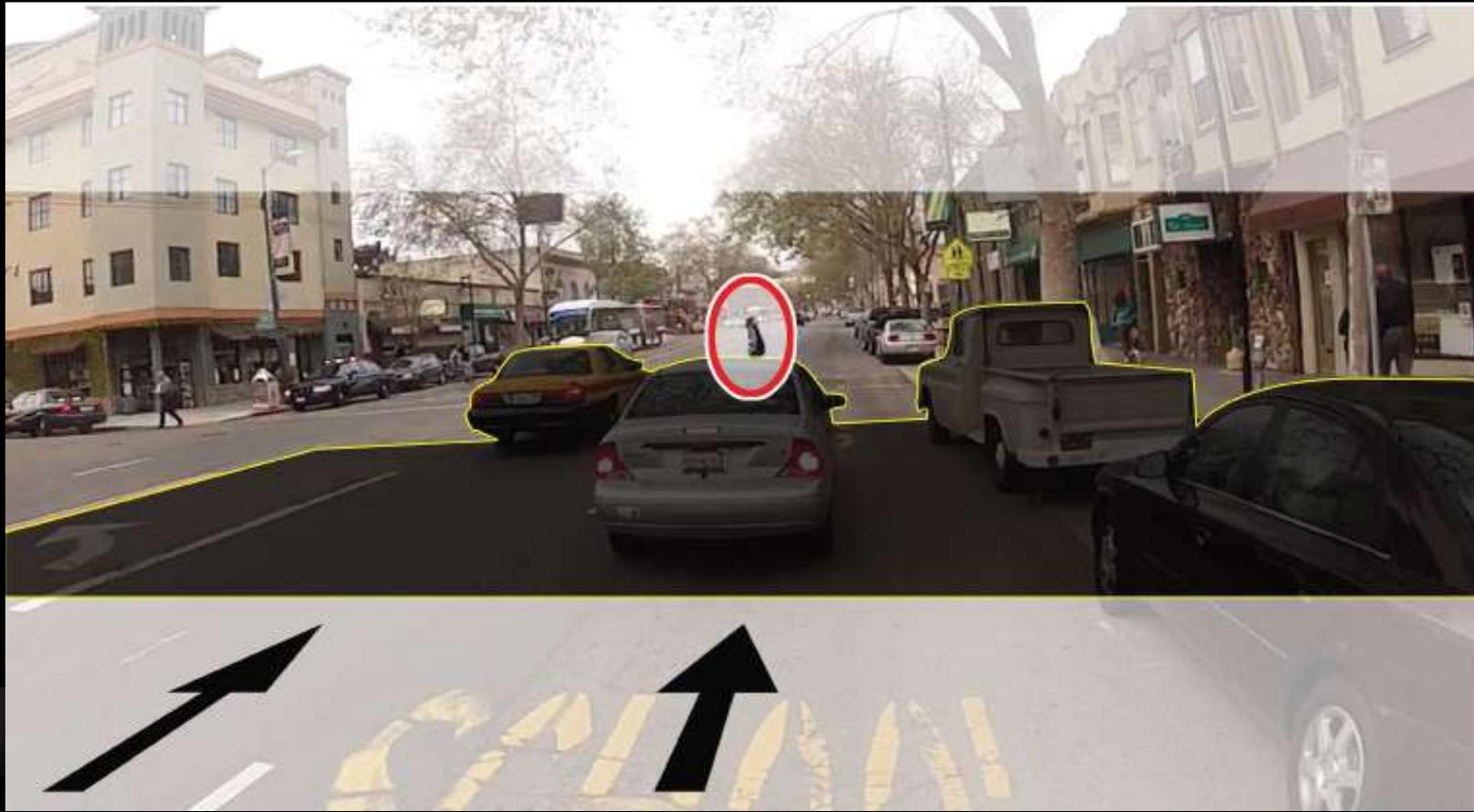
Design Alternatives

- › Presented alternative designs at Spring 2014 open houses
 - *Designs balanced project goals with operational reality (i.e., traffic)*
 - *Assessed potential transit impacts*
- › 240 comment cards received
 - *>90% in favor of removing travel lanes south of 46th St*



DRAFT Recommended Project - Principles

- › Reduce multiple-threat pedestrian collisions
- › Provide bicycle facilities
- › Reduce bus-bicycle conflicts
- › Maintain or improve existing transit speeds



Segment A

- › Install bike lanes
 - *Remove continuous left-turn lane to accommodate*
- › New bus stop and pedestrian crossing between 52nd and 55th



Segment B

- › Relocate bus stops and construct bus bulbs
- › Green-back shared lane markings (sharrows)
- › Pedestrian improvements at Telegraph/Claremont



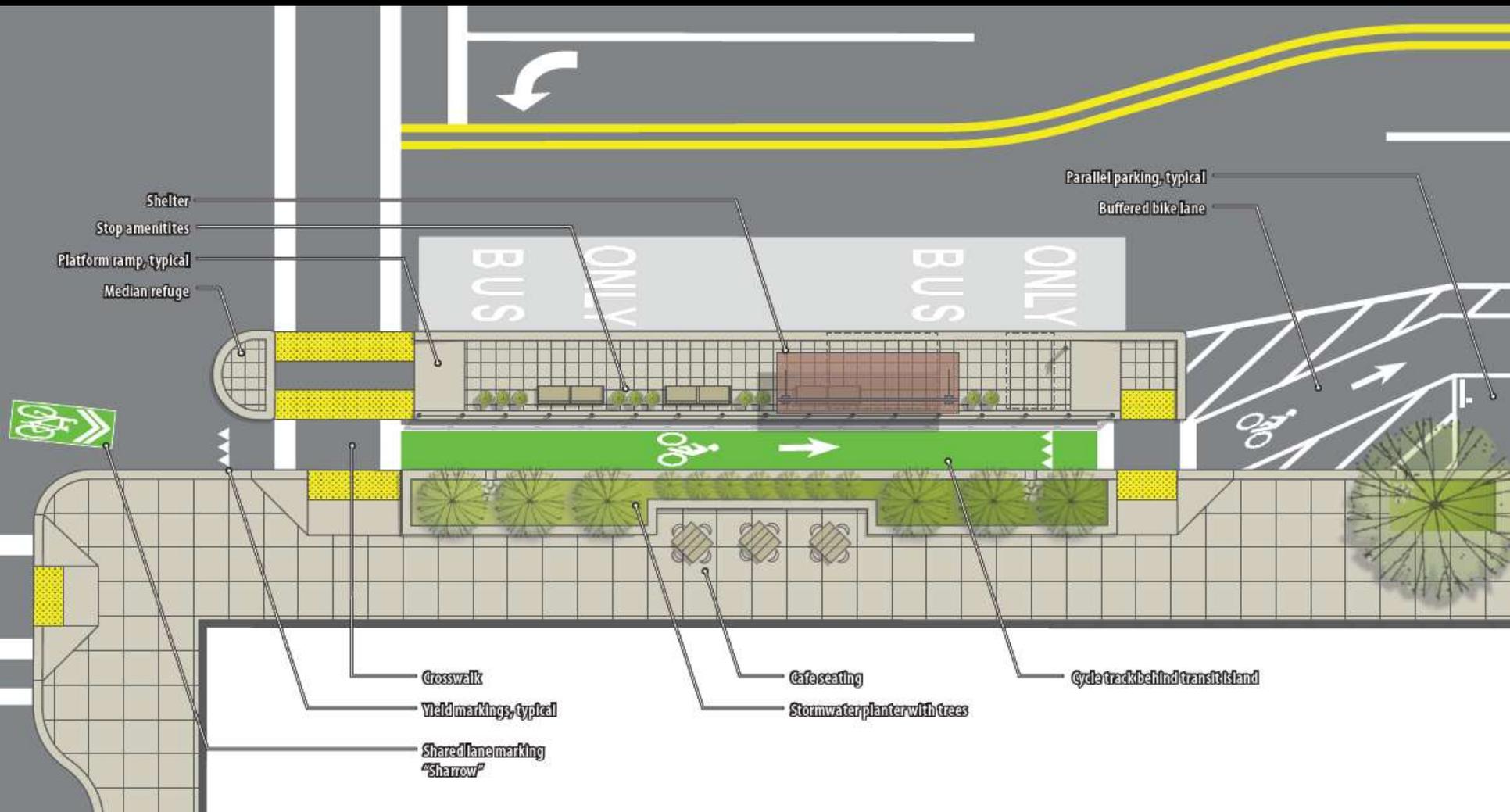
Segment C

- › Buffered bike lanes
 - *Remove travel lane in each direction*
- › Transit boarding islands
- › Right turn lanes at major intersections



Transit Boarding Islands

- › Eliminate bus-bike weaving and leap-frogging
- › Provide space for shelters and benches



New (and Better) Pedestrian Crossings

- › Reduce average distance between crosswalks from 400' to 300'
- › Use T-intersections to provide refuge islands
- › Curb extensions at key intersections
- › Align crossings with bus stops



Evaluation - Traffic

- › Minimal impact on traffic flow
 - *Maintain capacity through most constrained segment near 51st*
 - *Add right-turn lanes at key intersections*
- › “Road diet” can accommodate 15% increase in traffic
 - *Equivalent to 3 MacArthur Transit Villages*



Evaluation - Transit

- › Maintain existing speeds through:
 - *Far-side stops,*
 - *Bus bulbouts*
 - *Bus islands*
 - *Effective use of existing signal priority equipment*
- › Reduce bus-bike conflicts
- › Improve stop amenities
- › Does not preclude future BRT (or queue jumps)



Evaluation - Parking

- › Recommended improvements result in reduction of 80 on-street parking spaces (4% of total supply in study area)
 - *Majority of impact between 52nd and 57th*

Estimated change in parking supply

Location	# of Spaces Lost	Change on Telegraph Avenue	Change including Side Streets
20 th – 34 th	-28	-15%	-3%
34 th – 44 th	-12	-8%	-2%
44 th – 51 st	-2	-3%	-1%
51 st – 57 th	-38	-36%	-10%
Total	-80	-15%	-4%

Next Steps

- › Completion of plan will make project eligible for funding

Implementation Step	Timeframe
Revise draft recommendations	Sept – Oct 2014
City Council approval	Nov 2014
Coordinate with upcoming re-paving (16 th St – 27 th St)	Spring 2015
Seek capital funding!	2015 - ?

Questions?

Thank you!

See www.oaklandnet.com/TelegraphAvenue
for more information

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