

TELEGRAPH AVENUE COMPLETE STREETS IMPLEMENTATION PLAN



STAKEHOLDER OUTREACH AND PUBLIC SURVEY REPORT

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EXECUTIVE SUMMARY

The City of Oakland and the CD+A consultant team (Community Design + Architecture and Fehr & Peers) collaborated on a community survey for the Telegraph Avenue Complete Streets Implementation Plan. The survey asked questions about how community members use Telegraph Avenue, what they believe to be the strengths and weaknesses of the corridor, and what improvements they would most like to see. The information from the survey will inform the development of design options that increase the safety and comfort of all users on the corridor. An appendix to this report includes the survey instrument, a summary of survey responses, and the raw response data. The City of Oakland also interviewed stakeholders representing various groups related to the Telegraph Avenue corridor. Input from these interviews is also included in this report.

More information on the project, including project background, timeline and other materials is available on the project website at www.oaklandnet.com/TelegraphAvenue.

KEY FINDINGS

- Survey respondents largely live and work within or nearby the immediate project area.
- Survey respondents represent an evenly distributed range of users of the four primary travel modes (for all trips – commuting, errands, recreation, etc.). Of all respondents:
 - 26.3 percent most frequently ride a bicycle
 - 25.2 percent most frequently walk
 - 24.1 percent most frequently take transit (BART or AC Transit)
 - 22.1 percent most frequently drive.
- Survey respondents and stakeholders value Telegraph Avenue as a neighborhood commercial corridor because of the many destinations and services available, and because of the direct and convenient connection it provides between these places.
- Survey respondents and stakeholders dislike the auto-oriented nature of the Telegraph Avenue corridor and the conflicts that exist between transportation modes. They would like to see improvements for bicycling and walking, as well as riding transit, prioritized over improvements for driving.
- The most requested improvements include:
 - continuous bicycle facilities, specifically protected lanes and green paint to promote safety and visibility;
 - pedestrian realm and safety improvements, including better pedestrian lighting and crossing improvements;
 - better bus stop amenities and more reliable bus service;
 - improvements to roadway conditions, including better roadway lighting, repaired pavement and improved striping visibility; and,
 - traffic calming and less vehicle speeding, including traffic signal synchronization to reduce congestion and manage vehicle speeds.
- Survey respondents representing all travel modes overwhelmingly agree with regard to the above key survey findings (i.e., responses by frequent motorists closely mirror the responses from frequent transit riders, bicyclists, and pedestrians).



OUTREACH OVERVIEW

OUTREACH PROCESS

The City seeks to use a multi-pronged outreach approach for the Telegraph Avenue Complete Streets Implementation Plan to solicit input from a broad and representative range of users. To date, the project has engaged stakeholders in a series of interviews, and has conducted an online survey of the general public.

STAKEHOLDER INTERVIEWS

As part of the project's overall outreach efforts, City staff conducted a total of eight stakeholder interviews with neighborhood associations, advocacy groups, and transit agencies to better understand the opportunities, challenges, and concerns of people who use and visit Telegraph Avenue. Stakeholder interview participants represented a variety of perspectives and experiences, including new and long time residents, business owners, transit drivers, and active transportation advocates.

ONLINE SURVEY

The City developed an online survey to solicit input from the general public. It was posted on the City's project website on December 3rd, 2013 and ran through February 7th, 2014. Stakeholder groups were asked to circulate the survey link to their constituents via email lists and social media (e.g., Twitter). Groups to whom the survey was provided for wider distribution include:

- Longfellow Neighborhood Association
- KONO Community Benefits District
- Greater Mosswood Neighborhood Association
- Nextdoor.com neighborhood groups (Rockridge, Shafter, Temescal, Longfellow, Bushrod, Santa Fe, Piedmont Avenue)
- Rockridge Community Planning Council
- Temescal Business Improvement District

- Temescal Merchant's Association
- Walk Oakland/Bike Oakland (WOBO)
- Bike East Bay (formerly named the East Bay Bicycle Coalition)

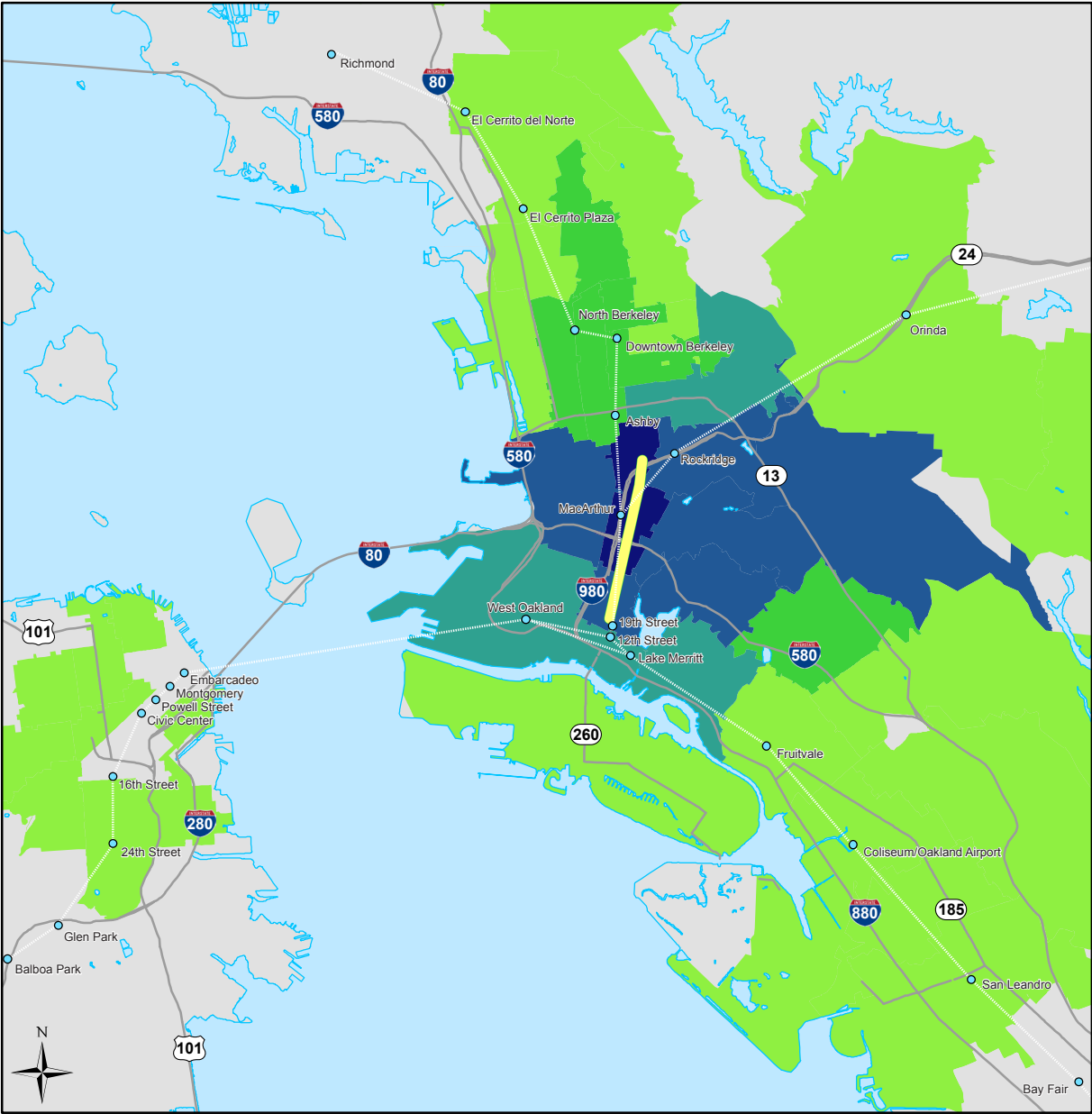
The survey was also advertised via flyers that were distributed to local business and posters that were posted within view of bus stops and popular destinations along the corridor. Finally, the East Bay Express published an article about the project and provided the survey link to its readers.

SURVEY RESPONDENTS

HOME AND WORK LOCATIONS

Over 1,100 individuals responded to the survey. Exhibit 1 and Exhibit 2 show the home and work ZIP codes for respondents, respectively. These maps show that the strongest concentration of respondents live immediately around and just north of the project corridor in the Temescal, Mosswood, Pill Hill, Longfellow, KONO, Bushrod and Elmwood neighborhoods. Strong representation of residents is also shown in the surrounding Oakland neighborhoods both in the flatlands and the hills, as well as in the cities of Emeryville, Piedmont and the southern portion of Berkeley. The largest number of residents from a single ZIP code was 94609, which surrounds most of the Telegraph Avenue corridor, with 373 responses. This represents 2 - 4 percent of the 9,700 households in the area, depending on how many households submitted multiple responses.

Similarly, the strongest concentration of respondent work locations include neighborhoods located immediately around the project corridor, including Uptown and the neighborhoods west of Lake Merritt, as well as on the campus of UC Berkeley. The map also shows that strong concentrations of respondents work throughout West Oakland, Emeryville, Downtown Berkeley, and the central spine of employment areas in San Francisco defined by the BART stations between the Embarcadero and 16th Street stations.



SURVEY RESPONDENTS' HOME LOCATION

- BART Stations
- Telegraph Project Corridor
- Major Highways

Respondent Home Location

- 126 - 373
- 30 - 125
- 17 - 29
- 8 - 16
- 1 - 7
- 0

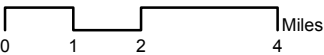
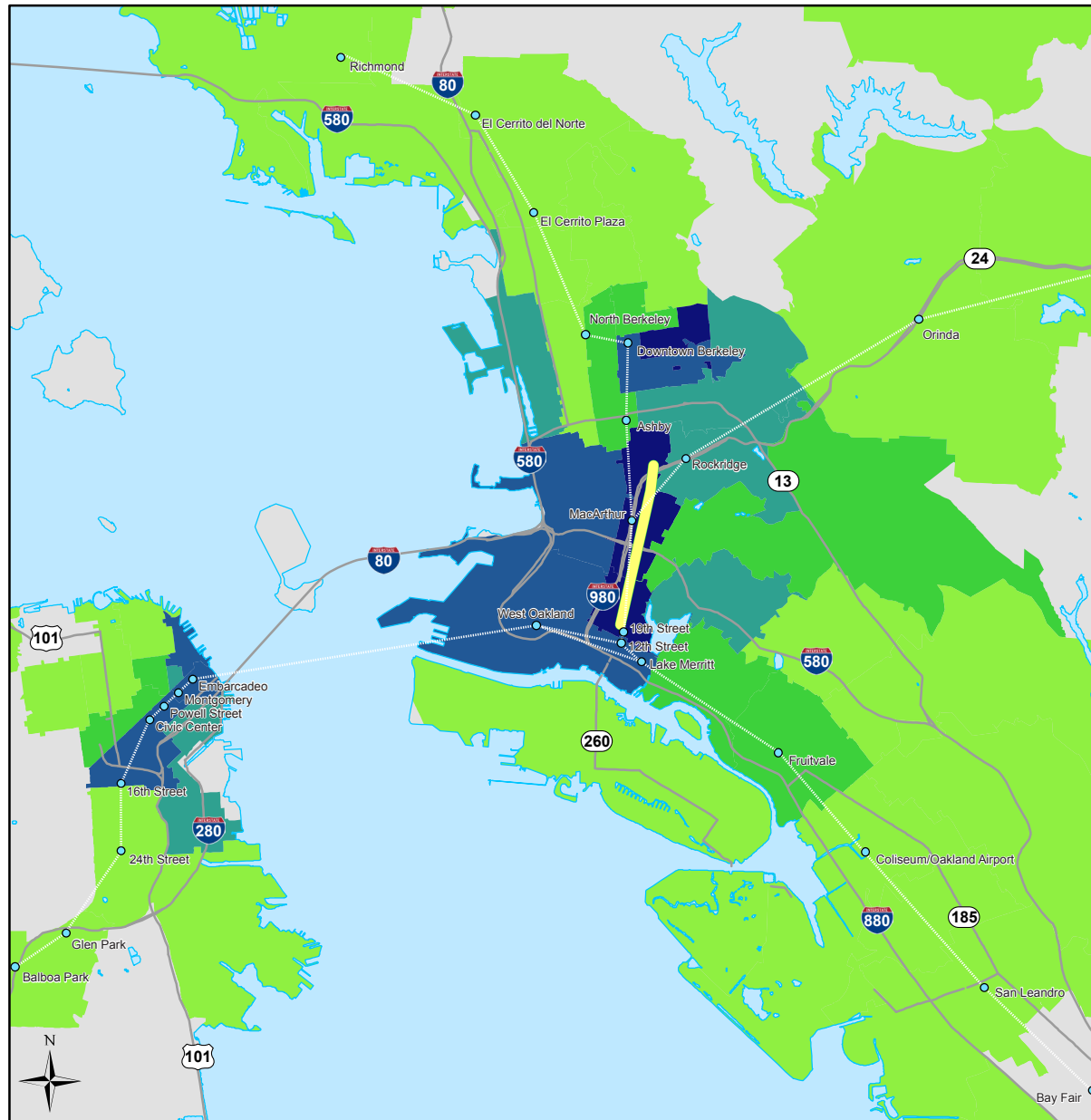


Exhibit I: Respondents' Home Location



SURVEY RESPONDENTS' WORK LOCATION

- BART Stations
- Telegraph Project Corridor
- Major Highways

Respondent Work Location

	48 - 135
	20 - 47
	12 - 19
	6 - 11
	1 - 5
	0

0 1 2 4 Miles

Exhibit 2: Respondents' Work Location

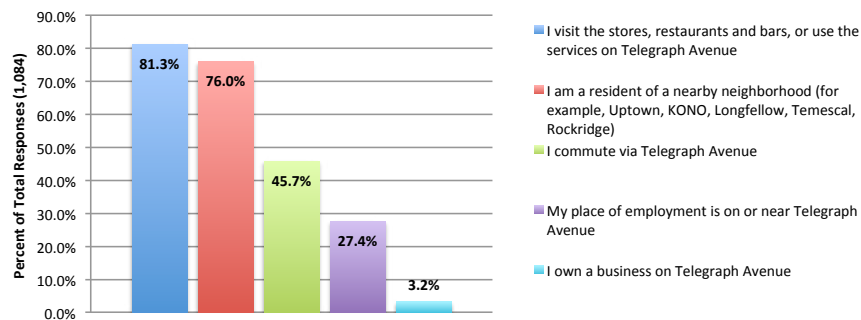


Exhibit 3: What is your connection to Telegraph Avenue?

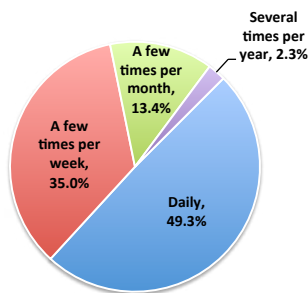


Exhibit 4: How often do you visit or pass through Telegraph Avenue?

Mode	Frequency			
	"1"	"2"	total	Average
Drive	317	148	465	22.1%
AC Transit	86	99	185	8.8%
BART	113	210	323	15.4%
Bicycle	409	144	553	26.3%
Walk	219	312	531	25.2%
Other	42	5	47	2.2%
TOTAL	1186	918	2104	100%

Exhibit 5: Respondent use of transportation modes, ranked as frequency "1" and "2" on a scale from "1" - "6"

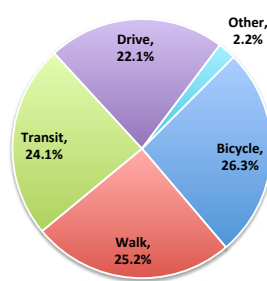


Exhibit 6: Respondents' most frequently used mode of transportation

CONNECTION TO TELEGRAPH AVENUE

Exhibit 3 shows responses to the survey question "What is your connection to Telegraph Avenue?" Respondents were free to choose multiple options, and the vast majority indicated that they visit the Avenue's commercial uses and services, and that they are residents of nearby neighborhoods. Nearly half of respondents indicated that they commute via Telegraph, and slightly less than one-third work on or near Telegraph.

Thirty-five respondents indicated that they own a business on Telegraph Avenue. Business owners' answers were reviewed in isolation, showing similar concerns and suggestions to overall results. Because of the small number of responses and similarity with the general population's responses, business owners are not assessed separately in this report. Many business owners participated in the stakeholder interviews as well, and their feedback is incorporated throughout this report.

The survey also asked respondents "How often do you visit or pass through Telegraph Avenue?" As illustrated in Exhibit 4, just under half of respondents answered "daily" while an additional one-third of respondents answered "a few times per week" indicating that the majority of respondents are very frequent users of the corridor.

TRANSPORTATION USE AND FREQUENCY

Respondents also provided the relative frequency with which they use various modes of transportation. Respondents indicated frequency on a scale from "1" (most frequent) to "6" (least frequent). Exhibit 5 shows the modes that respondents indicated they use most frequently, with "frequent" defined as a rank of "1" or "2" on the six-point scale. This definition includes respondents who use multiple modes with similar frequency. This accounts for typical "multi-modal" travel scenarios, including people who drive or ride a bicycle to a BART station, or people who walk to a bus stop, and then continue their journey via transit. It would also include people who may bicycle to work, but drive for many other trips. Some respondents ranked multiple travel modes as "1" or "2", suggesting they use these modes with the same frequency. Each of these entries is counted individually.

The far right column of Exhibit 5 consolidates the "1" and "2" responses into a single category, "frequently used mode of transportation". The results of this consolidation (combining BART and AC Transit into a single "Transit" category) reveal an even split as shown in Exhibit 6. The respondents are evenly distributed between the four primary travel modes: bicycling (26.3 percent), walking (25.2 percent), transit (24.1 percent), and driving (22.1 percent). As a result, survey responses provide substantial feedback from users of all of the primary transportation options along the corridor.

EXISTING STRENGTHS

Survey respondents and stakeholder interviewees expressed general consensus about the strengths of the Telegraph Avenue; namely the great variety and number of popular destinations on the corridor and the direct connection it provides between these destinations.

SURVEY RESPONSE

In response to the survey question, “what do you like best about Telegraph Avenue?” the wide variety of businesses and services available was the most popular response, as shown in Exhibit 7. Respondents also appreciate the useful and direct connection Telegraph provides to destinations both generally (28.7 percent), and for specific modes (bicycling – 7 percent, transit – 6.5 percent, driving – 4.3 percent). Other responses include the sense of place and eclecticism of the corridor, as well as the character of the pedestrian realm, including the walkable environment, feeling of safety, and trees and landscaping.

STAKEHOLDER RESPONSE

Stakeholder interviewees provided similar feedback on Telegraph Avenue's strengths. They reported that land uses along the corridor generally support pedestrian activity with many shopping, dining, and entertainment destinations, especially in the Temescal neighborhood. This makes Telegraph Avenue a destination for travelers originating both within and outside of Oakland. Stakeholders shared that they enjoy the artwork, murals, trees and landscaping along Telegraph Avenue where they are present.

Stakeholders also recognized Telegraph Avenue's importance as the main thoroughfare for a large portion of Oakland, for public transit, vehicles and bicyclists alike. They felt that Telegraph Avenue is a busier street than parallel routes in part because of it offers a more direct route and has more destinations than other options. The close proximity to the MacArthur BART station and accessibility to other destinations by bicycle is also a major draw for nearby residents.

Response category	#	%
Wide variety of businesses and services available	690	73.0%
Good/direct connections to destinations	271	28.7%
Eclecticism/diversity of people and cultures	110	11.2%
Sense of place/street life and activity/architecture	100	10.6%
Walkable environment/wide sidewalks for pedestrians	71	7.5%
Good/convenient bicycle route	66	7.0%
Access to buses and BART	61	6.5%
Easy to drive/convenience vehicle route	41	4.3%
Feels safe	25	2.7%
Wide street	23	2.4%
Art Murmur/Events	21	2.2%
Trees/landscaping	19	2.0%

Exhibit 7 What do you like best about Telegraph Avenue?

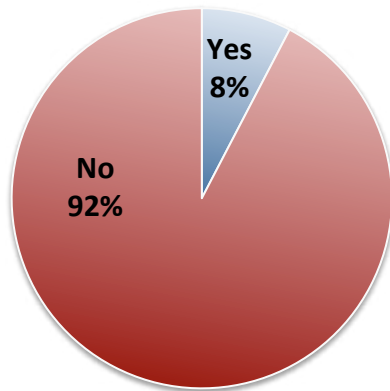


Exhibit 8: Do you feel that the existing configuration of Telegraph Avenue adequately balances the needs of all users?

Response category	#	%
Provide bicycle lanes (painted lanes)	314	33.1%
Higher quality and safer pedestrian realm and crossings	232	24.5%
Safety enhancements for bicyclists (buffers, green paint, signs, etc.)	201	21.2%
Better pavement conditions	194	20.4%
Increased variety and density of businesses	106	11.2%
More trees/landscaping/greenery	91	9.6%
Improved safety/less illicit activity and crime	84	8.9%
Less vehicle speeding (improve traffic calming)	80	8.4%
Better cleaning/maintenance of sidewalks and roadway (less litter/graffiti)	78	8.2%
Better business climate and business retention (less vacancy)	71	7.5%
Less vehicle congestion	65	6.9%
Provide protected bicycle lanes (physical separation / cycle tracks)	53	5.6%
Less car-oriented/fewer vehicle lanes/narrower roadway	53	5.6%
Better lighting	51	5.4%
Better signal timing/synchronization	44	4.6%
Better transit speed	38	4.0%
Better transit reliability	30	3.2%
Improve highway underpasses (HWY-24, 580)	29	3.1%
More parking	29	3.1%
More pedestrian activity	22	2.3%
Improved intersections for vehicle traffic	18	1.9%
Higher quality bus stops/amenities	14	1.5%
More bicycle parking	10	1.1%
Less parking	7	0.7%

Exhibit 9: What do you wish were different about Telegraph Avenue?

EXISTING CHALLENGES

CORRIDOR-WIDE CHALLENGES

Stakeholder interviewees and survey respondents expressed general consensus about the challenges that face Telegraph Avenue. Among these, the most commonly identified challenge were the conflicts between transportation modes, especially between vehicles/buses and bicyclists/pedestrians, and the auto-oriented nature of the corridor.

SURVEY RESPONSE

In response to the question, “Do you feel that the existing configuration adequately balances the needs of all users (pedestrians/cyclists/motorists/transit riders)?” 92 percent of respondents answered “no” (see Exhibit 8). This clearly indicates the desire for change on Telegraph Avenue.

Exhibit 9 summarizes respondent desires for changes to Telegraph Avenue. The most common responses relate to bicycling – requests to provide bicycle lanes (33.1 percent) and safety enhancements for bicyclists (21.2 percent). Many respondents requested improvements to the pedestrian realm and crossings (24.5 percent) and improvements to pavement conditions (20.4 percent). The other categories of responses relate primarily to the pedestrian realm, transit speed and reliability, lighting, parking, the perceived auto-oriented nature of the corridor.

STAKEHOLDER RESPONSE

The stakeholder interviews reveal similar concerns to those voiced by survey respondents. Stakeholders believe that conflicts between different modes create safety concerns and congestion issues, and that while Telegraph Avenue seems relatively wide, travelers often compete for the same space. As a result, the current shared lane situation does not work well and results in frequent conflicts between bicyclists and vehicles/transit. Moreover, the number of lanes, speed of traffic, and lack of drivers yielding at crosswalks makes crossing Telegraph Avenue difficult for pedestrians. Additional stakeholder input was consolidated into the following categories by mode:

Driving: Stakeholders observed that driving conditions vary along different parts of the Telegraph Avenue corridor.

- Telegraph Avenue needs to move a lot of traffic because it is a thoroughfare. At the same time, it contains many commercial districts where high-speed traffic is undesirable. The design for Telegraph Avenue must balance these objectives.
- Drivers tend to proceed more slowly between 40th and 51st Streets. There are more pedestrians, and drivers are generally more careful. There is also more congestion during the peak commuter hours. South of 40th Street, the design and feel of Telegraph encourages higher speeds. Overall, the wide lanes seem to encourage speeding.
- The pavement is in poor condition, which is noticeable even when in a car.

Transit: Stakeholders related that good transit service is desirable, but as it exists transit on the Telegraph Avenue corridor is often unreliable and unappealing.

- Public transit plays an important role linking Telegraph Avenue neighborhoods, especially over longer distances and in places where it is unpleasant to walk. However, stakeholders feel that AC Transit service on Telegraph Avenue is unreliable, with considerable bus bunching followed by long delays. Many prefer the IR to the I, and will wait for a IR rather than boarding a local.
- Several participants shared that if going downtown, they prefer to take Line 51 or BART over the I, while others travel by bicycle because it is more convenient. Reliability is valued more than speed because there are other alternatives that people can use, such as BART or cycling, if they want to get somewhere quickly.

- Because of substandard bus stops and conflicts with other modes, buses are often unable to pull into stops completely, blocking traffic. Some of the bus stops and shelters feel uninviting and unsafe due to vandalizing, unpleasant smells, and loitering.
- AC Transit drivers requested that a separate lane be provided for bicyclists to reduce bus/bicycle conflicts.

Bicycling: Stakeholders felt that accommodations for bicyclists are inadequate; however, they observed that bicyclists continue to use Telegraph Avenue in increasing numbers despite the lack of bicycle facilities on the corridor.

- Many stakeholders were concerned about the high speed of cars combined with the lack of a separate or protected bicycle facility and the poor condition of roadway pavement. A survey conducted by Bike East Bay found that the lack of bike lanes is the most disliked aspect of bicycling on Telegraph Avenue.
- Generally, there is sufficient bicycle parking along the corridor, and the on-street bicycle parking corrals work well. Where there is not enough convenient bicycle parking, people park bikes to signs and/or parking meters. This clutters the sidewalk and can pose obstacles to pedestrians and other users.

Walking: Stakeholders felt that the lack of adequate pedestrian and roadway lighting, the uninviting freeway underpasses, and absence of positive uses of public space contribute to public safety concerns for pedestrians.

- The freeway underpasses are often sites for dumping, graffiti and homeless encampments, creating an unappealing environment for pedestrians and bicyclists passing through. Despite the proximity to BART and the I/IR bus routes, residents often drive to destinations on Telegraph Avenue because they feel unsafe around the underpasses.
- Many residents do not feel comfortable walking at night, particularly south of 40th Street. The lighting that was recently added north of 40th Street makes the area feel safer to walk in at night. South of 40th Street there are fewer “eyes on the street” and poor lighting.
- Stakeholders felt that vacant businesses encourage loitering and contribute to the corridor feeling less safe.

ACCOMMODATION OF TRAVEL MODES

Survey respondents evaluated the following statement for each mode: “The current configuration safely and comfortably accommodates the needs of the following users (Pedestrians / Bicyclists / Motorists / Transit Riders)”.

SURVEY RESPONSES CLASSIFIED BY TRAVEL MODE

Using survey respondents' answers to Question #5, in which they identified the modes that they used most frequently (see Exhibit 6), respondents were classified into four subgroups: “Frequent Motorists”, “Frequent Bicyclists”, “Frequent Transit Riders”, or “Frequent Pedestrians”. The answers given by respondents from each of these subgroups are assessed separately to show how members of one subgroup compare with members of the other subgroups, and how they compare with the average of all survey respondents. Exhibit 10 through Exhibit 13 show how survey respondents as a whole, and as frequent users of one particular mode, responded to the questions.

The results show considerable agreement across each subgroup of travelers. Respondents generally feel that motorists are relatively well accommodated (Exhibit 10), whereas bicyclists are not (Exhibit 12). Respondents have mixed feelings or no opinion about the accommodation of transit riders, with relatively few respondents feeling strongly one way or the other (Exhibit 11). There was a similarly mixed response to opinions about the accommodation of pedestrians, though fewer people have no opinion and the respondents tended to feel that pedestrians were currently not well accommodated (Exhibit 13).

The current configuration safely and comfortably accommodates the needs of MOTORISTS

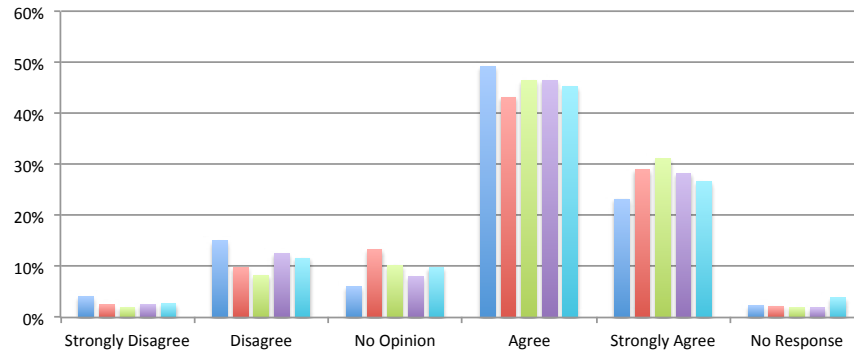


Exhibit 10: Accommodation of motorists

The current configuration safely and comfortably accommodates the needs of TRANSIT RIDERS

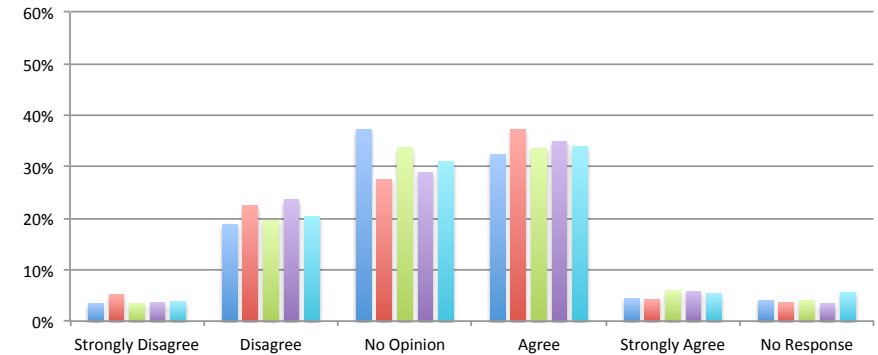


Exhibit 11: Accommodation of transit riders

The current configuration safely and comfortably accommodates the needs of BICYCLISTS

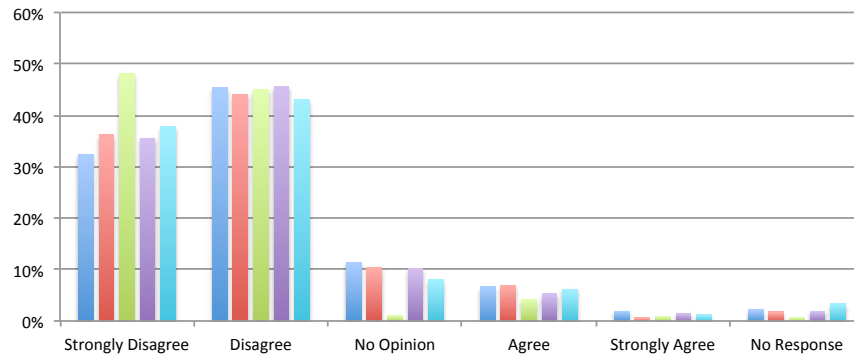


Exhibit 12: Accommodation of bicyclists

The current configuration safely and comfortably accommodates the needs of PEDESTRIANS

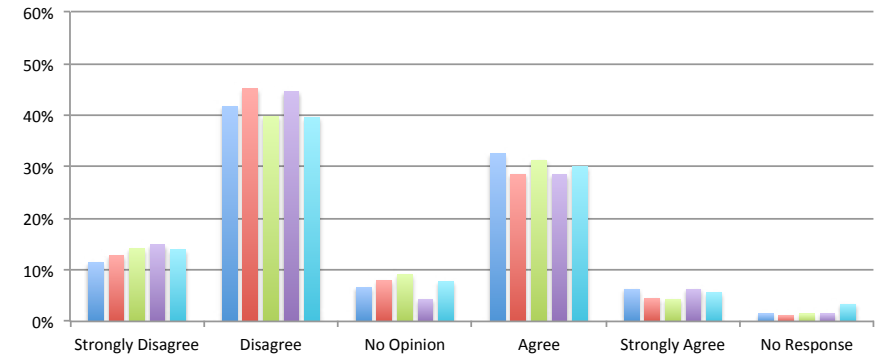


Exhibit 13: Accommodation of pedestrians

Respondent Categories:

- Frequent Motorists
- Frequent Transit Riders
- Frequent Bicyclists
- Frequent Pedestrians
- All Respondents

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

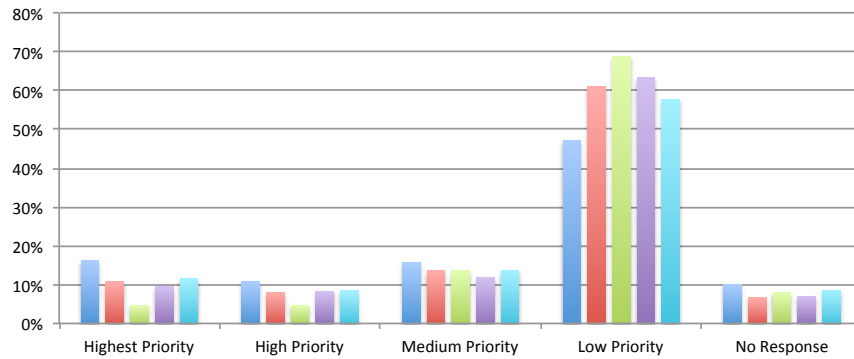


Exhibit 14: Priority for motorist facility improvements

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

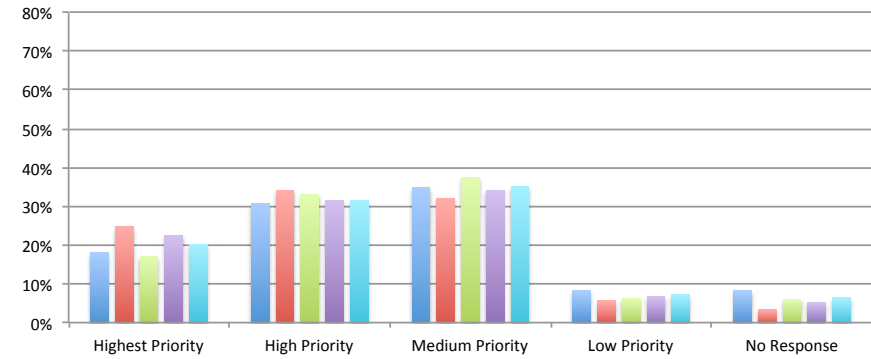


Exhibit 15: Priority for transit facility improvements

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

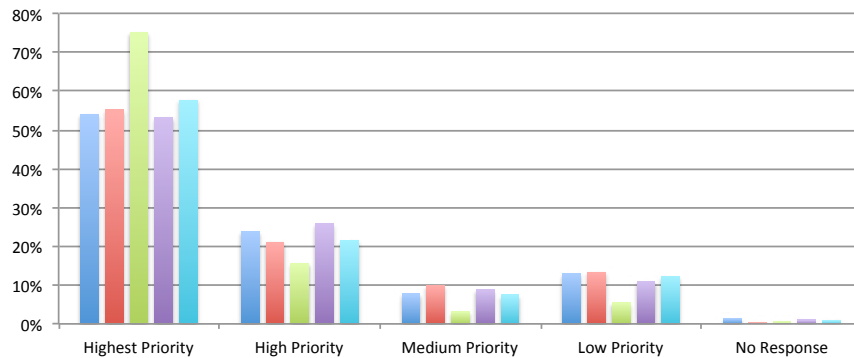


Exhibit 16: Priority for bicycle facility improvements

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

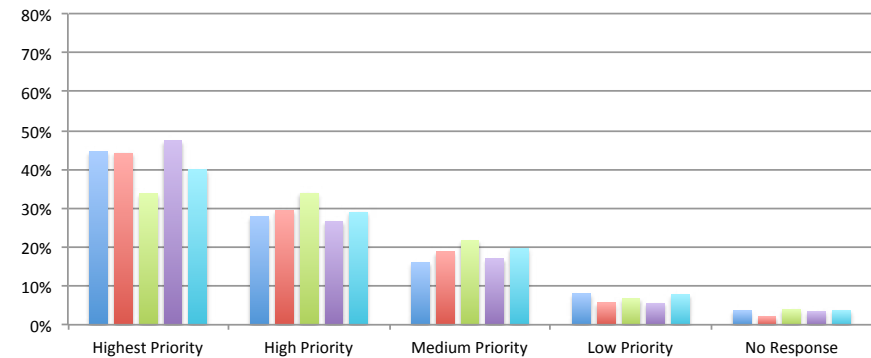


Exhibit 17: Priority for pedestrian facility improvements

Respondent Categories

- Frequent Motorists
- Frequent Transit Riders
- Frequent Bicyclists
- Frequent Pedestrians
- All Respondents

A BETTER TELEGRAPH

PRIORITIZING IMPROVEMENTS BY TRAVEL MODE

Respondents were asked which mode(s) of transportation should receive higher priority in any future improvements to Telegraph Avenue. These responses were also cross-referenced with Question #5 to understand whether users of different travel modes have similar or different opinions about the priority for improving the facilities of the various modes. The results, as shown in Exhibit 14 through Exhibit 17, again show general agreement across subgroups.

Respondents strongly indicate that bicycle facilities should have the highest priority for future improvements (Exhibit 16). While the “frequent bicyclists” subgroup provides the highest percentage of votes by mode, more than 50 percent of the members of the other subgroups concur, including “frequent motorists”. This is consistent with the sentiment of respondents and stakeholder interviewees that **conflicts between bicyclists and other modes should be reduced by designating separate roadway space for bicyclists**. Approximately 10 percent of respondents recommended that bicycle facilities have the lowest priority.

Respondents support high priority for pedestrian improvements (Exhibit 17). “Frequent pedestrians” are most supportive of pedestrian improvements, but other subgroups provide very similar levels of support as well. Very few respondents indicated that pedestrian improvements should have low priority.

Respondents support “medium” to “high” priority for transit improvements overall (Exhibit 15). While the “frequent transit rider” subgroup indicates more support for the “high” and “highest” priority levels, the tallies among each subgroup are largely congruent. As with pedestrian improvements, very few respondents indicated that transit improvements should have low priority.

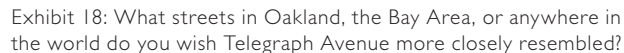
Finally, **respondents overwhelming support motorist facilities having the lowest priority in any future improvements** (Exhibit 14). Even the “frequent motorists” subgroup indicates motorist facilities should have a low prioritization, albeit at a somewhat lower rate than other subgroups.

These results suggest that people see the current configuration of Telegraph Avenue as sub-optimal, and that there is substantial agreement on the broad outline on how conditions should be improved. Specifically, respondents communicate the need to improve the comfort and safety of non-auto travel along Telegraph, and place the lowest priority on improvements for motorists.

MODEL STREETS

Respondents were asked, “What streets in Oakland, the Bay Area, or anywhere in the world do you wish Telegraph Avenue more closely resembled?” Responses ranged from local examples to streets and even entire cities and countries around the world. The results are shown as a word cloud in Exhibit 18; the larger the text, the more common that suggestion.

The three most common streets suggested as a model for Telegraph Avenue are Valencia Street in San Francisco, College Avenue in Oakland, and Market Street San Francisco. Valencia Street recently underwent a road diet to remove a vehicle lane and provide bicycle lanes and widened sidewalks, and features many parklets and active commercial-retail uses. College Avenue in Oakland features long stretches of commercial-retail uses, relatively narrow pedestrian crossing distances, the popular 51A and 51B AC Transit bus lines, and provides access to Rockridge BART. San Francisco’s Market Street has a wealth of commercial and employment uses, provides access to streetcars, buses and BART stations, includes improved transit amenities such as new shelters, real-time arrival information, and bus bulb-outs, and has experimented with interim protected bicycle lanes as part of ongoing redesign efforts.



A photograph showing a person riding a bicycle on a city street. The cyclist is wearing a white shirt, blue jeans, and a backpack, and is riding on the left side of the road. To the right of the cyclist is a sidewalk cafe with red metal tables and chairs. In the background, there are buildings, trees, and a large truck with advertisements for beer and food. The scene is set in a sunny, urban environment.

A man in a light blue shirt and dark pants is walking across a crosswalk, carrying a white bag. The street is lined with trees and buildings, and there are cars parked along the side. A white van is driving in the distance.

Amsterdam, The Netherlands



Copenhagen, Denmark



Grand Avenue, Oakland



40th Street, Oakland



Portland, Oregon



Other local streets include the Oakland examples of Piedmont Avenue, Grand Avenue, Shattuck Avenue and Lakeshore Avenue, all of which feature bicycle lanes and many local destinations while serving to link various parts of the city. Another Oakland example was 40th Street, on which green paint and pavement markings to demarcate space for cyclists is being tested, and which connects Oakland neighborhoods with commercial centers, hospital uses, and MacArthur BART station.

The most common international examples included Amsterdam, Copenhagen and the Netherlands. These examples share widespread adaptation of protected bicycle facilities such as cycle tracks and off-street pathways on thoroughfares, and a high volume of bicyclists on other streets than engenders a very bicycle-friendly travel environment in those locations.

SUGGESTED MULTI-MODAL IMPROVEMENTS

Survey respondents suggested specific improvements they wished to see on the Telegraph Avenue corridor, related to each travel mode.

Responses were consolidated into nearly 50 categories, maintaining as much of each respondents' specific suggestions as possible, while also accounting for more general suggestions within the most appropriate category. Exhibit 19 shows these improvement categories and the relative frequency with which each was suggested.

MOST DESIRED IMPROVEMENTS

The most commonly suggested improvement was to provide continuous bicycle facilities, suggested by over 60 percent of the respondents who

provided a response to this question. The second most common request was to improve the pedestrian realm with better lighting, wider sidewalks, more public space and seating. Improving the quality of bus stops, including shelters, lighting, and real-time arrival information was the third most suggested improvement.

Other common suggestions for each mode included:

- **Bicycling** – promote the awareness and visibility of bicyclists using green paint and signs, and provide protected bicycle lanes that physically separate bicyclists from motorists and transit vehicles with barriers or parking.
- **Transit** – improve the reliability of transit performance through transit-signal priority, less bus bunching, and better frequency of service, as well as easier bus boarding.
- **Pedestrians** – improve the frequency and safety of crossings through bulb-outs and median refuges to shorten crossing distances, high visibility crosswalks, flashing beacons and count down timers, and better lighting.
- **Motorists** – Reduce vehicle speeds, including specific requests for traffic calming, synchronizing traffic signals for slower, more consistent vehicle speeds, and removing travel lanes (implementing a road diet).

General suggestions, or those that related to multiple modes, included requests to improve the condition of the roadway, including repairing the pavement surface, increasing the visibility of striping, and improving roadway lighting to increase visibility. Also commonly requested was to reduce the conflicts that arise between vehicles and bicycles on the corridor.

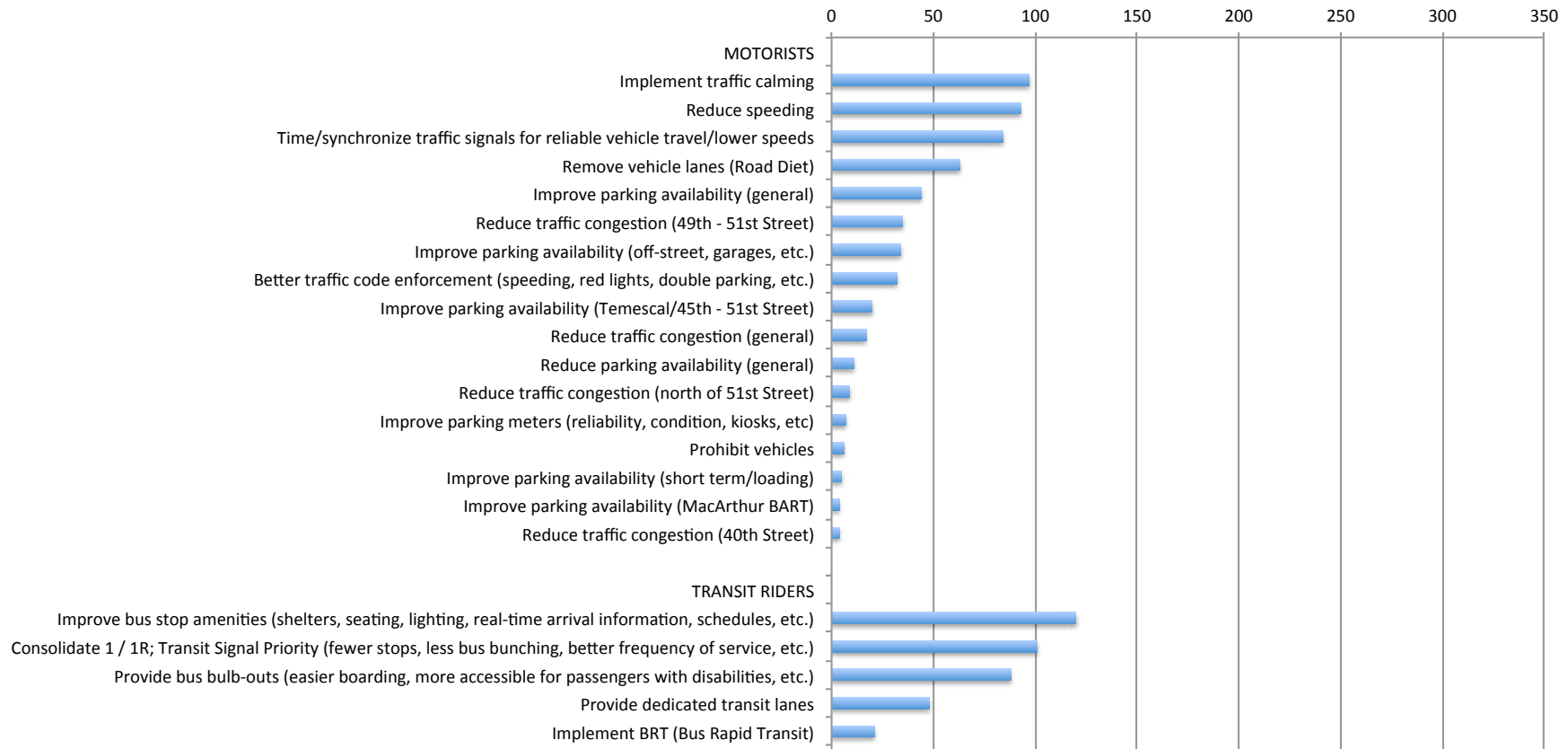


Exhibit 19: Ideas and suggestions for improvements to Telegraph Avenue, by travel mode

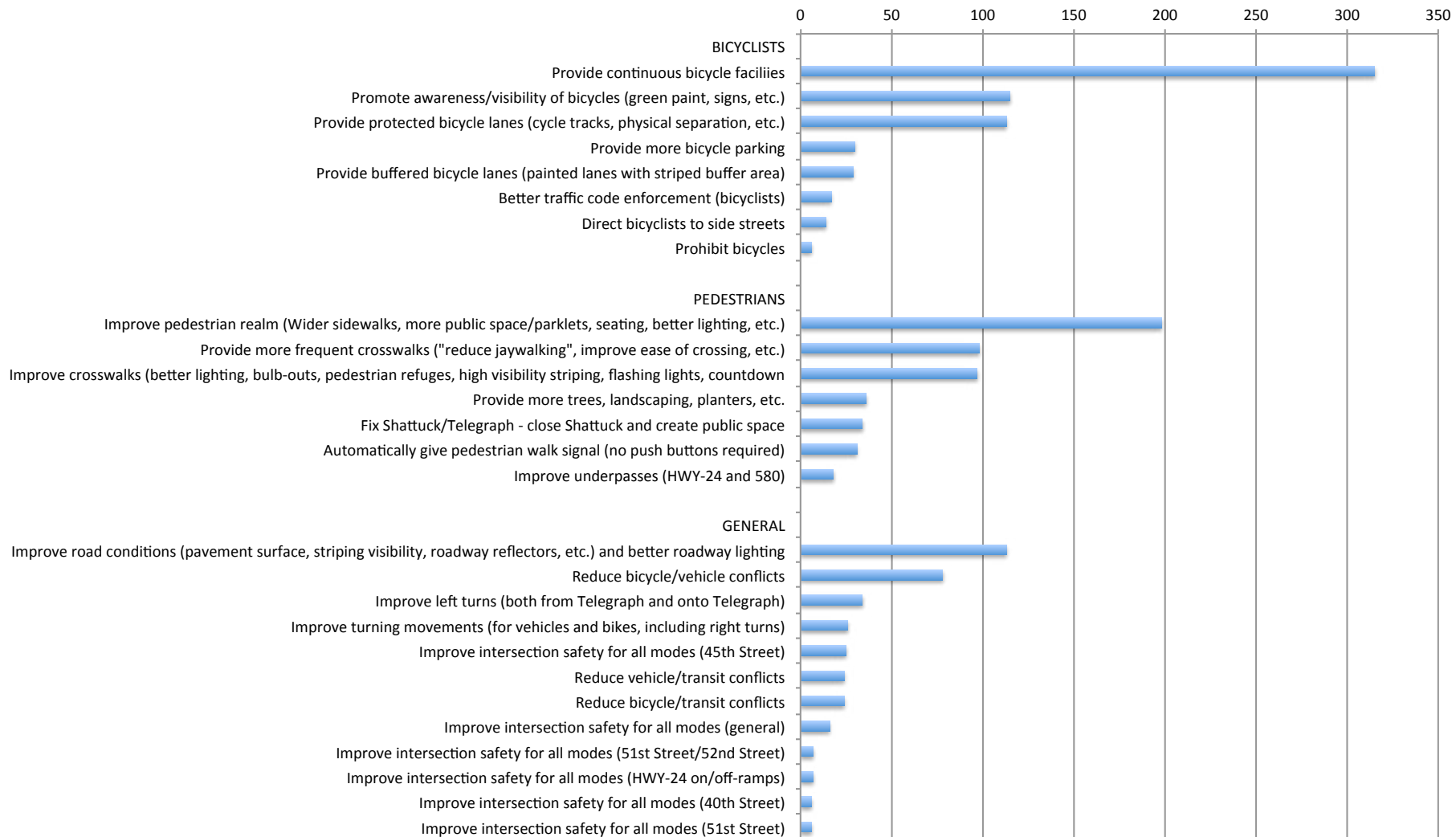


Exhibit 19, continued: Ideas and suggestions for improvements to Telegraph Avenue, by travel mode



CONCLUSION

The results of the survey and stakeholder interviews suggest that people see the current configuration of Telegraph Avenue as inadequate to suit the needs and usage patterns of bicyclists, pedestrians, and transit riders. There is substantial agreement on the broad outline of what improvements to Telegraph should entail; in particular, respondents recognize the need to improve the comfort and safety of pedestrians, bicyclists, and transit riders along Telegraph. Furthermore, respondents' and stakeholders' expressed a strong desire to calm traffic and reduce speeding. In conjunction with the low priority placed on increasing traffic speed and capacity, the community input illustrates the desire for a meaningful re-imagining of the corridor — one that transform Telegraph Avenue from a street that serves the needs of cars at the expense of other modes, to one that serves the needs of the entire community.



NO
LEFT
TURN

NO
LEFT
TURN

JACK
IN THE
BOX

