

LOCAL TRANSPORTATION TRENDS

VEHICLE TRAVEL

- Travel by motor vehicle on the Telegraph Avenue corridor dropped by 5 – 10 percent from 2008 to 2013
- Traffic data collection throughout Oakland shows modest decline on most streets over past 5 - 10 years

PEDESTRIAN TRAVEL

- New businesses are creating a more walkable, enjoyable environment for pedestrians on Telegraph Avenue with new restaurants, cafes, bars, yoga and fitness studios, clothing shops, galleries, etc.

BICYCLE TRAVEL

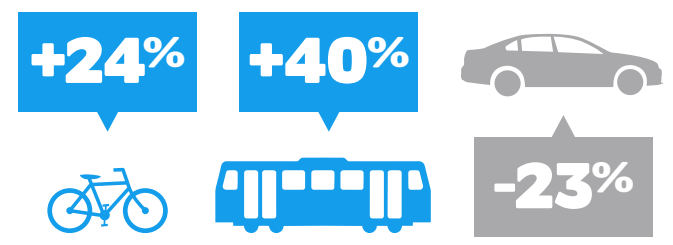
- Telegraph Avenue = 1,200 average bicycle volume on weekdays, among the highest bicycle volumes in Oakland
- Parallel bicycle routes on streets with lower traffic volumes have roughly half the ridership of Telegraph Avenue
 - Webster Street / Shafter Avenue = 620; Genoa Street = 650 average bicycle volume on weekdays
- Bicycle volumes on Telegraph Avenue will likely increase as more businesses open on the corridor

TRANSIT TRAVEL

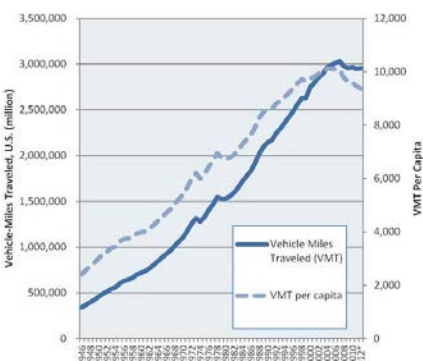
- Telegraph Avenue is one of the busiest transit corridors in Oakland
- AC Transit carries over 9,000 daily riders on the Telegraph Avenue corridor

NATIONAL TRANSPORTATION TRENDS

A SHIFT TO CAR-LITE LIFE
The average young person is driving less and biking and taking transit more. ⁴



4. Data from National Household Travel Survey 2001 and 2009

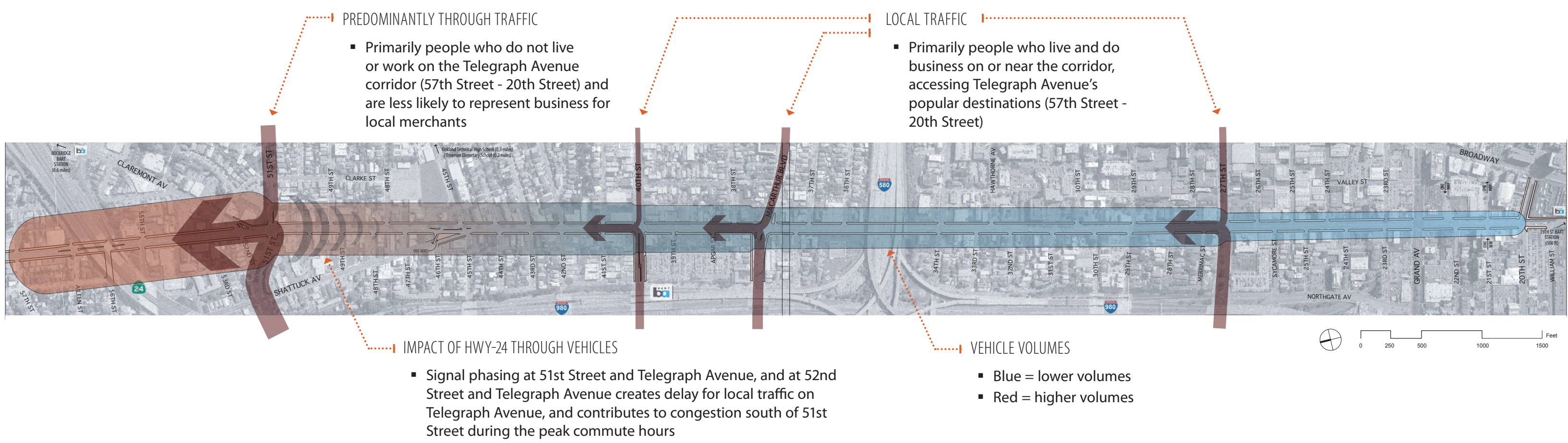


AMERICANS ARE DRIVING LESS

- Per-capita vehicle miles traveled (VMT) began to decline in 2004
- Total VMT began to decline in 2007

*A New Direction: Our Changing Relationship with Driving and the Implications for America's Future" by Dutzik, Baxandall

LOCAL AND THROUGH TRAFFIC ON TELEGRAPH AVENUE



LOCAL TRAFFIC SUPPORTS LOCAL BUSINESSES

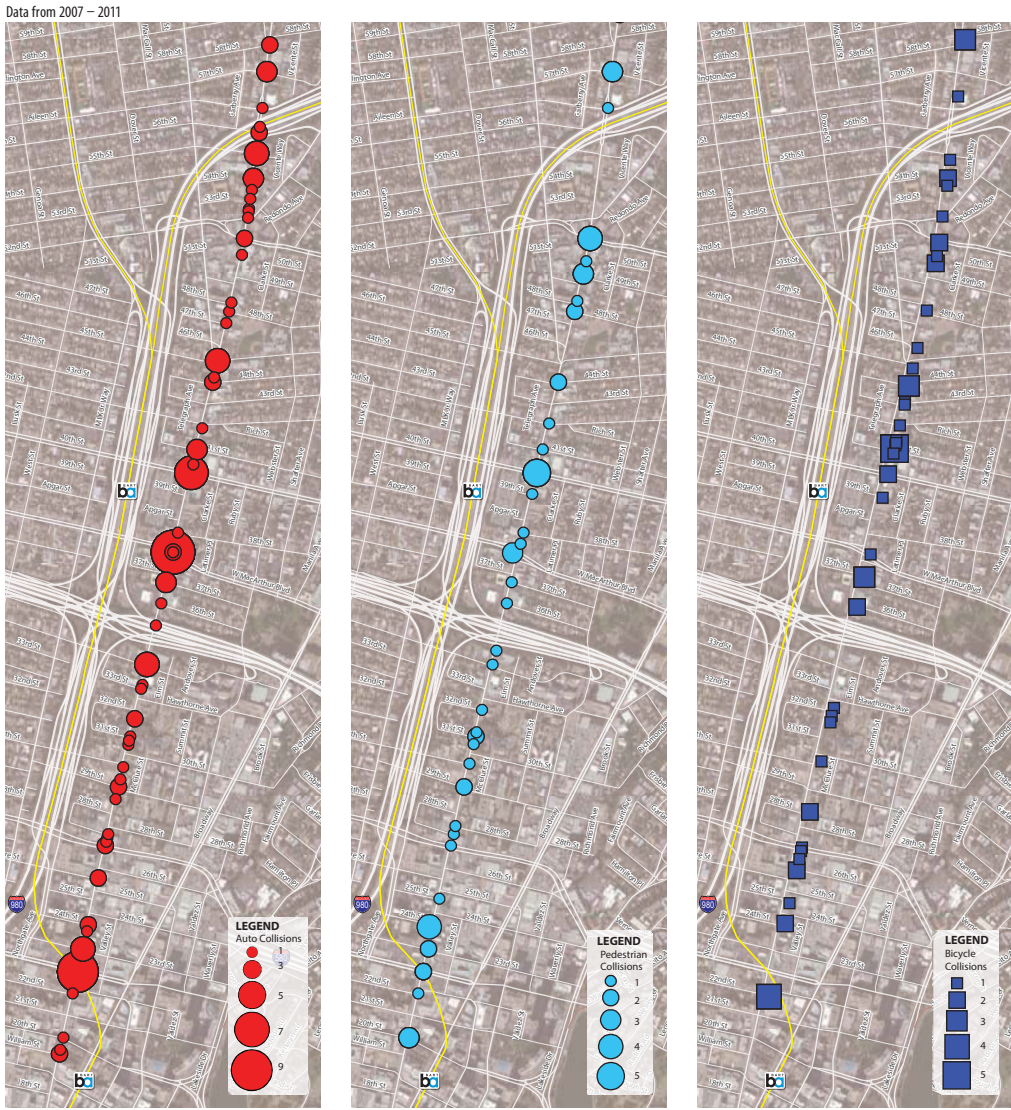
- Telegraph Avenue features many popular destinations from restaurants, bars, and shops to hospitals, schools, transit centers and other services
- The majority of vehicle traffic on Telegraph between 20th Street and 57th Street ("corridor") is local traffic – people who live and do business on or near the corridor, accessing these popular destinations
- Congestion on the corridor occurs during peak commute hours (8–9 AM and 5–6 PM) while the rest of the day exhibits low levels of congestion by City standards

PEAK HOUR CONGESTION IS DUE TO HWY-24 RELATED THROUGH TRAFFIC

- The northern end of the corridor, from 57th Street - 51st Street, experiences the highest vehicle volumes, due to the nearby HWY-24 on and off-ramps
- The majority of traffic entering Telegraph Avenue to access HWY-24 is not local traffic, and is less likely to represent business for local merchants
- HWY-24 related traffic enters Telegraph Avenue primarily from 51st Street, and continues north on Telegraph Avenue
- HWY-24 related traffic causes longer traffic signal phases to clear the larger volumes of through-vehicles, which creates delay down the Telegraph Corridor, south of 51st Street

STATION #2

CRASH LOCATIONS BY TRAVEL MODE



VEHICLES

PEDESTRIANS

BICYCLISTS

VEHICLE CONDITIONS

- EXISTING CONDITIONS FAVOR MOTOR VEHICLES & ENCOURAGE SPEEDING:
- Wide lanes
 - Limited congestion
 - Unattractive streetscape
 - Limited enforcement



EXISTING TELEGRAPH AVENUE SPEED LIMIT



The current Telegraph Avenue suggests vehicles have priority over other users.

BICYCLE CONDITIONS

EXISTING CONDITIONS ARE POOR FOR PEOPLE ON BICYCLES:

- High frequency of bicycle crashes
- No bicycle facilities
- No protection from vehicles or buses
- Lack of facilities contributes to non-compliance
 - Riding on sidewalk
 - Running red lights

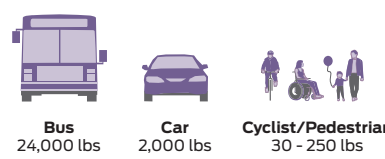


EXISTING CONDITIONS ARE FRUSTRATING FOR MOTORISTS AND TRANSIT OPERATORS:

- Bicyclists may act unpredictably
- Bicyclists may weave through lanes to make turns
- Bicyclists may block turning movements
- Buses “leapfrog” over bicyclists between stops perpetuating conflict points along the Telegraph Avenue corridor

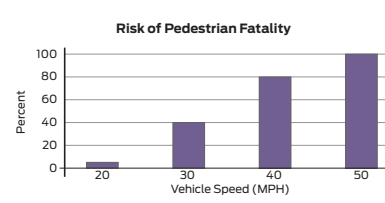
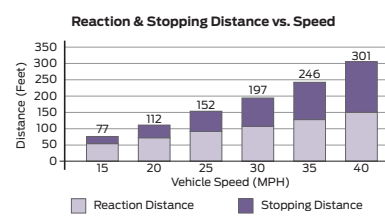


PEDESTRIAN CONDITIONS



MULTIPLE-THREAT COLLISIONS

- On multi-lane roads, pedestrians can be hidden by vehicles in the travel lane, and by parked cars.
- On Telegraph Avenue, a person crossing the street is at risk crossing two lanes in the same direction, which occurs twice on the five-lane roadway (two lanes in each direction).



TRANSIT CONDITIONS

TRANSIT STOPS ARE INADEQUATE:

- Difficult for operators to pull out of travel lane completely
- Difficult for operators to pull back into traffic
- Many bus stops are too short to accommodate buses
- Many bus stops lack shelters and NextBus displays
- Access for disabled and elderly riders can be difficult



TRANSIT SERVICE IS UNRELIABLE:

- “Bus bunching” is common
- Buses frequently delayed by traffic signals
- Bus schedules are unreliable
- Line 1 and 1R service can be duplicative



STATION #2