

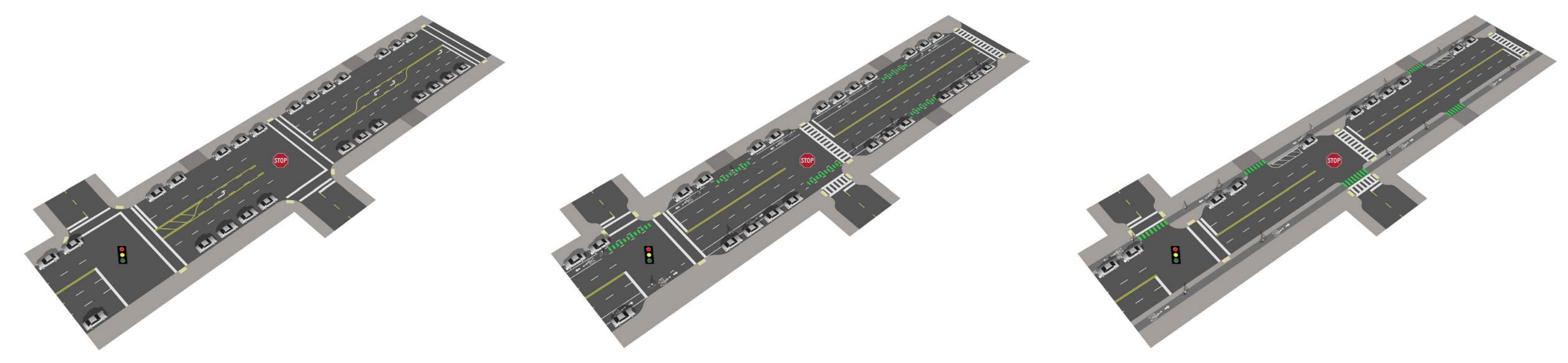
LOCATION OF SEGMENT A: 57TH STREET – 52ND STREET/CLAREMONT AVENUE



STATION #4

SUMMARY OF MOST LIKELY ROADWAY DESIGN OPTIONS

SEGMENT A EXISTING CONDITION	TRAFFIC OPERATIONAL REQUIREMENTS*	SEGMENT A DESIGN OPTION 1	BENEFITS & CONSIDERATIONS	SEGMENT A DESIGN OPTION 2	BENEFITS & CONSIDERATIONS
<ul style="list-style-type: none">Two travel lanes in each directionContinuous center turn-laneParking on both sides	<ul style="list-style-type: none">Two through lanes in each direction <p><small>* Operational requirements necessary to meet City of Oakland policy for efficient traffic flow based on "Level of Service"</small></p>	<p>REMOVE:</p> <ul style="list-style-type: none">Center turn-laneParking under SR24 overpass <p>ADD:</p> <ul style="list-style-type: none">Striped bike lanes	<p>PROS:</p> <ul style="list-style-type: none">Provides dedicated, continuous bike facility through segment <p>CONS:</p> <ul style="list-style-type: none">Does not greatly reduce crossing distance for pedestriansMay increase delay for left turn movementsDouble-parking/loading could block bike lane	<p>REMOVE:</p> <ul style="list-style-type: none">Center turn-laneParking on one side of street and under SR24 overpass <p>ADD:</p> <ul style="list-style-type: none">Protected cycle track	<p>PROS:</p> <ul style="list-style-type: none">Provides continuous bike facility through segment, protected from moving/parking vehiclesBuffers cyclists from "door zone"Cannot be blocked by double-parking/loadingShortens crossing distance for pedestrians <p>CONS:</p> <ul style="list-style-type: none">Reduces immediate on-street parking supplyMay increase delay for left turn movements

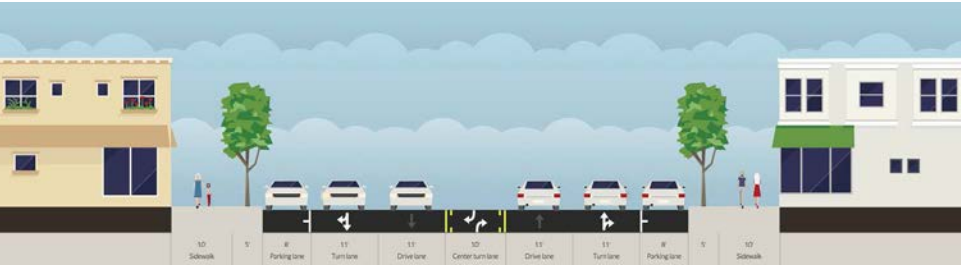
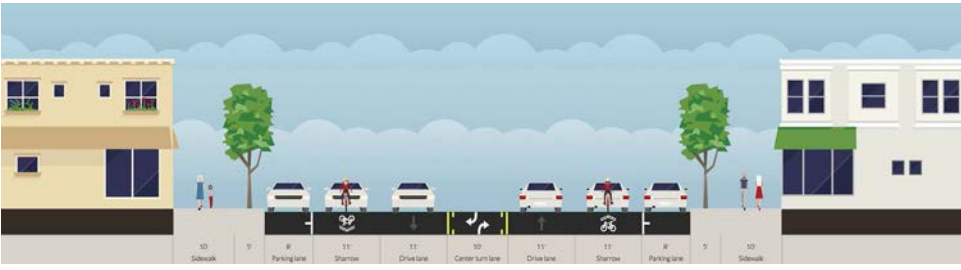
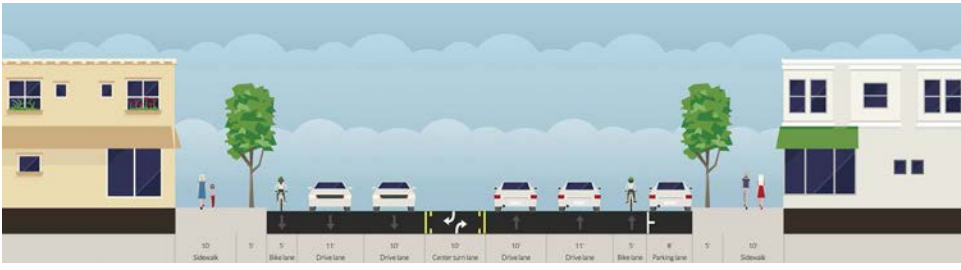


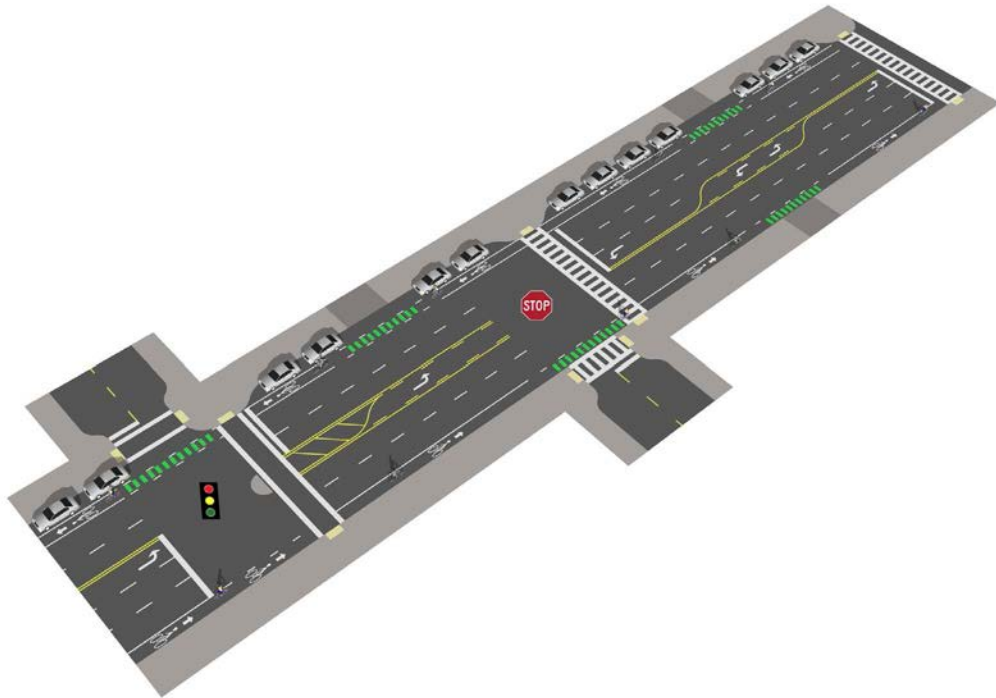
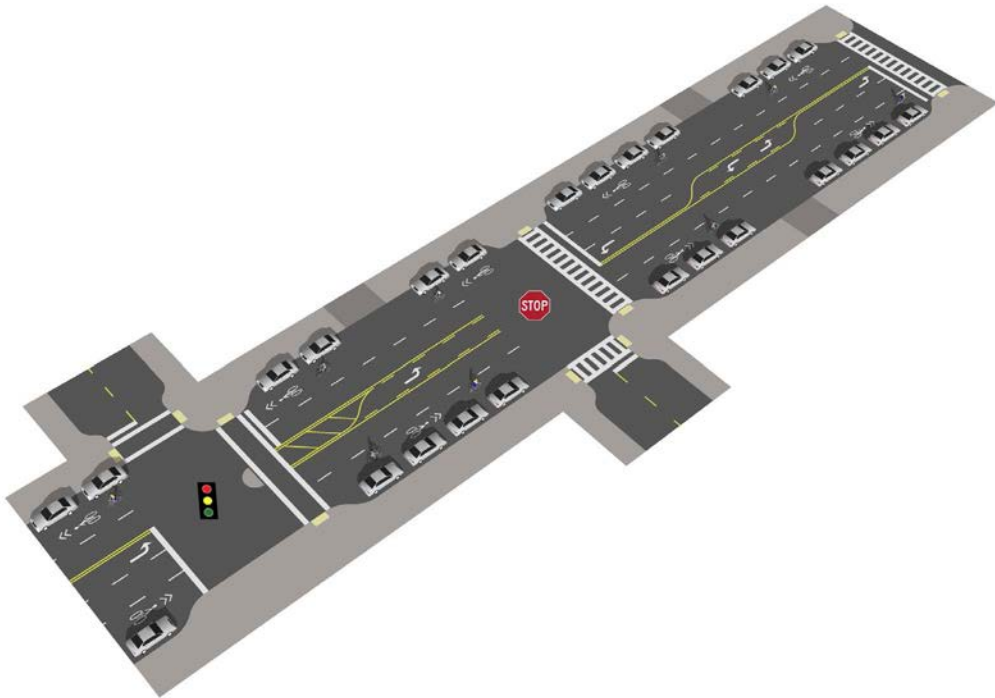
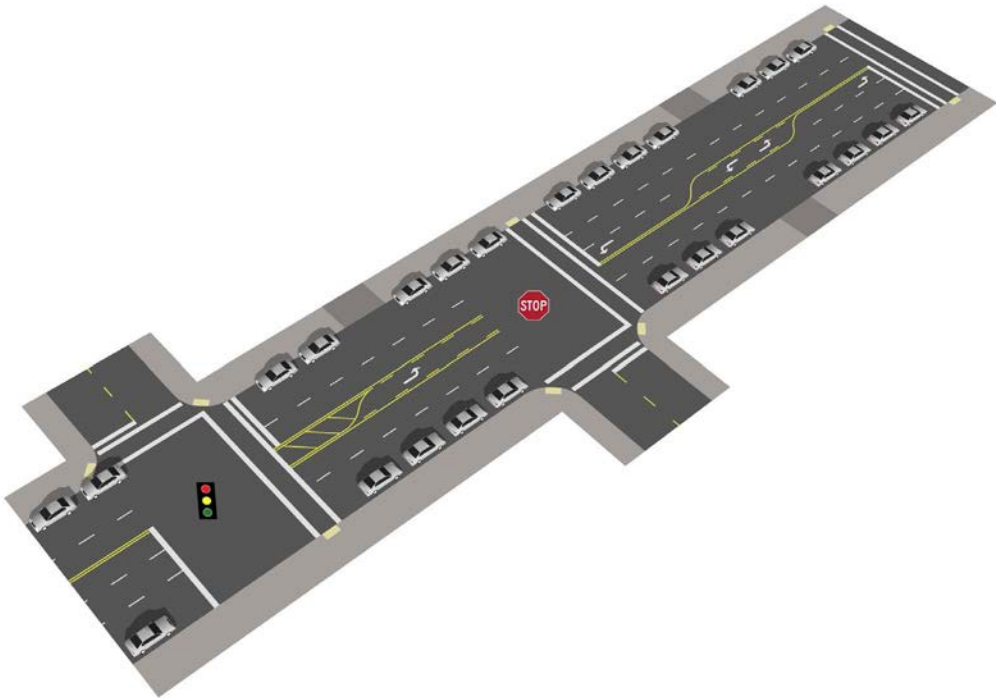
LOCATION OF SEGMENT B: 52ND STREET/CLAREMONT AVENUE – 48TH STREET



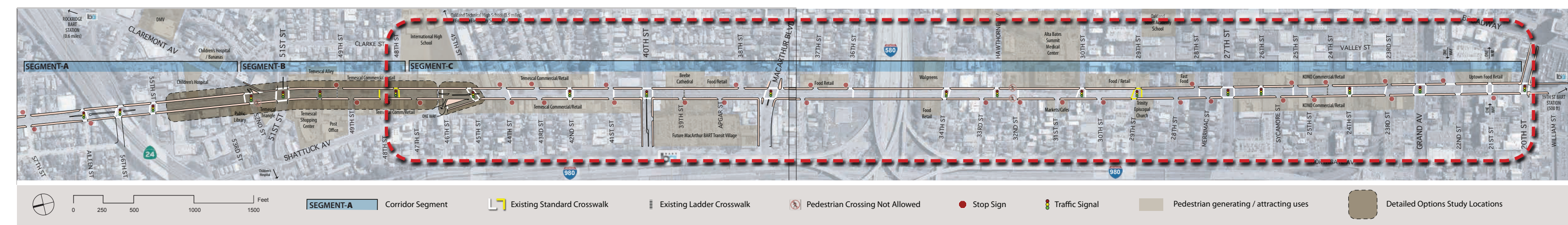
STATION #4

SUMMARY OF MOST LIKELY ROADWAY DESIGN OPTIONS

SEGMENT B EXISTING CONDITION	TRAFFIC OPERATIONAL REQUIREMENTS*	SEGMENT B DESIGN OPTION 1	BENEFITS & CONSIDERATIONS	SEGMENT B DESIGN OPTION 2	BENEFITS & CONSIDERATIONS
<ul style="list-style-type: none">Two travel lanes in each directionContinuous center turn-laneParking on both sides	<ul style="list-style-type: none">Two through lanes in each directionCenter turn lane <p><small>* Operational requirements necessary to meet City of Oakland policy for efficient traffic flow based on "Level of Service"</small></p>	<p>REMOVE:</p> <ul style="list-style-type: none">N/A <p>ADD:</p> <ul style="list-style-type: none">Shared lane markings for bicycles	<p>PROS:</p> <ul style="list-style-type: none">Indicates the existing right of bicyclists to take the full lane through segment <p>CONS:</p> <ul style="list-style-type: none">Does not provide separation between bicycles and vehiclesRequires buses to share lane with cyclistsDoes not greatly reduce crossing distance for pedestrians	<p>REMOVE:</p> <ul style="list-style-type: none">Parking on one side of the street <p>ADD:</p> <ul style="list-style-type: none">Striped bike lanes	<p>PROS:</p> <ul style="list-style-type: none">Provides dedicated, continuous bike facility through segmentCloses potential gap in otherwise continuous bike facilities for entire project corridor <p>CONS:</p> <ul style="list-style-type: none">Reduces immediate on-street parking supplyDouble-parking/loading could block bike lane
					



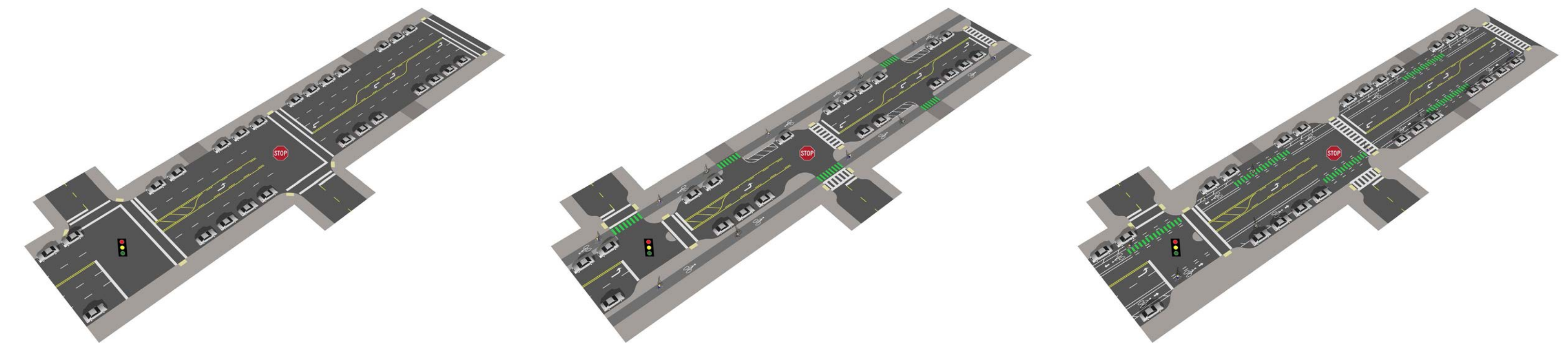
LOCATION OF SEGMENT C: 48TH STREET – 20TH STREET



STATION #4

SUMMARY OF MOST LIKELY ROADWAY DESIGN OPTIONS

SEGMENT C EXISTING CONDITION	TRAFFIC OPERATIONAL REQUIREMENTS*	SEGMENT C DESIGN OPTION 1	BENEFITS & CONSIDERATIONS	SEGMENT C DESIGN OPTION 2	BENEFITS & CONSIDERATIONS
<ul style="list-style-type: none">Two travel lanes in each directionContinuous center turn-laneParking on both sides	<ul style="list-style-type: none">One through lane in each directionCenter turn lane <p><small>* Operational requirements necessary to meet City of Oakland policy for efficient traffic flow based on "Level of Service"</small></p>	<p>REMOVE:</p> <ul style="list-style-type: none">One travel lane in each direction <p>ADD:</p> <ul style="list-style-type: none">Protected cycle tracks	<ul style="list-style-type: none">Provides continuous bike facility through segment, protected from moving/parking vehiclesCannot be blocked by double-parking/loadingShortens pedestrian crossing distance and reduces "multiple-threat" riskCalms traffic/reduces speeding vehicles <p>CONS:</p> <ul style="list-style-type: none">Parking and driveway maneuvers may block through laneIncreases travel time between 20th Street and 48th Street by approximately 15 - 85 seconds	<p>REMOVE:</p> <ul style="list-style-type: none">One travel lane in each direction <p>ADD:</p> <ul style="list-style-type: none">Buffered bike lanes	<p>PROS:</p> <ul style="list-style-type: none">Provides dedicated, continuous bike facility through segmentBuffers cyclists from "door zone"Reduces "multiple-threat" risk for pedestriansCalms traffic/reduces speeding vehicles <p>CONS:</p> <ul style="list-style-type: none">Motorists may drive in buffered bike laneDouble-parking/loading could block bike laneIncreases travel time between 20th Street and 48th Street by approximately 15 - 85 seconds



STATION #4

[illegible]

Figure 1 is a cross-section diagram of a bicycle lane design. The diagram shows a 17-foot wide lane with various features: a 4-foot cycle track on the left, a 7-foot buffer, a 11-foot parking area, a 10-foot mixed flow area, a 17-foot center turn, a 10-foot mixed flow area, a 4-foot parking area, a 4-foot area for a car, a 4-foot cycle track on the right, and a 5-foot sidewalk. Key features include a mountable curb, a landscape planter, a detectable warning strip, a pedestrian refuge island, a tree grate, and a textured surface on the bike-pod conflict zone. Arrows indicate the flow of traffic and the placement of various elements like a bicycle, a car, and a pedestrian.

Updated concept to close Shattuck Avenue from 45th to 46th Streets (from the 2005 Telegraph Avenue Pedestrian Streetscape Improvement Project) showing expanded pedestrian space with stormwater planters, cafe seating, and food trucks.