



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the February 16, 2017 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at [www2.oaklandnet.com/oak062346](http://www2.oaklandnet.com/oak062346)

Meeting called to order at 6:00pm by BPAC Chair, Ryan Chan

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with all but two Commissioners present, both of whom arrived shortly after.

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	X
Christopher Kidd	X
Fred McWilliams	X
Robert Prinz	X
Midori Tabata	X
Rosa Villalobos (Vice-Chair)	X
Kenya Wheeler	X

Introductions were made.

- Other attendees (who signed in or spoke): Evan Kenward, Jennifer Anderson, Bob Fearman, David Von Stroh, Dianne Yee, Maria Rolland, Ashley Moretz
- Staff: Sarah Fine, Jason Patton, Jennifer Stanley

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from January 19, 2017** was made (Hwang), seconded (Villalobos), and passed by consensus. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 3. Open Forum / Public Comment**

- Maria Rolland with Roll & Stand Safety Gear Company publicized their new bicycle safety product "Bicycle Finger Signal Lights" (*see attached handout*) and asked for BPAC support.
- Ashley Moretz, representing the Temescal Neighborhood Council, shared that group's focus on pedestrian safety on 51st St between Telegraph Ave and Broadway. They asked for BPAC support to enhance/upgrade/add crosswalks.
- Bob Fearman reiterated two previously reported issues related to the new bike lane striping on Oak St: (1) the design creates a pinch point under the freeway (5<sup>th</sup>-6<sup>th</sup> Sts) which is causing automobile congestion. He proposed that nine parking spaces under freeway could be removed to restore the travel lane. (2) He has received no response regarding the gap in the sidewalk on Oak St, btw 2nd St and Embarcadero. Jason Patton, Bicycle & Pedestrian Program Manager, said that he would follow up. Commissioner Tabata asked that Bob report the issues to the Public Works Call Center.

#### **Item 4. 27th St Development / Complete Streets coordination**

Sarah Fine, Senior Transportation Planner, gave an overview of Oakland's process for private development projects, and explained how three current projects on 27<sup>th</sup> St provide opportunities and challenges for the City. *See attached presentation.*

Current plans for public right of way improvements to the 27<sup>th</sup> St corridor are from the Broadway-Valdez Specific Plan, adopted in 2014. Since that time, the City built its first protected bikeway (on Telegraph Ave) and began to think about other locations for such designs. Developers are bound to deliver only those improvements required when permits are first granted, and therefore the City cannot obligate developers to change plans. The first two projects are too far along to require any substantive changes. The City is working with the developer of the third project to implement a more protected design along their frontage and has applied for grant funding to retrofit previously constructed bike lanes to create a fully protected corridor over the next several years. In response to two questions asked by Dianne Yee, Sarah explained that funding for the City redesign will be available this spring and that all projects have TDM requirements, per City's general requirements for development projects and those in the Broadway-Valdez Specific Plan.

#### **Item 5. Telegraph Ave Complete Streets Project update**

Sarah Fine, presented a report on the Telegraph Ave Complete Streets project, conducted by the City to assess whether the project met its goals. Most findings are trends with multiple factors. *See attached presentation.*

Key findings include: no reported pedestrian crosswalk collisions, for the first time in five years; a 40% decrease in collisions (all modes); the same number people are driving the corridor, and more people are biking and walking; a 9% increase in retail sales; a decrease in speeding (the median speed is now the speed limit). Areas for improvement include: parking problems and lack of informational signage.

Sarah said that people can sign up for the mailing list on the website to get updates ([www.oaklandnet.com/TelegraphAvenue](http://www.oaklandnet.com/TelegraphAvenue)). The report was publicized on Next Door and via the OakDOT Twitter account. New separators were installed this week to help people keep from parking in brown areas. Next steps include buffered bike lanes north to 41<sup>st</sup> St (funded and in design); given grant requirements, changing the design might not be possible. David Von Strohm asked why the decrease in speeding was greater in the northbound direction than southbound. Sarah said that the reason is not known.

#### **Item 6. Funded HSIP Projects Status Update**

*See attached map.* Jason Patton explained that this item was being presented in response to past BPAC requests. The goal is to create a more transparent process with more community involvement. Jason gave a short history of HSIP (Highway Safety Improvement Program). Caltrans administers this Federal funding program which takes a quantitative approach, asking applicants to focus on locations where fatalities and injuries have occurred, and uses methodology to create cost/benefit analysis to evaluate proposals.

There are 10 projects on the list provided in the agenda packet that BPAC could ask to review in more detail, and should allocate approximately 15 minutes/project. In June 2016, a BPAC committee was convened to review HSIP Cycle 8 grant proposals prior to a presentation at the July 2016 BPAC meeting. The table in the agenda packet lists 18 projects totaling \$20 million in grant funds to Oakland, including \$10 million from Cycle 8. He noted that the overall process, from application to construction, can take a long time due to Federal process plus the City's design and construction award process. Jason asked which

projects the BPAC would like to see in more detail, noting that those in design phase (Cycle 7) are the most timely for BPAC review. Summary of discussion:

- An infrastructure review committee could be established—the full commission doesn't need to review detailed design.
  - Present more information on Cycle 7 Market St and Cycle 8 Bancroft Ave.
  - Commissioner Kidd suggested that the City apply for a grant from Caltrans' SSARP (Systemic Safety Analysis Report Program), a program specifically for developing HSIP projects, to help fund community involvement and planning.
  - The City should improve communications for all projects in a consistent manner. The grant project descriptions don't seem to match those in the original application. How do scopes change through development?
  - Since projects are meant specifically to alleviate dangerous situations documented at the time of application, the long time from award to construction is unfortunate.
  - There is a minimum ~11% match required for federally-funded projects. Sometimes, the City proposes a larger match to make projects more competitive. Matching funds for HSIP projects mostly come from Measure B. The HSIP projects on the list are fully funded.
  - In response to a question from Bob Fearman, Jason said that it is not known how Trump administration policies will affect federal funds for transportation projects.
- A motion to ***create an infrastructure committee to review infrastructure plans and grant updates*** was made (Prinz) and seconded (McWilliams).

**Discussion on the motion:** Commissioner Chan noted that the committee needs to be sensitive to the timing of grant applications and to those projects that merit full BPAC review. The following individuals volunteered to serve on the committee: Commissioners McWilliams, Kidd, Burnette, Jr, and Prinz, and community members Dianne Yee, Maria Rolland, and Bob Fearman.

The motion passed with all voting in favor.

#### **Item 7. Review of draft projects for Transportation Development Act (TDA) Article 3 funding**

Jason provided an overview of this annual funding source: from State sales tax revenues administered through the Metropolitan Transportation Commission and Alameda County; grant deadline in May; MTC requires that projects first be reviewed (but not approved) by a Bicyclist Advisory Committee appointed by an elected body; a City Council resolution must be submitted with the grant application; the BPAC can request more detail about the projects for the March meeting. Jason reviewed information in the two tables in the agenda packet: projects funded with TDA over the last 10 years and the four projects being proposed for the current funding cycle. Summary of comments:

- In response to Bob Fearman's comment that bicycle tires can get caught in slipped storm drains, Jason noted three major problem types the City is working to address: replacing grates with slots that are parallel to the direction of travel and have no crossbars; replacing grates with welded-on crossbars that are now popping off; and fixing locations where a grate is slipping out of the concrete apron holding the grate in place.
- Commissioner Prinz, Bike East Bay Education Director, noted that, in addition to the classes proposed to be funded by TDA, Bike East Bay is offering privately-funded classes to prepare people for instructor certification from the League of American Bicyclists, with a focus on training more diverse instructors; see recent Bike East Bay newsletter. The funding Bike East Bay receives from Alameda County requires that classes are spread by population. Combined with TDA, the result is

more classes in Oakland overall. Bike East Bay is also working on a ticket diversion program with the Oakland Police Department (OPD) that would allow people to take a Bicycle Street Skills course rather than paying a fine for traffic infractions. The next step is for the City to update the fine schedule, which OPD is hoping to complete this summer.

- Commissioner Hwang asked for status on past stairway projects. All TDA-funded projects that have reached their third year have been completed. Jason will discuss adding an item on stair paths to a future BPAC agenda with the BPAC Chair and Vice-Chair.

→ A motion to **endorse the list of projects as presented tonight** was made (Chan) and seconded (Tabata), and passed with all voting in favor—Commissioners Burnette, Jr and Prinz recused themselves (due to involvement in the Bicyclist Safety Education courses).

## **Item 8. Three month look-ahead, suggestions for meeting topics, announcements**

### *Three-month look-ahead*

- Another review of TDA projects is not required.
- A report from the Mayor's Office on equitable allocations of iBond funds
- Key meetings for BPAC to provide input to the budget process (in March)

### *Announcements*

- The first draft of the San Leandro Creek Trail Plan is now available. See [www.sanleandro.org/depts/cd/projects/sl creek/default.asp](http://www.sanleandro.org/depts/cd/projects/sl creek/default.asp).
- An article on Bike East Bay's new instructor training is in the current LAB newsletter.
- OakDOT has hired Nicole Ferrara, Executive Director of Walk San Francisco, to work on pedestrian safety and policy development for Vision Zero.
- Oakland's bi-annual bike program newsletter was published. [See [www2.oaklandnet.com/OAK024706](http://www2.oaklandnet.com/OAK024706).]
- In February, the City Council re-appointed Commissioners McWilliams, Tabata, and Wheeler to serve three year terms.
- Dianne Yee: Caltrans' first statewide bike plan draft is available for review and comment, and a District 4 plan is under development.

Meeting adjourned at 7:54p.

## **Attachments**

- Bicycle Finger Safety Light product
- Open Forum Tracking spreadsheet
- 27<sup>th</sup> St Complete Streets presentation
- Telegraph Ave Progress Report presentation
- Map of Oakland's current HSIP projects

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on February 22, 2017, with comments requested by 5pm, Tuesday, February 28, to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the March 2017 meeting agenda and adopted at that meeting.



February 16, 2017

Bicycle and Pedestrian Advisory Committee  
City Of Oakland

**RE: Bicycle Finger Signal Safety Light  
New Legislation for the Department of Motor Vehicle**

Dear Advisory Committee,

The Roll and Stand Safety Gear Company, takes' pride in being a local small start-up safety gear design company, located in the Eastbay. Our product is a 3D designed Safety Blinking Light that is made for the finger. It's a lite-weight plastic ring, with a Velcro strap that can be wore comfortably on any finger. **A U. S. Provisional Patent was applied for and approved on (10/23/2016).**

Our goal as members of the San Francisco Bicycle Coalition and the Bike Eastbay Organization, we strive to keep our commitment to the Bicyclists and the Motorists of California. Our mission is safety and to keep a safe biking environment for everyone. The Federal Motor Vehicle Safety Standards are requirements; all automobiles they must be equipment with signal safety light components.

**Here are the benefits and features of the "Bicycle Finger Signal Lights":**

- ✦ The unique light complies with the current California Department of Motor Vehicle Bicycle Lights Laws, {CVC 21200€ & CVC 21201(d)}. The Safety Lights were designed out of a commitment, to the Bicyclist and Motorist of California to enhance their visibility and provide protection while crossing intersections and highways.
- ✦ A blinking left and right turn signal is activated by a fingertip control top that is easy to engage.
- ✦ Statistically nationwide bicycle deaths are up by 18%, in 6 of the Urban Metropolitan Cities. So called "right hooks" where cars turn into the path of bicyclist is one of the most common types of bike-car crashes. California has the most bicycle deaths<725>.
- ✦ It can also be used by runners, walkers, parents pushing baby strollers, or placed in a family emergency disaster kit.

Enclosed are photos and actual sized dimensions of the device that can be viewed in detail. We're seeking your help, with the efforts of increasing safety and reducing the amount of traffic-related bicycle deaths in California. The Roll and Stand Company, look forward to working with the Bicycle and Pedestrian Advisory Committee on passing this Legislation into Law.

**Sincerely,**

Maria Rolland and Ray Standberry

The ROLL and STAND SAFETY GEAR COMPANY

Berkeley, California, **510-707-3383** *rollandstand@yahoo.com*

Date to BPAC	Commenter (name)	Issue Raised	Response
1/19/2017	Eric Fisher	The configuration/design of signals and curb ramps at the Safeway on Pleasant Valley Ave was unfriendly to pedestrians. He reported the issue to the Call Center on October 20 but has not yet received a response. Commissioner Prinz reported that Bike East Bay approached the developer regarding other issues that are not consistent with previous BPAC input or with the Conditions of Approval (COA) for the project. He will let Eric know if he hears back. The primary contact in Building Dept for COA compliance is Bill Quesada.	As a result of these comments, Commissioner Prinz suggested that a presentation to BPAC be made regarding legal requirements and oversight pertinent to bike/ped improvements included in COAs.
1/19/2017	Chris Kintner	The signal timing at MacArthur BART is bad for pedestrians. He has not reported it to the Call Center, but others have. Commissioner Prinz recommended that he contact the City Council person, and noted that there are other issues that haven't been consistent with COA. Dianne Yee asked whether developers are fined for non-compliance with the COA. This depends on whether changes were approved by City.	See above
12/15/2016	Kent Lewandaski	Asked the BPAC to agendize a proposal to install bike curb cuts on E 19th St from Lake Merritt to Park Blvd at future meeting.	It's been confirmed this section of roadway is on the Bicycle Master Plan. It's recommended the issue be worked through the plan update process. Kent has been informed.
12/15/2016	Michael Killian	Stated that Councilmember Gallo sent an email last night indicating that no more comments on the Park Blvd Study would be accepted by the City after Friday December 16, 2016. He expressed other criticisms and said that "no one supports the project."	Park St. was on the December agenda and discussed.
12/15/2016	name unavailable]	An individual reported that a construction project is staging work in the bike lane on 27th St. This has been reported through SeeClickFix but the problem persists and he asked what to do next. He also requested mid-block crosswalks and was counseled to report these to the Public Works Call Center.	The Temporary Traffic Control Guidance Update will address construction.
10/20/2016	Bob Fearman	Recently installed bike lanes on Oak--2nd St @ Embarcadero--gravel patch should be sidewalk	Bob reported at 11-17 meeting he did report this through SeeClickFix. The City response was that it was that sidewalk repair is the property owner responsibility. During discussion, we concluded it's not a repair issue, but a gap issue. Bob may take this forward to the ADA Commission for further action. Recommended he contact PW Call Center to log the item for action

10/20/2016	Bob Fearman	Cars traveling northbound on Oak backing up under freeway and using bike lane as diversion	Recommended he contact Jason Patton, Bicycle Pedestrian Program Manager for design issue on Oak St.
4/21/2016	Eric Fisher	Pedestrian timing on signal at 40th and Telegraph	5-16-16 referred item to Vlad Wlassosky and Ade Oluwasogo for follow up
2/18/2016	Melissa Nelson	Crosswalk striped on Shattuck between 51st and 55th St. Previously subitted via SeeClick Fix	Forward request to traffic engineering. Recommended logging request through Public Works Call Center.
2/18/2016	Veronica Martinez of Santa Fe Neighborhood	Trial installations of painted curb extensions and development of design guidelines	Pedestrian master plan update will respond to this topic.
2/18/2016	Bob Fearman	Requested draft minutes get wider distribution than to those who attended.	Draft minutes attached to meeting agendas.
2/18/2016	Will Roscoe of Open Oakland	Offers time as data analyst to bike/ped program	wroscoe@gmail.com
1/21/2016	Wes Nelson	ped/bike accident with auto at Embarcadero and 5th	Development, when completed, will have a signal at this intersection
12/17/2015	Diane Yee	Glass northbound bike lane on Mandela Pkwy	Staff asked Diane to report issue to Public Works Call Center
12/17/2015	Isaih Toney, Kit Vaq, David Lynn of Aliance for Californians for Community Empowerment-Riders for Transit Justice	Removal of bus stop at Broadway and 30th	Public Works Committee resolved issue
11/19/2015	Ian MacDonald Bike East Bay	Debris on Grizzly Peak Blvd posing hazard to cyclists. No regular sweeping schedule. Councilmember Kalb's office asked for this to be added to regular sweeping schedule, but has no happened yet.	
10/15/2015	Bob Fearman	Bike lanes needed on Park Blvd above Leimert Bridge	Informed Bob plan under development.
9/17/2015	Derek Saschorn	Temporary bikeway on Embarcadero (2-way cycle track) be studied	
9/17/2015	Amanda Leahy	Inquiry of Oakland participation in national bike/ped counts project	Annual counts conducted using methodology consistent with national project.



# 27<sup>th</sup> Street Complete Streets

BPAC  
February 17, 2017

Sarah Fine  
Senior Transportation Planner

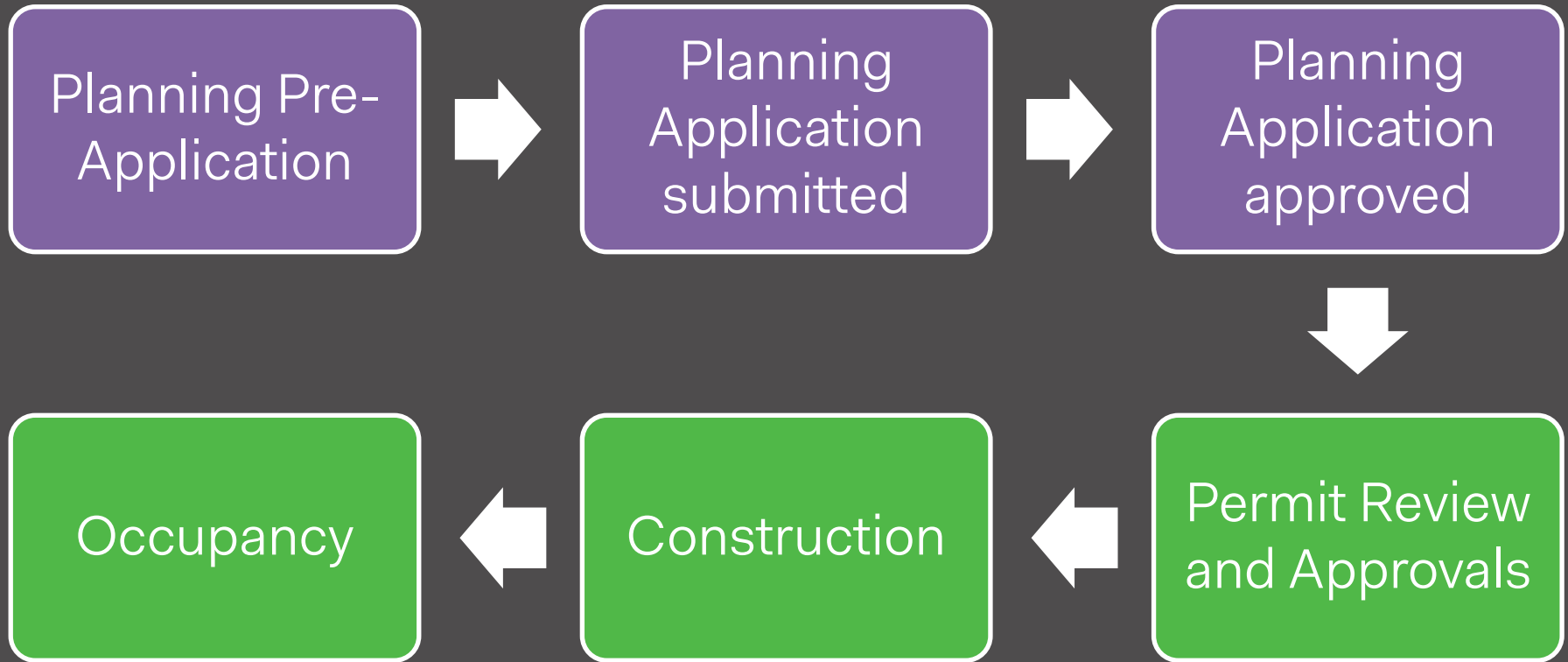


**BROADWAY VALDEZ**

June 2014

**DISTRICT SPECIFIC PLAN**

# A Very Simplified Development Flowchart



# DRAFT 27<sup>th</sup> Street Plan (Oct 2016)

Seeking grant funding

27TH STREET

2630 Broadway

2400 Valdez

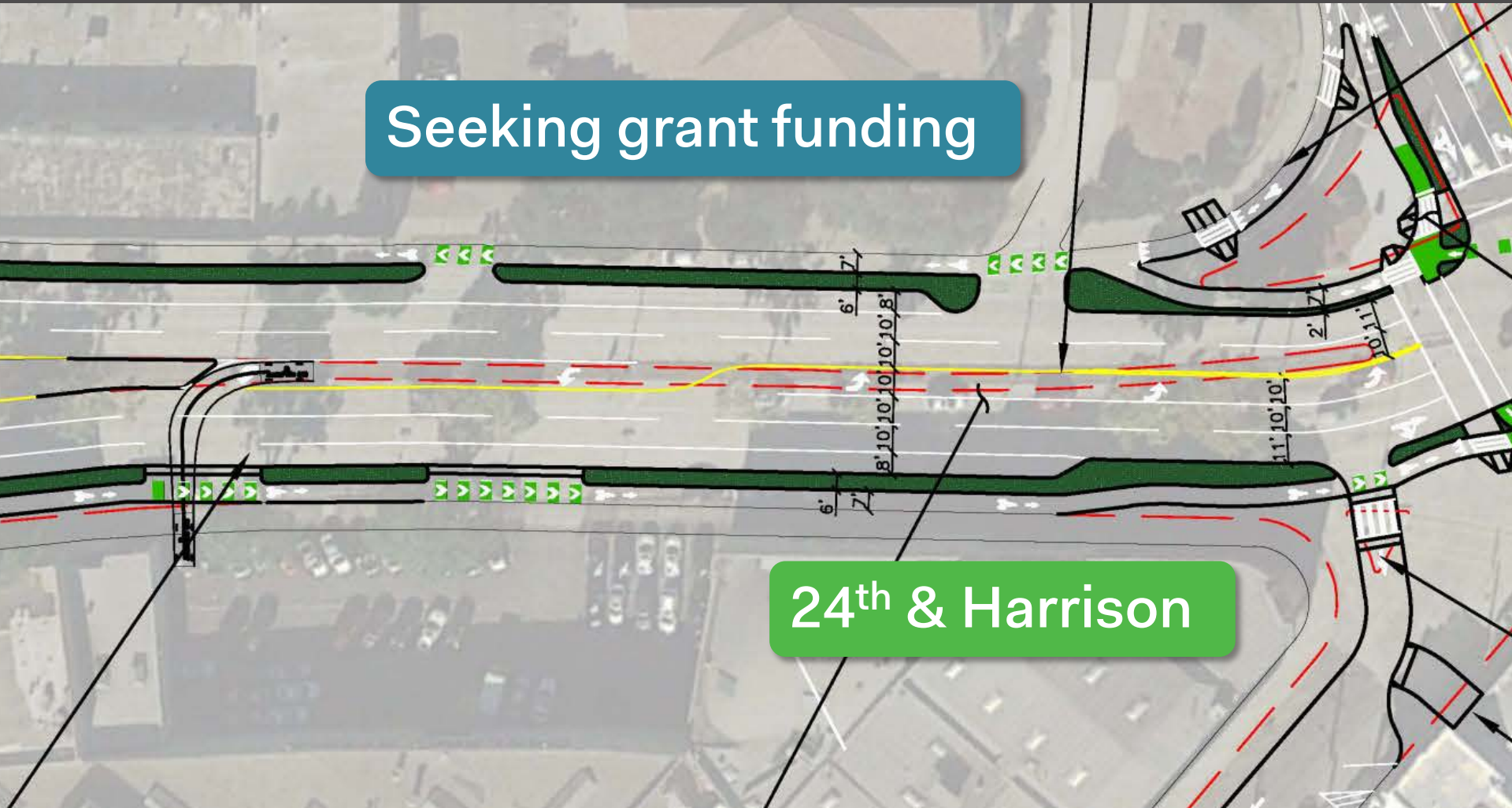




# DRAFT 27<sup>th</sup> Street Plan (Oct 2016)

Seeking grant funding

24<sup>th</sup> & Harrison



**JANUARY**

2630 Broadway  
approved

**APRIL**

Off-site permit  
review begins

**APRIL**

2400 Valdez  
approved

**JUNE**

Off-site permit  
review begins

**AUGUST**

24<sup>th</sup> & Harrison  
approved

**MAY**

27<sup>th</sup> Street to  
BPAC for ATP

**OCTOBER**

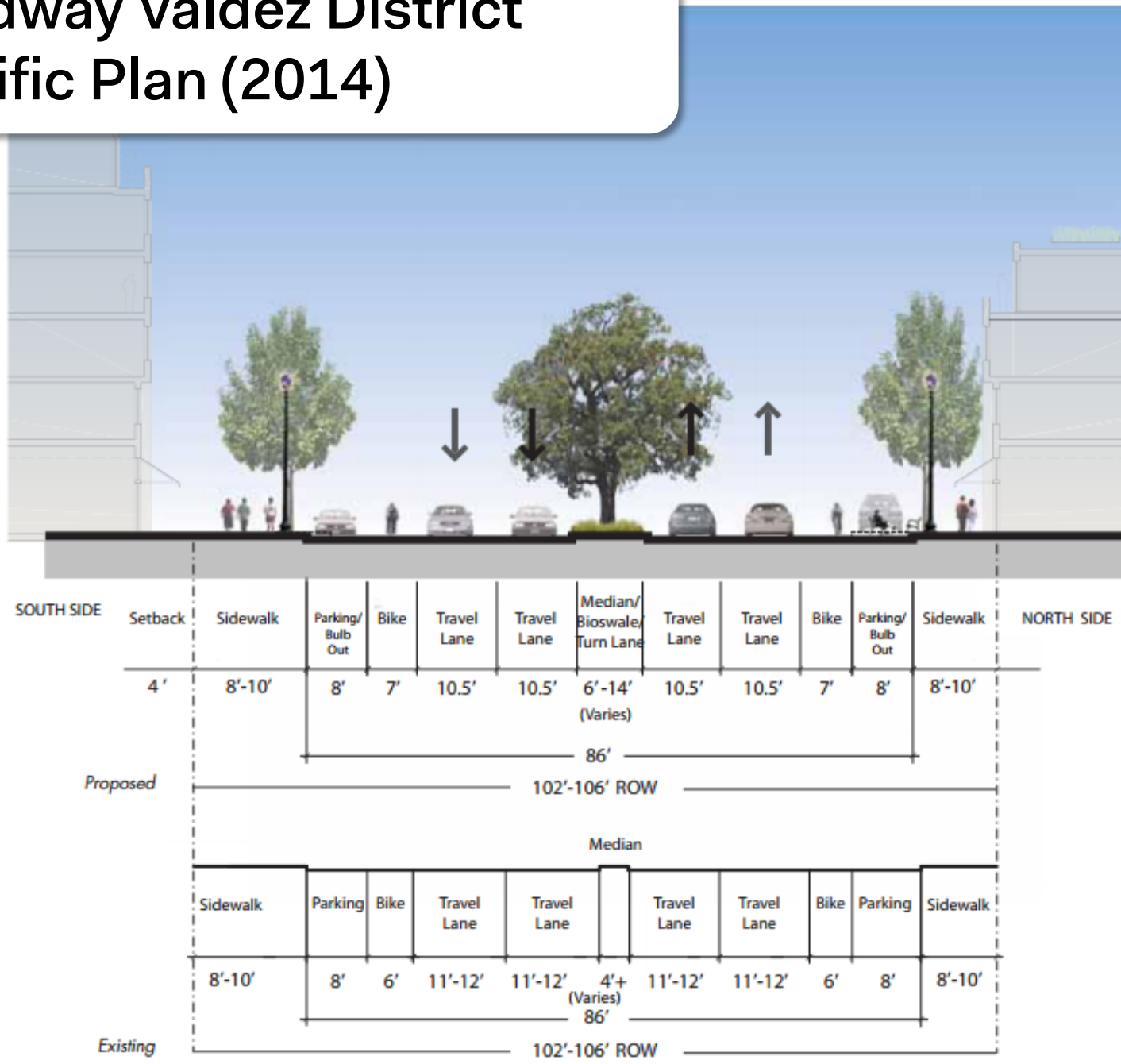
27<sup>th</sup> Street to  
ACTC CIP

Jan 2016

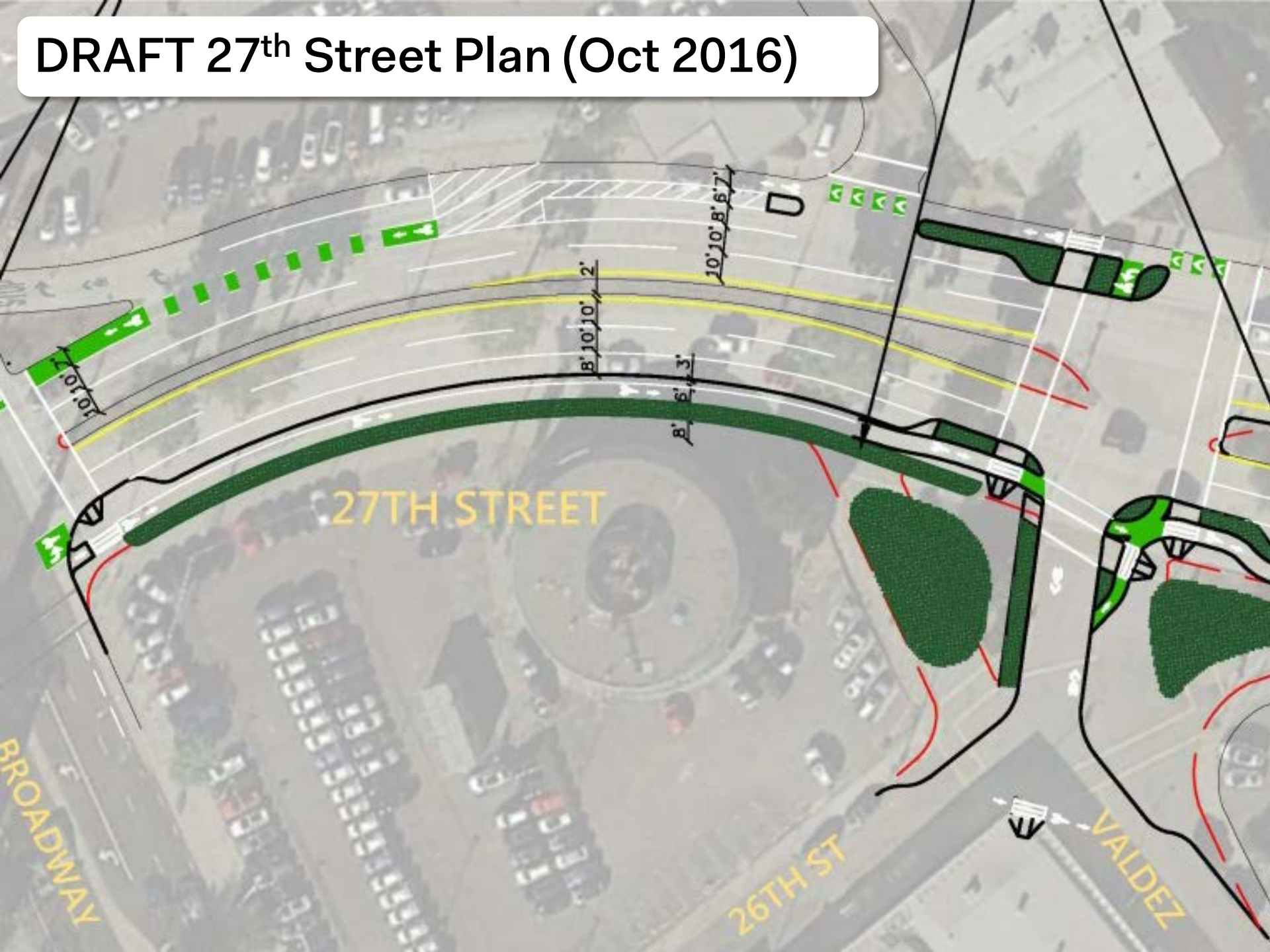
Dec



# Broadway Valdez District Specific Plan (2014)

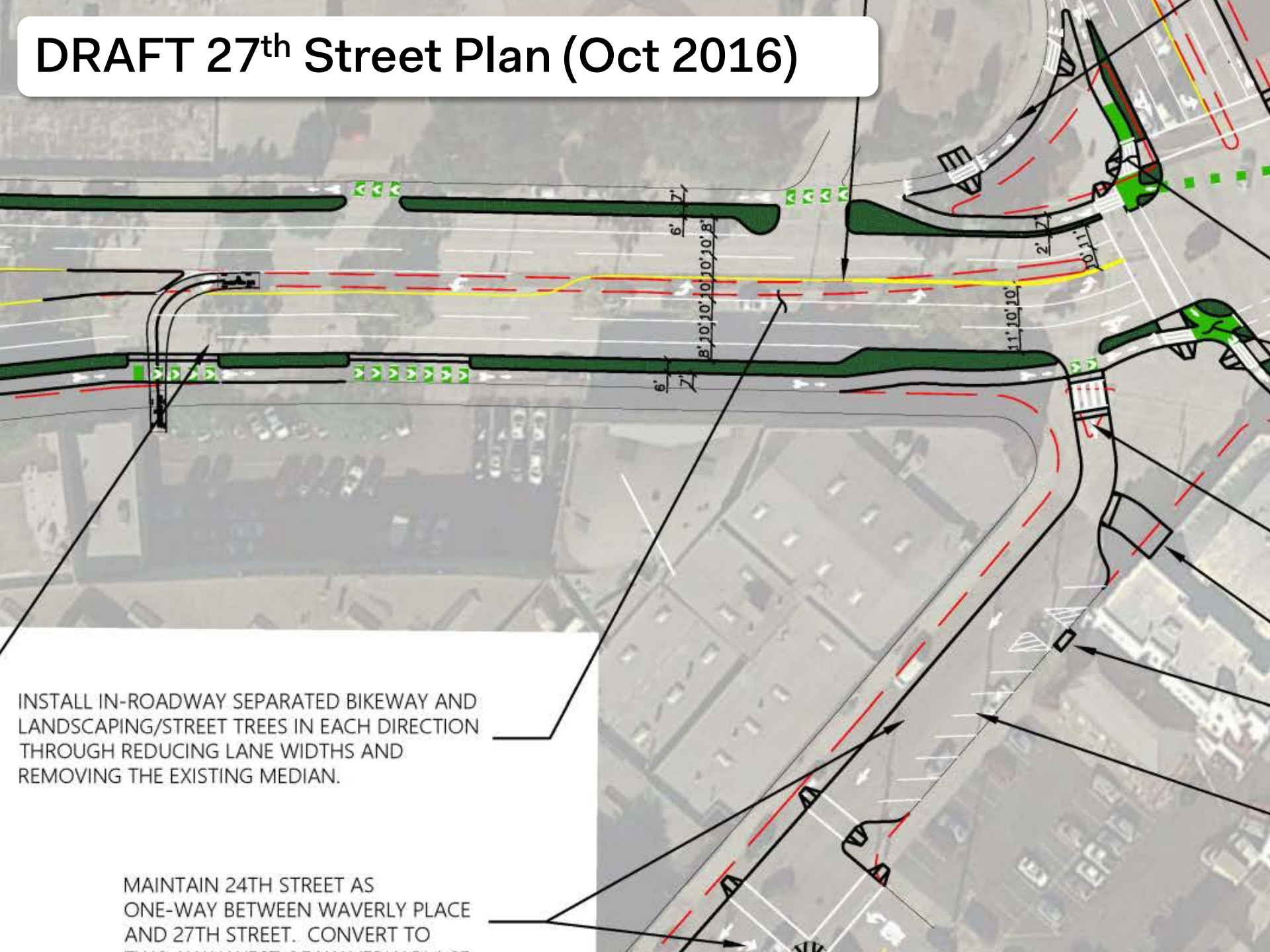


# DRAFT 27<sup>th</sup> Street Plan (Oct 2016)





# DRAFT 27<sup>th</sup> Street Plan (Oct 2016)

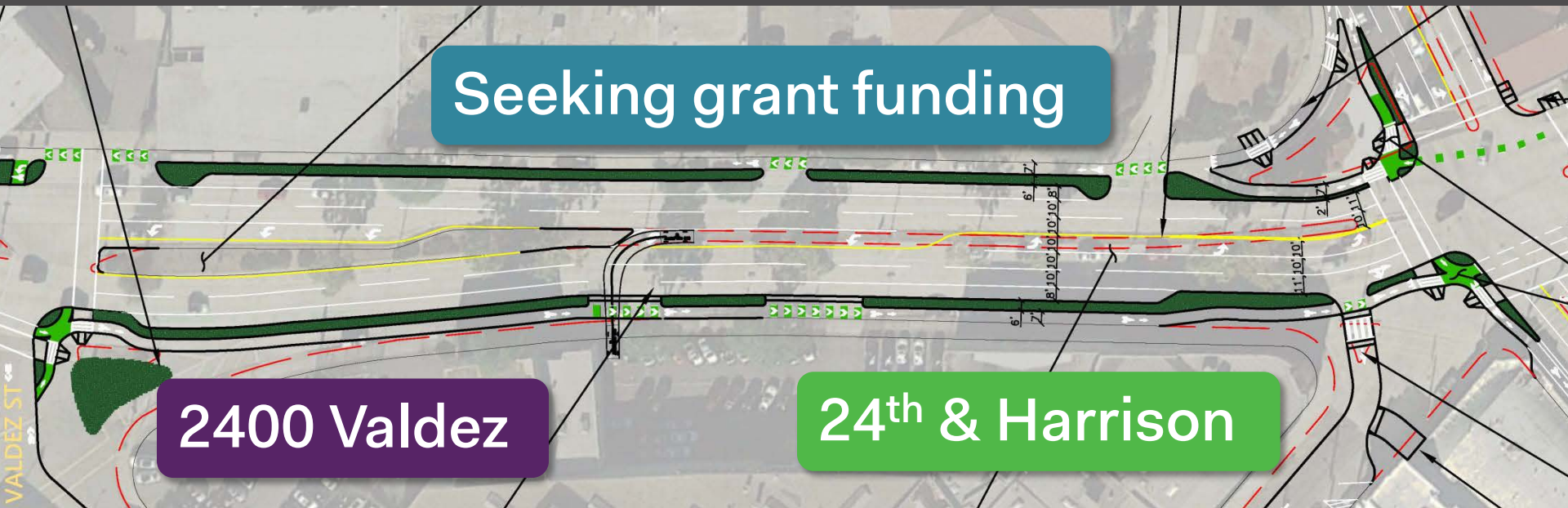
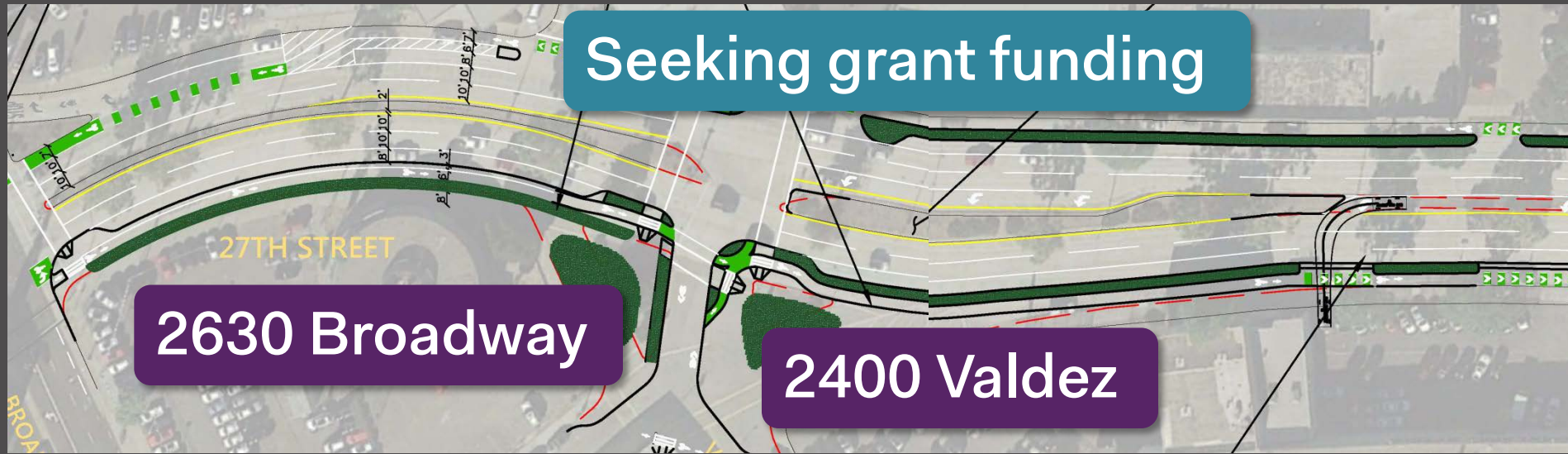


INSTALL IN-ROADWAY SEPARATED BIKEWAY AND LANDSCAPING/STREET TREES IN EACH DIRECTION THROUGH REDUCING LANE WIDTHS AND REMOVING THE EXISTING MEDIAN.

MAINTAIN 24TH STREET AS ONE-WAY BETWEEN WAVERLY PLACE AND 27TH STREET. CONVERT TO

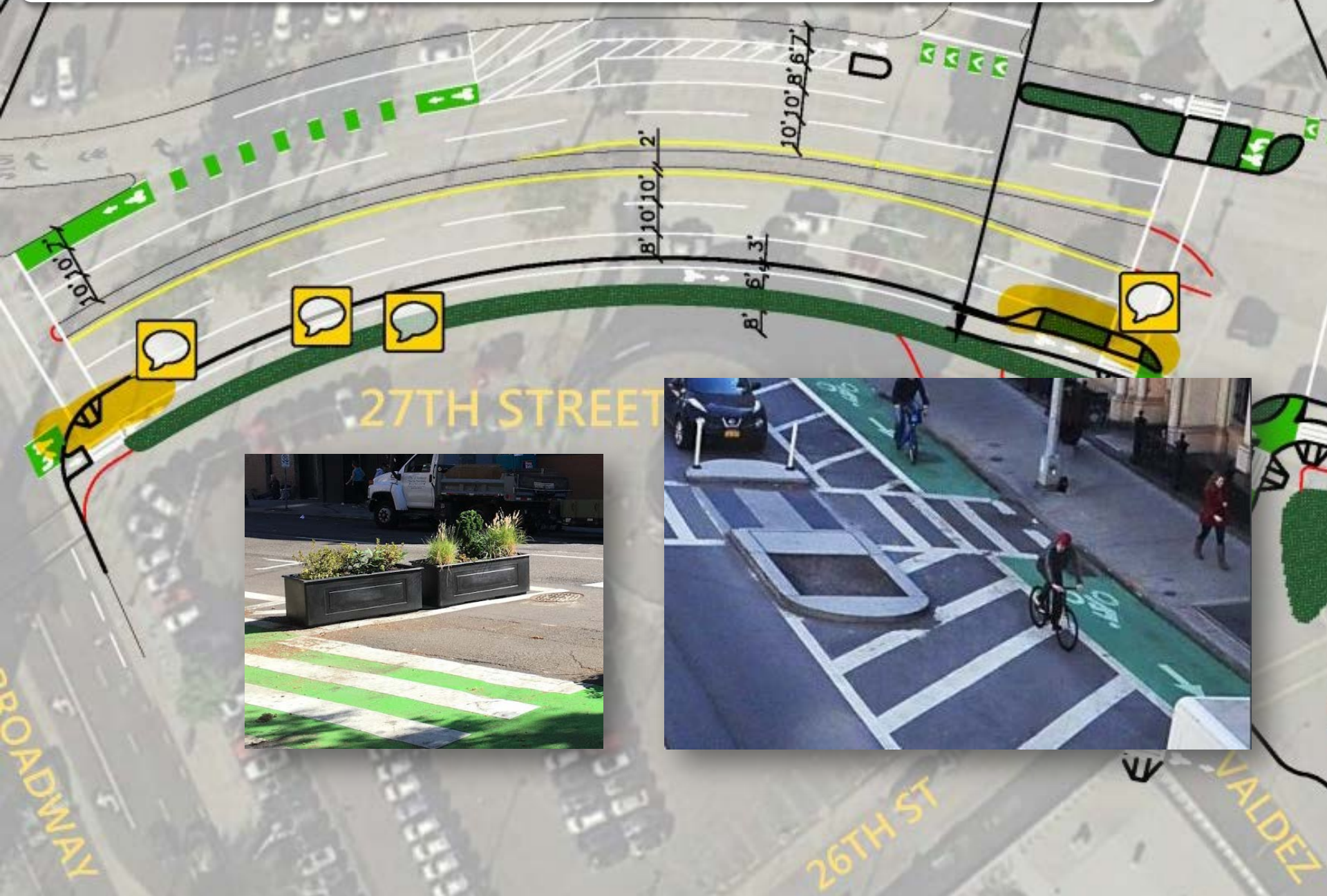


# DRAFT 27<sup>th</sup> Street Plan (Oct 2016)



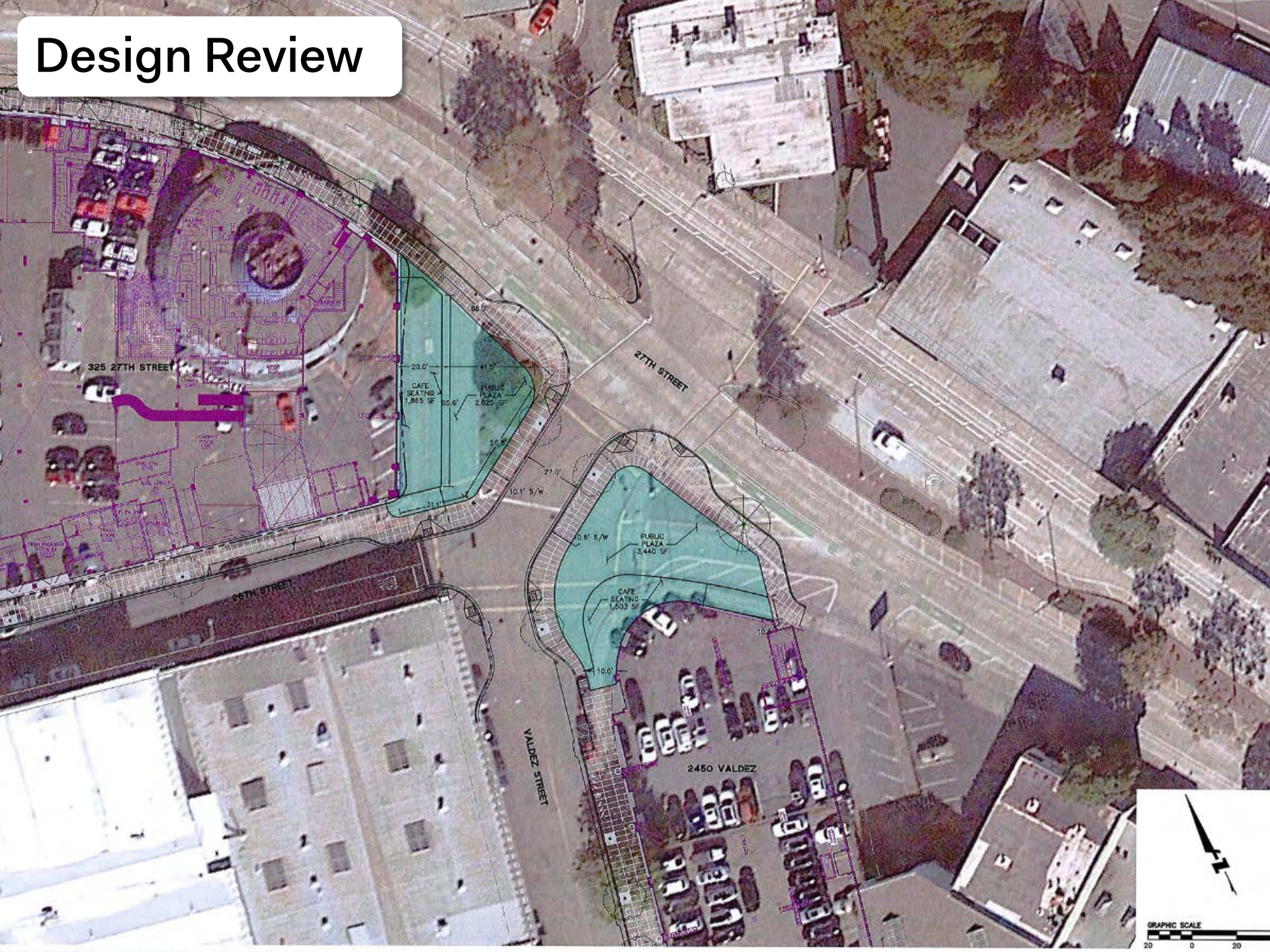


# DRAFT Revised 27<sup>th</sup> Street Plan (Jan 2017)





# Design Review



325 27TH STREET

27TH STREET

20TH STREET

VALDEZ STREET

2450 VALDEZ

CAFE SEATING  
1,869 SF

PUBLIC PLAZA  
2,825 SF

PUBLIC PLAZA  
3,440 SF

CAFE SEATING  
1,503 SF



GRAPHIC SCALE  
20 0 20



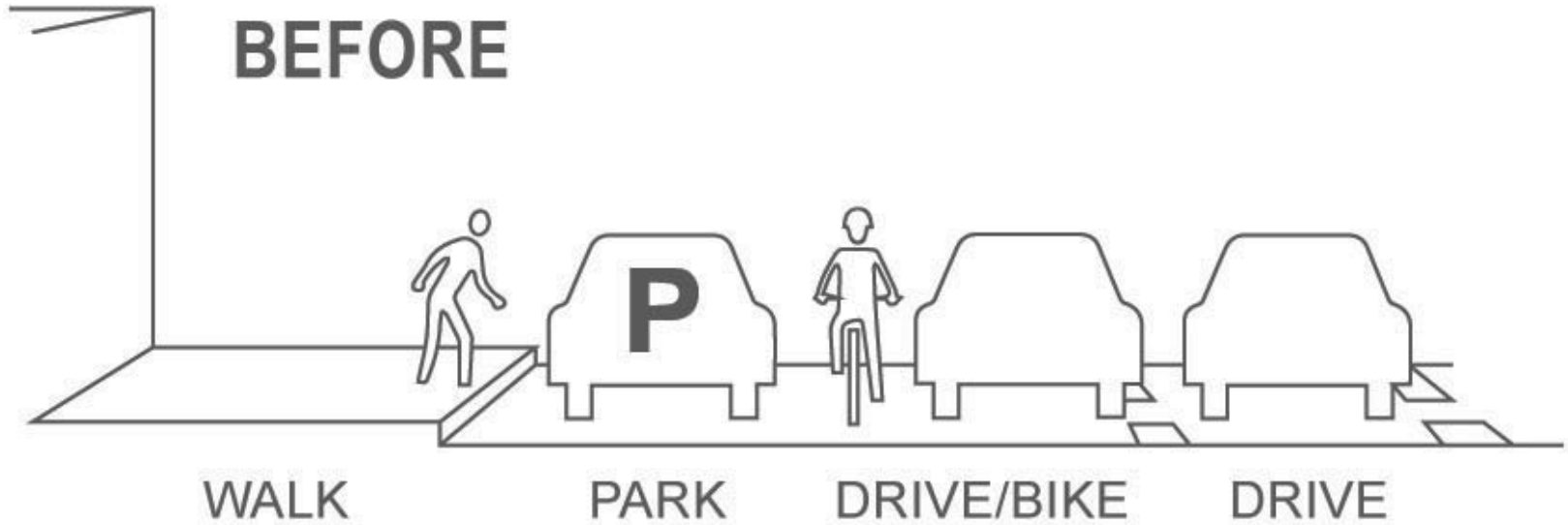
# Telegraph Avenue Progress Report

BPAC  
February 17, 2017

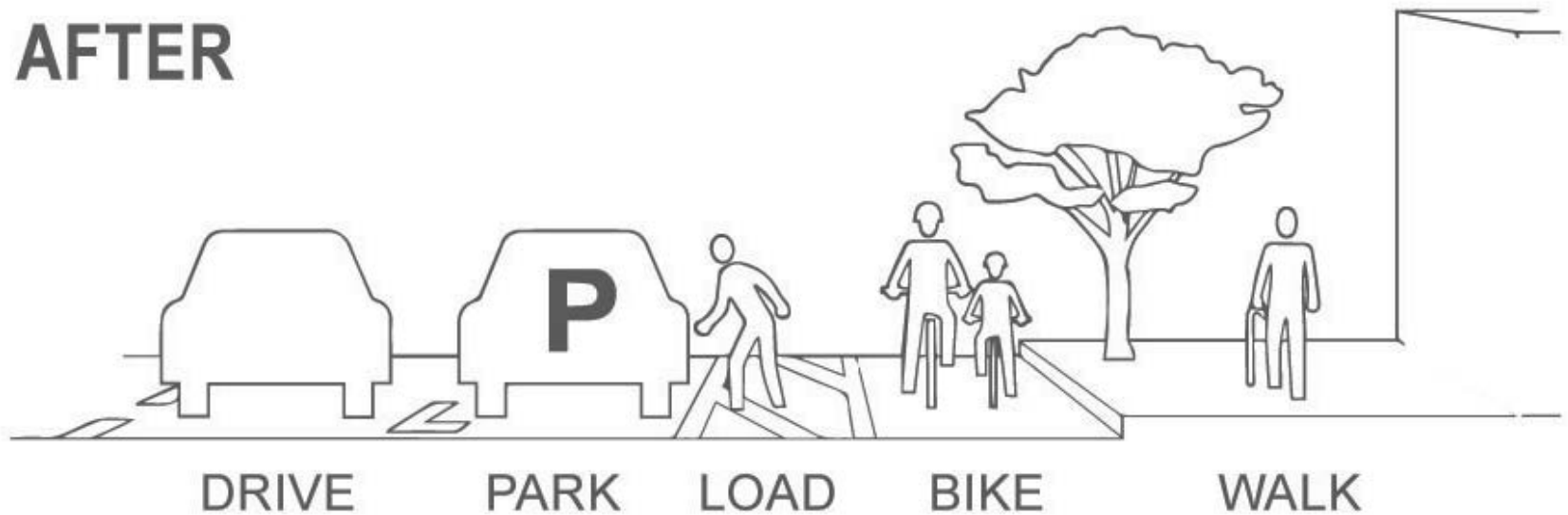
Sarah Fine  
Senior Transportation Planner



# BEFORE



# AFTER





# Recent Telegraph History

Oakland City Council approves the Telegraph Complete Streets Plan.

Telegraph named one of “America’s Best New Bike Lanes of 2016” (People for Bikes)

Telegraph nominated for “Best Street Transformations of 2016” (Streetsblog)

2014 ..... 2015 ..... 2016 ..... Today

The City of Oakland begins a planning project to develop concepts for Telegraph Avenue.

The City of Oakland successfully applies for funding to implement the Plan.

The City of Oakland implements a paint-only pilot of the protected bikeway project approved in the Telegraph Complete Streets Plan.

# Recent Telegraph History

Oakland City Council approves the Telegraph Complete Streets Plan.

Initial Project Manager takes new job

Telegraph named one of America's Best New Bike Streets of 2016" (People for Bikes)  
Telegraph nominated "Best Street Transformations of 2016" (Streetsblog)

2014 ..... 2015 ..... 2016 ..... Today

The City of Oakland begins a planning project to develop concepts for Telegraph Avenue.

The City of Oakland successfully applies for funding to implement the Plan.

The City of Oakland implements a paint-only pilot of the protected bike lane project approved by the City Council.

Minor Departmental Reorganization





FOX  
OAK

UPTOWN STATION

# Designing safer streets

Safe and attractive options for all users

# Building great streets

Economic value and neighborhood vitality

# Reducing delay and speeding

Faster, safer travel



Telegraph Avenue  
Progress Report



City of  
Oakland

Oakland Department of Transportation  
January 2017



# Designing safer streets

Safe and attractive options for all users

**No pedestrian crosswalk collisions** reported for the first time in 5 years

**79%** of bicyclists and **63%** of pedestrians say they feel safer on Telegraph now

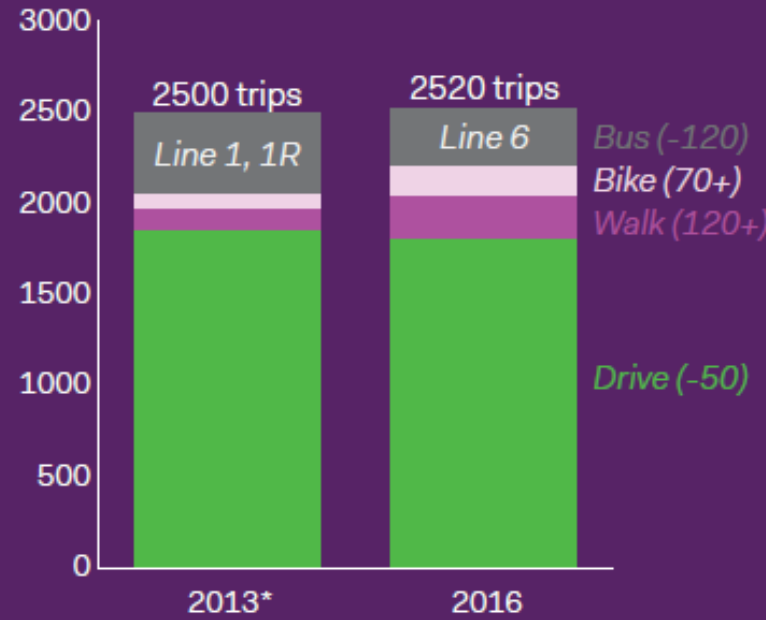


**40% decrease**  
**in collisions**

All collisions (vehicle, pedestrian, bicycle) on Telegraph Avenue (2016 vs average of 2012-2015)  
Source: OPD

# Building great streets

Economic value and neighborhood vitality



**9% increase  
in retail sales**

Sales tax revenues, Koreatown CBD, 3Q 2016 vs 3Q 2015  
Source: Oakland Economic & Workforce Development Department



# Reducing delay and speeding

Faster, safer travel

45% decrease in  
southbound speeding

27% decrease in  
northbound speeding

Median speeds are now  
**the speed limit**



52% of bicyclists on  
Telegraph say they  
travel the corridor  
more frequently now

Telegraph Avenue Intercept Survey (2016), n=118.  
Source: OakDOT

# What We've Heard

## Areas for Improvement

**“Cars routinely park in the mysterious light-brown zones.”**

**“Cars are parking in the bike lanes with impunity”**

**“Communicate clearly!”**



# What We're Doing Next

## Upcoming Changes

Adding new vertical separators and new signage

Painting the “mysterious light-brown zones”

Adding concrete curbs and bus boarding islands

Initiating a project mailing list

# Communicating Progress

The screenshot shows the City of Oakland website. At the top left is the Oakland logo with a tree and the text "City of OAKLAND California". To the right is a search bar with a "Search" button. Below the logo are navigation buttons for "Home", "Residents", "Business", "Visitors", and "Government". On the right side, contact information is provided: "For Assistance" with phone number "510-615-5566" and TTY "238-3254".

The main banner features a photograph of a clock tower and the text "Engineering and Construction".

On the left sidebar, there are sections for "About Us" (with links for "At a Glance", "FAQ", and "Contact Us"), "Connect" (with a link for "Report a Problem"), and "Our Services" (with a link for "Americans with Disabilities Act").

The main content area shows the breadcrumb trail: "Public Works > Engineering & Construction > Telegraph Avenue Complete Streets Project". The page title is "Telegraph Avenue Complete Streets" with a "Subscribe for Updates" button circled in green. A list of links is provided: "Project Updates", "Project Overview", "Project Recommendations", "Purpose Statement", "Planning and Community Involvement", and "Project Materials". An aerial photograph of the project area is shown at the bottom right.

## About Us

- At a Glance
- FAQ
- Contact Us

## Connect

- Report a Problem

## Our Services

- Americans with Disabilities Act

Select Language

[Public Works](#) > [Engineering & Construction](#) > [Telegraph Avenue Complete Streets Project](#)

## Telegraph Avenue Complete Streets

Subscribe for Updates

- [Project Updates](#)
- [Project Overview](#)
- [Project Recommendations](#)
- [Purpose Statement](#)
- [Planning and Community Involvement](#)
- [Project Materials](#)



# Communicating Progress

**Welcome to the mailing list for Telegraph Avenue Complete Streets!** We're excited to share with you the latest news about the Telegraph project, including our first-ever [Telegraph Avenue Progress Report](#).

Here are a few quick facts from the [Progress Report](#):

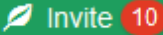


- Traffic collisions (among all street users) are **down 40%**
- Speeding is down as much as **45%**
- Median speeds are now **the speed limit** (25 mph)
- The proportion of people using Telegraph for biking and walking has **doubled**
- 90% of community feedback touched on parking issues, including parking in the bike lanes and the "mysterious light brown zones"

This report includes before-and-after trends, covering everything from safety and traffic speeds to user satisfaction and retail activity. We also wanted to share what we've heard from community members about the project, including the good, the could-be-better, and the "What the heck were you thinking?"

You can read the whole Telegraph Avenue Progress Report by following [this link](#).



# Communicating Progress



- Home
- Inbox
- Neighbors
- Map
- Events Calendar
- Recommendations **NEW**


LOCAL

- Cleveland-Lake Merritt
- Local Agencies

CATEGORIES

- Classifieds
- Crime & Safety
- Documents
- Free items
- General**
- Lost & Found
- Recommendations

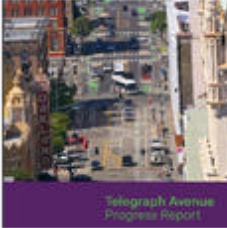
## Post in General



### Progress Report for Telegraph Avenue Complete Streets

Public Information Officer Harry Hamilton from City Administrator's Office · 3 Feb

The City of Oakland's Department of Transportation (OakDOT) recently released a "Progress Report" for Telegraph Avenue Complete Streets. To view the report, visit <http://bit.ly/2krgFMZ>.



The Progress Report assesses the recent transportation changes on Telegraph Avenue using metrics derived from the project's key goals of safety, multimodal use and neighborhood vitality. We hope you find it informative.

If you have any additional questions, please feel free to contact Sarah Fine, Project Planner, at [sfine@oaklandnet.com](mailto:sfine@oaklandnet.com).

Shared with all areas in City Administrator's Office in General

THANK · 37

★ Bill, Jon, Dave, and 34 others thanked Harry



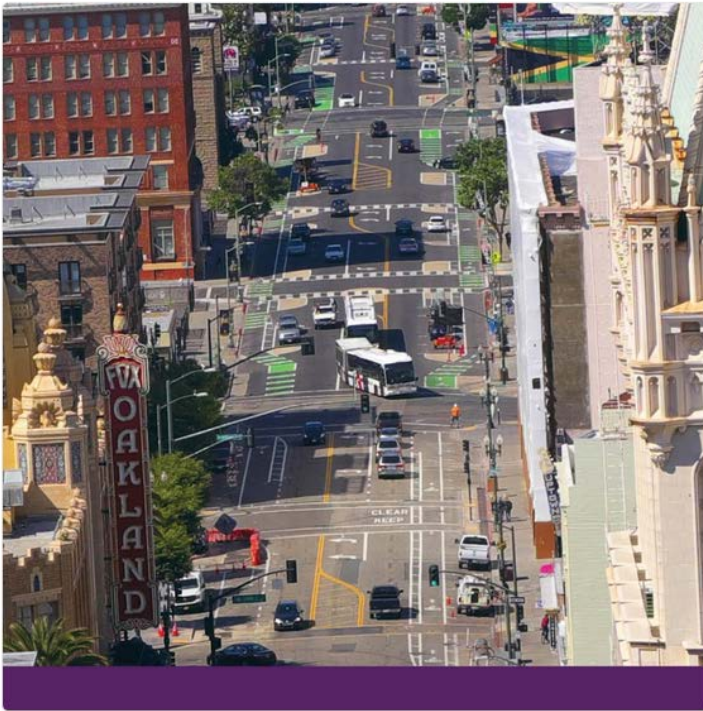
# Communicating Progress



OakDOT  
@OakDOT

Following

100% more people walking on Telegraph, 45% fewer drivers speeding down it. Read our Telegraph Progress Report:  
[www2.oaklandnet.com/oakca1/groups/ ...](http://www2.oaklandnet.com/oakca1/groups/)



RETWEETS 27  
LIKES 58



4:33 PM - 27 Jan 2017

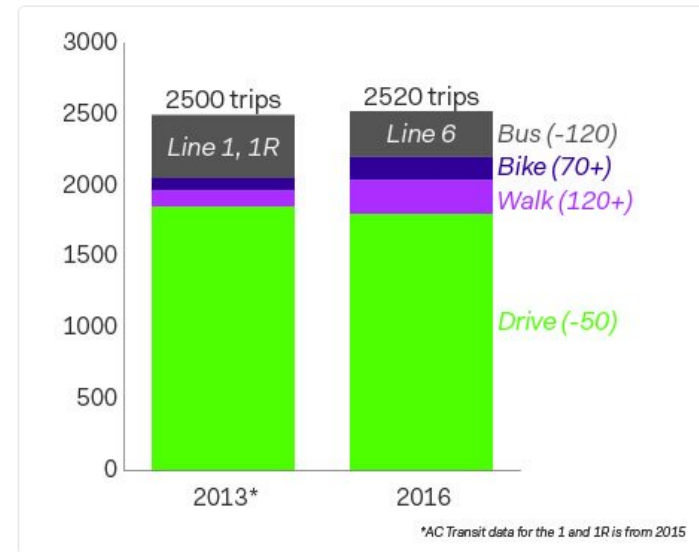
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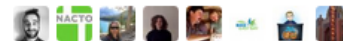
OakDOT  
@OakDOT

Following

Peak hour biking up 78% on Telegraph in new parking-protected bike lanes. More in our Telegraph Progress Report:  
[www2.oaklandnet.com/oakca1/groups/ ...](http://www2.oaklandnet.com/oakca1/groups/)



RETWEET 1  
LIKES 8



4:37 PM - 27 Jan 2017

1 1 8

# Communicating Progress



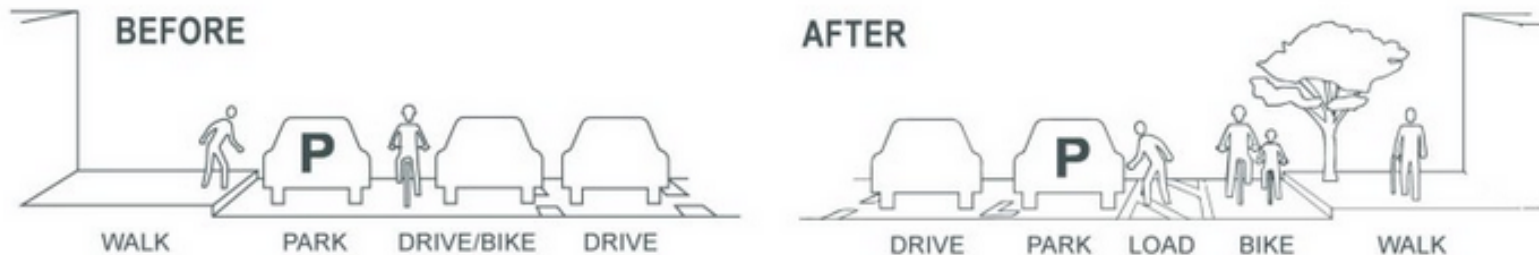
City of Oakland [Follow](#)

The official Medium channel of the City of Oakland.

Feb 14 · 4 min read

## Not Too Fast, Not Too Slow and Now Safer: Telegraph Complete Streets

How the City of Oakland is Working to Make Telegraph Avenue Safer



Complete streets: basic changes to Telegraph Avenue include parking-protected bike lanes and other pedestrian improvements

# Communicating Progress

## STREETS BLOG CAL

State Capitol Updates / Active Transportation Program / Transportation Funding / Cap-and-Trade / Legislation / Climate Change / Bicycling

### Telegraph Avenue Parking-Protected Bike Lanes Show Stunning Results

More biking, more walking, less speeding, fewer collisions, less delay

Hoodline

News

Events

Oakland **NEW**

Search stories

### OakDOT Report: Telegraph Avenue Pilot Has Retail Up, Collisions Down



Telegraph  
Progress Report

Oakland Department  
January 2017



Photo: Google

# What We're Doing Next

## Upcoming Changes

Adding new vertical separators and new signage

Painting the “mysterious light-brown zones”

Adding concrete curbs and bus boarding islands

Initiating a project mailing list





# New separators





# New separators



**Transport Oakland**  
@transpoakland

Following

BEST. VALENTINES. EVER.



**Robert Prinz** @prinzrob

New flex post install starting at Telegraph "no parking" zones today.  
Thanks @OakDOT!

RETWEETS

2

LIKES

12

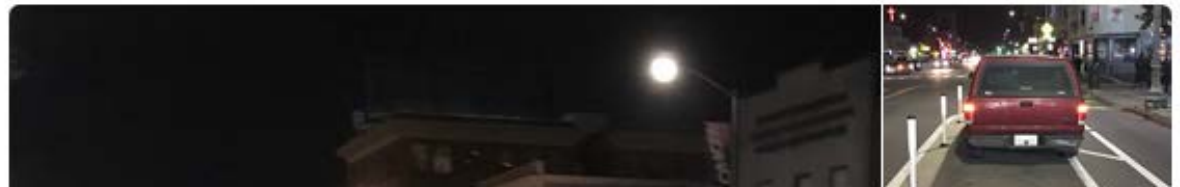
5:13 PM - 14 Feb 2017



**Chris Kintner**  
@kintnerc

Follow

Nice work on the flex posts @OakDOT  
@fineplanner! 🙌🙌🙌 Bike lane was clear  
tonight. There are still some creative drivers  
though.



# What We're Doing Next

## Upcoming Changes

Adding new vertical separators and new signage



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Initiating a project mailing list





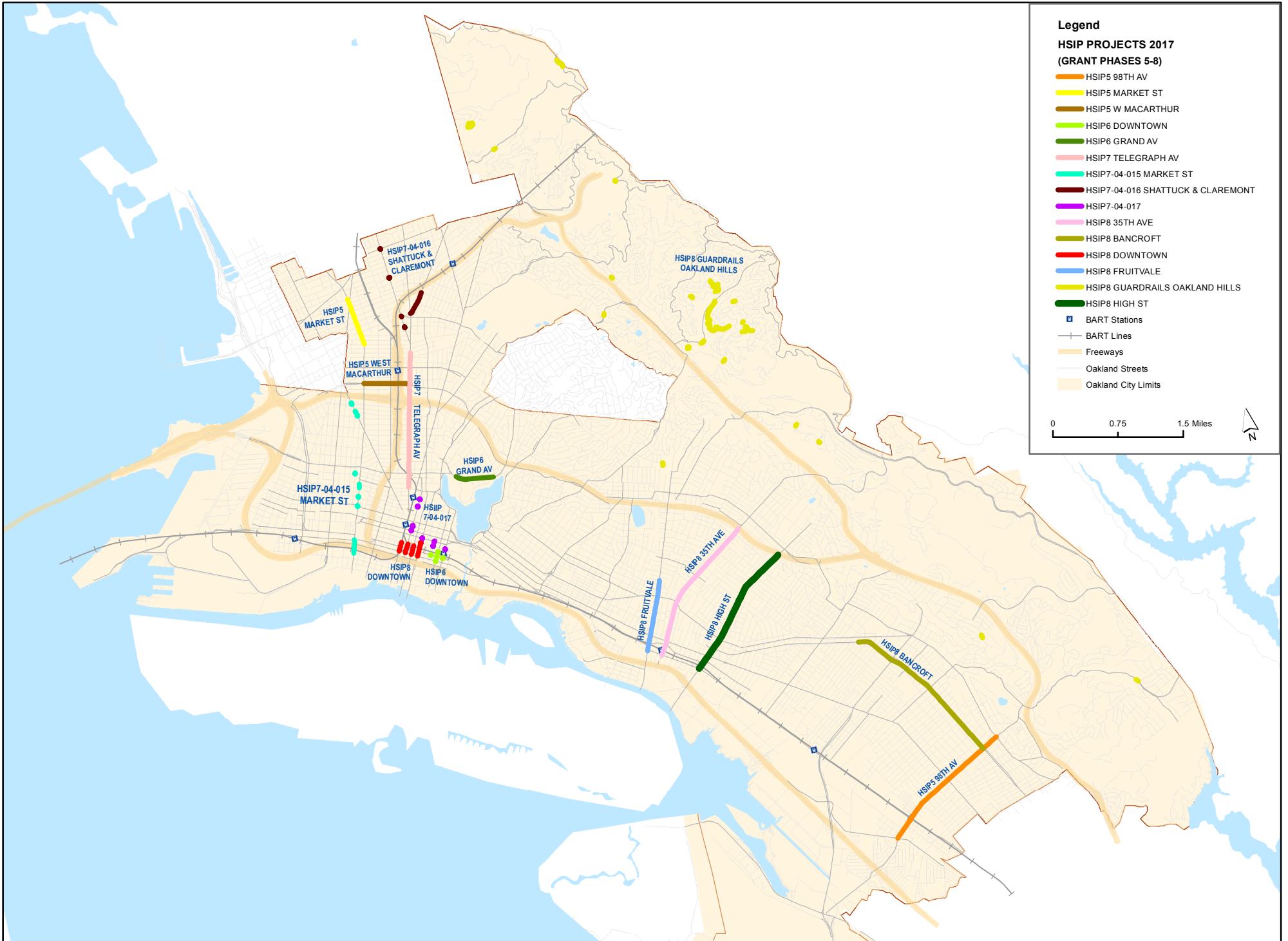


Thank you!

CITY OF OAKLAND



# CITY OF OAKLAND HSIP PROJECTS PHASES 5-8



- Legend**
- HSIP PROJECTS 2017 (GRANT PHASES 5-8)**
- HSIP5 98TH AV
  - HSIP5 MARKET ST
  - HSIP5 W MACARTHUR
  - HSIP6 DOWNTOWN
  - HSIP6 GRAND AV
  - HSIP7 TELEGRAPH AV
  - HSIP7-04-015 MARKET ST
  - HSIP7-04-016 SHATTUCK & CLAREMONT
  - HSIP7-04-017
  - HSIP8 35TH AVE
  - HSIP8 BANCROFT
  - HSIP8 DOWNTOWN
  - HSIP8 FRUITVALE
  - HSIP8 GUARDRAILS OAKLAND HILLS
  - HSIP8 HIGH ST
- BART Stations
  - BART Lines
  - Freeways
  - Oakland Streets
  - Oakland City Limits

