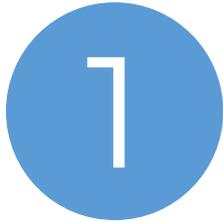


# Telegraph Complete Streets in KONO



City of  
Oakland

Department of  
Transportation



Project  
Background



Lessons  
Learned



Project  
Enhancements



Next  
Steps



Project  
Background



Lessons  
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Enhancements



Next  
Steps

# Project

Pedestrian Streetscape Improvement Plan  
2005

- 12-month effort
- 4 stakeholder meetings
- 3 community meetings

Telegraph Complete Streets Plan Approved with Protected Bike Lane Direction  
2014

- 40 stakeholder meetings
- 2 community meetings

Telegraph Complete Streets Phase 1  
2016

Telegraph Complete Streets Phase 2  
2019

Telegraph Complete Streets Concrete Improvements  
2021

East Bay Bus Rapid Transit plan begins  
2002

Telegraph BRT fails in Berkeley  
2010

5 Year Paving Plan  
2014

2000

2005

2010

2015

2020

## 2014 Complete Streets

- Built upon 2002 Streetscape Plan pedestrian improvements, recommended new transit boarding islands
- Evaluated two bikeway options
  - Separated bike lane
  - Buffered bike lane
- Council resolution called for a bikeway on Telegraph to be protected in KONO



Separated bike lane

*Photo credit: Bike East Bay*



Buffered bike lane

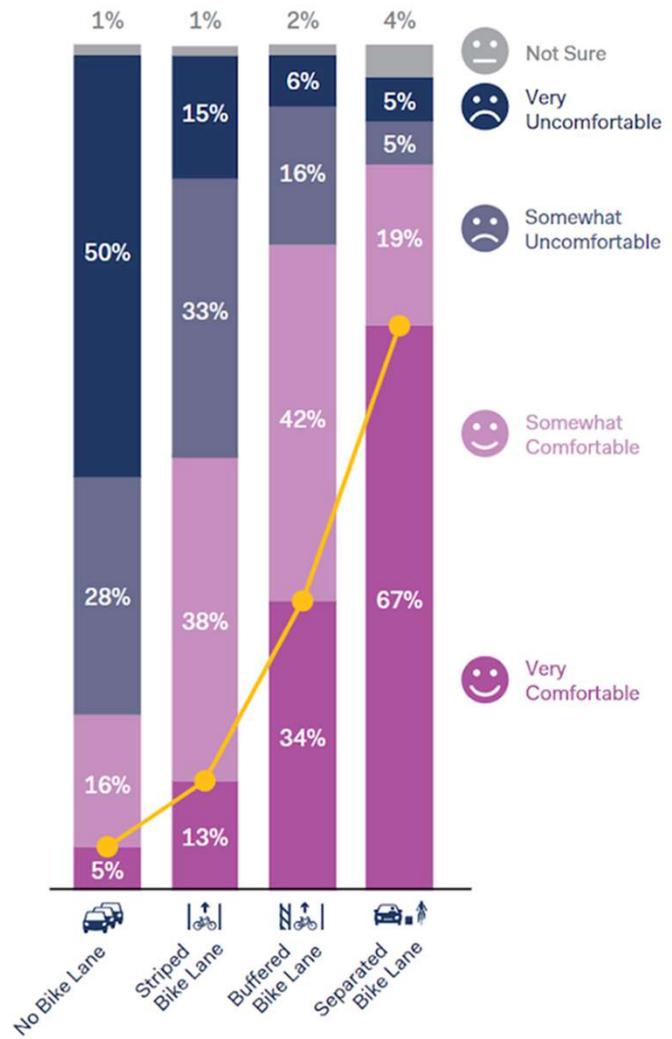
*Photo credit: People for Bikes*

## 2018 Council Direction

- Presented Repairing Temescal project that builds on lessons learned from KONO
- Instructed to bring forth a plan to KONO that addresses identified problems before implementing Temescal improvements



# Oaklanders Prefer Separated Bike Lanes



## Safety Benefits of Separated Bike Lanes

- **89% reduced injuries on cycletracks vs. no bike lanes**

**50% reduction with standard bike lanes**

1. Teschke, et al, 2012 - [Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study](#)

- **56% reduction in injuries to all street users**  
**84 % reduction in sidewalk riding**

2. NYC DOT, 2012 - [Measuring the Street](#)

- **28% fewer injuries/mile vs. streets with no bike lanes**

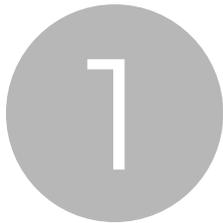
**People 2.5 x more likely to bike on the lanes**

3. Lusk, et al., 2010 - [Risk of injury for bicycling on cycle tracks versus in the street, Injury Prevention, December 1, 2010](#)

# 2016 Telegraph Complete Streets Phase 1



Photo Credit: Sergio Ruiz



Project  
Background



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Steps

# Parking in Painted Safety Areas Impacts Visibility



Google

# Cars parked blocking bike lane

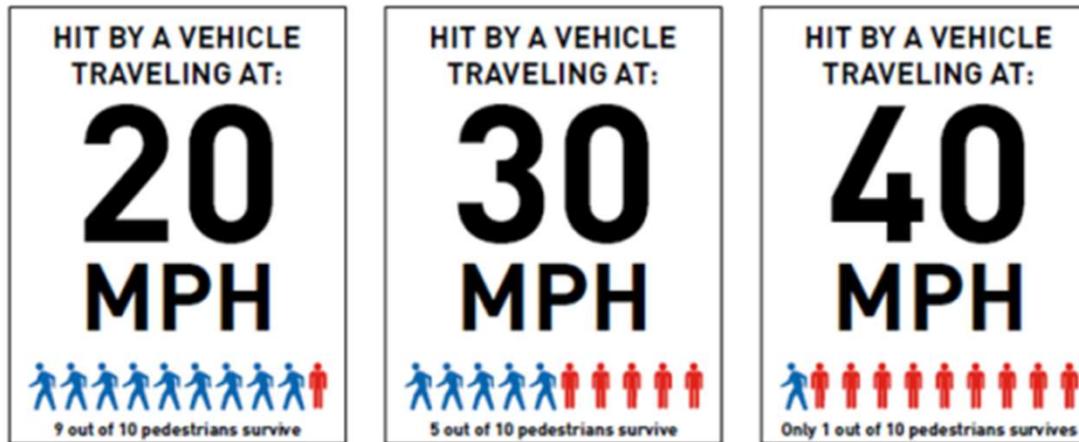


# Traffic Grade Planters Easily Moved



Google

## Project Benefits



*Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.*

**Reducing delay  
and speeding**  
Faster, safer travel

27% decrease in  
northbound speeding

Median speeds are now  
**the speed limit**

Telegraph Avenue - After Implementation Performance Summary (Fall 2016)  
Source: OakDOT

## Project Benefits



### Designing safer streets

Safe and attractive options for all users

Yielding to pedestrians increased by over **300%** from 22% before to 67% after implementation

## Project Benefits



## Designing safer streets

Safe and attractive options for all users

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

Pedestrian collisions on Telegraph Avenue (2012-2017)  
Telegraph Avenue Intercept Survey (2016) (n=118, 40)  
Sources: OPD, OakDOT

## What We've Heard

### Before 2016

- 44 stakeholder meetings
- 5 community meetings
- 1100 survey responses
- 201 shopper survey responses
- 500 intercept survey responses



### Post 2016 Installation - Winter 2019

- 43+ merchants engaged
- 500 people received user surveys, 168 responded
- 1 community open house
- 700 subscribers to Telegraph Complete Streets emailed
- 5+ Meetings with KONO BID

**TELEGRAPH AVE**  
COMPLETE STREETS PROJECT

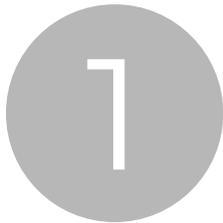
**BICYCLIST SURVEY**    **ENCUESTA DE CICLISTA**    自行车调查

Type in this link to your web browser    Escriba en este enlace a su navegador web    键入此链接Web浏览器

<http://bit.ly/telegraphbikesurvey>

Or scan the QR code  
O escanear el código QR    或扫描QR    →





Project  
Background



Lessons  
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Next  
Steps

**Before**



**After**



**After**

Vertical Elements  
Improve Safety:

- Tough posts
- Wheel stops



## After

More paint!

- Bright, fun color in painted safety area
- More frequent stencils in bike lane
- Opportunity for Paint the Town effort



**After**

Increased visibility

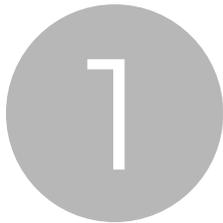
- Best practice sight lines
- Prevent prohibited parking



## Bus Boarding Islands



- Generally positive experience
- Adding bollards and reflective paint to enhance visibility



Project  
Background



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Next  
Steps

## 2019 Installation



- Delivery in late summer/early fall 2019
- Combination of on-call contractors and in-house crews

## 2021 Concrete Improvements



- \$3,677,000 competitive grant accepted by City Council
- Adds concrete to purple areas
- Further improves intersection safety

## Learning from leading cities



- Speed humps to slow turning movements and increase yielding

# Project Evaluation

An aerial view of a city street intersection. The street is paved with asphalt and has white lane markings. A green-painted bicycle lane is visible on the left side of the road. A red and white taxi is driving in the center of the intersection. Several cyclists are riding on the road. A large brick church with a steeple is on the right side of the street. A gas station with a blue and yellow canopy is also on the right. In the background, there are other buildings and a hillside.

## Existing Measures

- Speeds
- Volumes
- Yield to Pedestrians
- Experience walking, biking & loading

## Added Measures

- Yielding to Bicyclists
- Compliance with parking prohibitions
- Measures of vibrancy for businesses

**Thank you!**



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