

Telegraph Avenue Complete Streets Project

Public Open Houses – Spring 2014

Please fill out the following information to stay up to date on current issues regarding this project.

Name: [REDACTED]

Street Name: [REDACTED]

Zip Code (*required*): 94618

E-mail: [REDACTED]

Thank you for your comments.

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com)
at the Oakland Public Works Department
on or before May 19, 2014.



Telegraph Avenue Complete Streets Project

Public Open Houses – Spring 2014

☒ Please check the box(es) to indicate your preferences.

Station #1 Project Overview	Comments or Suggestions:								
Station #2 Existing Conditions	Comments or Suggestions:								
Station #3 Survey & Stakeholder Feedback	Comments or Suggestions:								
Station #4 Roadway Design Options	<p>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</p> <table><tr><td><input type="radio"/> <u>Segment A – Design Option 1</u></td><td><input checked="" type="radio"/> <u>Segment A – Design Option 2</u></td><td><input type="radio"/> <u>Segment A – Other configuration</u></td></tr><tr><td><ul style="list-style-type: none">• Keep two travel lanes in each direction• Keep parking on both sides of the street• Remove center turn lane• Add striped bike lanes</td><td><ul style="list-style-type: none">• Keep two travel lanes in each direction• Remove parking on one side of the street• Remove center turn lane• Add protected cycle tracks</td><td></td></tr><tr><td></td><td>Comments or Suggestions:</td></tr></table>	<input type="radio"/> <u>Segment A – Design Option 1</u>	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u>	<input type="radio"/> <u>Segment A – Other configuration</u>	<ul style="list-style-type: none">• Keep two travel lanes in each direction• Keep parking on both sides of the street• Remove center turn lane• Add striped bike lanes	<ul style="list-style-type: none">• Keep two travel lanes in each direction• Remove parking on one side of the street• Remove center turn lane• Add protected cycle tracks			Comments or Suggestions:
<input type="radio"/> <u>Segment A – Design Option 1</u>	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u>	<input type="radio"/> <u>Segment A – Other configuration</u>							
<ul style="list-style-type: none">• Keep two travel lanes in each direction• Keep parking on both sides of the street• Remove center turn lane• Add striped bike lanes	<ul style="list-style-type: none">• Keep two travel lanes in each direction• Remove parking on one side of the street• Remove center turn lane• Add protected cycle tracks								
	Comments or Suggestions:								

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Station #4 Roadway Design Options <i>(cont'd)</i>	Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):		
	<input type="radio"/> Segment B – Design Option 1 <ul style="list-style-type: none"> Keep existing travel lanes and center turn lane Keep parking on both sides of the street Add shared lane markings for bikes (sharrows) 	<input checked="" type="radio"/> Segment B – Design Option 2 <ul style="list-style-type: none"> Keep existing through lanes and center turn lane Remove parking on one side of the street Add striped bike lanes 	<input type="radio"/> Segment B – Other configuration
	Comments or Suggestions:		
	Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):		
	<input checked="" type="radio"/> Segment C – Design Option 1 <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add protected cycle tracks 	<input type="radio"/> Segment C – Design Option 2 <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add buffered bike lanes 	<input type="radio"/> Segment C – Other configuration
Comments or Suggestions:			
What other design options do you want to see on Telegraph Avenue? <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street </div> <div> <input checked="" type="checkbox"/> Parklets </div> </div> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Stormwater Planters </div> <div> <input type="checkbox"/> Other: </div> </div>			

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Station #5 Parking and Loading	Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street? <i>(Select all that apply)</i>	
	<input checked="" type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? _____ <input type="checkbox"/> YES, but don't remove more than 6 metered spaces per block Location(s)? _____ <input type="checkbox"/> YES, but only if the removed metered parking can be replaced nearby Location(s)? _____ <input type="checkbox"/> NO Location(s)? _____	Additional Comments:
	How should loading/delivery vehicles be accommodated on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Allow double parking in the outside travel lane <input type="checkbox"/> Allow double parking in bicycle lane (where applicable) <input type="checkbox"/> Allow parking in the center turn lane with access to crosswalks <input checked="" type="checkbox"/> Work with merchants to implement loading zones and hours for deliveries	Additional Comments:

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Station #6 Transit Improvements	What transit improvements to you want to see on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input checked="" type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments:
Station #7 Pedestrian Crossings	What pedestrian improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Shorter pedestrian crossing distances <input type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input checked="" type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	Additional Comments:
Station #8 Next Steps	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.	

THANK YOU!

Submit this Form

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Name:

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E-mail:

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Station #1 Project Overview <small>click here for exhibit #1</small>	Comments or Suggestions: I do the vast majority of my shopping by bicycle and I preferentially choose to shop in places that are easily bike-accessible.
Station #2 Existing Conditions <small>click here for exhibit #2</small>	Comments or Suggestions: I am a very experienced bicyclist and commute by bike about 80% of the time. I have almost been hit by cars on Telegraph too many times to count. Telegraph is in serious need of a redesign that makes it safer for bicyclists and bicycling infrastructure that is easier for car drivers to understand.
Station #3 Survey & Stakeholder Feedback <small>click here for exhibit #3</small>	Comments or Suggestions: I have commuted to UC Berkeley via Telegraph almost every day for several years, even though I feel like I am taking my life in my hands many of those days (because of the poor existing bicycle infrastructure, such as bike lanes that suddenly end and are replaced by sharrows with no warning/no merge sign).
Station #4 Roadway Design Options <small>click here for exhibit #4</small>	<div style="border-bottom: 1px solid black; padding-bottom: 5px;"> Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue): </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> Keep two travel lanes in each direction Keep parking on both sides of the street Remove center turn lane Add striped bike lanes </div> <div style="width: 30%;"> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> Keep two travel lanes in each direction Remove parking on one side of the street Remove center turn lane Add protected cycle tracks </div> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Other configuration</u> </div> </div> <div style="padding-top: 10px;"> Comments or Suggestions: I love the idea of protected cycle tracks here. (With "protected" being the key word!) </div>

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Station #4 Roadway Design Options <i>(cont'd)</i>	Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):		
	<input type="radio"/> <u>Segment B – Design Option 1</u> <ul style="list-style-type: none"> Keep existing travel lanes and center turn lane Keep parking on both sides of the street Add shared lane markings for bikes (sharrows) 	<input checked="" type="radio"/> <u>Segment B – Design Option 2</u> <ul style="list-style-type: none"> Keep existing through lanes and center turn lane Remove parking on one side of the street Add striped bike lanes 	<input type="radio"/> <u>Segment B – Other configuration</u>
	Comments or Suggestions: <p>Please DO NOT choose Segment B-Design Option 1. In my experience, sharrows are not effective in protecting cyclists on Telegraph, especially when they appear and disappear in different segments. Drivers do not understand them and frequently pass bicyclists at close range or honk. I very much prefer Option 2. If Option 2 is not chosen, then a green lane (as on MacArthur) would be much better than sharrows.</p>		
	Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):		
	<input checked="" type="radio"/> <u>Segment C – Design Option 1</u> <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add protected cycle tracks 	<input type="radio"/> <u>Segment C – Design Option 2</u> <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add buffered bike lanes 	<input type="radio"/> <u>Segment C – Other configuration</u>
	Comments or Suggestions: <p>Protected cycle tracks are much preferable to buffered bike lanes. Buffered bike lanes on Telegraph are almost certain to be used incorrectly (illegally) by cars that are trying to look for parking or are temporarily parked. This will created a big hazard for bicyclists.</p>		
	What other design options do you want to see on Telegraph Avenue? <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street <input checked="" type="checkbox"/> Stormwater Planters </div> <div> <input checked="" type="checkbox"/> Parklets <input type="checkbox"/> Other: </div> </div>		

[click here for exhibit #4](#)

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Station #5 Parking and Loading	Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street? <i>(Select all that apply)</i>	
	<input checked="" type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? <u>All locations.</u> <input type="checkbox"/> YES, but don't remove more than 6 metered spaces per block Location(s)? _____ <input type="checkbox"/> YES, but only if the removed metered parking can be replaced nearby Location(s)? _____ <input type="checkbox"/> NO Location(s)? _____	Additional Comments:
click here for exhibit #5	How should loading/delivery vehicles be accommodated on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Allow double parking in the outside travel lane <input type="checkbox"/> Allow double parking in bicycle lane (where applicable) <input checked="" type="checkbox"/> Allow parking in the center turn lane with access to crosswalks <input checked="" type="checkbox"/> Work with merchants to implement loading zones and hours for deliveries	Additional Comments:

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Station #6 Transit Improvements click here for exhibit #6	What transit improvements to you want to see on Telegraph Avenue? (Select all that apply) <input checked="" type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input checked="" type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input checked="" type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments: Consolidating 1 and 1R into a single line would be great, as long as the buses run at least as frequently as now. Bus/bicycle conflicts are common on Telegraph, though through no fault of the bus drivers or bicycles, just the result of bad design. This really needs to be changed by installing bus pullout lanes and bus bulb-outs, as well as (most importantly) protected cycle tracks.
Station #7 Pedestrian Crossings click here for exhibit #7	What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply) <input type="checkbox"/> Shorter pedestrian crossing distances <input checked="" type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	Additional Comments:
Station #8 Next Steps click here for exhibit #8	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street. Thank you so much for your work on this! I can't wait to see the improvements suggested here become reality. I will look forward to visiting Telegraph by bicycle more in the near future.	

THANK YOU!

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Telegraph Avenue Complete Streets Project

Public Open Houses – Spring 2014

Please fill out the following information to stay up to date on current issues regarding this project.

Name:

Street Name:

Zip Code (*required*): 94608

E-mail:

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Station #1 Project Overview <small>click here for exhibit #1</small>	Comments or Suggestions: Overall, I agree with Stmt. 1's viewpoint. Telegraph has many problems & is VERY auto centric. I bike along this corridor often, mostly for Dr. visits, & it's not a lot of fun. There are many changes in edge treatments with cars, buses, bike lanes, no bike lanes. I like the "Complete Street" concept but don't feel it's appropriate on every street; but, on Telegraph, yes - it works. And, I agree that biking & walking is better for businesses than autos. I've seen it & lived it.
Station #2 Existing Conditions <small>click here for exhibit #2</small>	Comments or Suggestions: Once again, I totally agree w/ Stmt. 2's view The current conditions favor autos and ALL other mode adjust to join the flow of cars. We need to create better transit stops and make conditions better for bikes and peds.
Station #3 Survey & Stakeholder Feedback <small>click here for exhibit #3</small>	Comments or Suggestions: I'm very encouraged in the stakeholder response, and I'd say I'm part of the majority. Telegraph needs much improvement and has the space to allow for a "great" street. I like something along the lines of Valencia in SF & Copenhagen. Auto speeds are too high & many cross st. are very hard to cross due to speed & lack of controls.
Station #4 Roadway Design Options <small>click here for exhibit #4</small>	Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue): <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> Keep two travel lanes in each direction Keep parking on both sides of the street Remove center turn lane Add striped bike lanes </div> <div style="width: 30%;"> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> Keep two travel lanes in each direction Remove parking on one side of the street Remove center turn lane Add protected cycle tracks </div> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Other configuration</u> </div> </div> <div style="margin-top: 10px;"> Comments or Suggestions: Perhaps Oakland could join the 21st century & look at the new ways being adopted to measure the efficient movement of all transit & replace the old "Level of Service" (LOS) method. </div>

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Station #4 Roadway Design Options (cont'd)	Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):		
	<input type="radio"/> Segment B – Design Option 1 <ul style="list-style-type: none"> Keep existing travel lanes and center turn lane Keep parking on both sides of the street Add shared lane markings for bikes (sharrows) 	<input type="radio"/> Segment B – Design Option 2 <ul style="list-style-type: none"> Keep existing through lanes and center turn lane Remove parking on one side of the street Add striped bike lanes 	<input checked="" type="radio"/> Segment B – Other configuration Follow Segment A - Design Option 2 formula. Just as auto lanes stay the same, bikes should be able to expect consistent travel lanes; one vehicle is the same as the other.
	Comments or Suggestions: If LOS is going to continued to be use, the level of service measured should include ALL modes of transit.		
	Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):		
	<input checked="" type="radio"/> Segment C – Design Option 1 <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add protected cycle tracks 	<input type="radio"/> Segment C – Design Option 2 <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add buffered bike lanes 	<input type="radio"/> Segment C – Other configuration
	Comments or Suggestions: Wherever possible KEEP bike path the same. Changing from buffered, to std. bike lane, to sharrows is confusing to bikers & even worse for drivers. I can't begin to tell you what a bad idea changing types along the same roadway is. The changes are not noticed ahead of time & if a car is just feet behind a bike when the road transitions, a collision is unavoidable.		
What other design options do you want to see on Telegraph Avenue? click here for exhibit #4	<input checked="" type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street <input checked="" type="checkbox"/> Stormwater Planters <input checked="" type="checkbox"/> Parklets <input checked="" type="checkbox"/> Other: I like all the Urban Design Opt.'s		

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Station #6 Transit Improvements	What transit improvements to you want to see on Telegraph Avenue? <i>(Select all that apply)</i>	
click here for exhibit #6	<input checked="" type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input checked="" type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input checked="" type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input checked="" type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments: I like all the NEW suggestions at Stn. #6. In the std config, you can see the dangers of sharrows when you see them at the bus stop (photo in lower left corner). If a bus was there, a bike would have to move into the only other travel lane.
Station #7 Pedestrian Crossings	What pedestrian improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i>	
click here for exhibit #7	<input checked="" type="checkbox"/> Shorter pedestrian crossing distances <input checked="" type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input checked="" type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input checked="" type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	Additional Comments: Use any and all measures to make crossing the street safer; and, just walking down (or up) the street a better experience. People walking are much more likely to stop in a shop they pass by than someone in a car.
Station #8 Next Steps	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.	
click here for exhibit #8	<p>The plan looks and sounds great. Implement as many improvements as possible, as soon as possible - even if temporary. Design all paths of travel consistently, especially for bikes. Don't change from one type, to another, to yet a third. Temporary measures maybe acceptable only for the very short term. When the next phase is implemented, corrections such as creating consistent lane types should be a priority.</p> <p>Telegraph Av. has so much potential. Given the BART improvements, the Uptown neighborhood, the Temescal District, and other small neighborhoods in the area - an improved Telegraph would only help to move those areas forward and improve the entire experience.</p> <p>It is a known fact that change scares us - but as all indicators show, autos are decreasing in use, and they need to - we need to plan a better experience for other modes if we want people to choose other modes.</p>	

THANK YOU!

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Please fill out the following information to stay up to date on current issues regarding this project.

Name: [REDACTED]

Street: [REDACTED]

Zip Code (*required*): 94609

E-mail: [REDACTED]

Thank you for your comments.

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Station #1 Project Overview click here for exhibit #1	Comments or Suggestions: I agree. I think a more pedestrian-friendly street increases use, business, and livability.
Station #2 Existing Conditions click here for exhibit #2	Comments or Suggestions: I often ride my bike on Telegraph between 40th & 51st, but do not feel safe or seen.
Station #3 Survey & Stakeholder Feedback click here for exhibit #3	Comments or Suggestions:
Station #4 Roadway Design Options click here for exhibit #4	<p>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> Keep two travel lanes in each direction Keep parking on both sides of the street Remove center turn lane Add striped bike lanes </div> <div style="width: 30%;"> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> Keep two travel lanes in each direction Remove parking on one side of the street Remove center turn lane Add protected cycle tracks </div> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Other configuration</u> </div> </div> <p>Comments or Suggestions: I drive often, but would much prefer pedestrian & bicycle improvements, to the neighborhood. When I'm walking or biking, I'm LIVING in my neighborhood -- when I'm driving, I'm passing through it. </p>

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Station #4
Roadway Design
Options

(cont'd)

[click here for exhibit #4](#)

Please select one preferred roadway design option for Segment B (52nd Street/Clairemont Avenue – 48th Street):

- ☐ Segment B – Design Option 1
 ☒ Segment B – Design Option 2
 ☐ Segment B – Other configuration
- Keep existing travel lanes and center turn lane
 - Keep parking on both sides of the street
 - Add shared lane markings for bikes (sharrows)
 - Keep existing through lanes and center turn lane
 - Remove parking on one side of the street
 - Add striped bike lanes

Comments or Suggestions:

Please select one preferred roadway design option for Segment C (48th Street – 20th Street):

- ☒ Segment C – Design Option 1
 ☐ Segment C – Design Option 2
 ☐ Segment C – Other configuration
- Keep center turn lane
 - Keep parking on both sides of the street
 - Remove one travel lane in each direction
 - Add protected cycle tracks
 - Keep center turn lane
 - Keep parking on both sides of the street
 - Remove one travel lane in each direction
 - Add buffered bike lanes

Comments or Suggestions:

What other design options do you want to see on Telegraph Avenue?

- ☒ "Kasper's Korner" design concept at Shattuck Avenue and 45th Street
 ☒ Parklets
 ☐ Other:
- ☒ Stormwater Planters

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Station #5
Parking and Loading

Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?
(Select all that apply)

- ☒ YES, removing more than 6 metered spaces per block is ok
Location(s)? throughout
- ☐ YES, but don't remove more than 6 metered spaces per block
Location(s)? _____
- ☐ YES, but only if the removed metered parking can be replaced nearby
Location(s)? _____
- ☐ NO
Location(s)? _____

Additional Comments:

How should loading/delivery vehicles be accommodated on Telegraph Avenue? (Select all that apply)

- ☒ Allow double parking in the outside travel lane
- ☐ Allow double parking in bicycle lane (where applicable)
- ☒ Allow parking in the center turn lane with access to crosswalks
- ☒ Work with merchants to implement loading zones and hours for deliveries

Additional Comments:

[click here for exhibit #5](#)

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Station #6 Transit Improvements click here for exhibit #6	What transit improvements to you want to see on Telegraph Avenue? <i>(Select all that apply)</i> <input checked="" type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input checked="" type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments:
Station #7 Pedestrian Crossings click here for exhibit #7	What pedestrian improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i> <input checked="" type="checkbox"/> Shorter pedestrian crossing distances <input checked="" type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input checked="" type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input checked="" type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	Additional Comments:
Station #8 Next Steps click here for exhibit #8	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street. Phasing in makes sense. I realize these changes need to be financed, and using low-cost temporary methods will start to create the livable street life I'd like to see become permanent.	

THANK YOU!

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Station #1 Project Overview click here for exhibit #1	Comments or Suggestions: The project to have more protected bikeways will be a major boon for community vitality, including local businesses and local activities. Cars encourage people longer distance movement, which decreases local activity.			
Station #2 Existing Conditions click here for exhibit #2	Comments or Suggestions: Existing conditions provide too much space to cars (essentially six lanes with the parking on each side included.) Bikes are in constant danger from car doors opening or cars speeding next to them. The sidewalks could be expanded as well.			
Station #3 Survey & Stakeholder Feedback click here for exhibit #3	Comments or Suggestions:			
Station #4 Roadway Design Options click here for exhibit #4	<p>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</p> <table><tr><td><input type="radio"/> <u>Segment A – Design Option 1</u><ul style="list-style-type: none">Keep two travel lanes in each directionKeep parking on both sides of the streetRemove center turn laneAdd striped bike lanes</td><td><input checked="" type="radio"/> <u>Segment A – Design Option 2</u><ul style="list-style-type: none">Keep two travel lanes in each directionRemove parking on one side of the streetRemove center turn laneAdd protected cycle tracks</td><td><input type="radio"/> <u>Segment A – Other configuration</u></td></tr></table> <p>Comments or Suggestions: It is crucial to have better bike lanes for local travel.</p>	<input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none">Keep two travel lanes in each directionKeep parking on both sides of the streetRemove center turn laneAdd striped bike lanes	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none">Keep two travel lanes in each directionRemove parking on one side of the streetRemove center turn laneAdd protected cycle tracks	<input type="radio"/> <u>Segment A – Other configuration</u>
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Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Station #4 Roadway Design Options <i>(cont'd)</i>	Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):		
	<input type="radio"/> Segment B – Design Option 1 <ul style="list-style-type: none"> Keep existing travel lanes and center turn lane Keep parking on both sides of the street Add shared lane markings for bikes (sharrows) 	<input checked="" type="radio"/> Segment B – Design Option 2 <ul style="list-style-type: none"> Keep existing through lanes and center turn lane Remove parking on one side of the street Add striped bike lanes 	<input type="radio"/> Segment B – Other configuration
	Comments or Suggestions: Striped bike lanes lend legitimacy to bikes as well as safety to less experienced riders. Sharrows are better than nothing, but don't benefit the people who don't yet ride.		
	Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):		
	<input checked="" type="radio"/> Segment C – Design Option 1 <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add protected cycle tracks 	<input type="radio"/> Segment C – Design Option 2 <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add buffered bike lanes 	<input type="radio"/> Segment C – Other configuration
	Comments or Suggestions: The cycle tracks would be better for cyclists who are looking to patronize local businesses. The divide also takes bikes away from drivers and prevents the issue of double-parking.		
	What other design options do you want to see on Telegraph Avenue? <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street <input checked="" type="checkbox"/> Stormwater Planters </div> <div> <input checked="" type="checkbox"/> Parklets <input type="checkbox"/> Other: </div> </div>		

[click here for exhibit #4](#)

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Station #5

Parking and Loading

Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?
(Select all that apply)

- ☒ YES, removing more than 6 metered spaces per block is ok
Location(s)? _____
- ☐ YES, but don't remove more than 6 metered spaces per block
Location(s)? _____
- ☐ YES, but only if the removed metered parking can be replaced nearby
Location(s)? _____
- ☐ NO
Location(s)? _____

Additional Comments:

How should loading/delivery vehicles be accommodated on Telegraph Avenue? (Select all that apply)

- ☒ Allow double parking in the outside travel lane
- ☐ Allow double parking in bicycle lane (where applicable)
- ☒ Allow parking in the center turn lane with access to crosswalks
- ☒ Work with merchants to implement loading zones and hours for deliveries

Additional Comments:

[click here for exhibit #5](#)Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Station #6 Transit Improvements click here for exhibit #6	<table border="1"> <tr> <th colspan="2">What transit improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i></th> </tr> <tr> <td> <input checked="" type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input checked="" type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input checked="" type="checkbox"/> Transit islands with cycle tracks behind the bus stop </td> <td> Additional Comments: </td> </tr> </table>	What transit improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i>		<input checked="" type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input checked="" type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input checked="" type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments:
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Station #7 Pedestrian Crossings click here for exhibit #7	<table border="1"> <tr> <th colspan="2">What pedestrian improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i></th> </tr> <tr> <td> <input checked="" type="checkbox"/> Shorter pedestrian crossing distances <input checked="" type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input checked="" type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input checked="" type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks </td> <td> Additional Comments: </td> </tr> </table>	What pedestrian improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i>		<input checked="" type="checkbox"/> Shorter pedestrian crossing distances <input checked="" type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input checked="" type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input checked="" type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	Additional Comments:
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Station #8 Next Steps click here for exhibit #8	<table border="1"> <tr> <td> Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street. </td> </tr> </table>	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.			
Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.					

THANK YOU!

Submit this Form

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Telegraph Avenue Complete Streets Project

Public Open Houses – Spring 2014

Please fill out the following information to stay up to date on current issues regarding this project.

Name:

Street Name:

Zip Code (*required*): 94618

E-mail:

Thank you for your comments.

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com)
at the Oakland Public Works Department
on or before May 19, 2014.



Telegraph Avenue Complete Streets Project
Public Open Houses – Spring 2014

☒ Please check the box(es) to indicate your preferences.

Station #1 Project Overview	Comments or Suggestions:		
Station #2 Existing Conditions	Comments or Suggestions:		
Station #3 Survey & Stakeholder Feedback	Comments or Suggestions:		
Station #4 Roadway Design Options	<p>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</p> <p> <input type="radio"/> <u>Segment A – Design Option 1</u> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <input type="radio"/> <u>Segment A – Other configuration</u> </p> <table border="0"> <tr> <td> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes </td> <td> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks </td> </tr> </table> <p>Comments or Suggestions:</p> <p>I strongly prefer properly protected bike lanes to simple stripes.</p>	<ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes 	<ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks
<ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes 	<ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks 		

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Station #4 Roadway Design Options <i>(cont'd)</i>	Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):		
	<input type="radio"/> <u>Segment B – Design Option 1</u> <ul style="list-style-type: none"> Keep existing travel lanes and center turn lane Keep parking on both sides of the street Add shared lane markings for bikes (sharrows) 	<input checked="" type="radio"/> <u>Segment B – Design Option 2</u> <ul style="list-style-type: none"> Keep existing through lanes and center turn lane Remove parking on one side of the street Add striped bike lanes 	<input type="radio"/> <u>Segment B – Other configuration</u>
	Comments or Suggestions: It's a shame that protected bike lanes are not possible through the entire segment, but this seems like the next best option.		
	Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):		
	<input checked="" type="radio"/> <u>Segment C – Design Option 1</u> <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add protected cycle tracks 	<input type="radio"/> <u>Segment C – Design Option 2</u> <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add buffered bike lanes 	<input type="radio"/> <u>Segment C – Other configuration</u>
	Comments or Suggestions:		
	What other design options do you want to see on Telegraph Avenue? <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div> <input checked="" type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street <input checked="" type="checkbox"/> Stormwater Planters </div> <div> <input type="checkbox"/> Parklets <input type="checkbox"/> Other: </div> </div>		

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Station #5 Parking and Loading	Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street? <i>(Select all that apply)</i>	
	<input checked="" type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? _____ <input type="checkbox"/> YES, but don't remove more than 6 metered spaces per block Location(s)? _____ <input type="checkbox"/> YES, but only if the removed metered parking can be replaced nearby Location(s)? _____ <input type="checkbox"/> NO Location(s)? _____	Additional Comments: Making Telegraph friendlier to bikes and people will more than make up for the lack of parking for the businesses there.
	How should loading/delivery vehicles be accommodated on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Allow double parking in the outside travel lane <input type="checkbox"/> Allow double parking in bicycle lane (where applicable) <input type="checkbox"/> Allow parking in the center turn lane with access to crosswalks <input type="checkbox"/> Work with merchants to implement loading zones and hours for deliveries	Additional Comments:

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Station #6 Transit Improvements	What transit improvements to you want to see on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input checked="" type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input checked="" type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments:
Station #7 Pedestrian Crossings	What pedestrian improvements do you want to see on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Shorter pedestrian crossing distances <input type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input checked="" type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input checked="" type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	Additional Comments:
Station #8 Next Steps	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street. Cars have ruled Telegraph for too long -- it's time for a change!	

THANK YOU!

Submit this Form

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Telegraph Avenue Complete Streets Project

Public Open Houses – Spring 2014

Please fill out the following information to stay up to date on current issues regarding this project.

Name:  _____

Street Name:  _____

Zip Code (*required*): 94611

E-mail: 

Thank you for your comments.

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com)
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on or before May 19, 2014.



Telegraph Avenue Complete Streets Project
Public Open Houses – Spring 2014

☒ Please check the box(es) to indicate your preferences.

Station #1 Project Overview	Comments or Suggestions:						
Station #2 Existing Conditions	Comments or Suggestions:						
Station #3 Survey & Stakeholder Feedback	Comments or Suggestions:						
Station #4 Roadway Design Options	<p>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</p> <table border="0"> <tr> <td data-bbox="329 1171 714 1423"> <input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes </td> <td data-bbox="721 1171 1105 1423"> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks </td> <td data-bbox="1112 1171 1498 1423"> <input type="radio"/> <u>Segment A – Other configuration</u> </td> </tr> <tr> <td colspan="3" data-bbox="329 1423 1498 1606"> Comments or Suggestions: </td> </tr> </table>	<input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes 	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks 	<input type="radio"/> <u>Segment A – Other configuration</u>	Comments or Suggestions:		
<input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes 	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks 	<input type="radio"/> <u>Segment A – Other configuration</u>					
Comments or Suggestions:							

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Station #4Roadway Design
Options

(cont'd)

Please select one preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):☐ Segment B – Design Option 1

- Keep existing travel lanes and center turn lane
- Keep parking on both sides of the street
- Add shared lane markings for bikes (sharrows)

☒ Segment B – Design Option 2

- Keep existing through lanes and center turn lane
- Remove parking on one side of the street
- Add striped bike lanes

☐ Segment B – Other configuration

Comments or Suggestions:

Please select one preferred roadway design option for Segment C (48th Street – 20th Street):☒ Segment C – Design Option 1

- Keep center turn lane
- Keep parking on both sides of the street
- Remove one travel lane in each direction
- Add protected cycle tracks

☐ Segment C – Design Option 2

- Keep center turn lane
- Keep parking on both sides of the street
- Remove one travel lane in each direction
- Add buffered bike lanes

☐ Segment C – Other configuration

Comments or Suggestions:

**What other design options
do you want to see on
Telegraph Avenue?**☒ "Kasper's Korner" design concept at
Shattuck Avenue and 45th Street☒ Stormwater Planters☒ Parklets☐ Other:

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Station #5 Parking and Loading	Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street? <i>(Select all that apply)</i>	
	<input checked="" type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? <u>whole length</u> <input type="checkbox"/> YES, but don't remove more than 6 metered spaces per block Location(s)? _____ <input type="checkbox"/> YES, but only if the removed metered parking can be replaced nearby Location(s)? _____ <input type="checkbox"/> NO Location(s)? _____	Additional Comments:
	How should loading/delivery vehicles be accommodated on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input type="checkbox"/> Allow double parking in the outside travel lane <input type="checkbox"/> Allow double parking in bicycle lane (where applicable) <input checked="" type="checkbox"/> Allow parking in the center turn lane with access to crosswalks <input type="checkbox"/> Work with merchants to implement loading zones and hours for deliveries	Additional Comments:

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Station #6 Transit Improvements	What transit improvements do you want to see on Telegraph Avenue? (Select all that apply)	
	<input checked="" type="checkbox"/> Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue <input type="checkbox"/> Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane) <input type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information <input checked="" type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments:
Station #7 Pedestrian Crossings	What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)	
	<input checked="" type="checkbox"/> Shorter pedestrian crossing distances <input checked="" type="checkbox"/> Median refuge islands <input checked="" type="checkbox"/> High visibility crosswalk markings and signs <input checked="" type="checkbox"/> Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons) <input checked="" type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	Additional Comments:
Station #8 Next Steps	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.	
	<p>Protected cycle tracks will encourage more cyclists to ride along Telegraph and more people to cycle. I would be much more likely to cycle on Telegraph with a protected cycle track and then I would be more likely to go to local restaurants and businesses on Telegraph. Since I started bicycling around Oakland, I have been going to more local restaurants and shops, so I think creating protected cycle tracks would be great for local businesses. I would love to see more safe bike routes in Oakland and I would really like to ride down Telegraph and feel safe.</p>	

THANK YOU!

Submit this Form

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Telegraph Avenue Complete Streets Project

Public Open Houses – Spring 2014

Please fill out the following information to stay up to date on current issues regarding this project.

Name:  _____

Street Name: 

Zip Code (*required*): 94703

E-mail: 

Thank you for your comments.

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com)
at the Oakland Public Works Department
on or before May 19, 2014.



Telegraph Avenue Complete Streets Project
Public Open Houses – Spring 2014

☒ Please check the box(es) to indicate your preferences.

Station #1 Project Overview	Comments or Suggestions: We need safer bike transportation!						
Station #2 Existing Conditions	Comments or Suggestions:						
Station #3 Survey & Stakeholder Feedback	Comments or Suggestions:						
Station #4 Roadway Design Options	<p>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</p> <table border="0"> <tr> <td data-bbox="329 1182 714 1413"> <input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes </td> <td data-bbox="722 1182 1107 1413"> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks </td> <td data-bbox="1115 1182 1489 1413"> <input type="radio"/> <u>Segment A – Other configuration</u> </td> </tr> <tr> <td colspan="3" data-bbox="329 1423 1489 1606"> Comments or Suggestions: </td> </tr> </table>	<input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Keep parking on both sides of the street • Remove center turn lane • Add striped bike lanes 	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> • Keep two travel lanes in each direction • Remove parking on one side of the street • Remove center turn lane • Add protected cycle tracks 	<input type="radio"/> <u>Segment A – Other configuration</u>	Comments or Suggestions:		
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Comments or Suggestions:							

Please return completed comment cards to Jamie Parks (jparks@oaklandnet.com) at the Oakland Public Works Department on or before May 19, 2014

Station #4 Roadway Design Options <i>(cont'd)</i>	Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):		
	<input type="radio"/> <u>Segment B – Design Option 1</u> <ul style="list-style-type: none"> Keep existing travel lanes and center turn lane Keep parking on both sides of the street Add shared lane markings for bikes (sharrows) 	<input checked="" type="radio"/> <u>Segment B – Design Option 2</u> <ul style="list-style-type: none"> Keep existing through lanes and center turn lane Remove parking on one side of the street Add striped bike lanes 	<input type="radio"/> <u>Segment B – Other configuration</u>
	Comments or Suggestions:		
	Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):		
	<input checked="" type="radio"/> <u>Segment C – Design Option 1</u> <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add protected cycle tracks 	<input type="radio"/> <u>Segment C – Design Option 2</u> <ul style="list-style-type: none"> Keep center turn lane Keep parking on both sides of the street Remove one travel lane in each direction Add buffered bike lanes 	<input type="radio"/> <u>Segment C – Other configuration</u>
	Comments or Suggestions:		
	What other design options do you want to see on Telegraph Avenue? <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div> <input type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street </div> <div> <input checked="" type="checkbox"/> Parklets </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div> <input type="checkbox"/> Stormwater Planters </div> <div> <input type="checkbox"/> Other: </div> </div>		

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Station #5 Parking and Loading	Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street? <i>(Select all that apply)</i>	
	<input checked="" type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? <u>everywhere</u> <input type="checkbox"/> YES, but don't remove more than 6 metered spaces per block Location(s)? _____ <input type="checkbox"/> YES, but only if the removed metered parking can be replaced nearby Location(s)? _____ <input type="checkbox"/> NO Location(s)? _____	Additional Comments:
	How should loading/delivery vehicles be accommodated on Telegraph Avenue? <i>(Select all that apply)</i>	
	<input checked="" type="checkbox"/> Allow double parking in the outside travel lane <input type="checkbox"/> Allow double parking in bicycle lane (where applicable) <input checked="" type="checkbox"/> Allow parking in the center turn lane with access to crosswalks <input checked="" type="checkbox"/> Work with merchants to implement loading zones and hours for deliveries	Additional Comments:

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Station #6 Transit Improvements	What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)	
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Station #8 Next Steps	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.	

THANK YOU!

Submit this Form

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