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

Vame: Transmiller	
Street Name: Manual Land	
Zip Code (required): 94618	
E-mail: [	

#### Thank you for your comments.



Please check the box(es) to indicate your preferences. Station #1 Comments or Suggestions: The information about retail revenue per car vs. bike parking space is great. There could be a little more Project Overview emphasis on bus improvements. click here for exhibit #1 Station #2 Comments or Suggestions: **Existing Conditions** The color of the local traffic arrows is somewhat confusing. I appreciate the visualization overall, though. Good point about regional traffic not likely to benefit businesses. Again, transit-related information could be better. How many people ride the bus on the corridor? click here for exhibit #2 Station #3 Comments or Suggestions: Love that respondent-location map! The last cluster of 4 graphs isn@t easy to read at a glance. I@m disappointed about the responses Survey & Stakeholder about transit...are you sure there isn@t an issue about which constituency is during out? (i.e. more affluent individuals who use the bus Feedback liess and trike more?) It would be great if you started collecting demographic information, at least for internal reasons, to gauge equity. This seems particularly relevant in a place like Oakland that is gentrifying so quickly. click here for exhibit #3 Please select one preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue): Station #4 Roadway Design Segment A - Other configuration ( )Segment A – Design Option 2 Segment A - Design Option 1 Options Keep two travel lanes in each Keep two travel lanes in each direction direction Remove parking on one side of Keep parking on both sides of the street the street Remove center turn lane Remove center turn lane Add protected cycle tracks Add striped tike lanes Comments or Suggestions: Love the SD models; I think that@s a super effective visual. click here for exhibit #4

Station #4	Please saled: one preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):
Roadway Design Options	Segment 8 - Design Option 1 Segment B - Design Option 2 Segment B - Other configuration
(cont'd)	<ul> <li>Keep existing travel lanes and center turn lane</li> <li>Keep parking on both sides of the street</li> <li>Add shared lane markings for cikes (sharrows)</li> <li>Keep existing through lanes and center turn lane</li> <li>Remove parking on one side of the street</li> <li>Add striped bike lanes</li> </ul>
	Comments or Suggestions: This is one of the more dangerous-feeling stretches of Telegraph on a bicycle. I think more could be done than this. (Though I guess traffic speeds are lower.)
	Pleaso reject 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
	Comments or Suggestions: I recognize that this may be a very expensive options; buffered bike lanes would be cool, too.
	What other design options do you reach to see the Telegraph Avenue?          √ "Kasper's Korner" design concept at Telegraph Avenue?           √ Parklets          Telegraph Avenue?       Shattuck Avenue and 45th Street       Other:
click here for exhibit #4	√ Stormwater Planters

Station #5 Parking and Loading	Are you constartable with removal of some metered parking on Telegrap (Select all that apply)	h Avenue to create a more Complete Street?
	YES, removing more than 6 metered spaces per block is ok Location(s)? Anywhere.	Additional Comments: You all really did your homework with the parking study! Love it!
	YES, but don't remove more than 6 metered spaces per block tocation(s)?	
	YES, but only if the removed metered parking can be replaced nearby location(s)?	
	Location(s)?	·
	Mow should loading/dedivery vehicles be accommodated on Telegraph Av	venue? (Select all that apply)
	Allow double parking in the outside travel lane Allow double parking in bicycle lane (where applicable)	Additional Comments: Double-parking in the outside travel lane would really hurt bus operations, I think.
	Allow parking in the center turn lane with access to crosswalks	
	Work with merchants to implement loading zones and hours for deliveries	
click here for exhibit #5		

Station #6	What transit improvements to you want to see on Telegraph Avenue? (	Select all that apply)
Transit Improvements	Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Talegraph Avenue	Additional Comments: The shelters look like they barely fit on the boarding island. Will you be able to buy
	Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle through lane)	shelters without sides, maybe (like the Seattle photo)? Also, that@s an insane number of ped-bike conflict zones!
	Bus builbouts with shelters, benches, real time arrival information	Seems expensive.
click here for exhibit #6	Transit islands with cycle tracks behind the bus stop	
Station #7	What pe fastuan improvements do you want to see on Telegraph Avenu	e? (Select all that apply)
Pedastrian Crossings	Shorter padastrian crossing distances	Additional Comments:
	Median refuge Islands	l©m personally not a fan of refuge islands when they©re too narrow; they can be
	High visibility crosswalk markings and signs	obstructions without providing protections. I would defer to people with
	Flashing Signals (Pedastrian Hybrid Beacon and Rectangular Rapid	decreased mobility, however.
	hizanne bea <b>co</b> us)	
click here for exhibit #7	@ Seina pedastrian-scoled lighting on the sidewalks and crosswalks	
Station 88   Miles	Please or wide any additional comments or suggestions to make Telegra	
Next Steps	Greati Please don@f.forget transit operations, but love everything you collect domographic information in your surveys.	ou©ve done. I really think you should try to
click here for exhibit #8		

THANK YOU!

**Submit this Form** 

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

Name:	
Street Name: Market Market	
Zip Code (required): 94612	

Thank you for your comments.



Please check the	box(es) to indicate your preferences.	· .	
Station #1 Project Overview click here for exhibit #1	Comments or Suggestions:		
Station 62 Existing Conditions click here for exhibit #2	Comments or Suggestions:		
Statio.: #3 Survey & Stakeholder Feedback click here for exhibit #3	Comments or Suggestions:		
Station 44	Please select one preferred roadway of	lesign option for Segment A (57th Street	- 52nd Street/Claremont Avenue):
Roadway Design Options	Segment A – Design Option 1  « Keep two travel lanes in each direction « Keep parking on both sides of the street « Ramove center turn lane « Add striped bike lanes	Segment A – Design Option 2  Keep two travel lanes in each direction Remove parking on one side of the street Remove center turn lane Add protected cycle tracks	Segment A – Other configuration
click here for exhibit #4	Comments or Suggestions:		

	The street of th
Station #4	Please select one preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):
Roadway Design Options	Segment 8 – Design Option 1 Segment B – Design Option 2 Segment B – Other configuration
(cont'd)	<ul> <li>Keep existing travel lanes and center turn lane</li> <li>Keep parking on both sides of the street</li> <li>Keep existing through lanes and center turn lane</li> <li>Remove parking on one side of the street</li> </ul>
	<ul> <li>Add shared lane markings for</li> <li>Add striped bike lanes</li> <li>Okes (sharrows)</li> </ul>
	Comments or Suggestions:
	Planab saled 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 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 politions do you want to see on Telegraph Avenue?  "Kasper's Korner" design concept at ✓ Parklets  Shattuck Avenue and 45th Street Other:
click here for exhibit #4	√ Stormwater Planters

Please return completed co

Station #5 Parking and Loading	Are you comfortable with removal of some metered parking on Telegraph (Select all that apply)	n Avenue to create a more Complete Street?
. 그리네 왕으로 15일 5년 12일 기자 기자의 15일 50		Additional Comments:
	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)?	
	Location(s)?	
	How should toading/delivery vehicles be accommodated on Telegraph A	venue? (Select all that apply)
	Allow double parking in the outside travel lane	Additional Comments:
	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	
click here for exhibit #5		

Station #6	What transit improvements to you want to see on Telegraph Avenue? (5	Select all that apply)
Transit Improvements	Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue	Additional Comments:
	Bus pull-out lanes (allow the bus to stop in a separate lane from the vehicle torough lane)	
	Bus bulb-outs with shelters, benches, real time arrival information	
click here for exhibit #6	√ Transit islands with cycle tracks behind the bus stop	
Station #7	What pedestrian improvements do you want to see on Telegraph Avenue	e? (Select all that apply)
Pedestrian Crossings	Shorter pedestrian crossing distances	Additional Comments:
	Median rofuge islands	
	ਿਸ਼ੁੰਗ visibility crosswalk markings and signs	
	Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid Flashing Beacons)	·
click here for exhibit #7	Better pedestrian-scaled lighting on the sidewalks and crosswalks	
Station #8 Next Steps	Please provide any additional comments or suggestions to make Telegra	ph Avenue a more Complete Street.
100000		
click here for exhibit #8		

THANK YOU!

**Submit this Form** 

Station #1	Comments or Suggestions:		
Project Overview			
click here for exhibit #1			
75-85 W.S. 18-25	Comments or Suggestions:	and the second s	and the state of t
Edisting Conditions			
click here for exhibit #2			
Station #3	Comments or Suggestions:		
Survey & Stakeholder			
Feedback			
click here for exhibit #3			
Station #4	Please select one preferred roadway de	Please select one preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):	52nd Street/Claremont Avenue):
Roadway Design Options	Segment A – Design Option 1	( Segment A – Design Option 2	Segment A - Other configuration
	<ul> <li>Keep two travel lanes in each</li> </ul>	<ul> <li>Keep two travel lanes in each</li> </ul>	
	direction	direction	
	Keep parking on both sides of	<ul> <li>Remove parking on one side of the ctreet</li> </ul>	
	the street  • Remove center furn lane	<ul> <li>Remove center turn lane</li> </ul>	
	Add striped bike lanes	<ul> <li>Add protected cycle tracks</li> </ul>	
	Comments or Suggestions:		
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

SE 100 100 100 100 100 100 100 100 100 10	Picasa salest one preferred nactive	Pleass salest and preferred routhony design option for Segment B (52nd Street/Claremont Avenue – 48th Street):	iont Avenue – 48th Street):
Roadway Design	Segment B – Design Option 1	(e) Segment B – Design Option 2	Segment B – Other configuration
(contd)	xisting tra turn lane		
	Keep parking on both sides of the street     Add streed lane markings for bikes (sherrows)	of • Remove parking on one side of the street ে ১০৩ গ্রাল্মণ্ডব bike lanes	
	Comments of Suggestions:		
· 如果我们的一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	Please select one preferred roadw	Please select one preferred roadway design option for Segment C (48th Street – 20th Street):	Street):
	Segment C – Design Option 1	Segment C – Design Option 2	Segment C – Other configuration
	Keep terrier run rane     Keep parking on both sides of the street	ø	
	ne tra	<b>6</b>	
	<ul> <li>Add protected cycle tracks</li> <li>Comments or Suggestions:</li> </ul>	Abd builered bike idiles	
	What other design options do you want to see on Telegraph Avenue?	"Kasper's Korner" design concept at Parklets Shattuck Avenue and 45th Street	
click here for exhibit #4	3	Stormwater Planters	

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	Air yeas comfortable with removal of some coefered parking on Telegraph Avenue to create a more Complete Street? (Select all that apply)	ue to create a more Complete Street?
	Addition	Additional Comments:
	YES, removing more than 6 metered spaces per block is ok Location(s)?	
	YES, but only if the removed metered panking can be replaced nearby Location(s)?	
	NO Location(s)?	
	How should loading/delivery vehicles be accommodated on Telegraph Avenue?	(Select all that apply)
	Addition double parking in the outside travel lane	Additional Comments:
	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	
	P. Burgisto	
click here for exhibit #5		

	West transfer in properties to you want to see in Tolegan Avanter?	(Select all that apply)
aroven	Consolidate AC Transit Line 1 and 1R into a single, more efficient transit line on Telegraph Avenue	Additional Comments:
	The second of the state of the second second of the second	an and a state of
lick here for exhibit #6	Transit Grands with yelle dipoles behind the bus stop	The second secon
	While in Building for formations are you want to conson the graph Avenuel (Celest all Chat apply)	R. (Catach all that apply)
Pedestrian Crossings	Shorter pedestrian crussing distances	Additional Comments:
	Median refuge islands	
	High visibility crosswalk markings and signs	
	Flashing signals (Pedestrian Hybrid Beacon and Rectangular Rapid	
click here for exhibit #7	Better pedestrian-scaled lighting on the sidewalks and crosswalks	
Station #8 Next Steps	Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.	sh Avenue a more Complete Street.
click here for exhibit #8		

# THANK YOU!

# **Submit this Form**