

## 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*):

E-mail:

Thank you for your comments.

Please return completed comment cards to Jamie Parks ([jparks@oaklandnet.com](mailto: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.

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

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<b>Station #4</b> Roadway Design Options  <i>(cont'd)</i>	<b>Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):</b>
	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input checked="" type="radio"/> <b>Segment B – Design Option 1</b> <ul style="list-style-type: none"> <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 bikes (sharrows)</li> </ul> </div> <div style="width: 30%;"> <input type="radio"/> <b>Segment B – Design Option 2</b> <ul style="list-style-type: none"> <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> </div> <div style="width: 30%;"> <input type="radio"/> <b>Segment B – Other configuration</b> </div> </div>
	Comments or Suggestions:   
	<b>Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):</b>
	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="radio"/> <b>Segment C – Design Option 1</b> <ul style="list-style-type: none"> <li>• Keep center turn lane</li> <li>• Keep parking on both sides of the street</li> <li>• Remove one travel lane in each direction</li> <li>• Add protected cycle tracks</li> </ul> </div> <div style="width: 30%;"> <input type="radio"/> <b>Segment C – Design Option 2</b> <ul style="list-style-type: none"> <li>• Keep center turn lane</li> <li>• Keep parking on both sides of the street</li> <li>• Remove one travel lane in each direction</li> <li>• Add buffered bike lanes</li> </ul> </div> <div style="width: 30%;"> <input checked="" type="radio"/> <b>Segment C – Other configuration</b> </div> </div>
	Comments or Suggestions:   
	<b>What other design options do you want to see on Telegraph Avenue?</b> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 30%;"> <input type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street         </div> <div style="width: 30%;"> <input type="checkbox"/> Stormwater Planters         </div> <div style="width: 30%;"> <input type="checkbox"/> Parklets         </div> <div style="width: 30%;"> <input type="checkbox"/> Other:         </div> </div>

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<b>Station #5</b> Parking and Loading	<b>Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?</b> <i>(Select all that apply)</i>	
	<input 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 checked="" type="checkbox"/> NO Location(s)? _____	Additional Comments:
	<b>How should loading/delivery vehicles be accommodated on Telegraph Avenue?</b> <i>(Select all that apply)</i>	
	<input type="checkbox"/> Allow double parking in the outside travel lane <input checked="" 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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<b>Station #6</b> Transit Improvements	<b>What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)</b>	
	<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 type="checkbox"/> Transit islands with cycle tracks behind the bus stop	Additional Comments:
<b>Station #7</b> Pedestrian Crossings	<b>What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)</b>	
	<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:
<b>Station #8</b> Next Steps	<b>Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.</b>	

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*): 94609

E-mail: \_\_\_\_\_

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<b>Station #1</b> Project Overview  click here for exhibit #1	Comments or Suggestions: 100% agreed that people are biking & walking more and driving less. Please let's encourage this trend!			
<b>Station #2</b> Existing Conditions  click here for exhibit #2	Comments or Suggestions: The current situation gives drivers a priority they shouldn't have and makes biking feel very unsafe. Even crossing the street feels unsafe, because some cars stop for you but others don't.			
<b>Station #3</b> Survey & Stakeholder Feedback  click here for exhibit #3	Comments or Suggestions: Thank you for conducting such an extensive survey and for publishing the results.			
<b>Station #4</b> Roadway Design Options  click here for exhibit #4	<p><b>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</b></p> <table border="0"> <tr> <td> <input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> <li>Keep two travel lanes in each direction</li> <li>Keep parking on both sides of the street</li> <li>Remove center turn lane</li> <li>Add striped bike lanes</li> </ul> </td> <td> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> <li>Keep two travel lanes in each direction</li> <li>Remove parking on one side of the street</li> <li>Remove center turn lane</li> <li>Add protected cycle tracks</li> </ul> </td> <td> <input type="radio"/> <u>Segment A – Other configuration</u> </td> </tr> </table> <p>Comments or Suggestions:</p>	<input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> <li>Keep two travel lanes in each direction</li> <li>Keep parking on both sides of the street</li> <li>Remove center turn lane</li> <li>Add striped bike lanes</li> </ul>	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> <li>Keep two travel lanes in each direction</li> <li>Remove parking on one side of the street</li> <li>Remove center turn lane</li> <li>Add protected cycle tracks</li> </ul>	<input type="radio"/> <u>Segment A – Other configuration</u>
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<b>Station #4</b> 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"> <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 bikes (sharrows)</li> </ul>	<input checked="" type="radio"/> Segment B – Design Option 2 <ul style="list-style-type: none"> <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>	<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"> <li>Keep center turn lane</li> <li>Keep parking on both sides of the street</li> <li>Remove one travel lane in each direction</li> <li>Add protected cycle tracks</li> </ul>	<input type="radio"/> Segment C – Design Option 2 <ul style="list-style-type: none"> <li>Keep center turn lane</li> <li>Keep parking on both sides of the street</li> <li>Remove one travel lane in each direction</li> <li>Add buffered bike lanes</li> </ul>	<input type="radio"/> Segment C – Other configuration
	Comments or Suggestions: It's very important to keep the biking lanes continuous! It would be hard to adapt to different bike conditions for different segments, for drivers and for bikers		
	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 checked="" type="checkbox"/> Other: more bike racks, please! and trees         </div> </div>		

[click here for exhibit #4](#)

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<b>Station #6</b> Transit Improvements  <a href="#">click here for exhibit #6</a>	<b>What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)</b> <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 type="checkbox"/> Transit islands with cycle tracks behind the bus stop	<b>Additional Comments:</b>  
<b>Station #7</b> Pedestrian Crossings  <a href="#">click here for exhibit #7</a>	<b>What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)</b> <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	<b>Additional Comments:</b>  
<b>Station #8</b> Next Steps  <a href="#">click here for exhibit #8</a>	<b>Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.</b>  Thank you so much for doing this! I'm a long-time biker on T'graph (5+ yrs from Temescal to downtown and back) and it feels dangerous a lot of the time. I would LOVE to see the maximum bike/ped/transit facilities possible.  It would be fantastic to see improvements at Kasper's triangle, plus a safer way to cross at 45th. That intersection is so strange with left turners turning behind each other. I bike through there twice a day with my kids (all 3 on bikes) and we see all sorts of strange driving behavior. Plus with the McDonalds right there, and the narrow 45th street and the Reed Bro's trucks things get pretty tricky.	

THANK YOU!

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Zip Code (*required*): 94609

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<b>Station #1</b> Project Overview	Comments or Suggestions:
<b>Station #2</b> Existing Conditions	Comments or Suggestions:
<b>Station #3</b> Survey & Stakeholder Feedback	Comments or Suggestions:
<b>Station #4</b> Roadway Design Options	<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 checked="" type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> <li>Keep two travel lanes in each direction</li> <li>Keep parking on both sides of the street</li> <li>Remove center turn lane</li> <li>Add striped bike lanes</li> </ul> </div> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> <li>Keep two travel lanes in each direction</li> <li>Remove parking on one side of the street</li> <li>Remove center turn lane</li> <li>Add protected cycle tracks</li> </ul> </div> <div style="width: 30%;"> <input type="radio"/> <u>Segment A – Other configuration</u> </div> </div> <p>Comments or Suggestions:</p> <p>As an avid bike commuter, I would prefer striped bike lanes to protected cycle tracks. I am very concerned that the latter would create too many conflicts between bikes and people getting from/to their cars. Furthermore, bicyclists would have almost no room to pass other bicyclists. Also, there would be conflicts with right-turning cars who are not expecting to see a cyclist on the other side of the parked cars at the intersection.</p>

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<b>Station #4</b> <b>Roadway Design Options</b>  <i>(cont'd)</i>	<b>Please select <u>one</u> preferred roadway design option for Segment B (52nd Street/Claremont Avenue – 48th Street):</b>		
	<input checked="" type="radio"/> <b>Segment B – Design Option 1</b> <ul style="list-style-type: none"> <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 bikes (sharrows)</li> </ul>	<input type="radio"/> <b>Segment B – Design Option 2</b> <ul style="list-style-type: none"> <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>	<input type="radio"/> <b>Segment B – Other configuration</b>
	<b>Comments or Suggestions:</b> Sharrows seem like an adequate balance between providing parking for retail and accommodating bikes for this relatively short segment. Sharrow lanes should be as wide as possible.		
	<b>Please select <u>one</u> preferred roadway design option for Segment C (48th Street – 20th Street):</b>		
	<input type="radio"/> <b>Segment C – Design Option 1</b> <ul style="list-style-type: none"> <li>• Keep center turn lane</li> <li>• Keep parking on both sides of the street</li> <li>• Remove one travel lane in each direction</li> <li>• Add protected cycle tracks</li> </ul>	<input checked="" type="radio"/> <b>Segment C – Design Option 2</b> <ul style="list-style-type: none"> <li>• Keep center turn lane</li> <li>• Keep parking on both sides of the street</li> <li>• Remove one travel lane in each direction</li> <li>• Add buffered bike lanes</li> </ul>	<input type="radio"/> <b>Segment C – Other configuration</b>
<b>Comments or Suggestions:</b> See comment for Segment A. I strongly prefer buffered bike lanes to cycle tracks.			
<b>What other design options do you want to see on Telegraph Avenue?</b> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> <input checked="" type="checkbox"/> "Kasper's Korner" design concept at Shattuck Avenue and 45th Street         </div> <div> <input type="checkbox"/> Parklets         </div> </div> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> <input checked="" type="checkbox"/> Stormwater Planters         </div> <div> <input type="checkbox"/> Other:         </div> </div>			

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<b>Station #5</b> <b>Parking and Loading</b>	<b>Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?</b> <i>(Select all that apply)</i>	
	<input 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)? _____	<b>Additional Comments:</b>  Judging from the example graphic on the board, it looks like the buffered bike lane concept does the best job of balancing parking with bike facilities.
	<b>How should loading/delivery vehicles be accommodated on Telegraph Avenue?</b> <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	<b>Additional Comments:</b>  

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<b>Station #6</b> Transit Improvements	<b>What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)</b>	
	<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	<b>Additional Comments:</b> I strongly object to putting bike lanes between the bus-stop zone and the sidewalk. This would cause too many conflicts between people on- and off-boarding the buses and cyclists. Bikes need to be able to pass buses on the left at bus stops.
<b>Station #7</b> Pedestrian Crossings	<b>What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)</b>	
	<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 type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	<b>Additional Comments:</b> Flashing signals at "multiple threat" locations.
<b>Station #8</b> Next Steps	<b>Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.</b>	
	<p>More comment on cycle-track concept: I prefer to bike on Telegraph precisely because it is a fast bike route (as opposed to Webster and other side-streets). Heading south, the slight downward slope allows me to shift into a very high gear. Even without a bike lane or sharrows, the generous width of the outside lane makes me feel relatively safe biking in the roadway. The cycle-track concept would not serve true bike-commuters like myself. The cycle track would be dangerous for cyclists and pedestrians, especially if cyclists want to go fast. The cycle-track would reduce the width of the lane in the roadway, making that option less safe for cyclists who still want to ride in the street, and it would confuse drivers as to whether cyclists have the right to use the lane. I would even prefer sharrows or no bike markings at all (maintain current configuration) to the cycle-track concept. Cyclists who prefer slower, safer routes can take the side streets.</p> <p>I strongly encourage incorporating stormwater-management planters into the design. It would be a mistake to undertake major curb realignments (bulb-outs, etc.) without implementing stormwater "BMP's."</p>	

THANK YOU!

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Station #4  
Roadway 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
 ☒ 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:

Instead of striped lanes, can they be painted green, like the sharrows, but not actually shared to encourage people to be more careful. Can other traffic calming features be added to this segment to slow the cars down and encourage them to stop at all of the crosswalks here. Can a raised crosswalk be added in this corridor? Perhaps at the midblock crossing on 51st?

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:

Can corners be daylight with better medians for pedestrians and more bike parking? Can the crosswalks be treated with zebra strips or something more visible? Can the lanes be narrowed a bit to encourage slower travel. More raised crosswalks? Can you propose specific improvements on the intersections at 40th and Macarthur to make them more bike friendly?

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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<b>Station #5</b> Parking and Loading	<b>Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?</b> <i>(Select all that apply)</i>	
	<input checked="" type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? <u>between 40th/Macarthur</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)? _____	<b>Additional Comments:</b> Better signage for parking lots available with shared parking. Shared use of the loading zones after hours. Can the empty parking lot from Global Entertainment be used, that building has been empty for a very long time. Create a Telegraph district parking map to display where bike parking/car parking is available.
	<b>How should loading/delivery vehicles be accommodated on Telegraph Avenue?</b> <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	<b>Additional Comments:</b>

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

<b>Station #6</b> Transit Improvements	<b>What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)</b>	
	<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	<b>Additional Comments:</b> Real time arrival info and better way-finding maps with destination and transfer info. Reduce and minimize conflicts of bikes/buses/pedestrians.
<b>Station #7</b> Pedestrian Crossings	<b>What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)</b>	
	<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 type="checkbox"/> Better pedestrian-scaled lighting on the sidewalks and crosswalks	<b>Additional Comments:</b> How about those motion activated flashing beacons as well for key crosswalks (in downtown San Mateo, and near Broadway Plaza in Walnut Creek)
<b>Station #8</b> Next Steps	<b>Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.</b>	

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*): 94709

E-mail: 

Thank you for your comments.

Please return completed comment cards to Jamie Parks ([jparks@oaklandnet.com](mailto: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.

<b>Station #1</b> <b>Project Overview</b>  <a href="#">click here for exhibit #1</a>	<b>Comments or Suggestions:</b>  <p>First, drop buzzwords like "Complete Streets," which inhibit rather than promote creative and productive thinking. This station presents a false sense of crisis about biking and walking on Telegraph. The real hazard is motorists on side streets who run stop signs/red lights to get onto Telegraph. And they're a hazard for everyone -- including Telegraph motorists. Addressing that hazard will build a larger coalition to support any changes. Also, separate signals for cyclists would be a novelty in North America -- and Oakland (most of whose residents don't routinely visit Amsterdam or Copenhagen) doesn't seem the ideal place to introduce them.</p>
<b>Station #2</b> <b>Existing Conditions</b>  <a href="#">click here for exhibit #2</a>	<b>Comments or Suggestions:</b>  <p>This station also presents a false sense of crisis. Once again: The worst hazard I experience as a cyclist on Telegraph is aggressive side-street motorists that run through stop signs and red lights. Addressing this should be the first priority, but I don't see it addressed at all. Alleged hazards like "buses leapfrogging over cyclists" exist on every urban street -- we deal. The hostility to "through traffic" is narrow-minded and arrogant: Everyone pays taxes to lay out, pave, signalize, and maintain our streets. Converting "through traffic" to "local business patrons" will readily happen if merchants and planners are creative enough to make their blocks desirable destinations.</p>
<b>Station #3</b> <b>Survey &amp; Stakeholder Feedback</b>  <a href="#">click here for exhibit #3</a>	<b>Comments or Suggestions:</b>  <p>No sign of outreach to transit riders or motorists -- all of whom are legitimate stakeholders. Is this a publicly-funded effort to exclude major constituencies and skew (and devalue) the results? To legitimize this process, and avoid a complete shutdown at Council, please close this gap now. The word scatter on page 2 is terrifying: Valencia St. (SF) has become creepily gentrified. College St. is horribly tight and congested, and a nightmare for cyclists. Piedmont Ave. is a pleasant place. As for Copenhagen: Their 2-level sidewalks (with a dedicated level for cyclists) are brilliant. Why aren't we talking about that? Rather than shrink a functional road, make sidewalks functional for everyone. That would be a worthy import and innovation here.</p>
<b>Station #4</b> <b>Roadway Design Options</b>  <a href="#">click here for exhibit #4</a>	<p><b>Please select <u>one</u> preferred roadway design option for Segment A (57th Street - 52nd Street/Claremont Avenue):</b></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <input type="radio"/> <b>Segment A -- Design Option 1</b> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Keep parking on both sides of the street</li> <li>• Remove center turn lane</li> <li>• Add striped bike lanes</li> </ul> </div> <div style="width: 30%;"> <input type="radio"/> <b>Segment A -- Design Option 2</b> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Remove parking on one side of the street</li> <li>• Remove center turn lane</li> <li>• Add protected cycle tracks</li> </ul> </div> <div style="width: 30%;"> <input checked="" type="radio"/> <b>Segment A -- Other configuration</b> </div> </div> <p><b>Comments or Suggestions:</b>   <p>Please do not remove center turn lane, and do not remove parking -- that will harm the local merchants for whom you claim to be advocating. Do not innovate protected cycle tracks here. If you say you want an innovation, try Copenhagenizing the sidewalks, with a separate bike level. Otherwise, stay with existing conditions, and try to address the real hazard of aggressive (illegal) turns from side streets.</p> </p>

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

(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 do not remove parking -- that will harm the local merchants for whom you claim to be advocating. Add sharrows. Try to address the real hazard of aggressive, illegal turns from side streets.

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:

Please do not even think of removing travel lanes here. Telegraph is one of Oakland's few functional arterial streets, and it is arrogant to think that cyclists' volume (whether current or projected) justifies creating artificial congestion for transit riders and motorists by removing a needed passing lane. Consider just adding sharrows, or Copenhagenizing the SIDEWALKS, or diverting cyclists to parallel north/south streets that are completely viable for us. Address the real hazard of aggressive, illegal turns from side streets.

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: Stop with the "creative" ideas like parklets. Do not facilitate food trucks -- overpriced, diesel-spewing, slacker stereotypes that bleed local restaurant business. If you want to be "creative," Copenhagenize the sidewalks. Leave passing lanes alone.

[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

<b>Station #5</b> Parking and Loading	<b>Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?</b> <i>(Select all that apply)</i>	
	<input 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 checked="" type="checkbox"/> NO Location(s)? _____	<b>Additional Comments:</b> This would kill the local merchants for whom you claim to be advocating. A truly "complete" street -- the real thing, not the silly buzzword -- includes parking. This is essential for Joe and Joanne Sixpack, and their 2.2 kids, to access local businesses the way they choose to: with their car. While we may not share the Sixpack Family's preferences, if we arrogantly dismiss them -- and dismiss the needs of merchants who depend on them -- we will just accelerate the central city's decline, by sending the Sixpacks to suburban malls with ample parking.
<a href="#">click here for exhibit #5</a>	<b>How should loading/delivery vehicles be accommodated on Telegraph Avenue? (Select all that apply)</b> <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 <b>Additional Comments:</b> Do not allow double parking anywhere, at any time. If anything, enforcement should crack down on rampant violators like UPS trucks, whose drivers routinely double-park when curb space is available. Double-parking is not just an inconvenience, but a huge safety hazard. By encouraging motorists to divert into oncoming lanes -- and motorists no longer use turn signals -- it creates needless risks of head-on collisions. It also selectively endangers cyclists and pedestrians, who are physically vulnerable to unexpected vehicle movements.	

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



<b>Station #6</b> Transit Improvements  <a href="#">click here for exhibit #6</a>	<b>What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)</b>  <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 type="checkbox"/> Bus bulb-outs with shelters, benches, real time arrival information  <input type="checkbox"/> Transit islands with cycle tracks behind the bus stop	<b>Additional Comments:</b>  None of these obstructions. Any "bulb-out" is a major inconvenience and hazard to cyclists. What Oakland and adjacent cities really need is a simple ordinance granting buses right-of-way to merge into traffic from the curb. Then print that law (with an arrow symbol) on the left rear corner of every bus. Other cities have done this for decades.
<b>Station #7</b> Pedestrian Crossings  <a href="#">click here for exhibit #7</a>	<b>What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)</b>  <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	<b>Additional Comments:</b>  Crosswalks with ample night lighting, and flashing signals, are basic and effective. Median refuge islands are worth considering if they don't involve removing travel lanes, turn lanes, or parking. No new corner bulb-outs: They're a terrible hazard for cyclists, and that approach to "shorter pedestrian crossing distance" dogma has never been empirically shown to provide any offsetting safety benefit to pedestrians.
<b>Station #8</b> Next Steps  <a href="#">click here for exhibit #8</a>	<b>Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.</b>  Maintain two travel lanes, and current turn lanes, and the current parking supply, throughout Telegraph's entire length. That's a true definition of "complete." Do some real outreach to legitimate stakeholders like transit riders and motorists, to make your own process "complete." Use signage, sharrows, etc., to make cyclists more visible. Address the real hazard of aggressive turning traffic from side streets. Consider "Copenhagenizing" sidewalks with a separate bicycle pocket, defined by height and/or pavement color. Consider diverting cyclists to adjacent north/south streets that are viable and safer places to bike.	

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*): 94608

E-mail:



Thank you for your comments.

Please return completed comment cards to Jamie Parks ([jparks@oaklandnet.com](mailto: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.

<b>Station #1</b> Project Overview  click here for exhibit #1	Comments or Suggestions:			
<b>Station #2</b> Existing Conditions  click here for exhibit #2	Comments or Suggestions:			
<b>Station #3</b> Survey & Stakeholder Feedback  click here for exhibit #3	Comments or Suggestions:			
<b>Station #4</b> 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 border="0"> <tr> <td data-bbox="331 1178 716 1402"> <input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Keep parking on both sides of the street</li> <li>• Remove center turn lane</li> <li>• Add striped bike lanes</li> </ul> </td> <td data-bbox="716 1178 1101 1402"> <input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Remove parking on one side of the street</li> <li>• Remove center turn lane</li> <li>• Add protected cycle tracks</li> </ul> </td> <td data-bbox="1101 1178 1485 1402"> <input type="radio"/> <u>Segment A – Other configuration</u> </td> </tr> </table> <p>Comments or Suggestions:</p>	<input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Keep parking on both sides of the street</li> <li>• Remove center turn lane</li> <li>• Add striped bike lanes</li> </ul>	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Remove parking on one side of the street</li> <li>• Remove center turn lane</li> <li>• Add protected cycle tracks</li> </ul>	<input type="radio"/> <u>Segment A – Other configuration</u>
<input type="radio"/> <u>Segment A – Design Option 1</u> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Keep parking on both sides of the street</li> <li>• Remove center turn lane</li> <li>• Add striped bike lanes</li> </ul>	<input checked="" type="radio"/> <u>Segment A – Design Option 2</u> <ul style="list-style-type: none"> <li>• Keep two travel lanes in each direction</li> <li>• Remove parking on one side of the street</li> <li>• Remove center turn lane</li> <li>• Add protected cycle tracks</li> </ul>	<input type="radio"/> <u>Segment A – Other configuration</u>		

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**Station #4**  
Roadway 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:

In my experience as a 40 year commuter bicyclist, shared lane markings do not work on large streets with lots of traffic. They are fine on small streets.

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:

[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

<b>Station #5</b> Parking and Loading	<b>Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?</b> <i>(Select all that apply)</i>	
	<input type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? _____ <input checked="" 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:
	<b>How should loading/delivery vehicles be accommodated on Telegraph Avenue?</b> <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:
<a href="#">click here for exhibit #5</a>		

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

<b>Station #6</b> Transit Improvements  <a href="#">click here for exhibit #6</a>	<b>What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)</b>  <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	<b>Additional Comments:</b>  
<b>Station #7</b> Pedestrian Crossings  <a href="#">click here for exhibit #7</a>	<b>What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)</b>  <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	<b>Additional Comments:</b>  
<b>Station #8</b> Next Steps  <a href="#">click here for exhibit #8</a>	<b>Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.</b>  	

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*): 94608

E-mail: \_\_\_\_\_

Thank you for your comments.

Please return completed comment cards to Jamie Parks ([jparks@oaklandnet.com](mailto: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.

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

In my experience as a 40 year commuter bicyclist, shared lane markings do not work on large streets with lots of traffic. They are fine on small streets.

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

☒ Parklets

☐ Other:

☒ Stormwater Planters

[click here for exhibit #4](#)

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<b>Station #5</b> Parking and Loading	<b>Are you comfortable with removal of some metered parking on Telegraph Avenue to create a more Complete Street?</b> <i>(Select all that apply)</i>	
	<input type="checkbox"/> YES, removing more than 6 metered spaces per block is ok Location(s)? _____ <input checked="" 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:
	<b>How should loading/delivery vehicles be accommodated on Telegraph Avenue?</b> <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:
<a href="#">click here for exhibit #5</a>		

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<b>Station #6</b> Transit Improvements  <a href="#">click here for exhibit #6</a>	<b>What transit improvements to you want to see on Telegraph Avenue? (Select all that apply)</b> <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	<b>Additional Comments:</b>  
<b>Station #7</b> Pedestrian Crossings  <a href="#">click here for exhibit #7</a>	<b>What pedestrian improvements do you want to see on Telegraph Avenue? (Select all that apply)</b> <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	<b>Additional Comments:</b>  
<b>Station #8</b> Next Steps  <a href="#">click here for exhibit #8</a>	<b>Please provide any additional comments or suggestions to make Telegraph Avenue a more Complete Street.</b>          	

THANK YOU!

**Submit this Form**

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