

Telegraph Avenue

For the
Air Quality Conformity Task Force

Presented by
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Department of Transportation
City of Oakland

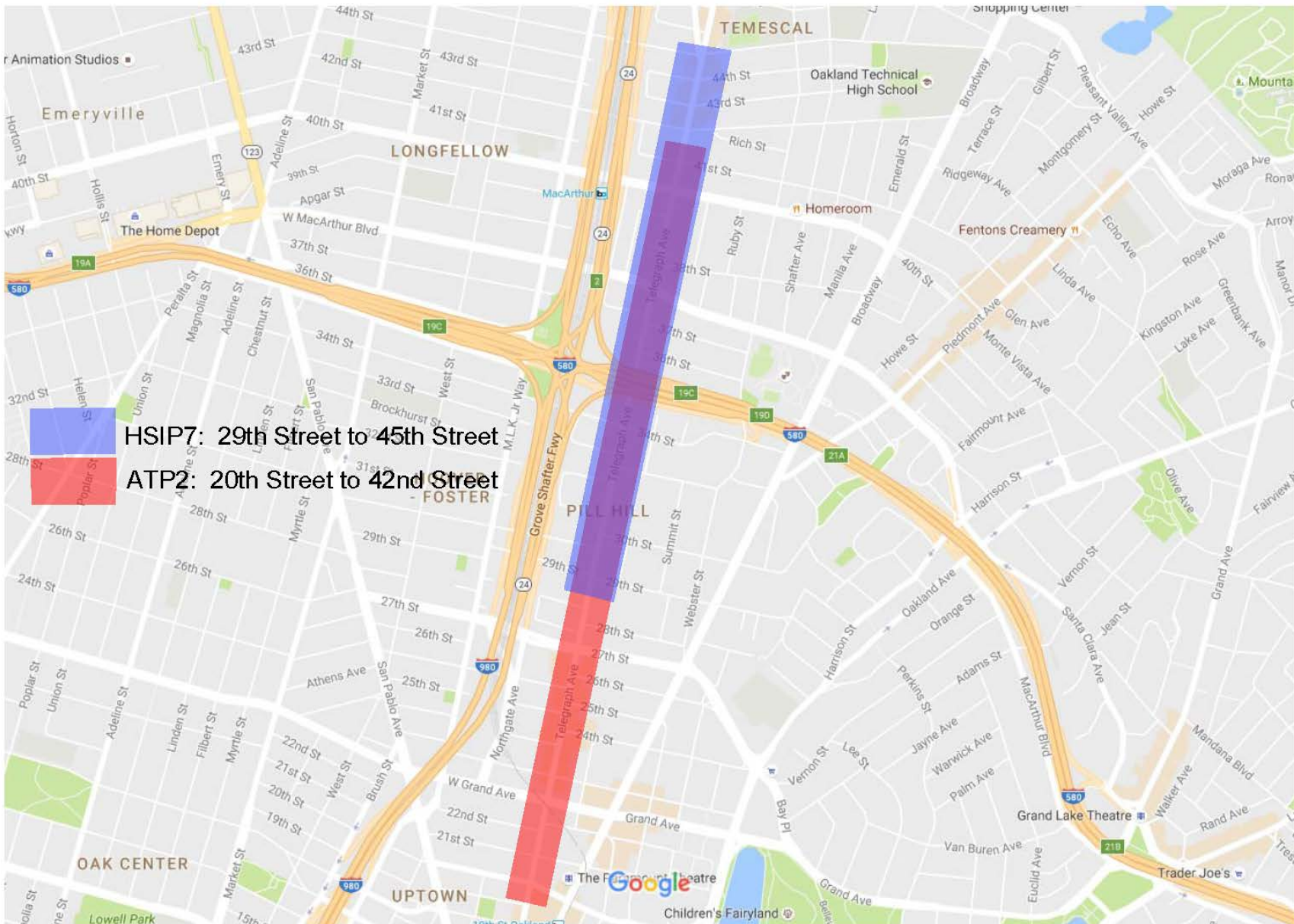


City of
OAKLAND
California

Telegraph Avenue

HSIPL-5012 (142): 29th Street to 45th Street

ATPL-5012(143): 20th Street to 42nd Street



Map data ©2016 Google 1000 ft

Project Description

(Combined HSIP & ATP)

- Project will improve connectivity in a mixed-use retail/commercial/residential corridor, and adjacent to several medical facilities including those on “Pill Hill”.
- Project will promote a roadway diet which consists of reducing two travel lanes in each direction to one travel lane and bike lane, with a two-way center turn lane from 29th Street to 41st Street.
- Project will eliminate one SB lane from 43rd Street to 45th Street.
- Project will construct pedestrian amenities such as sidewalk extensions, bulb-outs, median refuges, high-visibility crosswalks, ADA ramps, pedestrian plaza, pedestrian flashers and signal modifications.
- Project will offer transit improvements including transit islands and concrete bus pad.

Project Description

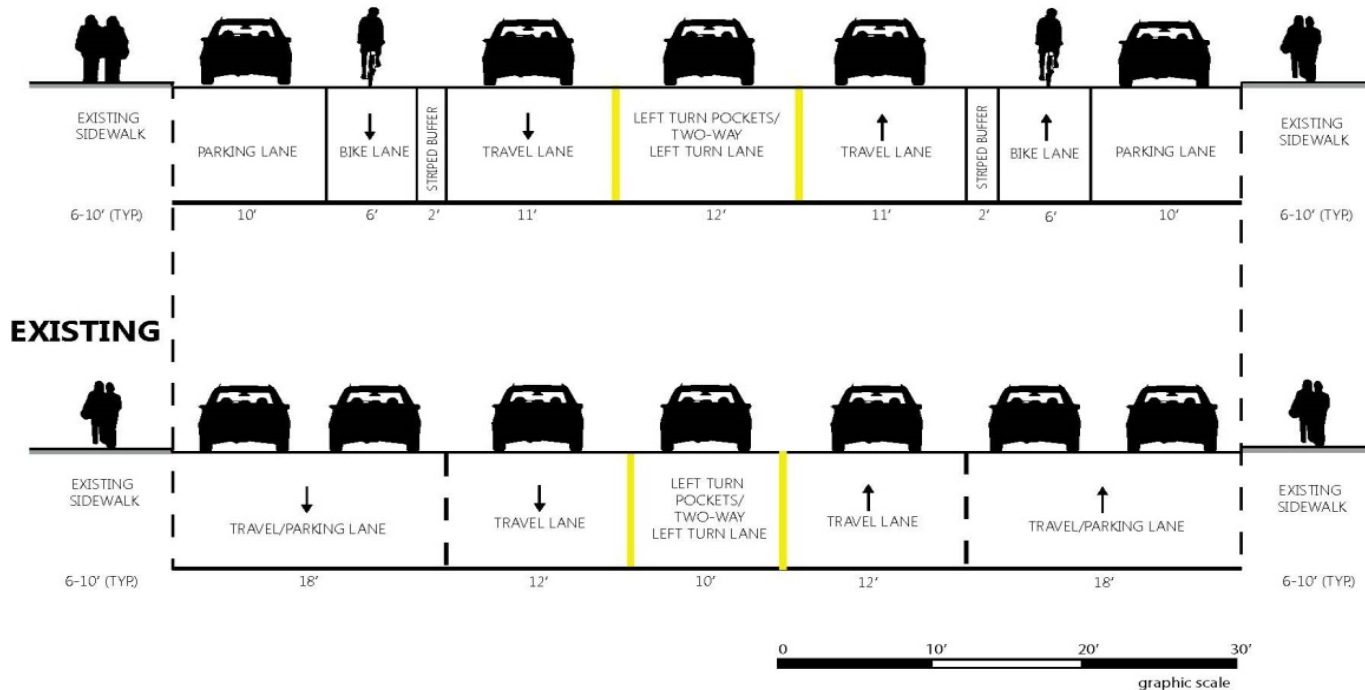
(Combined HSIP & ATP)

- Project will NOT increase traffic volume;
- Project will NOT worsen intersection Level of Service (LOS) to unacceptable level;
- Project will NOT widen or create additional automobile travel lanes;
- Project will NOT increase truck traffic.

Road Diet Cross Sections

PROPOSED ROAD DIET IMPROVEMENTS

29th Street to 40th Street



TELEGRAPH AVENUE ROAD DIET PROPOSED CROSS-SECTION
ATTACHMENT 5

Project Comparison: HSIP7

- Specific Design Elements:
 1. Lane reduction (“road diet”) from 29th Street to 42nd Street – Temporary Striping Measure;
 2. Lane reduction from 43rd to 45th Street;
 3. Reconfiguration of the Telegraph Avenue/Shattuck Avenue/45th Street intersection with signal modifications;
 4. Raised curb extensions, median refuge islands, and ADA ramps at uncontrolled crosswalks between 29th and 45th Street;
 5. Pedestrian flashers between 41st and 44th Street;
 6. Pavement repair between 29th and 42nd Street.

Project Comparison: ATP2

- Specific Design Elements:
 1. Lane reduction (“road diet”) from 29th to 42nd Street;
 2. Raised curb extensions, median refuges, and ADA ramps between 20th and 29nd Street with signal modifications;
 3. Pedestrian flashers at uncontrolled crosswalks between 21st and 39th Street;
 4. Pedestrian safety plaza at 22nd Street;
 5. Transit islands and concrete bus pad;
 6. Pavement repair between 29th and 42nd Street for cyclists;
 7. Traffic signal interconnect along the corridor.

Traffic

- Traffic data has been assessed for opening and horizon years, for both build and no-build conditions.
- Traffic analysis show that the project will not result in an increased traffic based on the opening or horizon year models. (According to the Alameda Countywide model, there is actually a decrease in vehicular traffic possibly.)
- The Annual Average Daily Traffic (AADT) on Telegraph Avenue is expected to be 14,500 in Year 2020 based on the Alameda Countywide model.
- The truck volume is 2% of the peak hour traffic and is expected to be unchanged in the opening year (2020) and in the horizon year. Telegraph Avenue is not a truck route; the only appreciable reason for truck traffic is for retail deliveries.
- The existing intersection LOS is between A and C and it is expected to be in the same range with project conditions.
- Transit boarding islands are intended to ease transit boarding, thereby enhancing transit operations and leading to increased mode share for transit overall.

Traffic Data

No-Build, Opening Year 2020

AADT	% Trucks	LOS
14,478	2%	C

Build, Opening Year 2020

AADT	% Trucks	LOS
14,478	2%	C

RTP No-Build, Horizon Year 2040

AADT	% Trucks	LOS
13,778	2%	C

RTP Build, Horizon Year 2040

AADT	% Trucks	LOS
13,778	2%	C

Key Findings from Survey Respondents*

26.3% most frequently ride a bicycle

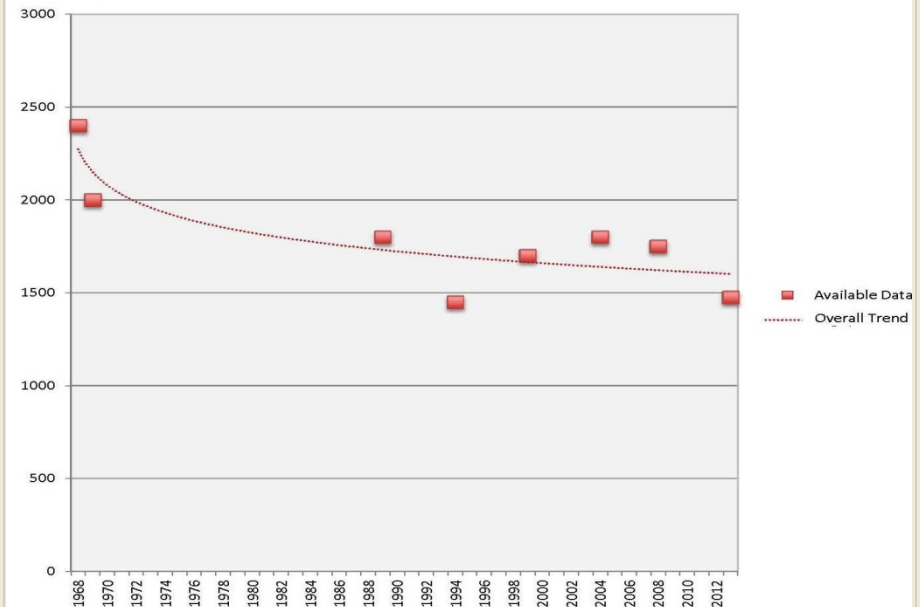
25.2% most frequently walk

24.1% most frequently take transit (BART or AC Transit)

22.1% most frequently drive

*1,100 survey respondents, Stakeholder Outreach and Public Survey Report, March 2014

Figure B-1: Telegraph Avenue PM Peak Hour Traffic between 39th Street and 40th Street



Source: City of Oakland, Fehr & Peers, 2014

Not a Project of Air Quality Concern

- Project will enhance the corridor by constructing bicycle and pedestrian facilities, and providing safety improvements for all modes of transportation.
- Project will improve connection between Northgate (Koreatown) and Temescal neighborhoods, and provide better access to businesses along the corridor which will have positive impact on the economy of the area.
- Project has no direct impact on motor vehicle traffic or truck traffic.