

MacArthur BART Bicycle Access Project: 40th St Bikeway Experiment



OVERVIEW

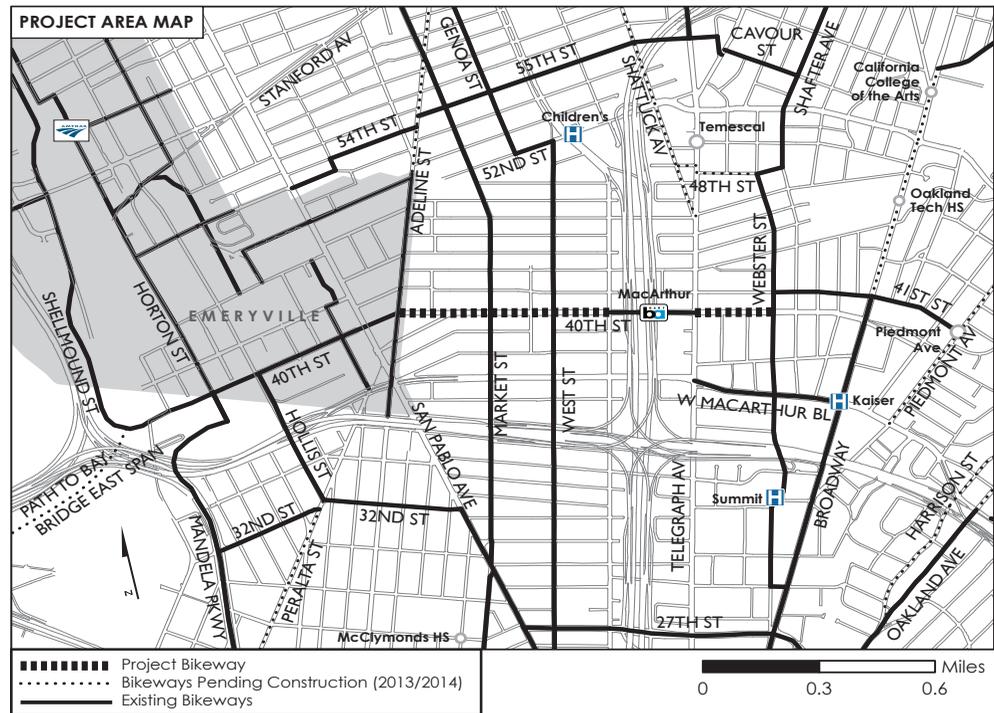
In 2013, the City of Oakland will test an experimental bikeway design on 40th St from Adeline St to Martin Luther King Jr Wy, and Telegraph Ave to Webster St. The design features a five-foot wide green band located in the center of the curbside travel lane with shared roadway bicycle markings (aka “sharrows”) installed on top. The experiment will compare the operational effects of standard sharrows and signs to the effects of the sharrows, signs, and the green band. The project is funded by a Safe Routes to Transit grant from the Metropolitan Transportation Commission matched by Oakland’s share of Measure B, the Alameda County Transportation Commission’s half-cent sales tax, using revenues solely dedicated to bicyclist and pedestrian projects.



CONTEXT

As part of the East Bay’s developing bikeway network, 40th St is a key east-west route that serves MacArthur BART and spans 1.8 miles in Emeryville and Oakland. To the west, 40th St will connect to the bicyclist and pedestrian paths – currently under construction – to the new Eastern Span of the Bay Bridge. To the east, the 40th St bikeway connects to bikeways on 41st St and W MacArthur Blvd serving the Piedmont Ave commercial district and Kaiser Hospital. Along its length, this bikeway corridor intersects with nine north-south bikeways: Shellmound St, Horton St, Hollis St, Adeline St, Market St, West St, and Webster St, plus Broadway and Piedmont Ave pending construction in 2013.

The 40th St Bikeway is recommended in the City’s Bicycle Master Plan (2007) as a priority project. The MacArthur Transit Village is now under construction which will include a high-capacity bicycle parking facility. As of 2008, the number of passengers accessing MacArthur BART by bike was the fourth highest amongst all of BART’s 43 stations.



PROJECT HISTORY

Given the importance of the 40th St corridor, the City has made multiple efforts since 2005 to implement bikeway improvements. Two studies were completed on the conversion of travel lanes to bicycle lanes. The “road diet” alternative was rejected due to technical issues with regional growth forecasts and concerns from AC Transit and Emery-Go-Round regarding possible delays to bus operations. An additional alternative to install bike lanes by narrowing the medians was rejected due to concerns from neighborhood advocates regarding the detrimental effects on the planted medians. In 2009, bike lanes were installed from Martin Luther King Jr Wy to Telegraph Ave along the BART Station frontage as part of a Redevelopment streetscape project. Bicycle wayfinding signs were installed along 40th St and 41st St in 2010 with bikeway striping added to 41st St and W MacArthur Blvd in 2012. Extensive documentation on the project is available at www2.oaklandnet.com/OAK024586#macbart.

EXPERIMENT

In California, roadway markings and traffic signs are highly regulated by Federal and State bodies. While green color pavement was recently approved for use in bike lanes, it has not been approved for use with sharrows in travel lanes shared by motorists and bicyclists. The use of such experimental “traffic control devices” must be reviewed and approved by both Federal and State regulators. The City received permission to conduct the 40th St experiment from the Federal government in January 2013 and from the State in March 2013. The experimentation request is available at online at www2.oaklandnet.com/n/OAK040666.

cont.

SUBMIT COMMENTS

Please provide your input by **Wednesday, May 22, 2013**. To use this form, write your comments below and your return address on the reverse, cut along the dotted line, stamp, and mail. Or, you may e-mail your comments to bikeped@oaklandnet.com. Make sure to include your name and street address and indicate you are commenting on the **MacArthur BART Bicycle Access Project**. For answers to frequently asked questions, please go to www2.oaklandnet.com/OAK024652#answers.

Please check one of the following three boxes, and then provide supporting comments.

- I support the bikeway proposal.
- I do not support the bikeway proposal.
- I have no opinion.

Signature: _____
(Please also write name and address on reverse before mailing.)

I OAKLAND

By writing my email address below, I am requesting to have my name added to the bicycle program contact list so I can receive occasional updates on City of Oakland bikeway improvement projects.

Email address: _____

REQUIRED INFORMATION

Name: _____

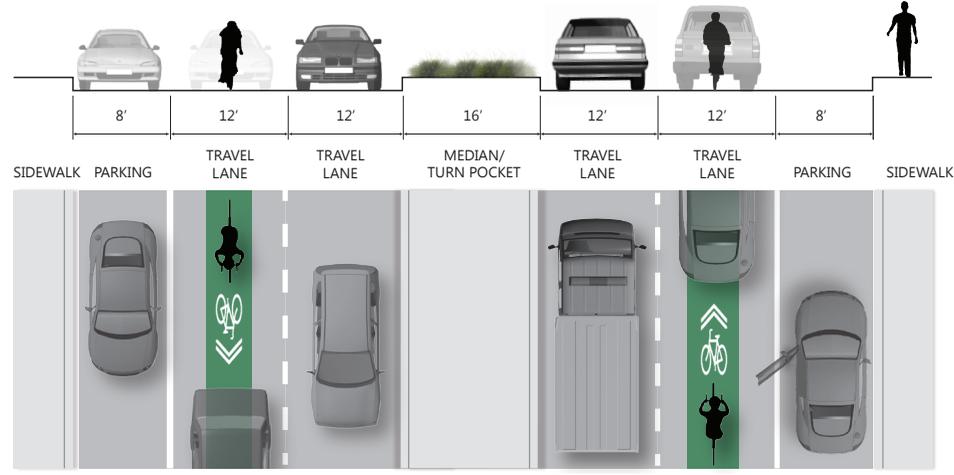
Address: _____

City, State, Zip: _____

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stamp
required**

City of Oakland, Public Works Agency
Bicycle & Pedestrian Facilities Program
Attn: Bicycle & Pedestrian Plaza, Suite 4344
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612

EXPERIMENT CROSS SECTION



(cont.) In advance of the experiment, 40th St will be paved between Telegraph Ave and Broadway and potholes will be repaired between Martin Luther King Jr Wy and Adeline St.

The experiment will be conducted in three phases between spring and fall 2013. First, roadway operations will be measured under existing conditions in order to establish a baseline. Second, sharrows, parking edgeline stripes, and standard “[bikes] may use full lane” signs will be installed, and the same set of measurements taken. Third, a five-foot wide band of green color will be installed in the middle of the curbside travel lane and the sharrows will be reinstalled on top of the band. The green band is an epoxy-based material that will be applied to the surface of the roadway. This material includes a grit in the mix to provide sufficient friction under various conditions. Measurements will be taken a final time.

BICYCLING, THE “DOOR ZONE,” AND SAFE PASSING



Sharrows encourage bicyclists to ride clear of the “door zone” and advise motorists to expect and share the road with bicyclists. The markings also create continuously striped bikeways where bike lanes are not feasible. Learn more at www2.oaklandnet.com/n/OAK025000.

The California Vehicle Code allows bicyclists to use the full travel lane when that lane is of “substandard width,” defined as a lane that is too narrow for a bicycle and a vehicle to travel safely side by side. This regulation is the basis for the “[bikes] may use full lane” sign.

How can bicyclists and drivers coexist on streets like 40th St? Bicyclists: ride clear of the door zone; avoid passing motorists on the right; and obey traffic signals.

Motorists: be considerate of bicyclists riding in the lane – they are doing so for their own safety; change lanes to pass leaving at least three feet of space.



City of Oakland, Public Works Agency
Bicycle & Pedestrian Facilities Program
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612



The City welcomes your input on the MacArthur BART Bicycle Access Project by mail or e-mail by Wednesday, May 22, 2013. Please feel free to share this flyer with others in your neighborhood. This flyer is available online at www2.oaklandnet.com/n/OAK040686.