

40th Street Super Sharrows Project: Summary of a User Survey

City of Oakland Bicycle Facilities Program (12/12/14)

This report summarizes the results of a publicly available survey conducted by Bike East Bay after the installation of super sharrows on 40th Street in the vicinity of the MacArthur BART station.

Project Background

The City of Oakland innovated with an experimental design on 40th St: green color in the travel lane to help bicyclists and motorists safely share the road. The project was part of an effort to improve bicycle access between MacArthur BART, the Piedmont Ave commercial district, Emeryville, and the bicycle/pedestrian path to the new eastern span of the San Francisco-Oakland Bay Bridge. Other improvements included new bikeways on W MacArthur Blvd and 41st St.

At MacArthur BART, the number of bicyclists increased by 123% from 1998 to 2008 making it the fourth busiest for bicyclists out of the 43 stations in the BART system. Further increases are expected due to the Bay Bridge Path (completed 2013) and the MacArthur Transit Village (under construction) which includes a secure bicycle parking facility.

The 40th St experiment featured shared roadway bicycle markings (sharrows) backed by a continuous five-foot-wide band of green color centered in the travel lane. The treatment came to be known colloquially as “supersharrows.” While green color was approved for standard use in bike lanes, the treatment was innovative for using green color in a shared lane. Such experiments require approval by the Federal Highway Administration and California Traffic Control Devices Committee.

The experiment sought to address common problems with shared lanes. Bicyclists often ride in the door zone: the area immediately adjacent to curbside parking into which car doors open. Motorists often squeeze between bicyclists and other vehicles in the adjacent lane. The California Vehicle Code (CVC) allows bicyclists to use the full travel lane where the lane is too narrow for a bicycle and a vehicle to travel safely side by side. Signs communicating this message (“bicycles may use full lane”) were also installed as part of the project.

The experiment was the outcome of two previous and unsuccessful efforts to install bike lanes on 40th St. The conversion of travel lanes to bicycle lanes was opposed by two local bus operators. Narrowing the median to add bike lanes was opposed by neighborhood groups who, over the duration of the City’s studies, adopted and landscaped the medians. The City is monitoring 40th St and will continue to pursue opportunities for improvement.

Bike East Bay Survey Summary

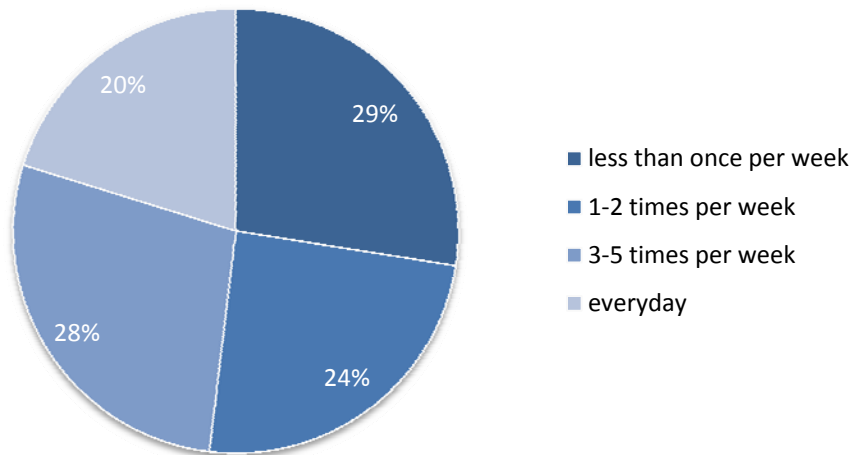
After the installation of the supersharrows, Bike East Bay created a survey to gage the opinions of 40th Street corridor users. The survey was administered through the website SurveyMonkey and began September 16, 2014 with 90% of the responses occurring before November 30, 2014. The survey consisted of 6 multiple choice questions and one free response. The multiple choice options were not

mutually exclusive; therefore many of the response totals are greater than 100%. There were a total of 288 respondents. The results of the survey are summarized below.

1. **In response to the question “What is your connection with 40th Street?”**

- 49.3% of respondents live close to 40th Street, while 12.8% work on or close to 40th St.
- Along the 40th Street corridor, 39.4% of survey respondents drive and 72.3% bike

2. **How often do you use 40th Street for travel?**

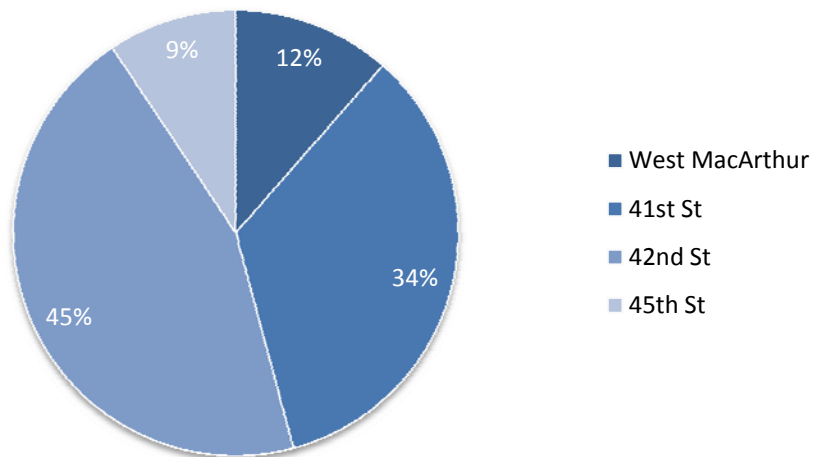


3.

a. **Before the supersharrows were recently installed, did you ride near 40th, either on 40th itself or a nearby street?**

- 82.9% Yes, 17.1% No

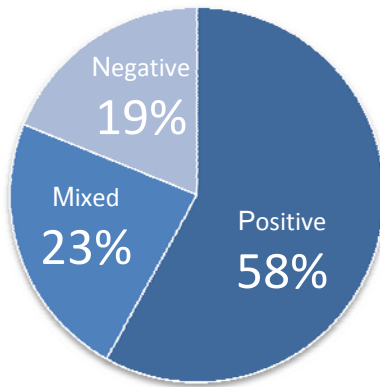
b. **If you rode a nearby route what street did you take? 88 wrote in responses.**



4. **Have the installation of supersharrows changed your route along the 40th Street corridor?**
 - 40.9% Yes., 59.1% No

5. **What do you think of the supersharrows?**

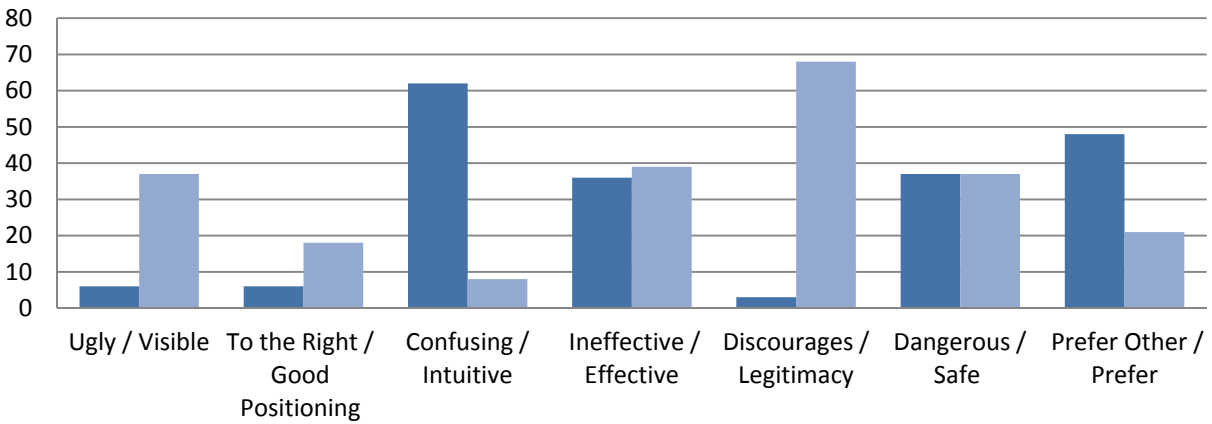
General Opinion*



*This was a free response question. The responses were coded positive, negative or mixed. The positive and negative comments were further classified into common opposing themes. These themes were:

Negative	Positive
<u>Ugly</u> : The visual impression is negative	<u>Visible</u> : The treatment is highly visible or eye-catching in a positive way
<u>To the right</u> : The treatment should direct cyclists further to the right	<u>Good positioning</u> : The treatment communicates good lane positioning
<u>Confusing</u> : The treatment is confusing; or education is needed	<u>Intuitive</u> : The treatment is self-explanatory or easy to understand
<u>Ineffective</u> : The treatment does not change behavior positively	<u>Effective</u> : The treatment positively affects motorist or bicyclist behavior
<u>Discourages</u> : The treatment discourages or undermines cycling	<u>Legitimacy</u> : The treatment makes cycling legitimate, or encourages cycling
<u>Dangerous</u> : The treatment creates safety issues	<u>Safe</u> : The treatment makes the respondent feel safe or safer
<u>Prefer Other</u> : Another bikeway type or route is preferable	<u>Prefer</u> : Respondent prefers super sharrows over other treatments or wants more such projects

Frequency of Coded Opinions



6. **Are you satisfied with the experience of riding on the supersharrows, or would you prefer bike lanes instead?**

- 53.0% Satisfied, 51.0% Prefer bike lanes

7. **If the supersharrow is successful, Oakland intends to stripe supersharrows on additional streets such as Harrison St at Grand, MacArthur Blvd in the Laurel District, Market St north of Adeline, and potentially other streets where it may be politically difficult to stripe bike lanes. Do you support supersharrows on one or more of these other streets?**

- Harrison St at Grand Ave 81.6%
- MacArthur Blvd in Laurel District 70.9%
- Market St north of Adeline 81.2%
- Lakeshore Ave in the Lakeshore business district 84.3%