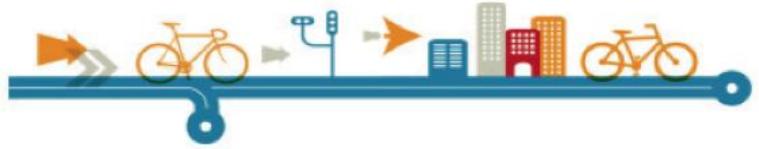




BICYCLE FRIENDLY COMMUNITY FEEDBACK



OAKLAND, CA

Fall 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Oakland a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Oakland. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Adopt the NACTO Urban Bikeway Design Guide as an alternative guide to the CAHDM.

Continue to expand your on and off street bike network and parking, close bicycle infrastructure gaps especially downtown, and build continuous

physically protected bike lanes along Broadway, Telegraph, 14th, Park, Grand, and other main arterial streets in coordination with neighboring communities, such as Piedmont and Berkley. Residents of East Oakland are in particular need of safe and comfortable bicycle infrastructure, especially across the 880 freeway.

Consider making key downtown one-way streets safe and accessible to bicyclists by traffic calming, lane reductions, protected bike lanes and counter flow bikeways.

Allocate funds to repairing, resurfacing, and repaving the many streets that need work. Make repaving popular bicycle commuter routes such as San Leandro, from the San Leandro border toward downtown, a priority. In the meantime, continue to strategically fix pavement issues, especially hazardous potholes. Smooth out areas around railroad tracks.

Connect the West span of the Bay Bridge to San Francisco.

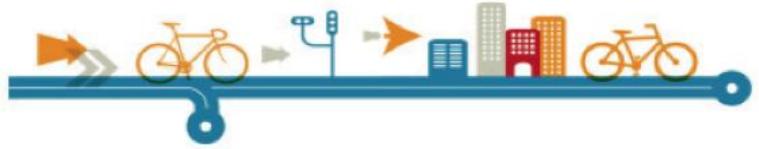
Make push-buttons at signals better accessible for cyclists. Change light timing on highly trafficked bicycle routes to enable continuous riding.

Continue to expand the use of green paint to highlight bicycle-automobile conflict zones

The 66th and San Leandro intersection needs to be made safer and more comfortable for bicyclists. The intersection is part of a key east-west bicycle route.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Develop plans for synchronizing traffic signals and gearing signals for a moderate speed compatible with cycling.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools. Ensure that your Safe Routes to School program has a strong focus on equity and that the needs and perceptions of lower income students and parents are being addressed. For example, the City or police department could acquire a set of small bikes that could be used by schools to teach bicycle safety skills. Click [here](#) for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

Develop a formal training program for professional drivers.

Encouragement

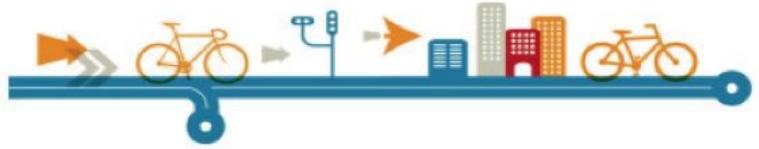
Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to

seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Encourage Mills College to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events, programs, and classes. The League offers many tools to help promote the Bicycle Friendly University program in your community.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Enforcement

Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.

Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement Products: Law Enforcement's [Roll Call Video: "Enforcing Law for Bicyclists"](#); and [Enhancing Bicycle Safety: Law Enforcement's Role](#) (CD-ROM Training).

Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Consider hiring bicycle and pedestrian enforcement staff (similar to the "meter maid" program) so that uniformed officers are not being pulled from other priorities.

Evaluation & Planning

Increase funding of the Bicycle and Pedestrian Facilities Program. In particular, use a portion of the new Alameda County transportation sales tax to fund more bicycle program staff, and expedite the design and funding of high priority bicycle infrastructure projects such as the East Bay Greenway and protected bike lanes along major arterials.

Develop a strong community outreach program to build support before implementing new bikeways.

Work with State and local advocates to increase the Active Transportation Program.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap can be addressed through infrastructure improvements, and targeted education and encouragement efforts. Learn more at bikeleague.org/womenbike.

COSTS AND FUNDING OPTIONS

Costs

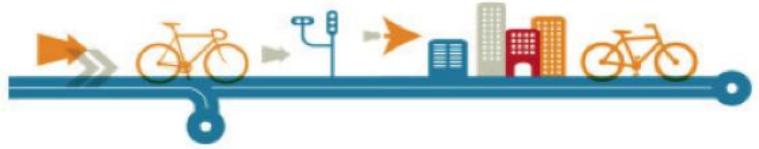
Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).



BICYCLE FRIENDLY COMMUNITY FEEDBACK



State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.