



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the October 16, 2014 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting was called to order at 5:32 by BPAC Chair Chris Hwang.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, all Commission members were present except Fred McWilliams and Royston Taylor (who arrived at 5:45pm and 6:00pm, respectively).

Attendees:

Commissioners Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz, Midori Tabata, Royston Taylor, Rosa Villalobos, Kenya Wheeler

City staff: George Durney, Christina Ferracane, Laura Kaminski, Jamie Parks, Jason Patton, Jennifer Stanley, Iris Starr

Other attendees: Jennifer Anderson, Matthew Myers (MMM Design), Tom Willging, Scott Amundson, Diane Dohm, Dave Campbell, Joseph Morris

Item 2. Approval of meeting minutes

- A *motion*, made and seconded to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from September 18, 2014**, passed unanimously. (Minutes online at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak049484.pdf>.)

Item 3. Parklet Pilot Program Extension

Laura Kaminski, Bureau of Planning, made a presentation (see attachment) outlining the guidelines for Oakland's Parklet Pilot Program Extension. She mentioned that, from the first round of the pilot program, three parklets have been installed, and two are pending installation. Fifteen locations will be selected for the extension.

The extension is part of the pilot phase, so answers to several questions/issues raised by Commissioners (rules about replacement metered parking, evaluating aesthetics, monitoring, criteria for the establishment of a permanent program) have not yet been finalized. Laura explained that approval for locations is at the staff level (e.g. no Planning Commission approval required). It was suggested that staff check in sooner than six months after a location is approved (as per the current guidelines) to make sure projects are on track. Staff is hoping to finalize the pilot by the middle/end of next year.

Item 4. Uptown Wayfinding Signage Pilot Project

George Durney, Project Implementation, and Matthew Myers, MMM Design, made a presentation (see attachment) on a pilot project to install multimodal signage in Oakland's Uptown district. The project is guided by a Technical Advisory Committee that includes City staff and VisitOakland (the former Oakland Convention and Visitor's Bureau). Of the modes, pedestrian is foremost because transit and bike modes are currently pretty well addressed by other functional systems.

Suggestions from Commissioners/attendees included:

- Plan for smart phone integration (separate from Google maps).
- Recognize that navigating the one-way streets in Uptown is different for bikes and peds.
- The City's Bikeways Map is a good example of a map that works for a particular mode.
- Make sure the system is integrated with the pending BRT project.
- Use a graphic scale on the maps.
- Consider, in advance, how the pilot would be expanded to other neighborhoods.
- Find, in advance, a fund source to keep the signage current through time.

The presenters noted that the system will require partnership from the local business entities for funding and maintenance. Supported destinations and other project aspects will be posted on the City website, and comments from the public will be encouraged. Comments can be emailed to Matthew Myers at matthew@mmmdesign.net.

Item 5. Bi-annual bike project status overview & Bicycle Master Plan priorities

Jason Patton, Bicycle & Pedestrian Program Manager, presented an update on the status bike striping and signage projects (an update presented every six months), and how these compare with the recently-updated prioritization based on criteria outlined in the Bicycle Master Plan. Additionally, he shared a list of additional proposed upgrades to existing facilities. He asked Commissioners to: (1) comment on the relative priority between new facilities and upgrades; (2) prioritize particular projects for BPAC for design review; (3) submit additional comments.

Comments on (1) included:

- First prioritize a route in East Oakland that connects the flats to the hills, and then start work on the upgrades.
- Consider safety to help prioritize upgrades.
- Add sharrows on Fruitvale Ave, southbound, between E 12th and E 10th Sts. (A streetscape project is currently underway here, but the City might be able to do something sooner to close this gap between the sharrows that end at E 12th St and the bike lanes that begin at E 10th St..)

Comments on (2) included:

- Share Havensourt Blvd for design review. (This project will include Camden and 69th Ave as well.)

Other comments/discussion (3) included clarifying information about: projects under Port jurisdiction (Maritime St, 7th St); the two College Ave projects; the proposed alignment for San Leandro St at the Oakland border; the prioritization of the Posey Tube (a project with no plan to move forward).

Suggestions for additional priorities:

- 7th St/ Maritime St
- Bridge connections to Alameda
- Upgrades to facility on MacArthur Blvd, eastbound, far side, High St to deal with vehicles accessing I-580.
- Make sure that there are signs for intersecting bikeways.

Item 6. Telegraph Ave Complete Streets Implementation Plan update

Jamie Parks, Complete Streets Program manager, made a presentation (see attachment) on the Telegraph Ave Complete Streets project. He explained that staff intends to bring the recommendation outlined in the handout (attached) to the City Council in December 2014.

→ A ***motion*** was made and seconded to **extend the meeting by 30 minutes (until 8:00pm) to allow for comments**. The motion passed with one abstention.

Discussion overview (Q & A):

- What would happen to vehicular traffic if the travel lane is removed? There is sufficient capacity in the single lane to carry the current traffic, which is comparable to that on Alcatraz Ave.
- Can interim/low-cost materials for pedestrian improvements (e.g. painted curb extensions) be included as part of the staff recommendation? Yes.
- Is there a plan to make any changes to parking pricing or hours? No, but parking space allocation and loading zone times may be changed as needed.
- How will the cycle track and buffered bike lane designs be evaluated? (1) impact on transit travel times; (2) the incidence of bike lane blockage; (3) whether the facility can be kept clear of trash cans and other obstructions.
- Will bus operations be improved? Yes via: (1) bus stop consolidation; (2) moving stops to the far side of the intersection; (3) transit signal priority; (4) bus boarding islands. Also, queue jumps are under evaluation.
- Why does the Phase 1 bike lane end at 41st St? Can it be extended to 42nd St? 41st was selected because it provides for a transition from 40th St and because it allows cyclists to access Webster St via 41st St.
- What is the schedule for funding the bus boarding islands? As soon as possible, either the next round of ATP or Measure B is likely.
- Can the facility be designed to anticipate conflicts with delivery vehicles? To the extent possible, by having time-of-day parking restrictions.

→ A ***motion*** was made and seconded to **adopt the staff recommendation with the addition of interim/low-cost design treatments for pedestrians and that the transitions at the end of bike lane facilities be carefully designed.** The motion passed.

Item 7. Open Forum / Public Comment (*suggestions for meeting topics, announcements, other*)

Announcements:

- Dave Campbell, Program Director, Bike East Bay: urged people to vote yes on Measure BB (handout).
- Chris Kidd: there is a new transportation advocacy group in Oakland, "Transport Oakland."
- Robert Prinz, Education Director, Bike East Bay: Bike East Bay offices have moved (still in Jack London Sq, across the street from Lungomare).
- Robert Prinz: Bike East Bay has new bike safety public education printed materials (handout).
- Jason Patton: the City's green bike lane conflict zone project now underway on sections of 27th St and Grand Ave will be completed next week.
- Jennifer Stanley: five bike corrals long pending should be installed next week.
- Kenya Wheeler: The National Association of City Transportation Officials (NACTO) is holding a conference in San Francisco next week.
- Chris Hwang: There is a Walk Summit in SF on November 7-8.
- Rosa Villalobos: Bicycling Magazine recently rated Oakland as the 23rd best city for biking.
- Chris Kidd: Please send suggestions to the by-laws subcommittee regarding meeting time, place, and length to cskidd@gmail.com. Other suggestions are welcome.

Meeting adjourned at 7:55pm.

Attachments

- Parklet Pilot Program Extension (PowerPoint)
- Uptown Wayfinding Signage Pilot Program (PowerPoint)
- Telegraph Ave Complete Streets Implementation Plan (PowerPoint)
- Telegraph Ave Complete Streets Plan: Phase 1 Recommendations – Final Draft (handout)
- Measure BB campaign postcard
- Bike East Bay Bike/Drive Smart! handout

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, and emailed to meeting attendees for review on October 20, 2014. Comments requested by October 28 2014 to jstanley@oaklandnet.com. Minutes adopted by consensus vote at the November 20, 2014 meeting.

PARKLET PILOT PROGRAM EXTENSION



Bicyclists and Pedestrian Advisory Commission (BPAC)
October 16, 2014



BACKGROUND

■ What are Parklets?

- A temporary use of space in the dedicated public right-of-way for public uses such as seating, bicycle racks, and/or plantings.
- Located within parking spaces, unused bus stops, and other types of vehicular and non-vehicular zones.
- Publicly accessible space for enjoyment and use of all Oakland citizens, which are privately constructed and maintained.
- Envisioned to be located in areas with heavy pedestrian activity, as additional seating areas for retail patrons and neighborhood residents.



BACKGROUND

General Guidelines

- Parklets are public
 - No table service is allowed and anybody is welcome to use the Parklet, not just customers of the sponsor of the Parklet
- No advertising.
 - Logos, advertising, or other branding is prohibited. A small unobtrusive plaque recognizing project sponsors and material donors may be acceptable
- Alcohol cannot be consumed on Parklets
 - Since a Parklet is in the public right-of-way, the same laws that regulate alcohol in the public-right-of-way apply
 - Sidewalk cafes that are directly connected to the door of a business and can follow state ABC alcohol laws allow for alcohol within a fenced in area is another option



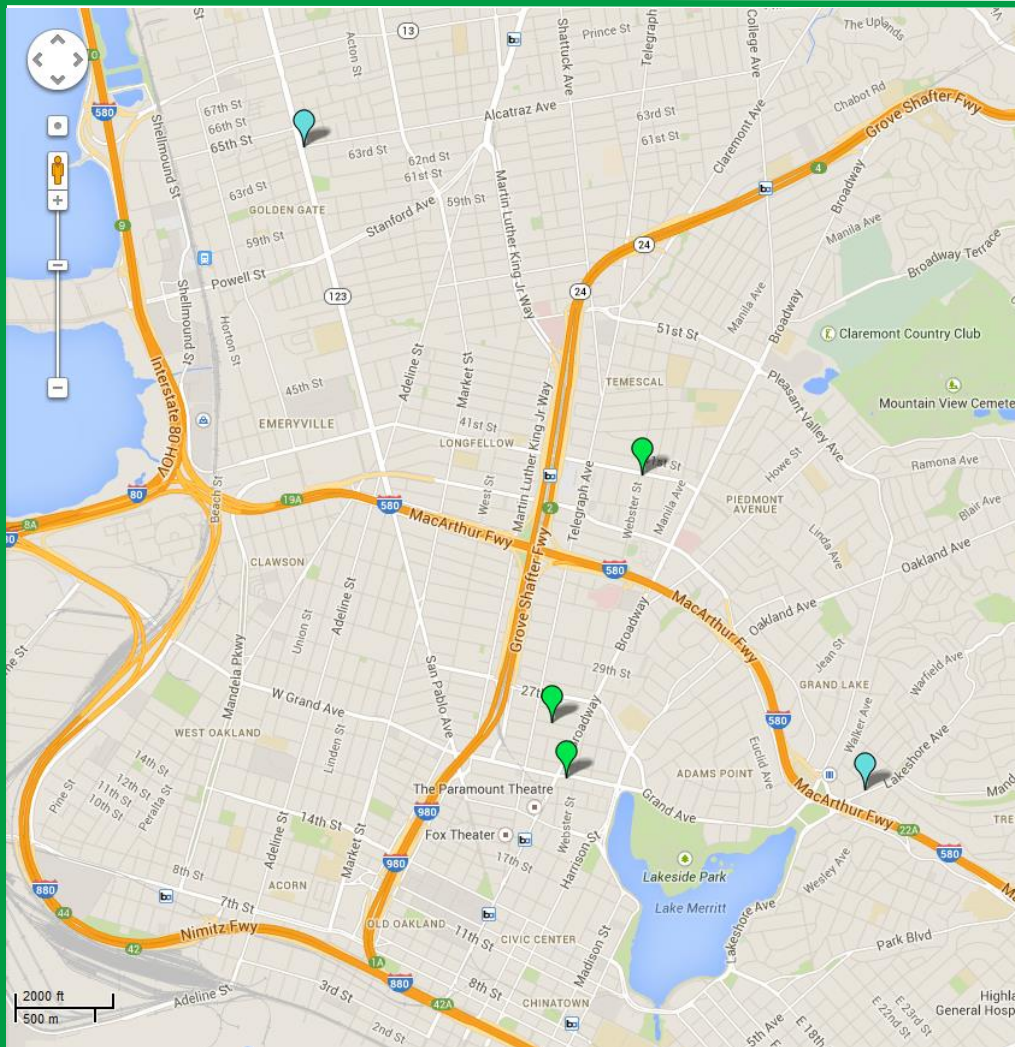
BACKGROUND

General Guidelines Cont'd

- Include public parklet sign.
 - Required to install two “Public Parklet” signs provided by the City, which state that all seating is open to the public
- Design for easy removal.
 - May sit on top of critical infrastructure and utilities such as gas lines, sewer and water mains, need to be designed for easy removal in case of an emergency.
 - No Parklet component may weigh more than 200 pounds per square foot.
- Be creative
 - Think unique Oakland flair
 - Other options besides the standard tables and chairs on a platform



EXISTING PARKLETS IN OAKLAND



Parklets Built (shown in green)

- Farley's East on Grand Avenue
- Manifesto Bicycle & Subrosa Coffee on 40th St
- On 25th Street, in front of Manna Gallery, PHOTO, Mercury 20 Gallery, & 25th Street Collective

Parklets Pending (shown in blue)

- Actual Cafe at Alcatraz and San Pablo
- Lakeshore Avenue

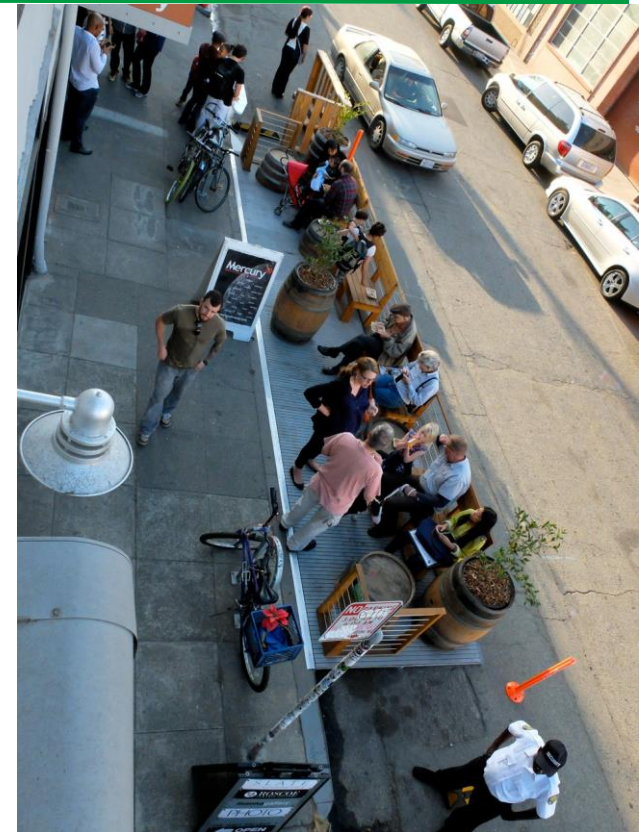
EXISTING PARKLETS IN OAKLAND



Farley's East on Grand Avenue



Manifesto Bicycle & Subrosa Coffee on 40th St



On 25th Street, in front of Manna Gallery, PHOTO, Mercury 20 Gallery, & 25th Street Collective

NUMBER & LOCATION

15 Parklets will be chosen

- Selection Process Criteria
 - Good location
 - Enhances aesthetic quality of streetscape
 - Innovative & unique design
 - Demonstrates community support for public space
 - Evidence Parklet will be well-maintained



COMMUNITY SUPPORT

Evidence of community support can be provided in any of the following forms:

- Letters of support from:
 - Local BID or CBD
 - Adjacent businesses on block
 - Institutions, residents, or other adjacent organizations
- Signed petition, should include:
 - Location of Parklet
 - The home or business address of the supporter
 - Any comments
- Community meeting held to discuss the Parklet proposal



RESPONSIBILITIES

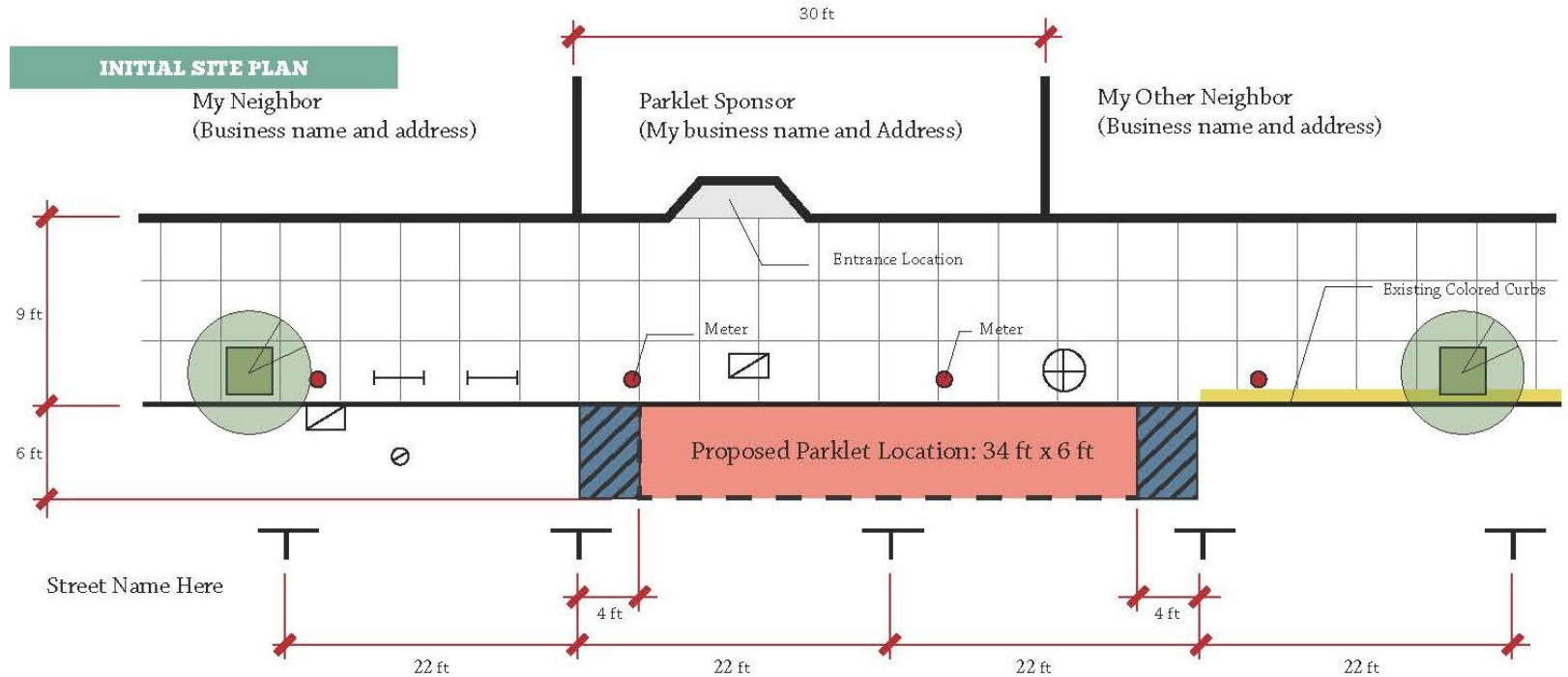
- **Carry Insurance**

- \$1 million in general liability insurance naming the City of Oakland as additional insured.





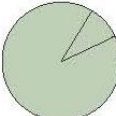

- **Sign a Maintenance Agreement**

- Maintain plants
- Parklet free of debris, grime, pests, & vectors
- Sweep out debris from under the Parklet
- Keep tables, chairs, and benches clean
- Once a year before rainy season power wash under the Parklet (do not allow water to flow into stormdrain, but use stormdrain protection)
- Unsecured furniture not permitted after business hours

DESIGN PARAMETERS



Legend

-  Existing Parking Meter
-  Existing Parking Space Marking
-  Existing Bike Rack
-  4 ft Required Parklet setback (not to be included in parklet size)
-  Existing Utility (in sidewalk and in street)
-  Existing Street Light
-  Existing Street Tree
-  North Arrow



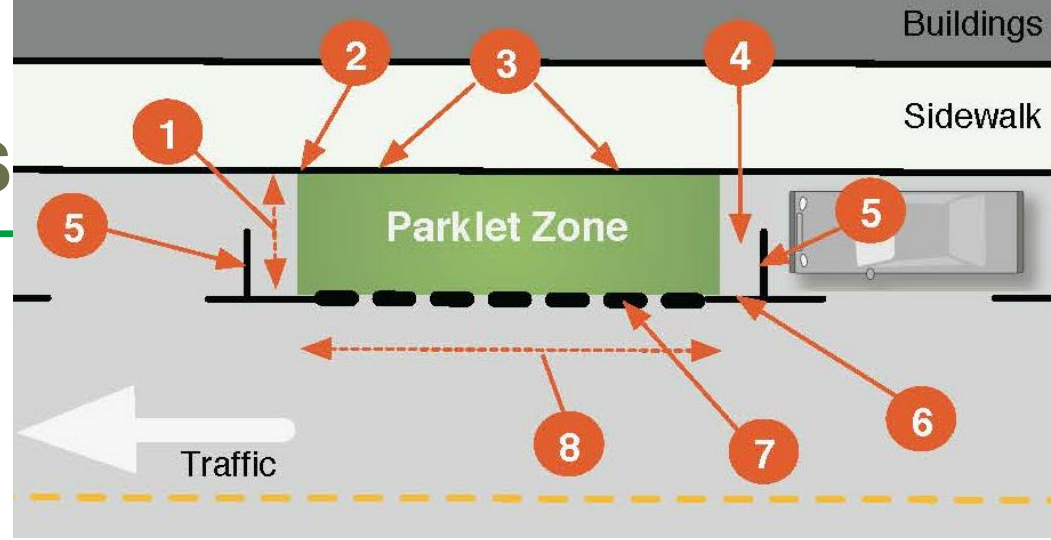
(Drawing courtesy of Pavement to Parks)

DESIGN PARAMETERS

- Must be designed & stamped by a licensed architect or engineer
- Along roadway, railing height of 42" minimum with openings, so that a sphere no larger than 4" can pass
- Visible vertical edge on three street sides, sidewalk side should be fairly open for accessibility
- Vertical edges should be visually permeable or "see-through" to deter graffiti and allow for safety
- Material to be high quality, durable, and attractive



DESIGN PARAMETERS

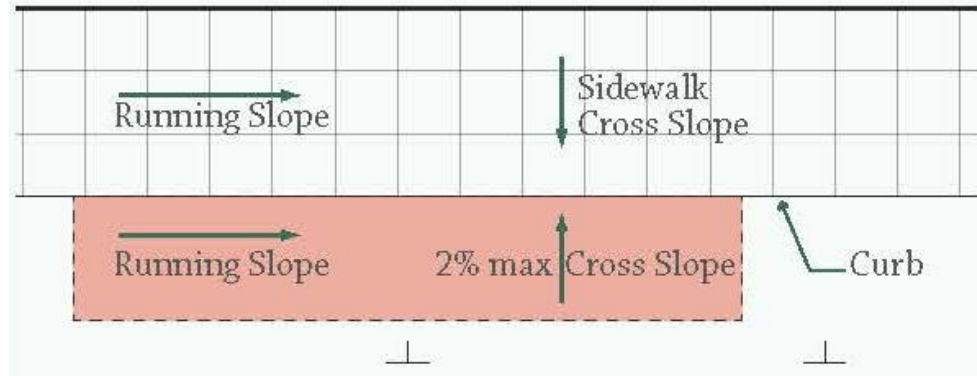


1. Max of 6' width from curb
2. Maintain curblines drainage
3. Flush with curb, 1/2" gap maximum
4. 4' distance from parklet to wheel stop
5. 3' wheel stop installed 1' from curb
6. Reflective soft hit posts
7. Visually permeable outside edge, 42" high rail minimum
8. Not to exceed length of 2 parking spaces
 - Where spaces are not marked, a parking space is
 - 22' long
 - 20' long adjacent to a red zone
 - should measure from red zone along the whole block

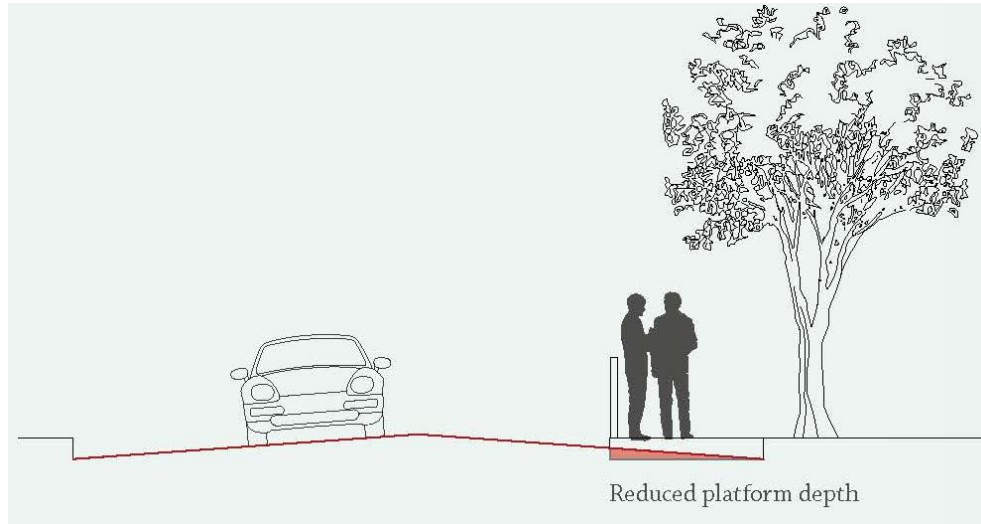


DESIGN PARAMETERS, CONT'D

- Parklets must meet requirements per the Americans with Disabilities Act Accessibility Guidelines (ADAAG)
- Parklet should be on a street with a minimal running slope
- It must be flush with curb and not exceed a 2% cross slope



(Drawings courtesy of Pavement to Parks)



Measure the crown of the road, there is a slope from the curb to the center of the road.

FEES

- **\$150** Non-refundable Application Fee
 - If a permit is issued the following fees are required:
 - **\$1,133.73** Minor Encroachment Permit Fee
 - **\$57.38** Design Review Exemption Fee for noticing (applicant is responsible for mailing by certified mail the adjacent and block neighbors)
 - **\$127.00** Inspection Fee (for before and after installation)
 - Design, materials, and installation: the sponsor is responsible for all costs, cost can range from around **\$7,000 - \$12,000** per parking space.
 - Renewals: **\$127.00** for yearly renewal/inspection
 - Removal: Sponsor responsible for removal costs
 - Parking Meters: no loss of revenue, City staff will work to identify replacement meter spots, otherwise there will be an annual fee up to \$14,442 per space
-

PERMITTING ISSUES

■ Caltrans Highways

- If a road is a Caltrans highway a Parklet will require an additional Encroachment Permit from Caltrans, which can delay the project and may not be approved
- Caltrans Highways include:
 - International Blvd. from 42nd Avenue to the City of San Leandro (Hwy. 185)
 - San Pablo Ave., north of I-580
 - Hwy. 13
 - 42nd Ave. from International Blvd. to I-880 (Hwy. 77)
 - Doolittle Drive (Hwy. 61)

■ Bus Rapid Transit (BRT) on International Blvd.

- Fall of 2014 construction starts on the street to move utility lines
- 2016 construction of BRT

■ Streets within the Port of Oakland

- The City does not have jurisdiction within Port property



PERMITTING AFTER SELECTED

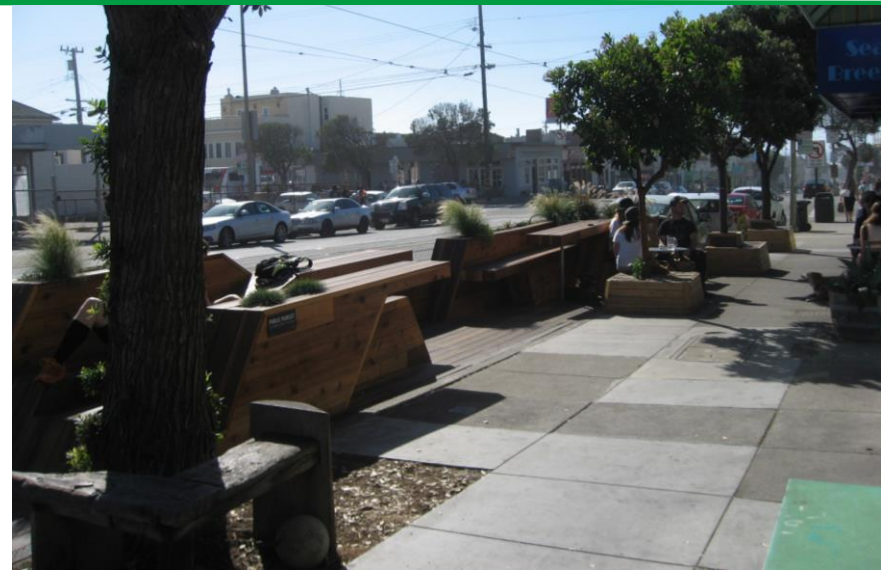
- **Design Review Exemption**
 - For noticing of neighbors, adjacent and along same side of the block and the block on the other side of the street of the proposed location
 - Sign placed at the proposed location for 10 days
- **Minor Encroachment Permit, includes:**
 - Indenture agreement, holds City harmless of liability
 - Maintenance Agreement



EXAMPLES OF SAN FRANCISCO PARKLETS



Devil's Teeth Baking, Noriega & 45th Ave



Other Avenues Coop, Judah & 45th Ave



EXAMPLES OF SAN FRANCISCO PARKLETS



Outerlands, 45th Ave & Judah



Trouble Coffee, Judah & 46th Ave



EXAMPLES OF SAN FRANCISCO PARKLETS



Simple Pleasures Cafe, Balboa & 35th Ave



Cumaica Cafe, Clement & 2nd Ave



EXAMPLES OF SAN FRANCISCO PARKLETS



Haight Street Market, Haight St



Four Barrel Coffee, Valencia & 15th St



EXAMPLES OF SAN FRANCISCO PARKLETS



Amandeep Jawa, Valencia & 20th St



Blue Fig, Valencia & 21st St



NEXT STEPS

- October 22 – PRAC Informational Meeting
- **November 17 – Applications due**
- After November 17 – Staff review of applications
- January 5, 2015 – Parklet selections announced
- January 20 – Applicants post Public Notice and mail notices
- January 30 – 10 day Public Notice period ends, Applicants have 6 months to submit their final construction document package to Public Works for Encroachment Permit
- July 30 – Final construction document package due

QUESTIONS

Do you have any questions or comments about the program or what is required?

Submit your application & letters of support/petition to:

Laura Kaminski, Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

lkaminski@oaklandnet.com

(510)238-6809



Telegraph Avenue Complete Streets *Revised Recommendations*



Oakland Public Works Department
October 16, 2014

Presentation Overview

- › Project purpose and need
 - *Stakeholder input*
 - *Technical analysis*
- › Summary of feedback from September open houses
- › Recommended project elements
- › Next steps and implementation

Oakland Complete Streets Policy

› Resolution and Ordinance adopted January 2013

Establish the City's intent to ... serve all users and modes. The City ... will use Complete Streets to provide safe comfortable, and convenient travel along and across streets...through a comprehensive, integrated transportation network that serves all categories of users.

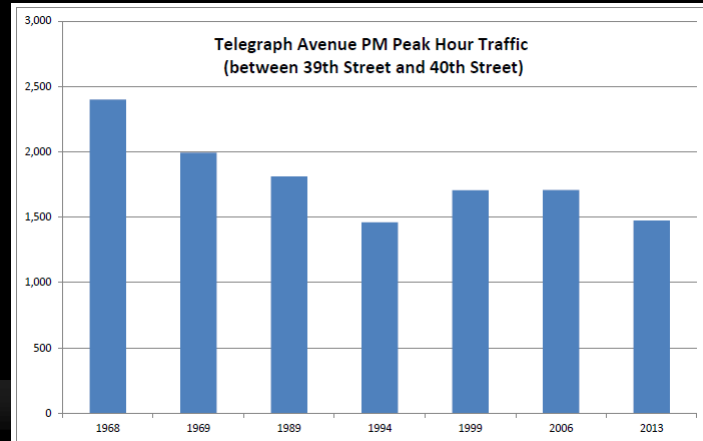
Telegraph is NOT a Complete Street (Yet!)

- › Telegraph Avenue has many roles
 - *Neighborhood commercial districts*
 - *Pedestrian destinations*
 - *Major transit route*
 - *Bicyclist through route*
 - *Access route to BART stations*
- › Current design serves through motorists at expense of other functions



1970s Design Meets 2014 Challenges

- › Traffic volumes steady (or declining) over past 40 years
- › Bicycling up 300% in past 15 years (130 bicycles per hour)
- › New businesses = new pedestrians

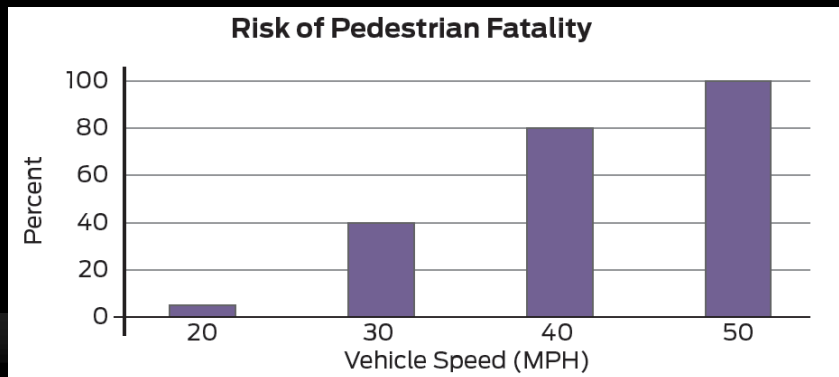


No One Wins



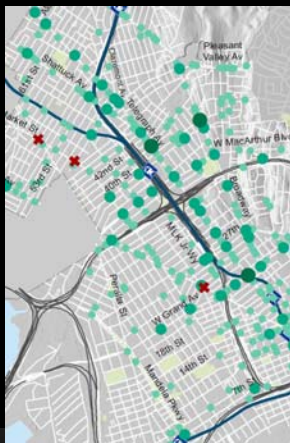
Excess Capacity Leads to Speeding

- › Over 80% of drivers exceed the speed limit (25mph)
 - Average driver travels 30mph or more
- › Speeding is a safety problem

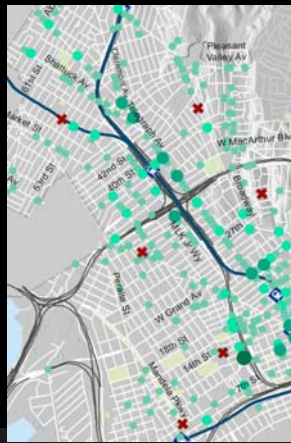


Safety Challenge

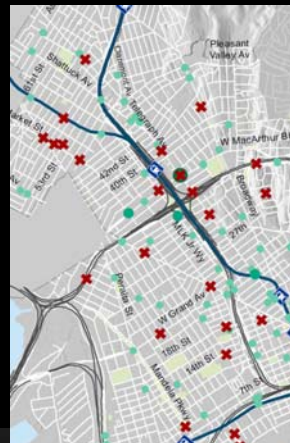
Bicycle Crashes
(2007-2011)
•66 total crashes



Pedestrian Crashes
(2007-2011)
•68 total crashes

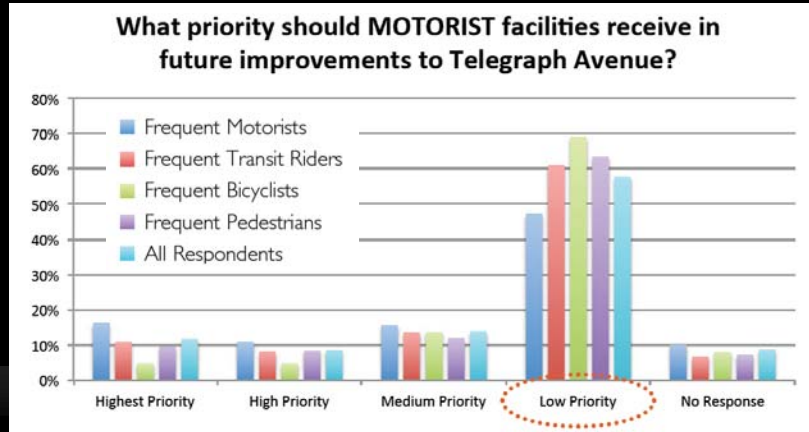


Severe Injury Crashes
(2007-2011)
•16 severe injuries
•5 fatalities

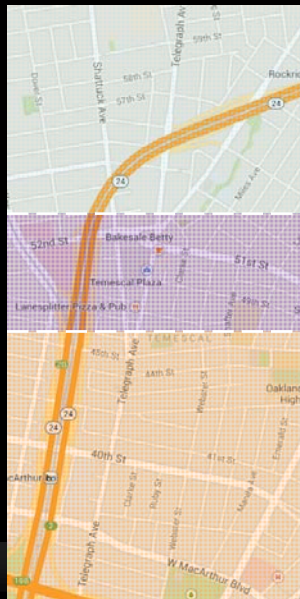


Community Concerns

- › Over 1,100 responses to online survey
 - Fewer than 8% prefer existing street configuration
 - Strong support for better pedestrian and bicycle facilities
 - Results consistent across all user groups



Distinct Segments with Distinct Solutions



Segment A (north of 52nd Street)

- High traffic volumes
- Fewer left-turns and pedestrians
- 2 lanes per direction required

Segment B (48th Street - 52nd Street)

- High traffic volumes and active commercial uses
- Most constrained segment
- 2 lanes per direction plus left turn lane required

Segment C (south of 48th Street)

- Lower traffic volumes and higher existing speeds
- Least constrained segment
- 1 lane per direction plus left turn lane required

DRAFT Recommended Project - Principles

- › Reduce multiple-threat pedestrian collisions
- › Provide bicycle facilities
- › Reduce bus-bicycle conflicts
- › Maintain existing transit speeds



Segment A (Sept 2014 Draft)

- › Install bike lanes
 - Remove combination of left-turn lane to accommodate
- › New bus stop and pedestrian crossing between 52nd and 55th



Segment B (Sept 2014 Draft)

- › Relocate bus stops and construct bus bulbs
- › Green-back shared lane markings (sharrows)
- › Pedestrian improvements at Telegraph/Claremont



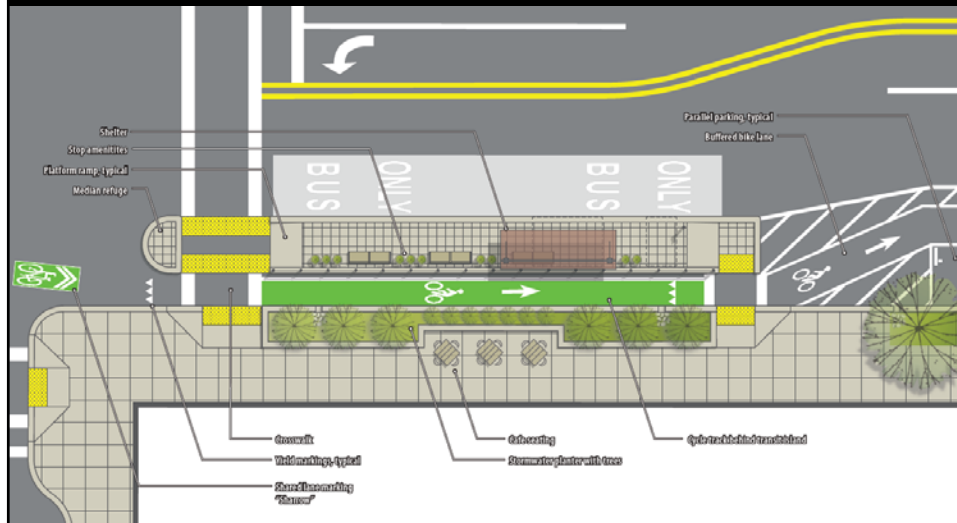
Segment C (Sept 2014 Draft)

- › Buffered bike lanes
 - Remove travel lane in each direction
- › Transit boarding islands
- › Right turn lanes at major intersections



Transit Boarding Islands

- › Eliminate bus-bike weaving
- › Provide space for shelters and benches



DRAFT Recommendation Feedback

- › 2 open houses (150 attendees)
- › Flyer mailed to all addresses within 400 ft (1,500 addresses)
- › Online comment card (110 responses)

DRAFT Recommendation Feedback – Segment A

- › Segment A (52nd – 57th)
 - *General agreement with recommendations*
 - *Some concern over lack of physically protected bike lanes*
 - *Community concern regarding potential parking lot at 56th under SR24*

DRAFT Recommendation Feedback – Segment B

- › Segment B (46th – 52nd)
 - *Strong opposition to sharrows*
 - *No consensus for removing parking or removing a travel lane to accommodate bicycle lanes*
 - *Strong support for closure of Shattuck from 45th St to 46th St*

DRAFT Recommendation Feedback – Segment C

- › Segment C (20th – 46th)
 - *Strong support for removing a travel lane*
 - Mailback form – 64% support
 - Meeting comment card – 94% support
 - Online comment card – 95% support
 - *Support for transit boarding island concept*
 - *Interest in exploring parking-protected bike lane rather than buffered bike lane*

Revised Recommendations

- › Phased recommendations
 - *Funding and resource constraints*
 - *Further outreach and evaluation of design options required in Temescal*
- › Phase 1
 - *Focus on near-term improvements using low-cost materials*
 - *Evaluate results to inform subsequent phases*

Parking-Protected Bike Lane

- › Challenging design
 - Frequent driveways and intersections
 - Two-way traffic
 - High volume bus route
- › Parking removal for adequate sightlines (20th to 29th)
 - Existing – 136 spaces
 - Buffered bike lane – 114 spaces
 - Protected bike lane – 102 spaces

Parking-Protected Bike Lane



Next Steps

- › Completion of plan makes project eligible for funding

Implementation Step	Timeframe
Revise draft recommendations	Oct 2014
City Council approval	Dec 2014
Coordinate with upcoming re-paving (16 th St – 27 th St)	Spring 2015
Seek capital funding!	2015 - ?

Questions?

Thank you!

See www.oaklandnet.com/TelegraphAvenue for more information

Jamie Parks
Complete Streets Program Manager
City of Oakland
(510) 238-6613

jparks@oaklandnet.com

Evaluation - Traffic

- › Minimal impact on traffic flow
 - *Maintain capacity through most constrained segment near 51st*
 - *Add right-turn lanes at key intersections*
- › “Road diet” can accommodate 15% increase in traffic
 - *Equivalent to 3 MacArthur Transit Villages*



Evaluation - Transit

- › Maintain existing speeds through far-side stops
 - *Effective use of existing signal priority equipment*
- › Reduce bus-bike conflicts
- › Improve stop amenities
- › Does not preclude future BRT (or queue jumps)



Evaluation - Parking

- › Recommended removal of 85 parking spaces (16%)
 - Majority of impact between 52nd and 57th

Estimated change in parking supply

Location	# of Spaces	Percent Change
20 th – 34 th	-28	-15%
34 th – 44 th	-12	-8%
44 th – 51 st	-2	-3%
51 st – 57 th	-43	-40%
Total	-85	-16%

Telegraph/Claremont



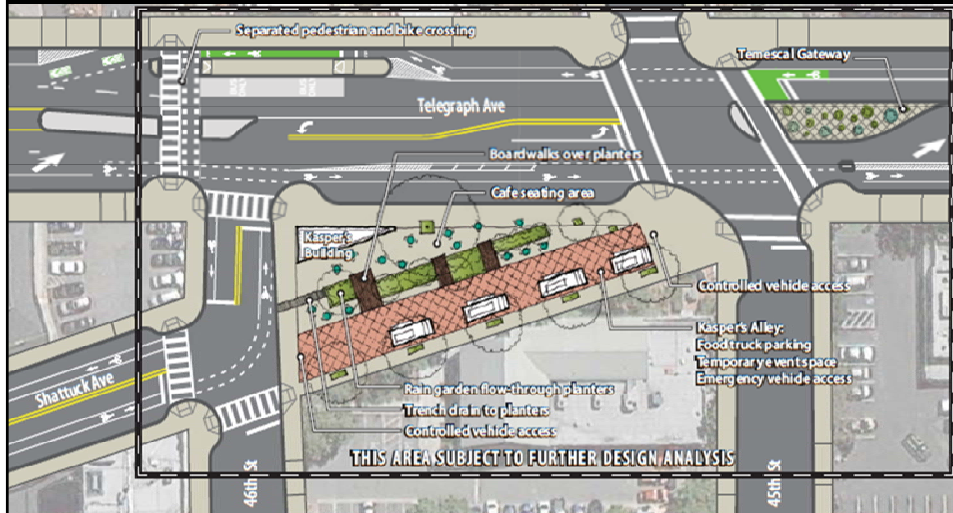
Slide 27

jrj3

May change based on final report

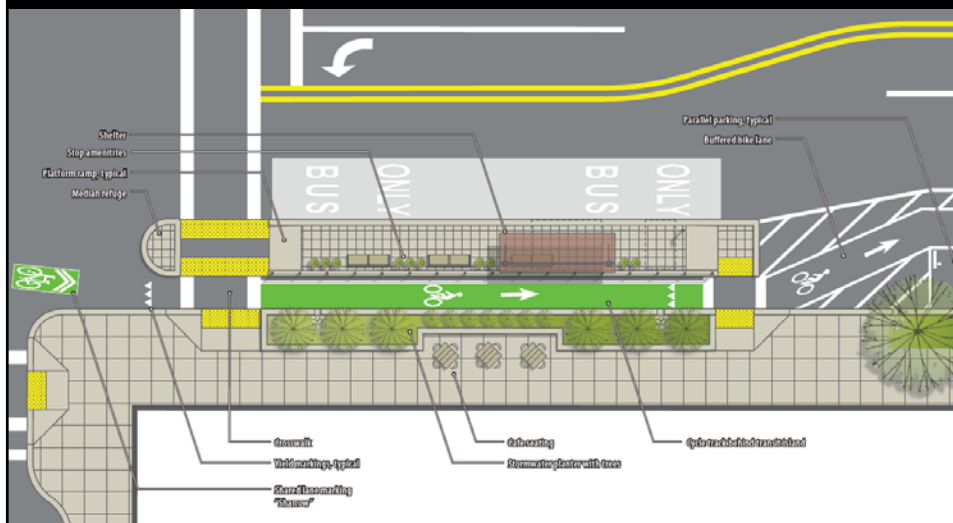
Jamie Parks, 8/27/2014

Telegraph/Shattuck

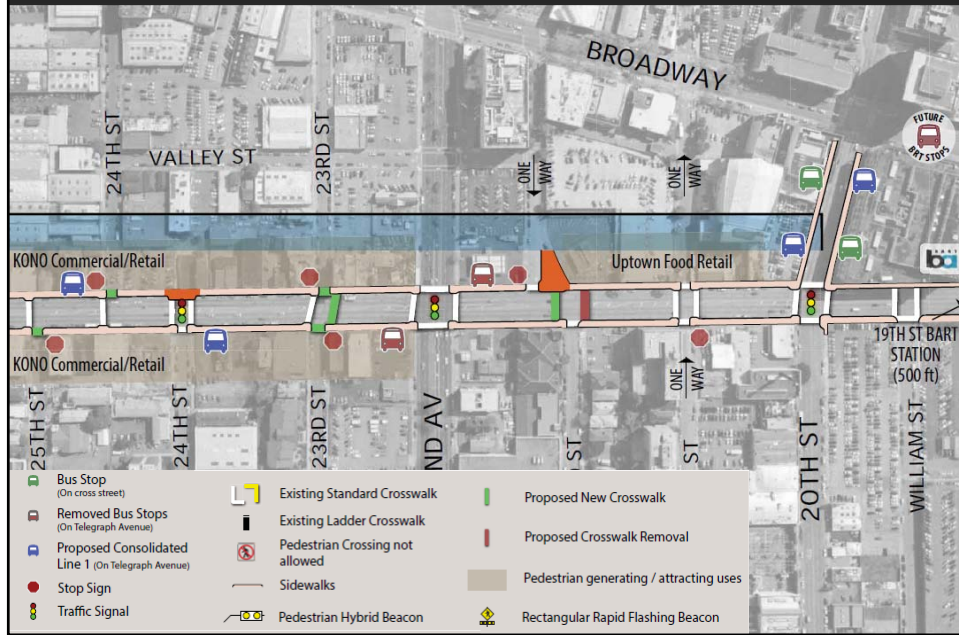


Transit Boarding Islands

- › Eliminate bus-bike weaving
- › Provide space for shelters and benches



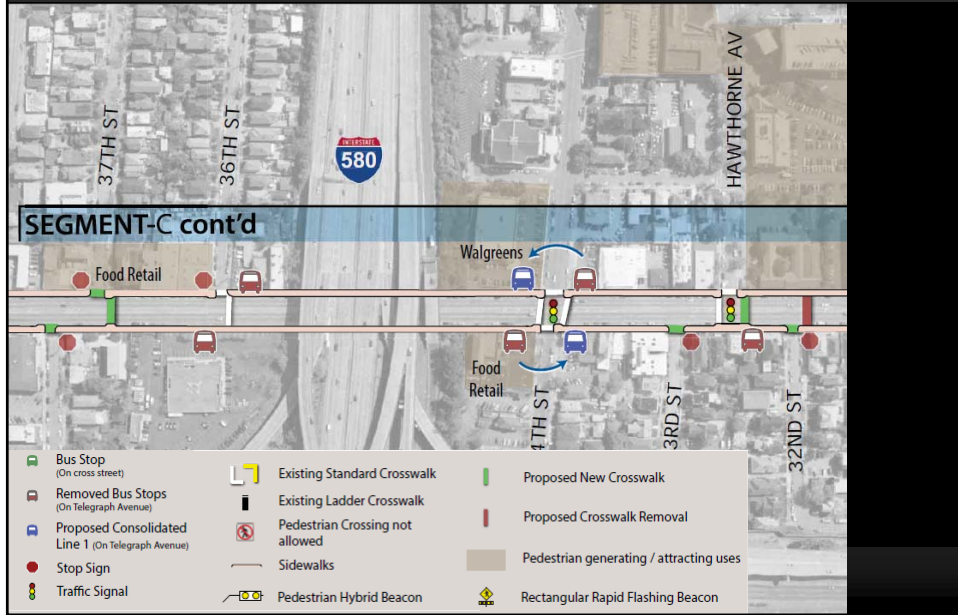
Pedestrian Crossings



Pedestrian Crossings



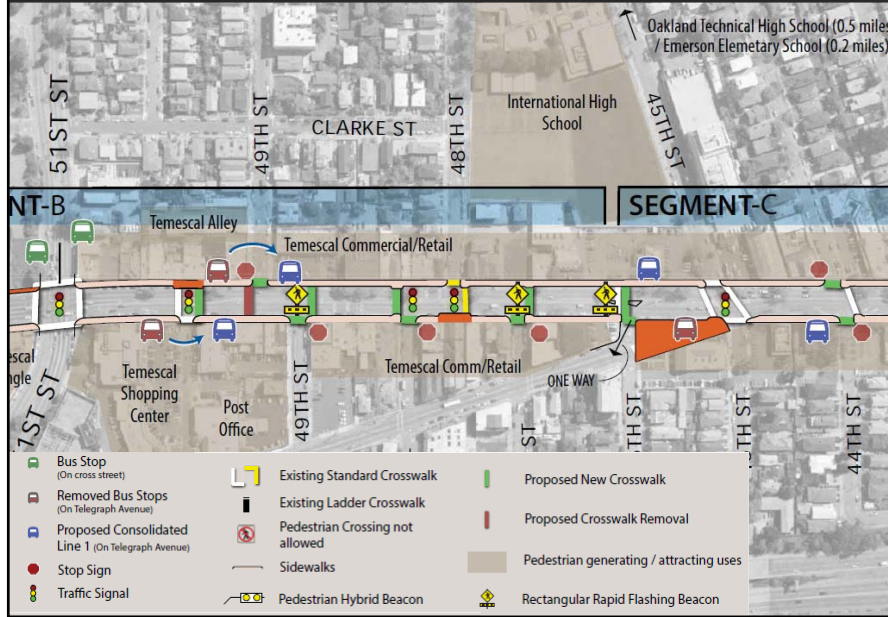
Pedestrian Crossings



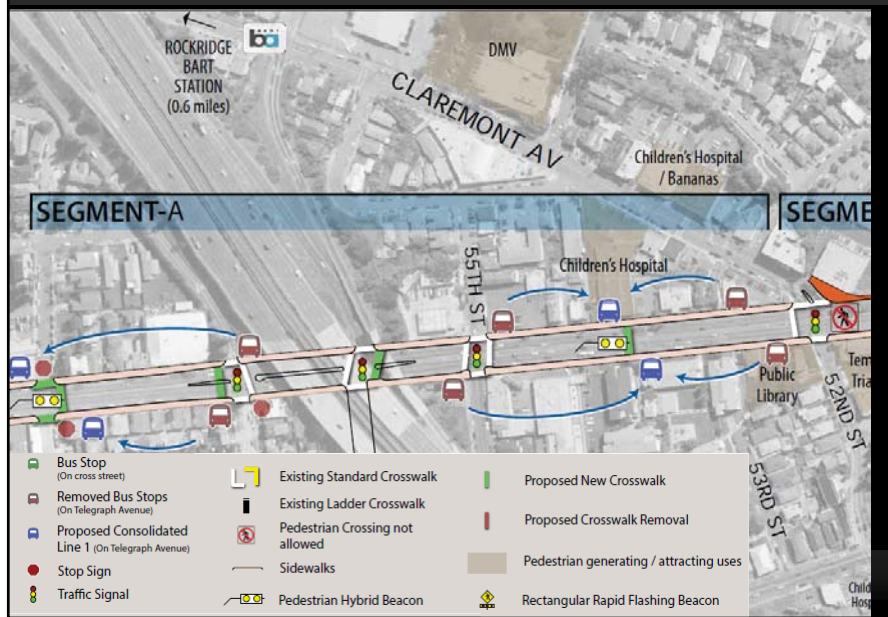
Pedestrian Crossings



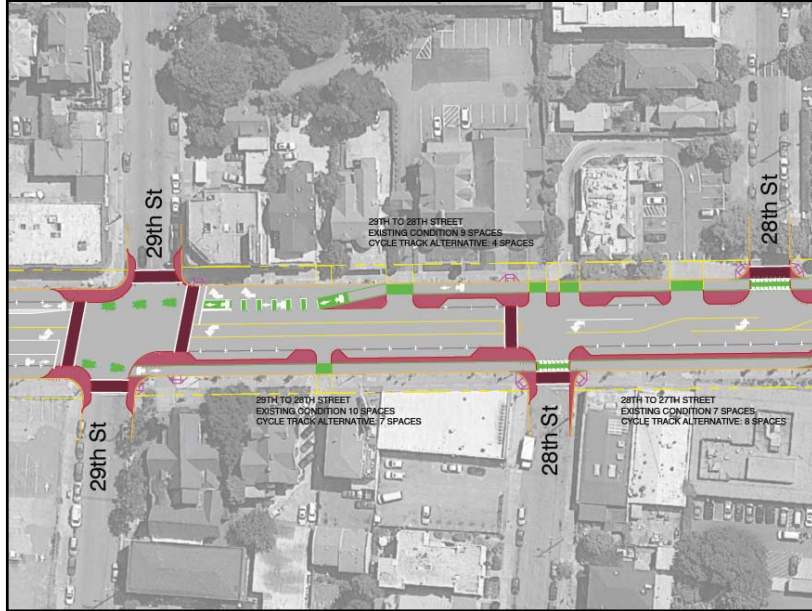
Pedestrian Crossings



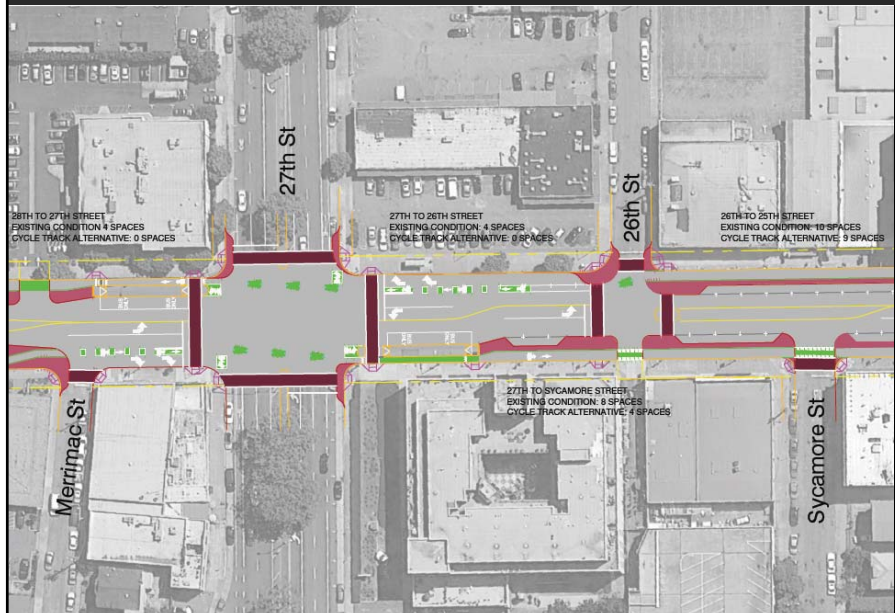
Pedestrian Crossings



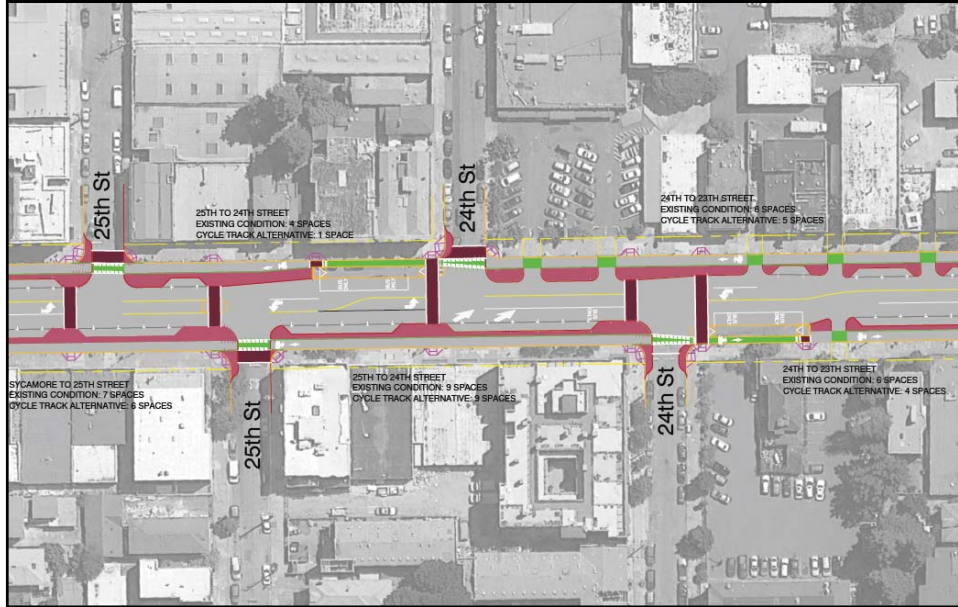
Parking-Protected Bike Lane



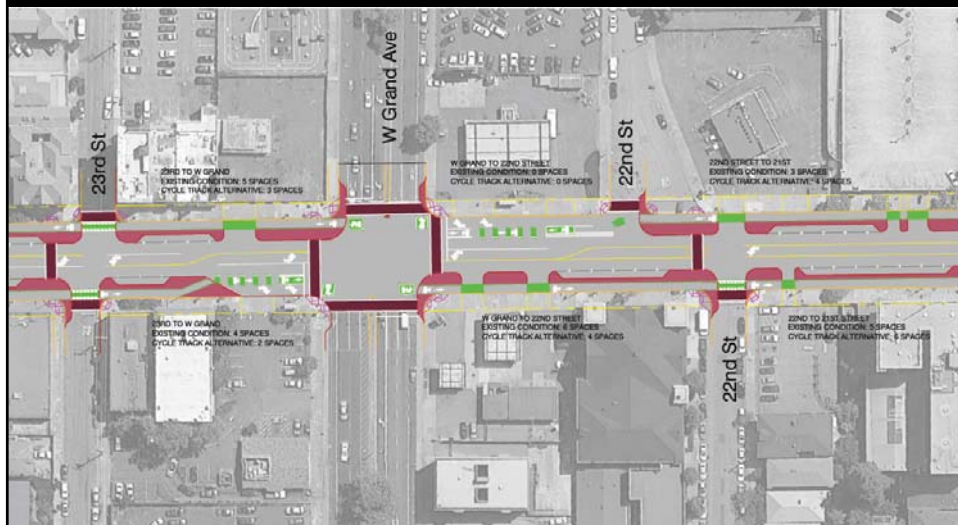
Parking-Protected Bike Lane



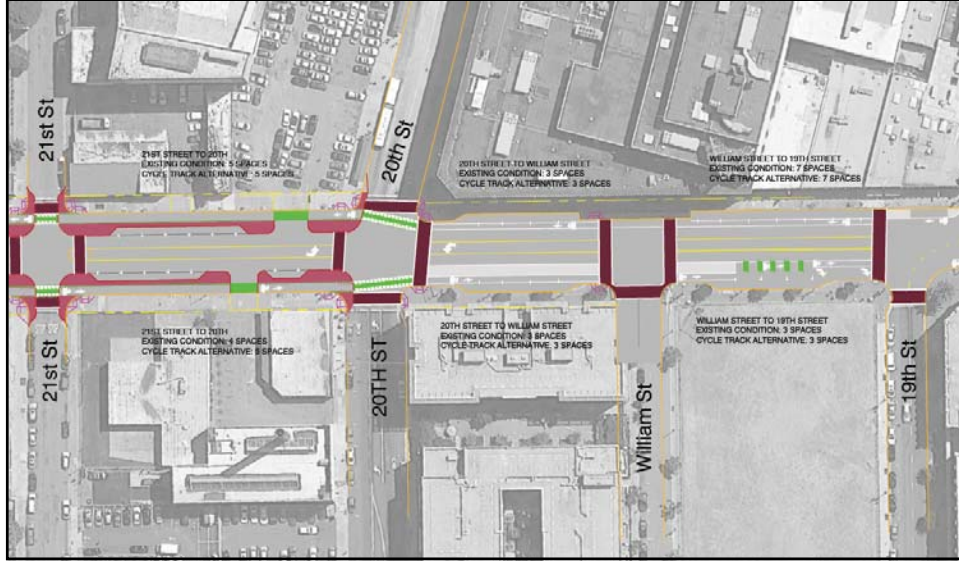
Parking-Protected Bike Lane



Parking-Protected Bike Lane



Parking-Protected Bike Lane



Telegraph Avenue Complete Streets Plan
Phase 1 Recommendations - Final Draft
October 16, 2014

Due to funding constraints as well as the need for further community outreach to achieve consensus in some parts of the corridor, the Telegraph Avenue Complete Streets Plan requires phased implementation. The Phase 1 recommendations comprise the following near-term action items:

- Remove 1 travel lane on Telegraph Avenue in each direction between 19th Street and 41st Street to allow for the installation of bicycle and pedestrian safety improvements.
- Re-designate Telegraph Avenue from Broadway to 40th Street as a “Minor Arterial” (currently “Principal Arterial”) as part of the next scheduled street re-classification, to reflect its character as a neighborhood-serving commercial district.
- Install parking-protected bicycle lanes (also known as “cycle tracks”) between 20th Street and 29th Street, using low-cost and interim materials (e.g., paint, striping, colored pavement, flex posts).
- Install buffered bicycle lanes between 29th Street and 41st Street, using low-cost and interim materials (e.g., paint, striping, colored pavement, flex posts).
- Remove and relocate on-street parking meters and loading zones as needed to implement design, include potential designation of time-of-day loading zones.
- Relocate and consolidate bus stops as described in Plan to improve efficiency of bus transit operations.
- Construct permanent transit boarding islands at transit stops at 24th Street, 27th Street, 30th Street, 34th Street, MacArthur Boulevard and 40th Street as funding is available. Boarding island design should be flexible to accommodate either protected bike lanes or buffered bike lanes.
- Prohibit on-street parking between 55th Street and Aileen Street under SR24 to connect existing Telegraph Avenue bicycle lanes to the 55th Street and Shattuck Avenue bicycle routes.
- Evaluate the effectiveness of Phase 1 improvements to allow the City to seek funding for future capital improvements on Telegraph Avenue from 20th Street to 57th Street.
- Seek funding for more focused design and community outreach on potential improvement options between 41st Street and 52nd Street, including reconfiguration of the Telegraph Avenue/Shattuck Avenue intersection.

KEEP TRANSIT AFFORDABLE.

Measure BB protects our seniors, students and people with disabilities.



GET THERE...YOUR WAY.

Measure BB is a transportation plan for our future.



Measure BB will expand BART service and modernize BART stations across Alameda County.



Measure BB will fill potholes, repair local streets and roads and reduce traffic congestion.



Measure BB will improve bike and pedestrian pathways, making them safe and accessible for local residents.



Measure BB will create thousands of high quality jobs right here in Alameda County.



Measure BB will help seniors and people with disabilities get where they need to go affordably and independently by improving the reliability of BART, local bus systems and other transit.



Measure BB will keep transit fares affordable for seniors, youth and disabled. It will fund the youth transit pass program, helping kids get to school affordably and reducing costs for working families.

TAXPAYER SAFEGUARDS:

- 1** **MEASURE BB** funds can only be spent on local transportation improvements according to a specific detailed plan. Read the plan at: www.alamedactc.org →
- 2** **ALL FUNDS** raised by Measure BB must be spent to improve transportation for local Alameda County residents.
- 3** **MEASURE BB** requires a citizen's watchdog committee audit all expenditures and report their findings to the public.



VOTE YES!

BB

BETTER BART | BETTER BUS | BETTER ROADS

ELECTION DAY IS NOVEMBER 4, 2014

BIKE SMART! 6 QUICK TIPS:



Look and yield to pedestrians or other road users with the right of way at intersections and crosswalks, even when there is no stop sign or signal. CA Vehicle Code (CVC) 21950



Ride your bicycle with, not against, the direction of traffic (unless there is a bicycle facility designed for this purpose). (CVC 21650)



Complement a required white front light and red rear reflector (CVC 21201) with additional ones on the front, rear, and sides of your bicycle and clothes.



Let other road users know where you are going by pointing right or left before a turn (CVC 21208), or down and to the left to indicate "stopping".



Sidewalk cycling is illegal in some cities (CVC 21206), so ride your bicycle in the street whenever reasonable, and walk it when on the sidewalk.



Keep at least a full bicycle width of space between yourself and parked cars to avoid being hit by an opened door.

Learn more at our free classes for adults, youth, and families: BikeEastBay.org/education or call (510) 845-7433



DRIVE SMART! 6 QUICK TIPS:



Before opening your car door, check behind for bicyclists every time, even when there is no bicycle lane. CA Vehicle Code (CVC) 22517



Merge into a bicycle lane or toward the curb before every turn, after signaling and yielding to bicyclists in the lane. (CVC 21717, 22100)



Slow down. Even 5 or 10 miles over the limit can mean the difference between an injury and a fatality in a crash with a bicyclist. (CVC 22352, 22350)



Pass bicyclists with at least a 3-foot buffer (CVC 21760). On multi-lane streets change lanes to pass whenever possible. If there is no room, hang back and wait.



Signal continuously for 100 feet before turning or changing lanes, so bicyclists can position themselves around you appropriately. (CVC 22107, 22108)



Bicycle lanes are travel lanes. Stay out of them unless you are entering a parking spot or preparing for a turn. (CVC 21209)

Bike East Bay's free classes taught in English, Cantonese, and Spanish are brought to you by:

