

ALAMEDA COUNTY TRANSPORTATION COMMISSION



Bikeways Academy

GETTING TO YES: PHASED DELIVERY STRATEGIES

Panel Discussion
and White Paper Kick-off

About the Bikeways Academy

- Quarterly Technical Trainings
- Aimed at Local Jurisdictions and Agency Staff
- Support the Countywide Bikeways Network and All Ages and Abilities Policy
- All resources will be added to the new [website resource](#)

The screenshot shows the Alameda County Transportation Commission website. The header includes the logo, navigation links for Meetings and Contracting, a search bar, and language selection options. The main navigation menu includes About Us, Planning, Funding, Projects and Programs, Get Involved, and News and Publications. The main content area features a large banner for 'ALL AGES AND ABILITIES BIKEWAYS' with a circular diagram showing various transportation modes. Below the banner, there is a breadcrumb trail: Planning > Active Transportation > Countywide Bikeways Design Guide > All Ages and Abilities Bikeways. The main heading is 'ALL AGES AND ABILITIES BIKEWAYS'. The text below explains that Countywide Bikeways Facilities should incorporate All Ages and Abilities (AAA) design principles defined in the National Association of City Transportation Officials (NACTO) Contextual Guidance for Selecting All Ages and Abilities Bikeways. A bulleted list provides specific guidance: Bike lanes (Class II) and shared lanes (Class III bicycle boulevards) should demonstrate the appropriateness (vehicle speed and volume requirements) of the facility to meet the AAA standard; Shared-use paths (Class I) or separated bikeways (Class IV) achieve this standard on any roadway, even major arterials with higher volumes and speeds; On some corridors, a single street may not be able to best serve all modes, but a set of parallel facilities together (e.g. a transit priority street and parallel AAA bikeway) can provide strong multimodal travel options. A paragraph at the bottom states that the guidance below provides additional support in identifying strategies for selecting AAA facilities. A forthcoming White Paper on Phasing and Implementation will provide further guidance on contexts and strategies for parallel routing. To the right of the text is a thumbnail for a NACTO report titled 'Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities', dated December 2017, featuring a photo of two people riding bicycles.

Agenda

- White Paper Kickoff
- Presentations Followed by Panel Discussion
- Open Q and A



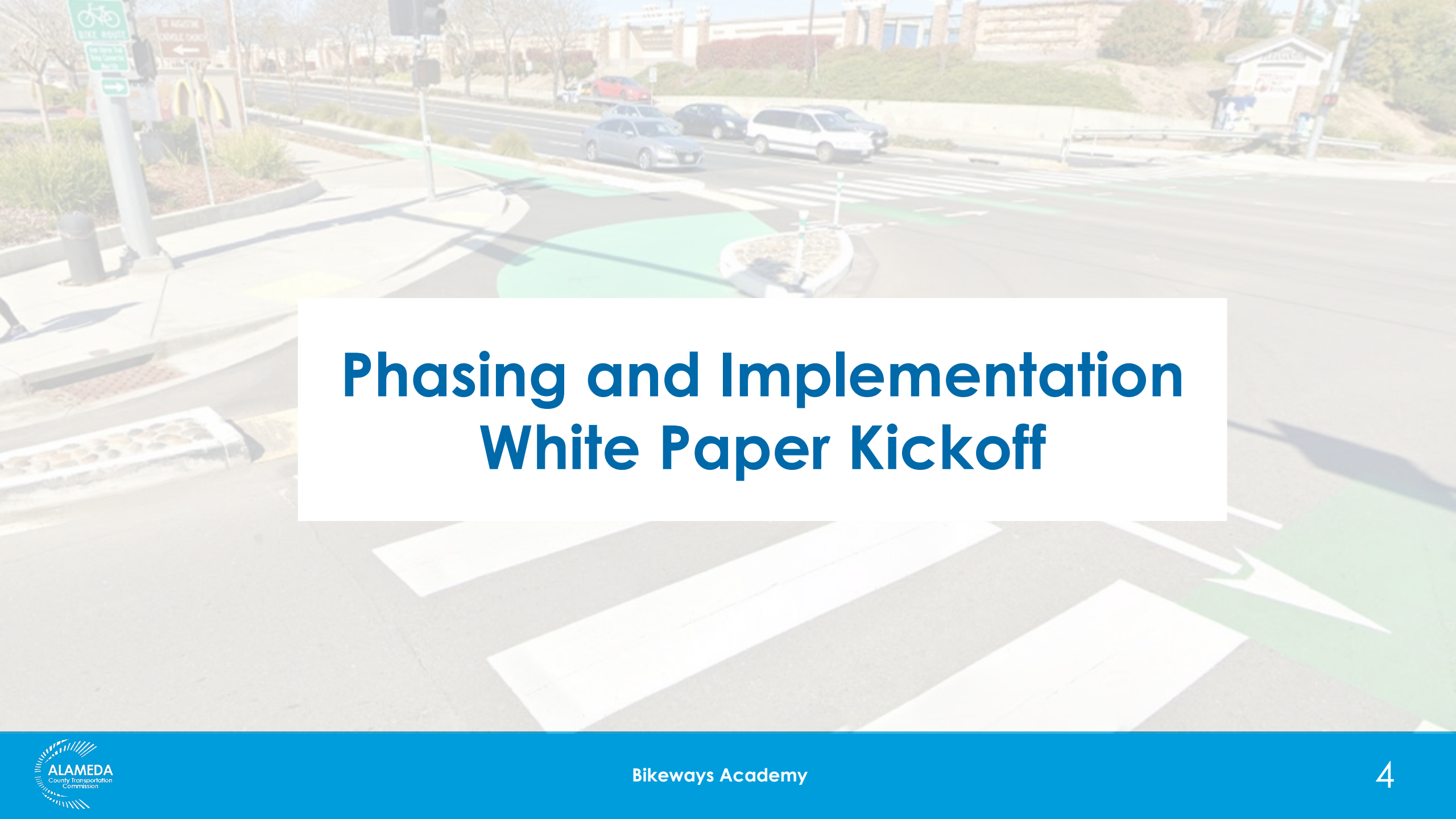
Sheila Marquises
City of San Leandro, CA



Andreas Wolfe
City of Cambridge, MA



Andrew Sullivan
City of Portland, OR



Phasing and Implementation White Paper Kickoff

All Ages and Abilities Bikeway Implementation Can be Challenging.

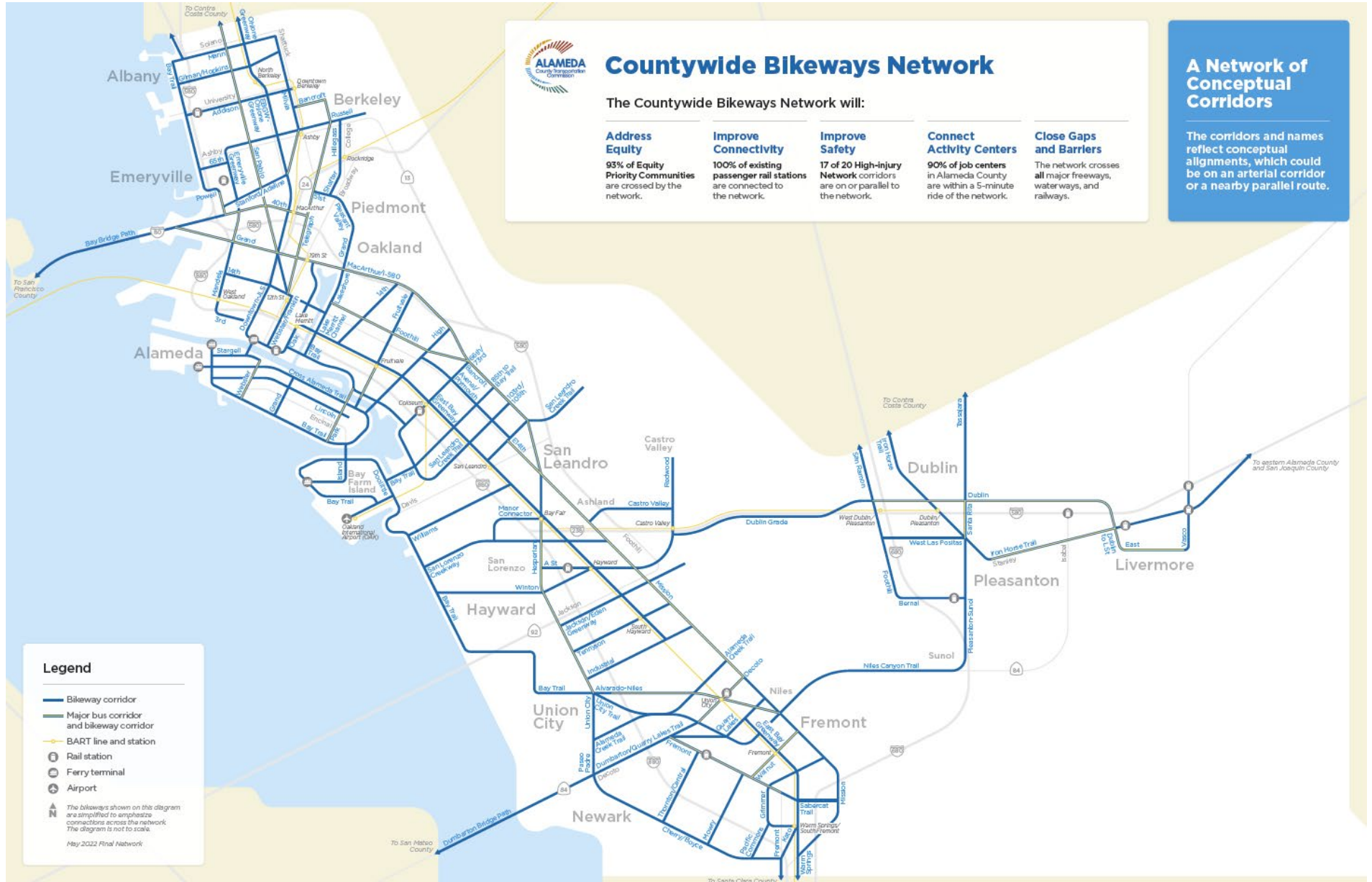


Countywide Bikeway Network

(Approved May 2022)

Mapping for illustrative purposes only

Corridors and names represent conceptual alignments, not specific routes.



Why Use a Phased Approach?



Opportunistically build a network segment with mix of near- and long-term designs



Address safety and connectivity needs while holding space for a complete network long-term



Pro-actively plan future phases for durability over time

Phasing and Implementation White Paper Resource



Planning road map to overcome common barriers to All Ages and Abilities bikeway implementation



Toolbox of locally-tested materials for advancing durable, high-quality phased projects



Case study spotlights on local and national projects using phasing strategies to build out AAA networks

White Paper Schedule & Next Steps





Panel Discussion

Today's Speakers



Sheila Marquises
Engineering & Transportation
Director,
City of San Leandro, CA



Andreas Wolfe
Street Design
Project Manager,
City of Cambridge, MA

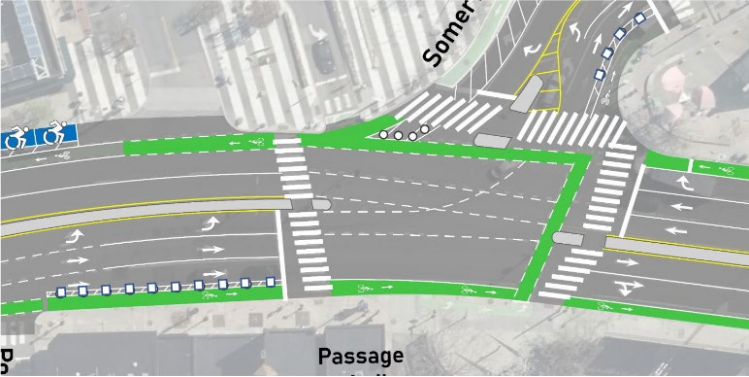


Andrew Sullivan
Traffic Engineering,
Portland Bureau of
Transportation (PBOT)

Case Studies



Crosstown Corridors
San Leandro, CA



Massachusetts Avenue
Cambridge, MA



Naito Parkway
Portland, OR



Crosstown Corridors

Sheila Marquises
Engineering & Transportation Director,
City of San Leandro, CA

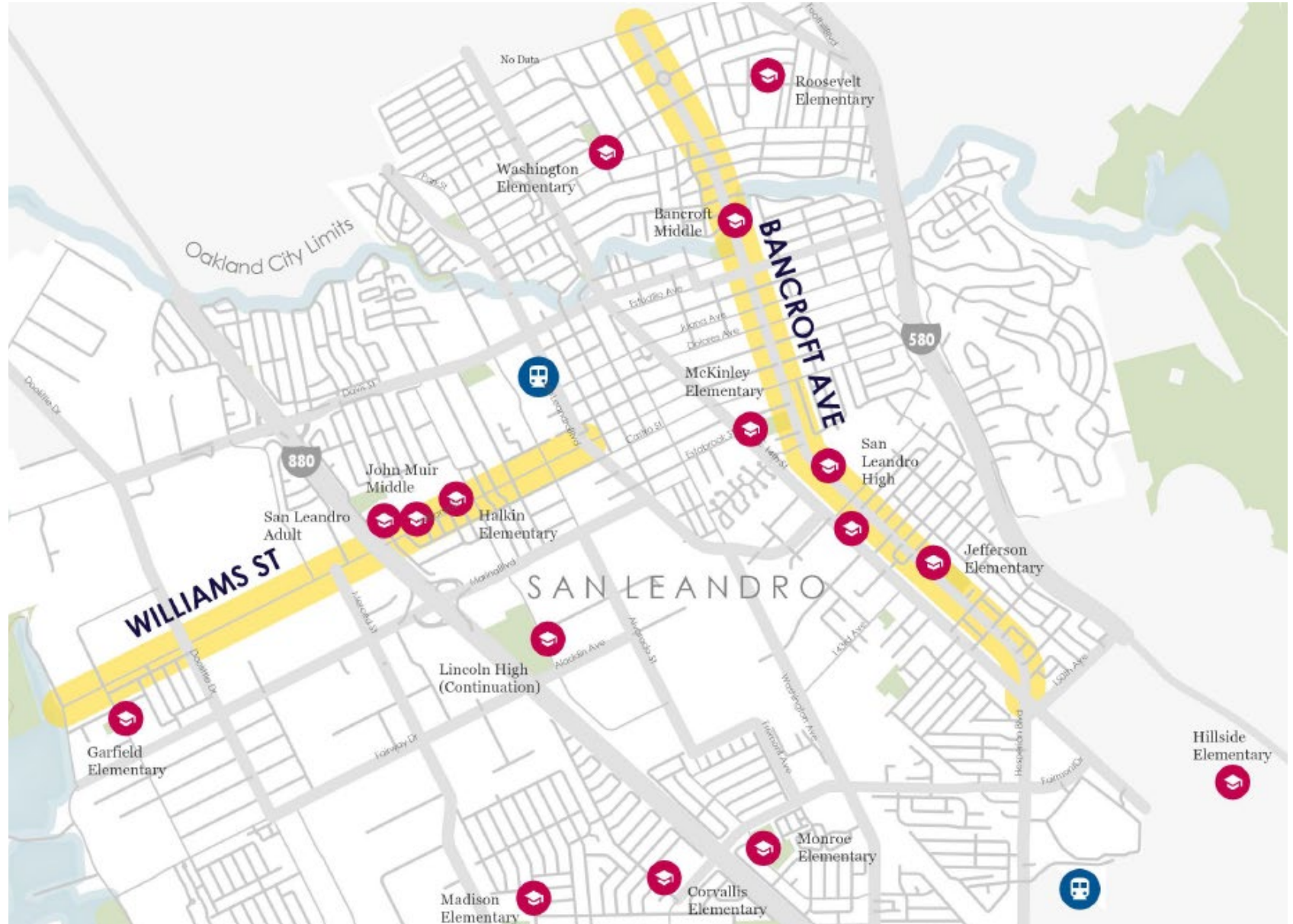


SAN LEANDRO CROSSTOWN CORRIDOR STUDY

Phased Delivery Strategies

Alameda CTC Bikeways Academy Panel Discussion
July 13, 2023

Study Limits



Phased Delivery Strategy



POLICIES

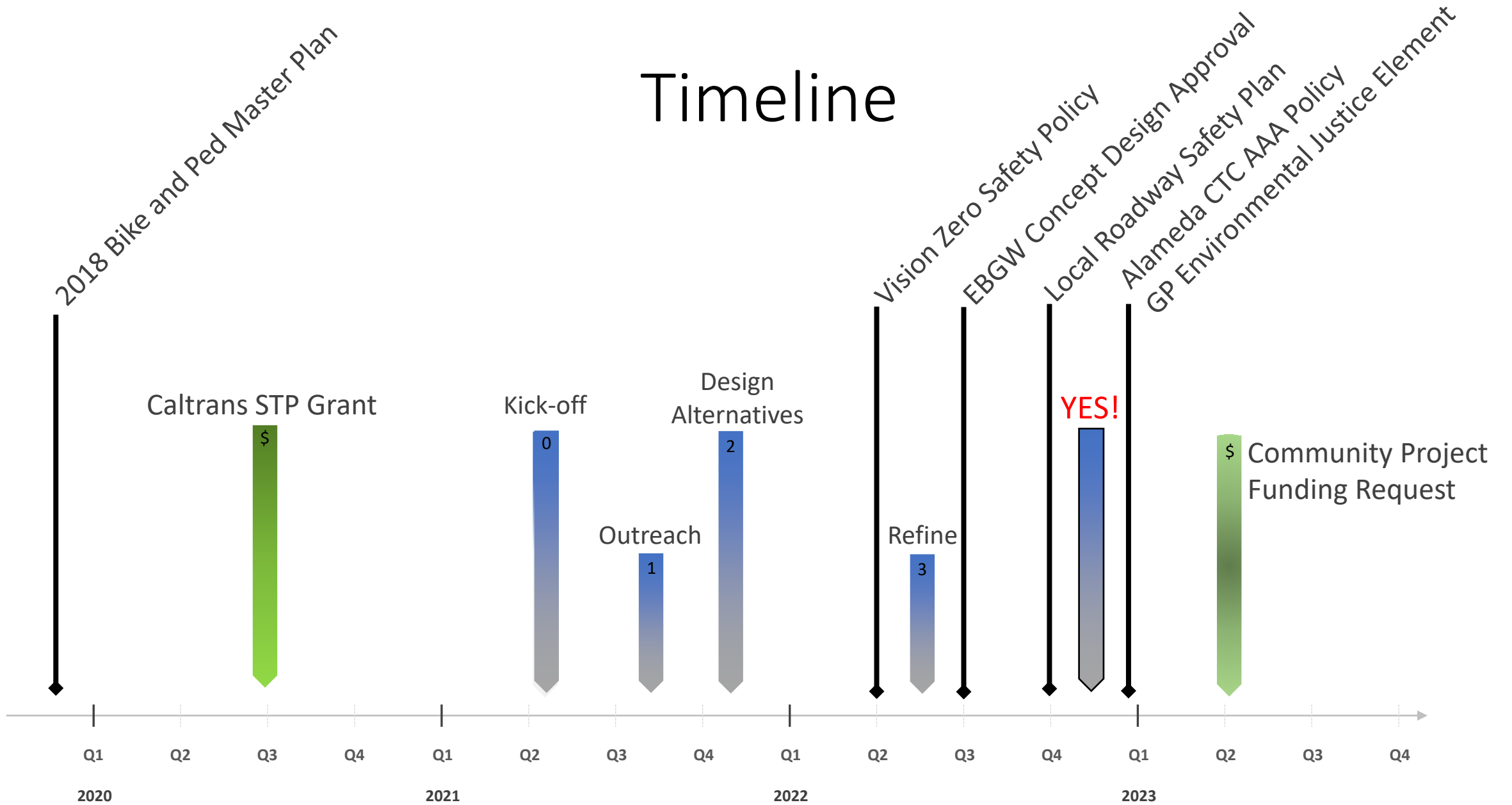


**COMMUNICATION AND
MESSAGING**



MOMENTUM

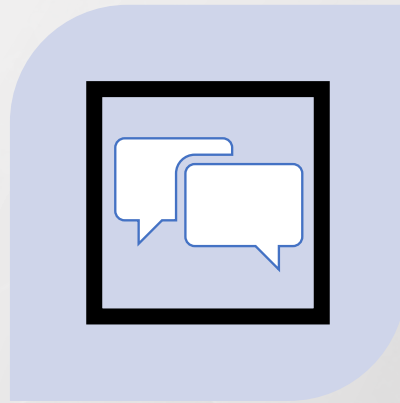
Timeline



Phased Delivery Strategy



POLICIES



**COMMUNICATION AND
MESSAGING**



MOMENTUM

School Youth Ambassadors



Pop up #1: Bancroft Avenue at Victoria Circle



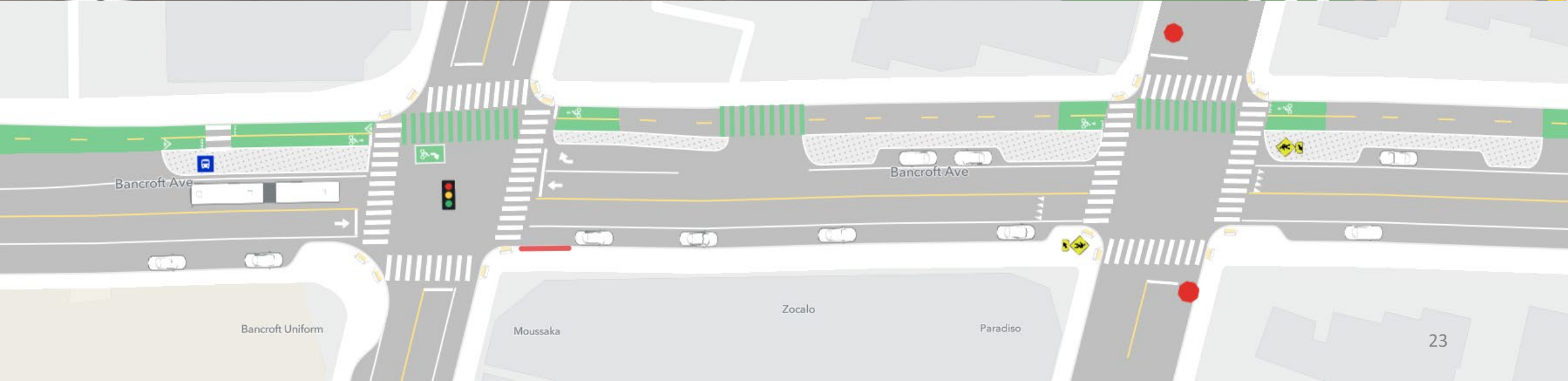
Pop up #2: Bancroft Avenue at Toyon Park



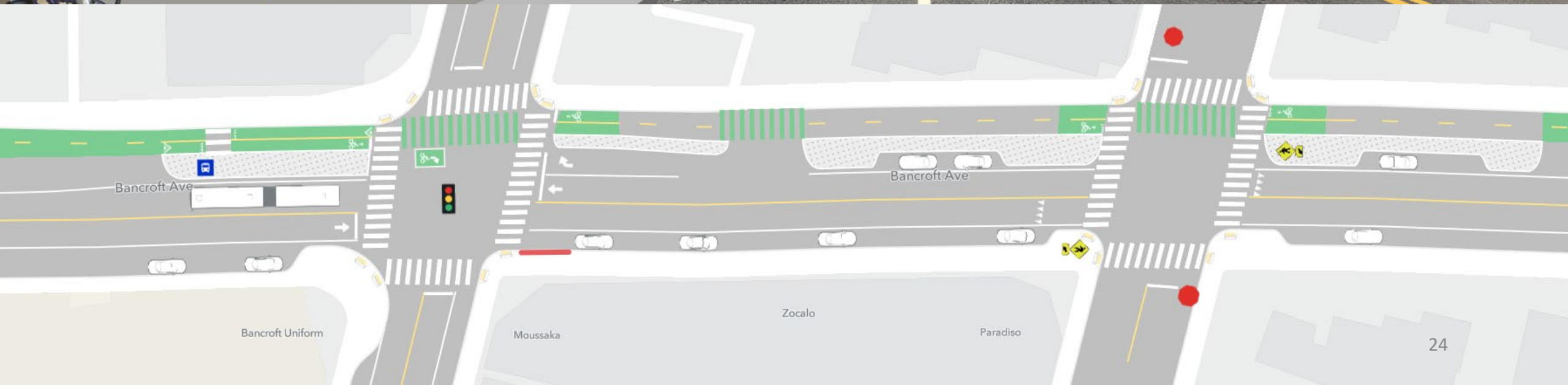
Pop up #3: Williams Avenue

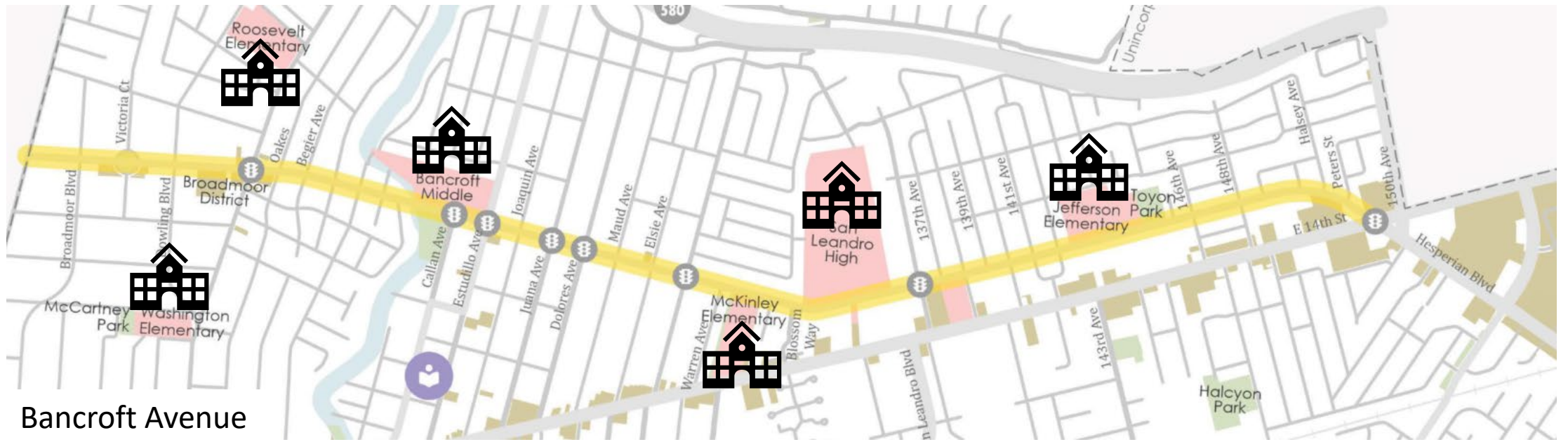


Bancroft Avenue

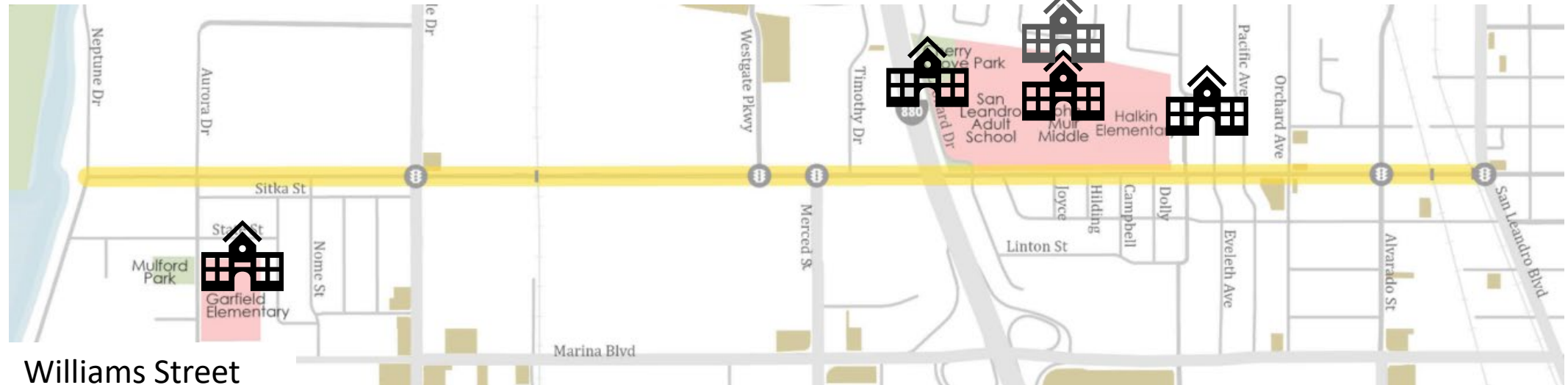
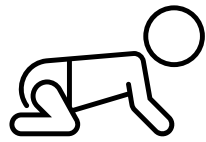


Williams Street





Bancroft Avenue



Williams Street



EBGW Phase I extends to Coliseum, Fruitvale, and Lake Merritt BART Stations

EBGW Phase I connects to improvements in Ashland, Cheryland, and Hayward



Crosstown Complete Corridor Projects

- ▬ Crosstown Class IV Corridor Study (By City of San Leandro)
- ▬ East Bay Greenway (EBGW) Phase I: E 14th St / Mission Blvd Corridor (By Alameda CTC)
- Public School
- Civic Institution
- BART Station

Phased Delivery Strategy



POLICIES



**COMMUNICATION AND
MESSAGING**



MOMENTUM

Other City Projects



June 17 Pop Up



City of **San Leandro**

SAN LEANDRO GATEWAY CELEBRATION

Launching of new temporary public art and pop-up bike lane in San Leandro

WHERE?
San Leandro's Hesperian Triangle-
14901 East 14th Street, San Leandro, CA 94578

WHEN?
June 17th, 2023 2-5 PM

- Pop Up Bike Lane
- Interactive Art
- Meet Artists!
- Treats
- Music

Free Entry

Learn about upcoming projects to support biking and public art in San Leandro. Kick off the summer with cool treats, music, and interactive art. Try out the temporary bike lane and meet artists Valerie Mallory and Paige Tashner.

ALAMEDA COUNTY OFFICIALS: L. A. B. COUNTY OFFICIALS: MATT THE KATL





SAN LEANDRO CROSSTOWN CORRIDOR STUDY

Phased Delivery Strategies

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Massachusetts Avenue

Andreas Wolfe
Street Design
Project Manager,
City of Cambridge, MA

Cambridge's Lessons on Building a Bicycle Network

Andreas Wolfe, AICP | City of Cambridge



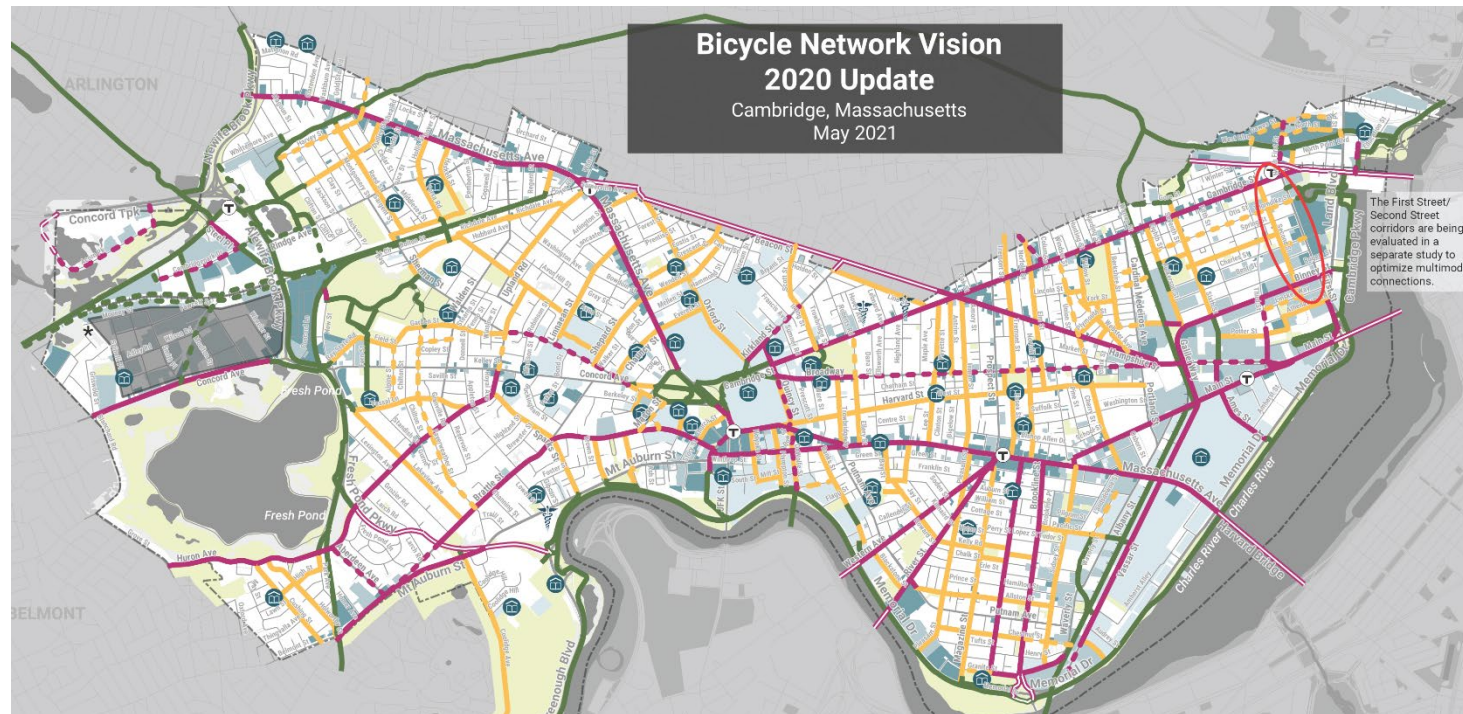
Cambridge's Goals and Policies

- Vision Zero
- Cambridge Bicycle Plan
- Cycling Safety Ordinance



The Bicycle Network Vision

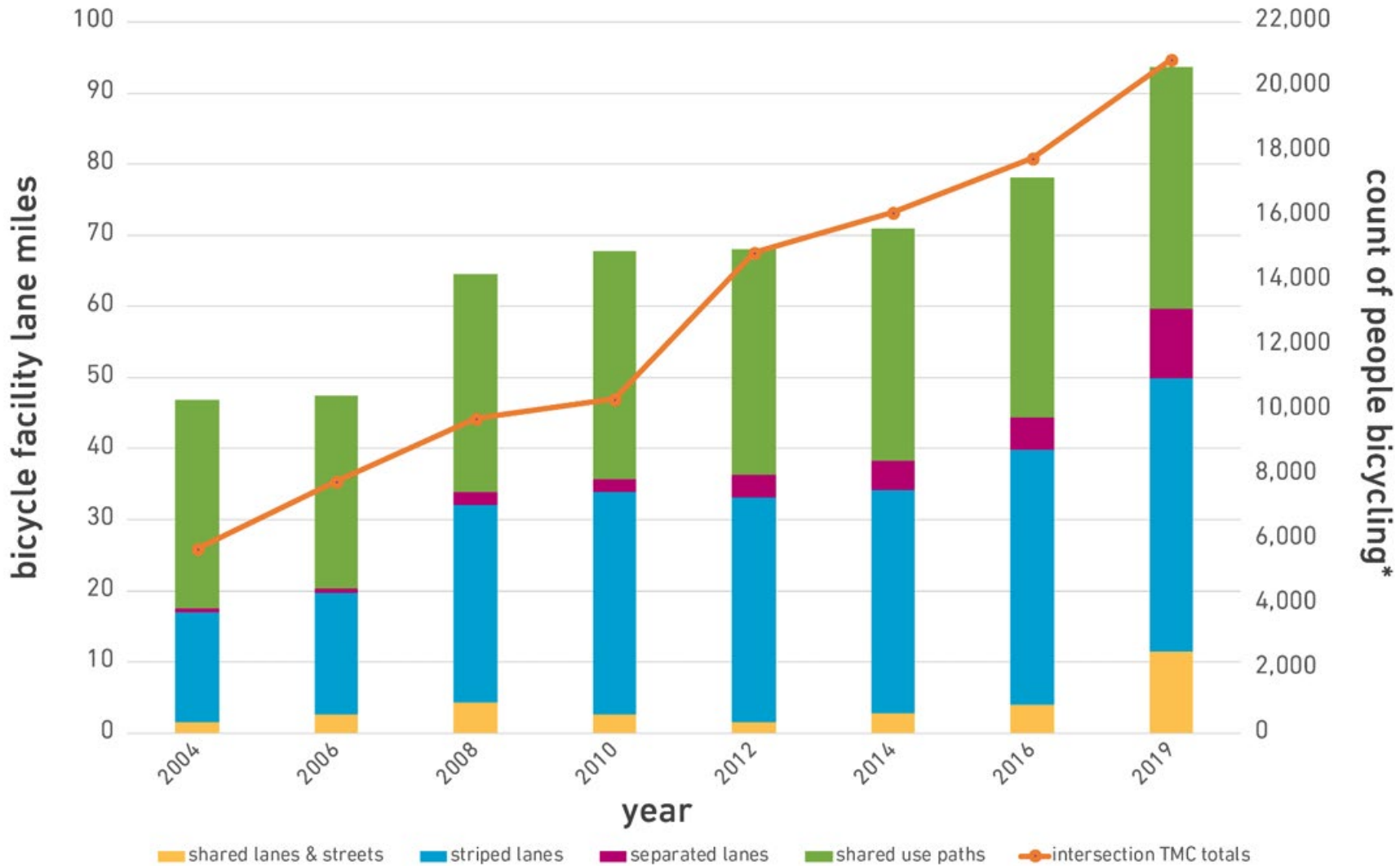
- Creating a network for biking that is safe, comfortable, connected, and people-centered.
- Connects important destinations throughout the City helps more people choose to bike if they would like to.



Key: Off-Street Path █ Greater Separation █ Lower Volume & Speed (Bicycle Priority Street) █



BICYCLE FACILITY LANE MILES AND NUMBER OF PEOPLE BICYCLING (2004-2019)



Massachusetts Avenue



South Mass Ave: Spring 2022



Mid Mass Ave: Summer 2021



Porter Square: Summer 2022



North Mass Ave: Fall 2021



New Ways to Reach People

Project email lists, social media, and posters along the street were not reaching most of the community.

In response:

- Launch projects with neighborhood-wide postcard mailings
- Door-to-door flyers and visits to all businesses
- In-person open houses within project area

In-Person Open Houses:

Open House format meetings gave us a chance to meet people face to face when traditional style public meetings were on hold



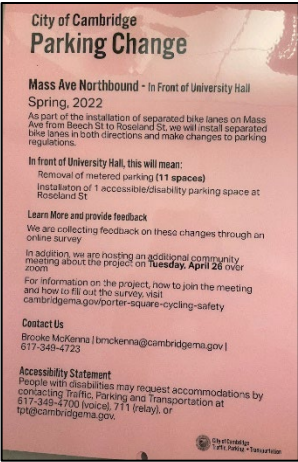
Project Mailings: We delivered postcards to all addresses close to the project area (about 5,000 addresses per mailing)



Clearer Messaging

Community members wanted to understand *why* they should be involved

- Outreach materials state the purpose of each meeting or event, not just the time and date
- Don't hide major impacts
- Need to be respectful of people's time



Parking Posters: Some people just want to know where the parking is being taken away and when. We told them.

Example flyer/poster: We delivered this flyer door-to-door and posted it along the street for a recent meeting

Main Street Safety Improvement Project
Bike Lanes Coming Soon
Some Parking Will Be Removed

Open House: Wednesday, April 26, 2023
4:30 p.m. to 6:30 p.m.
Pisani Center: 131 Washington St
Including pizza and light refreshments

Cambridge is making safety improvements to Main Street between Mass Ave and Portland Street. This includes the area in front of Newtowne Court. We will:

- add separated bike lanes
- improve crosswalk visibility
- address safety concerns at intersections
- adjust parking and loading areas to better serve residents, businesses, and visitors

To make space for these safety improvements, parking will be removed on one side of the street.

We do not have a plan or design yet and we want to hear from you!

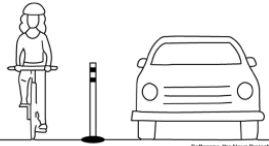
- How do you currently use Main Street?
- Do you have safety concerns while walking, biking, or driving?
- What types of parking or loading do you use?

Stop by any time between 4:30 p.m. and 6:30 p.m. to talk to City staff, ask questions, and tell us what we can improve on Main Street.

Learn more + give online feedback:
www.cambridgema.gov/MainStreetSafety

Contact the Project Manager
Stephen Meuse | smeuse@cambridgema.gov | 617-349-4713

Accessibility
People with disabilities may request accommodations. Contact Traffic, Parking, + Transportation at 617-349-4700 (voice), 711 (relay), or tpt@cambridgema.gov.

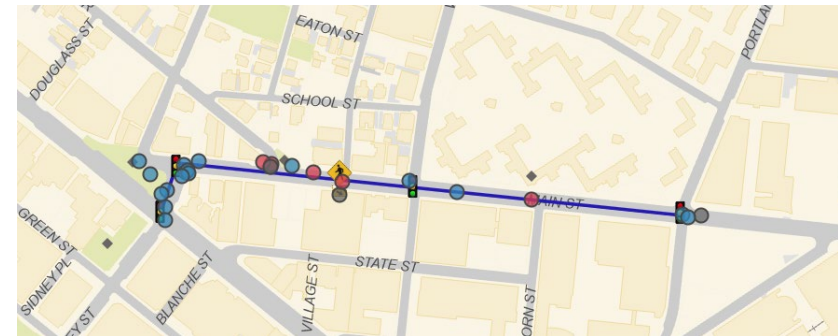


New Ways to Receive Feedback

People are busy! We can't expect everyone to sit through a community meeting or show up to an open-house

➤ **Online Comment Map:**

Online wikimap allows people to add a marker to where they have a concern or comment



Example Wikimap from Main Street project

➤ **Online Surveys:**

Direct feedback on specific aspects of the project where we need community guidance.

➤ **Online Feedback form:**

A Smartsheet that allows people to send a message to the project team at any time and request a response.

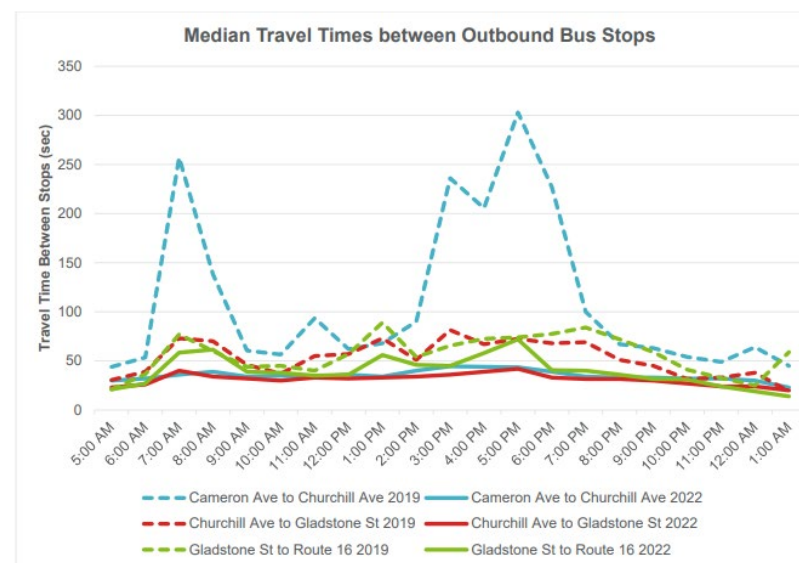


Data Collection

We can't rely on "industry best practices" or "it's the law" to implement successful projects. Anecdotes are plentiful. Data collection and analysis help frame what improvements (or concerns) each project has brought.

North Mass Ave – Separated bike lanes and bus lanes on a section of Mass Ave in North Cambridge.

- Residents reported "gridlock and empty bus lanes"
- Buses run less often, but carry more people
- Data show more consistent and reliable service with the changes



Real-time transit data: Before and after data for bus lanes on North Mass Ave revealed substantial benefits to transit users





Naito Parkway

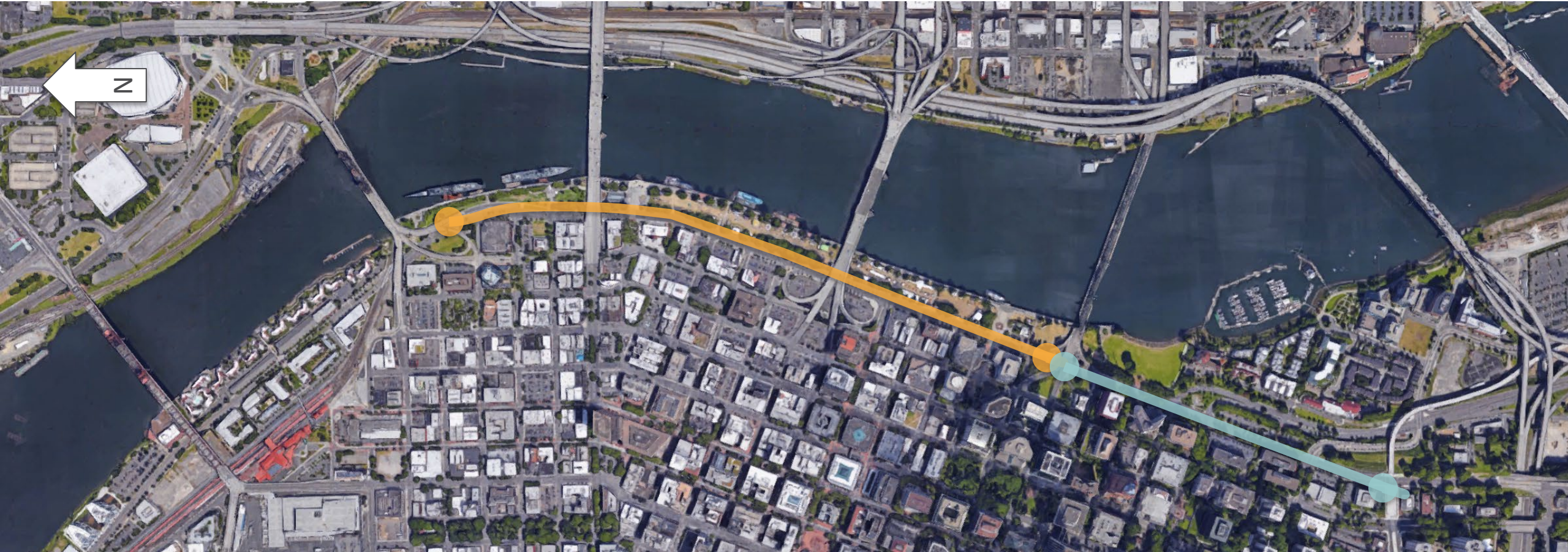
Andrew Sullivan
Traffic Engineering,
Portland Bureau of Transportation (PBOT)

Better Naito Forever



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Project Map



-  *Better Naito Forever*
-  *SW Naito Fixing Our Streets Project*

Project Timeline

Pre-2015: SW Naito Pkwy status quo

2015: Better Block volunteers implement Better Naito pilot

- Two-week implementation during Rose Festival

2016: Better Block reinstalls pilot for three months

2017: PBOT takes over installation and maintenance

- Five-month installation through summer

2018: City Council adopts Central City in Motion plan

- Proposed permanent Better Naito
- Seasonal installation remains indefinitely

2019: Design begins on Better Naito Forever

2022: PBOT completes construction on Better Naito Forever



Pre-2015: SW Naito Pkwy Status Quo



Google Streetview Image of SW Naito Pkwy at SW Yamhill St, Looking North (2009)

Pre-2015: SW Naito Pkwy Shortcomings

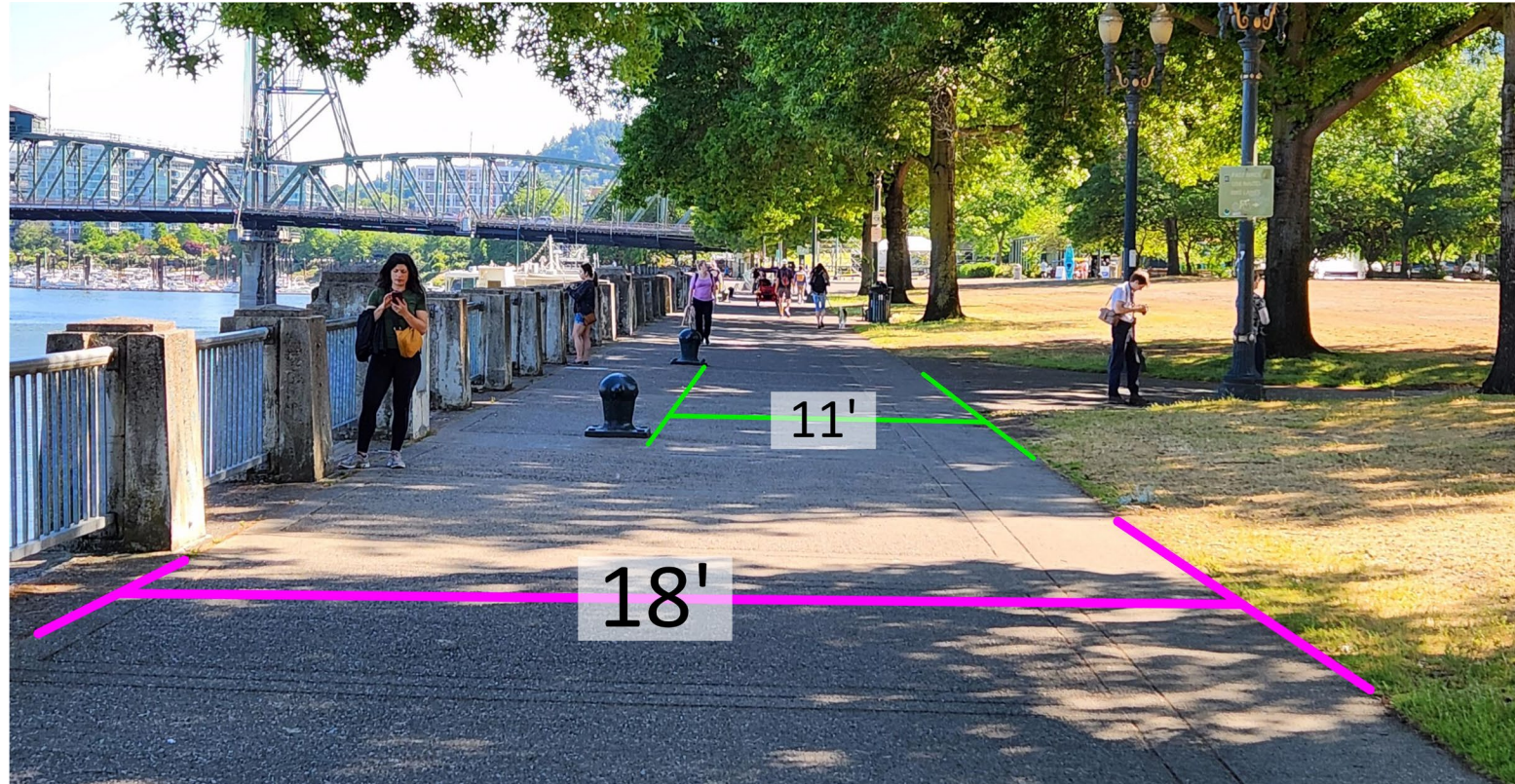
Festival Season in Waterfront Park



Photos showing festival operations along SW Naito Pkwy (~14 events annually)

Pre-2015: SW Naito Pkwy Shortcomings

Congestion Along Waterfront Park Path



Waterfront Park Path Dimensions


Pre-2015: SW Naito Pkwy Shortcomings

Congestion Along Waterfront Park Path





Typical Waterfront Path Congestion

City will install signs in Waterfront Park to discourage unsafe riding

 [Jonathan Maus \(Publisher/Editor\)](#) | September 17, 2014 |  [80](#)

Hit-and-run in Waterfront Park shows disturbing lack of conscience

 [Jonathan Maus \(Publisher/Editor\)](#) | August 24, 2015 |  [118](#)

Waterfront Park altercations leave path users injured and scared

 [Jonathan Maus \(Publisher/Editor\)](#) | September 4, 2015 |  [314](#)

BikePortland Headlines

2015: Better Block Pilot



Better Block Volunteers



Festival Entrance During Pilot



Non-Entrance During Pilot

2017: Seasonal Installation Begins



Seasonal Better Naito Configuration

2022: Completed Project at SW Harvey Milk



2022: Completed Project at SW Harvey Milk



2022: Completed Project at NW Couch





Panel Discussion