

From: [Robert Prinz](#)
To: [Transportation Commission](#)
Subject: [EXTERNAL] Transportation Commission meeting comment
Date: Wednesday, February 15, 2023 12:01:03 PM

Hello, this email is on behalf of Bike East Bay in reference to the Transportation Commission's February 15, 2023, agenda item 6B "Recommendation to Endorse the Design Concept for the Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project" .

While we are overall supportive and appreciative of the proposed corridor improvements related to bike/walk safety, we have concerns about the roundabout concepts provided. A previous letter to this commission from Walk Bike Alameda includes similar concerns, relating to the following details:

- Roundabouts should include only one car travel lane entering, through, and leaving the facility in each direction. Additional travel lanes and softer turn radii enable increased car speeds including at the bike/walk crossing locations, impacting the safety benefits of the facility and increasing the number of potential conflict points for users.
- The bicycle path of travel through the roundabout in each direction should be more similar to the circular vehicle path of travel, via a separate pathway from the car travel lanes and pedestrian sidewalks. Bicycle riders, especially those using cargo bikes or trailers, can not make tight turns as easily as pedestrians, which can create more conflicts between bike and pedestrian traffic while also distracting users from paying attention to car traffic. The design should provide clarity that bike/walk traffic has priority, while minimizing vehicle speeds.

Ideal, bike-oriented roundabout design should look more like this example from the Netherlands, which provides easily navigable turns for bike riders as well as yield spaces for cars both ahead of the bike/walk crossings as well as before entering the roundabout: <https://www.youtube.com/watch?v=wEXD0guLQY0>

We expressed similar concerns about a car-oriented roundabout design in Lafayette back in 2015, which were disregarded. These design issues later contributed to the death of beloved cyclist Joe Shami, who was hit and killed by a driver at that location in 2021. Links to our blog posts about this issue and the crash are provided below.

Lafayette Proposing Dangerous Roundabout: September 22, 2015
<https://bikeeastbay.org/news/lafayette-proposing-dangerous-roundabout>

Lafayette Commission Approves Car-Centric Roundabout: December 12, 2015
<https://bikeeastbay.org/news/lafayette-commission-approves-car-centric-roundabout>

Beloved cyclist's death leads to renewed scrutiny of busy East Bay roundabout: May 7, 2021
<https://www.mercurynews.com/2021/05/07/beloved-cyclists-death-leads-to-renewed-scrutiny-of-busy-east-bay-roundabout/>

Raise the Bar for Roundabouts: In Lafayette and Across the East Bay: May 10, 2021
<https://bikeeastbay.org/news/raise-bar-roundabouts-lafayette-and-across-east-bay>

In addition, we recommend the following throughout this project and for Alameda projects in general:

- Avoid the use of RRFBs on multi-lane roadway crossings, or for bikeway crossings such as Ninth St at Lincoln. HAWK beacons or other stop controls are more appropriate at these locations, as RRFBs do not provide right of way for bicycle traffic.
- Employ hardened center line treatments via plastic curbs and posts at any RRFB location where there is not already a median or pedestrian refuge island. Also consider the use of speed humps or cushions ahead of the crossings.
- Include bicycle left turn design treatments at every controlled intersection, and at every bikeway intersection, to give bicycle riders turning options beyond merging across traffic into a center turn lane. These can include protected intersection treatments (preferred), jughandles at T intersections, or 2-stage turn boxes (also ensuring that signal actuation is provided for the turn box).
- Provide marked crosswalks on each leg of every controlled intersection, and on at least one side of every uncontrolled intersection.
- Reduce travel lane widths to 10' wherever possible in order to widen the combined bike lane plus parking aisle space to reduce conflicts between cyclists and car doors. Consider using something similar to Oakland's standard for highlighting door zone conflicts (below):
https://cao-94612.s3.amazonaws.com/documents/CS-1_BikeLaneWidths-NonMetered.pdf
https://cao-94612.s3.amazonaws.com/documents/CS-2_BikeLaneWidths-Metered.pdf

Thank you for receiving and considering these comments,



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