

I OAKLAND

Bi-annual bike news from the City of Oakland, California, reporting on progress implementing Oakland's Bicycle Master Plan.

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www.oaklandbikes.info

Things will be great when you're Downtown ... by bike!

The first bike lanes creating a continuous connection into downtown Oakland were installed in February 2012 along the **Webster/Franklin Streets** one-way "couplet." Construction began in December 2011 with a ribbon cutting ceremony featuring



Mayor Quan and marking 2011 and 2012 as banner years for new bikeways in Oakland. Funded by a Transportation Fund for Clean Air grant from the Bay Area Air Quality Management District and Alameda County Transportation Commission, the project officially relocated a signage-only bike route from Broadway to the parallel couplet where nice wide bike lanes were installed by removing one travel lane on each street. On Webster St, from Broadway at 25th St to Grand Ave, the bikeway is two ways; south of Grand Ave the street is one-way and the bike lanes currently end at 14th St. The Franklin St bike lanes are northbound only, start at 14th St and end at 22nd St and Broadway.



Franklin St bike lane looking south across 20th St.



In April 2012, bike wayfinding signs were installed along Webster/Franklin Sts (between 14th St and 25th St) and north along Broadway where bike lanes have been in place on "Auto Row" since 1999. (This stretch is in the process of being

restriped as part of a Federal Stimulus-funded paving project). The signs also link to a new bikeway on **41st St (Webster St to Piedmont Ave)** installed in March 2012. The 41st St bikeway, featuring both bike boulevard and bike lane treatments, improves bike access between the Piedmont Ave commercial district and the MacArthur BART Station, and was funded by a grant from the Safe Routes to Transit Program (made possible by voter-approved Regional Measure 2 bridge tolls).

MacArthur on the march

In April 2012, new bike wayfinding signs were installed along the **MacArthur Blvd corridor between Lake Merritt and Mills College**, forming a continuous 5.3-mile bikeway. (Sign work was funded by Alameda County Measure B Bike/Ped program—5% of the countywide half-cent transportation sales tax.) Striping on **MacArthur Blvd, Midvale Ave to High St**, was also completed in June 2012 with the installation of an arterial bike route through the Laurel District. As of this writing, the section from High St to Buell St is in construction (paving! bike lanes!), and the last section (Buell St to Seminary Ave) is included on a citywide paving contract with construction expected in 2013.



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Bike Network in Bloom

From January to June 2012, the City of Oakland installed 9.8 miles of NEW bikeway striping, including 2.4 miles of bike lanes and 4.8 miles that feature a "bike boulevard" style treatment. New bicycle wayfinding signs were also installed on 7.7 miles of bikeways.

Read on to learn about some of these new bikeways—see the racy centerfold for a map showing all, a list too long to describe here!

Never mind the gap

The long-awaited gap closure project on **MacArthur Blvd (Park Blvd to Lincoln Ave)** concluded in June 2012. Bike lanes were installed for eastbound travel along MacArthur Blvd/E 33rd St between Park Blvd and 14th Ave. In the westbound direction, the route uses **Excelsior Ave (Ardley Ave to Kingsley St)** one block to the north and features bike boulevard treatments: sharrows, wayfinding signs, and previously installed traffic calming. This final phase of the project also paved these streets before installing the new bikeway striping.



Bikeway construction started in December 2010 following many years of planning and feasibility work. The project was funded by multiple grants including: the State's Bicycle Transportation Account, Bay Area Air Quality Management District, State Proposition 1B resurfacing funds, Alameda County Measure B Bike/Ped program—5% of the countywide half-cent transportation sales tax.

Triangulating Oakland-Berkeley-Emeryville

In May 2012, the well-established **“Webster-Shafter” bikeway** between downtown Oakland and Berkeley (along 29th St, Webster St, 48th St, Shafter Ave, Forest St, and Colby St*) was upgraded to include sharrow pavement markings. At the same time, sharrows were installed along the perpendicular route on Cavour St/Vicente Way/55th St (Shafter Ave to Telegraph Ave) and 54th/Gaskill/53rd



St (Adeline St to San Pablo Ave). With these extensions of the existing bikeway on 55th St (Telegraph Ave to Adeline St), the completed **“53rd-55th-Cavour Sts” bikeway** is the first continuously striped east-west bikeway between

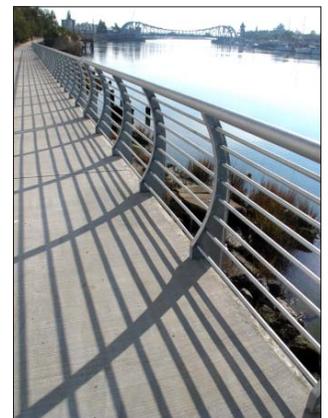
Woolsey St (in Berkeley) and 27th St, 2.6 miles apart. The connection moves toward the Bicycle Master Plan goal of spacing bikeways at half-mile intervals.

These projects were funded by a Federal Stimulus grant through the US Department of Energy's Energy Efficiency and Conservation Block Grant Formula Program. (*Note: *Sharrows were not installed on Colby St, Claremont Ave to Alcatraz Ave. This 0.4-mile segment will be repaved and sharrows installed later this year.*)

Let's get to High

Completed in March 2012, the newest segment of the **Oakland Waterfront Trail** provides a direct path connection along the Oakland Estuary between Fruitvale Ave and High St for your commuting and recreating pleasure. Part of the San Francisco Bay Trail, the path is constructed on deep pilings and finished with an attractive guardrail. It squeezes between large warehouses and the water's edge, affording a close-up view of the Estuary's boating activity and marine life. An interpretive sign relates the industrial history of the area. According to

City Capital Improvement Program Coordinator Diane Tannenwald, this may be the last section of relatively “easy” waterfront trail construction. She estimates that about 1/3 of the trail mileage remains to be built. Many sections require the acquisition of private property or easements, or present expensive design and engineering challenges. The Bay Trail is a visionary and



sometimes complex endeavor, cobbled together parcel by parcel, fund source by fund source, and requiring permits from various agencies. The complimentary portions of the “on-street” Bay Trail continue to provide critical linkages until the continuous path is realized.



RESOURCES

Suggest a Bike Rack Location

- Review guidelines and either request a rack online or contact us (info on mailing panel). See www.oaklandbikes.info/bikerack.

Oakland's Bicycle and Pedestrian Advisory Committee (BPAC)

- Meetings are held the 3rd Thursday of the month and are open to the public. More info at www.oaklandbikes.info/bpac.

Public Works Call Center

- Via phone: (510) 615-5566 / online: www2.oaklandnet.com/ReportaProblem/ or mobile: www.seeclickfix.com/oakland, please report:
 - ▶ hazards such as glass, potholes, unsafe drainage grates, or other obstructions
 - ▶ malfunctioning traffic signals
 - ▶ abandoned bikes that need removal from bike racks, signs and/or meter poles
 - ▶ speeding, or to request traffic calming or another roadway improvement

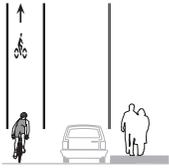
Program Staff

- Jason Patton, Bicycle & Pedestrian Program Manager
- Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator
- Alvaro Rubio, Planning Intern
- Mark Lightner, Planning Intern
- Austin Springer, Design Intern
- Volunteer(s): Robert Prinz. And you? Email bikeped@oaklandnet.com with a project idea or to offer help.

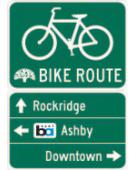
By the Numbers

This is the fourth installment of a feature to track progress implementing Oakland's Bicycle Master Plan using the "metrics" in the table below. (For an explanation of these metrics, please see the Winter 2011 newsletter at www2.oaklandnet.com/w/OAK026386.)

By the Numbers: Oakland Bicycle Facilities as of June 30, 2012



Date (as of)	Bikeway miles	Bike parking spaces *	Bike wayfinding sign assemblies	Bike-friendly traffic signals
December 31, 2007	90.4	3,224	0	0
June 30, 2008	90.6	3,444	0	2
December 31, 2008	94.0	3,492	26	2
June 30, 2009	94.4	4,390	26	5
December 31, 2009	97.6	4,428	26	11
June 30, 2010	100.3	4,566	125	16
December 31, 2010	100.4	4,772	125	16
June 30, 2011	105.5	5,148	167	16
December 31, 2011	109.3	5,303	209	26
June 30, 2012	122.7	6,038	280	34



* **Note:** The change in the number of bike parking spaces reflects the installation of new bike parking by the City (232 spaces) as well as other changes based on notifications and field surveys conducted between January-June 2012.

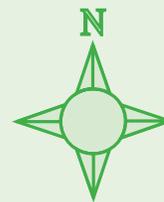


Oakland in national comparison

In January, the Alliance for Biking & Walking released "Bicycle and Walking in the United States: 2012 Benchmarking Report." This is the third biennial benchmarking report that compares extensive data on bicycling and walking for the 51 largest cities and for all 50 states. How does Oakland compare? Quite well! Here are some highlights on how Oakland ranks:

- Fourth by the amount of bike parking spaces per capita (following Minneapolis, Washington, DC, and Jacksonville);
- Fifth by number of advocacy organization members per capita (following San Francisco, Seattle, Portland, and Minneapolis);
- Sixth by the percentage of residents bicycling to work (following Portland, Minneapolis, Seattle, San Francisco, and Sacramento);
- Eighth by capacity of local advocacy organizations;
- Sixteenth by miles of bike lanes per square mile of area.

In overall comparison, Oakland is one of only four cities – along with Minneapolis, Philadelphia, and Portland – to rank in the top third across all of the primary benchmarking indicators: mode share, safety, funding, policy, education/encouragement, and advocacy capacity.



Maps in hand—maps onscreen

Three new maps are available to help people navigate Oakland's bikeway network, both existing and proposed. The 2012 edition of the free "I [bike] Oakland" Bikeways Map was released in early May for Bike Month and Bike to Work Day. The City of Oakland provides this pocket-size map to Oakland's bike shops for free distribution to their customers, and it is given directly to cyclists in Oakland's annual Bike to Work Day bags. Updated annually since 2010, the "I [bike] Oakland" Bikeways Map now has 49,000 copies in print.

The second and third maps are interactive and online, one created by the City's Department of Information Technology and the other using Google's mapping platform. The web maps show existing bikeways, bicycle parking, and bicycle signs, including photos of bike racks and signs that can be viewed by clicking on specific locations. Oakland is working to build a complete photo inventory of all bike racks and map viewers are invited to submit photos via the interface provided. Additionally, both maps include information on the status of projects under development (e.g. designed, in design, and next priorities) to aid public understanding of Bicycle Master Plan implementation. For links to both maps, go to www2.oaklandnet.com/OAK024652#map.

City of Oakland Bikeway Network

Bikeway Improvements, January-June 2012

Bikeways Pending Construction, July-December 2012



- New/Improved Signs
 - New Bikeway Striping
 - New Paving
- Completed Bikeways as of June 2012
- Bike Path (Class 1)
 - Bike Lane (Class 2)
 - Bike Route (Class 3)
 - Arterial Bike Route (Class 3A)
 - Bicycle Boulevard (Class 3B)
 - Proposed Bikeways (all classes)
- Bikeways, Adjacent Jurisdictions
- Existing
 - Proposed

I was a teenage Bike to Work Day

Oakland's annual Bike to Work Day – a joint project between the City's Public Works Agency and the East Bay Bicycle Coalition – was held on Thursday, May 10, 2012, 7:00-9:00 am, and was the City's 19th annual celebration (the last of our teenage years). Over 600 bicyclists, including Mayor Jean Quan and Oakland City Council members Nancy Nadel, Libby Schaaf, Ignacio De La Fuente, and Rebecca Kaplan biked in (with Pat Kernighan walking in). As always the event featured a pancake breakfast, a morning transportation "mini-fair," all-day valet bike parking and bike safety checks/tune ups, and a raffle drawing.



Mayor Jean Quan addresses breakfasting bicyclists.

Please join us in thanking all the event participants and sponsors including:

- East Bay Bicycle Coalition
- The Rotisserie Deli
- Bay Area Bikes
- Wheels of Justice Cyclery
- Tern Bicycles
- Amtrak
- Club One City Center
- Whole Foods Market
- The Bikery
- The Spoke Cyclery

For a complete list of sponsors and more event photos, go to www2.oaklandnet.com/OAK024651#btwd2012.

I Oakland, I Courteously

To get along with other road users, a bicyclist should:

- Obey traffic laws and be predictable.**
- Always insist on taking the right of way.
- Stay out of the way of other road users.

The above is the 11th of 12 questions contained in the East Bay Bicycle Coalition's Bike Safety Quiz (www.ebbc.org/safetyquiz), a great resource for both bicyclists and motorists. Please check it out!

As the number of cyclists increases, so does the potential for conflict. If you answered "B" to the above question, ask yourself: am I contributing to the conflict? Bicyclists have the same rights and responsibilities as other roadway users. If you answered "C", you may be putting yourself at risk. Cyclists are safest when they are visible and predictable, following the "rules of the road" and taking the lane when it is too narrow to share.

EBBC's Bike Safety Classes explain the rules and give cyclists an opportunity to learn and practice safe cycling skills. For a link to classes and related resources, see www2.oaklandnet.com/OAK024652#skills.

Bottom line—**give respect, get respect, and have fun!**



Happy fifth birthday to the "I [bike] Oakland" newsletter!

With five years and eleven issues behind us, we publish this newsletter to communicate Oakland's vision for a bicycle-friendly city, stimulate public participation, provide transparency in local government, and celebrate the City's accomplishments. Since summer 2007, circulation has grown from 600 to over 2,000 people. In summer 2010, we expanded from a

four-page to an eight-page format in response to

*I [bike] Oakland
"goes to 11"*

the growing number of bicycle projects. In winter 2011, we added the citywide map as a centerfold to better communicate the locations of individual projects and show how these projects are systematically building a citywide network. We also introduced the "By the Numbers" feature that is now included in every issue to provide quantitative metrics on the implementation of Oakland's Bicycle Master Plan. And since the first issue, we have published in four languages: English, Spanish, Chinese, and Vietnamese.

Help us to grow our circulation and reach more of Oakland's diverse communities.

Encourage your friends, family, and coworkers to subscribe by sending a note to bikeped@oaklandnet.com.

New bike lanes approved by City Council

On May 15, 2012, the City Council approved three new major bikeway projects: Broadway, 38th St to Broadway Terrace; E 12th St, 14th Ave to Fruitvale Ave; and MacArthur Blvd, Buell St to Seminary Ave. All projects will reconfigure the roadways to make width for bike lanes. In sum, the projects will extend existing bikeways for a total of 2.9 miles, and are considered “primary” (aka important) bikeways as per the Bicycle Master Plan. The projects include paving and are funded by state and federal resurfacing grants and the Metropolitan Transportation Commission’s Regional Bicycle Program. Construction is planned for 2013.

Greetings from Oakland, California Postcard Set

The “Greetings from Oakland, California” bicycle-themed postcard set is now available at:

- Bay Area Bikes, Downtown and Jack London Square
- Wheels of Justice, Montclair
- The Spoke Cyclery, North Oakland
- Pioneer Bike Shop, Piedmont Ave

The postcard set was repackaged and reprinted in response to numerous requests received after its release on Bike to Work Day in 2011. The sets, which include five postcards, are \$3.00 each. All proceeds go to the non-profit organization of the retailer’s choice. The postcard set is available to any retailer who agrees to distribute the City’s free bikeways map.



Yours truly,
I  OAKLAND

Roll and rack to school

The City of Oakland, the Oakland Unified School District (OUSD), and TransForm inaugurated a program to install bike racks at OUSD schools. Through this partnership, the City purchases and installs bike racks at OUSD schools for use by students, staff, and visitors. Sites are selected from among the schools participating in the Alameda County Safe Routes to Schools Partnership. The first round of applications was held in May 2012, and 11 elementary schools submitted requests. City and OUSD staff are now visiting sites to evaluate and make recommendations for rack placement and quantities. The goal is to have the racks installed late this summer, in time for the start of the new school year. Oakland’s Bicycle Facilities Program thanks its partners at the Oakland Unified School District and TransForm for making this program possible. Schools that would like to participate in future rounds can contact Nora Cody at nora@transformca.org to request an application form.



BART’s downtown bike parking capacity expands again

In April 2012, BART installed another 60 bike parking spaces inside the downtown Oakland BART stations at 12th and 19th Streets. Double-decker racks like the ones installed at the 19th Street Station last year were installed at each station on the concourse level outside the paid area. Each holds 30 bikes and brings the total number of BART-owned bike parking spaces at Oakland BART Stations to 989 spaces. This is approximately 20% of the total publicly accessible bike parking in Oakland. Ay caramba, BART!

He walks, he bikes, he manages; DEC’s Employee of the Year

In May 2012, Jason Patton, City of Oakland Bicycle & Pedestrian Program Manager, was awarded the Public Works Agency’s Employee of the Year in the Department of Engineering & Construction (one of the four departments in PWA). The awards are based on nominations from fellow staff members and selected by a committee of peers. Jason was recognized for being “personable, knowledgeable and focused, in addition to having a broad skill set that includes major project and program management, public speaking, grants management, and technical design.”

Introducing Lake Merritt Boulevard

Bequeath the “world’s shortest freeway” designation to another road. The 12th Street Dam is gone and Lake Merritt Blvd is materializing in its stead.

Funded by Oakland’s voter-approved Measure DD, “The Oakland Trust for Clean Water & Safe Parks” (2002), the new road will include bike lanes, sidewalks, a bicycle/pedestrian path along the lake’s edge, a bicycle/pedestrian bridge over the Lake Merritt Channel, and civilized amenities like crosswalks and belvederes from which to gaze upon Lake Merritt. From January to June 2012, the transformation was

marked, with the impressive new bridge rising from the rubble. To keep tabs on this historic project, go to www2.oaklandnet.com/OAK025946. Work is expected to be complete by the end of 2012.



Water under the bridge. Photo: Erik Niemann.

City of Oakland, Bicycle & Pedestrian Facilities Program
Public Works Agency
Transportation Infrastructure Planning & Programming Division
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612



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Fax: (510) 238-7415
Email: bikeped@oaklandnet.com
Website: www.oaklandbikes.info

Si desea un ejemplar del boletín del programa ciclista de la Ciudad de Oakland en español, por favor llame 238-3983 o visite www.oaklandbikes.info (www2.oaklandnet.com/w/OAK037113)

如需索取屋崙（奧克蘭）市自行車計劃的中文版新聞快訊，請致電 238-3983 或上網 www.oaklandbikes.info 查詢。
(www2.oaklandnet.com/w/OAK037114)

Để lấy một tờ bản tin bằng tiếng Việt về chương trình đi xe đạp của Thành Phố Oakland, xin gọi số 238-3983 hoặc tới trang mạng www.oaklandbikes.info (www2.oaklandnet.com/w/OAK037115)