

# 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](http://www.oaklandbikes.info)

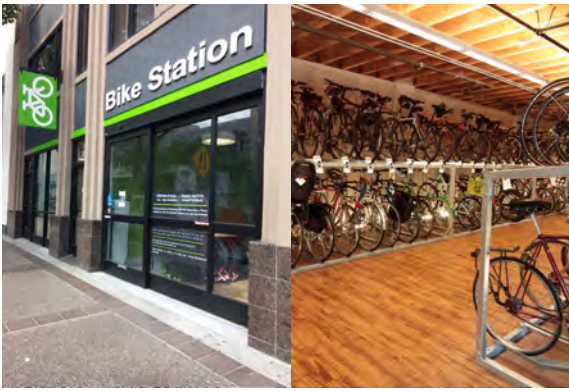
## 150 MILES

In the first half of 2015, Oakland's bikeway network hit the 150-mile mark. Multiple paving projects installed new and upgraded bikeways during the unusually dry weather of last winter and spring. In February, new bike lanes were striped on Jackson St (8th St to 14th St), and in March, new bike lanes were striped on Peralta St (Mandela Pkwy to 32nd St). Both were built as part of paving projects. The Peralta St project included striping improvements on southbound Mandela Pkwy at W Grand Ave and Peralta St to increase the visibility of cyclists on Mandela Pkwy. A streetscape project scheduled for construction in 2016 will complete the Peralta St bikeway by adding bike lanes from 7th St to Mandela Pkwy and from 32nd St to 36th St. Also in March, sharrows were added to new pavement on Chabot Rd between College Ave and Golden Gate Wy. (Did we mention that new pavement!?!?!) This stretch of Chabot Rd is part of Oakland's very first bikeway that was implemented in 1976 to connect the new Rockridge BART station to Skyline Blvd.

June was a busy month! On 17th St (Martin Luther King, Jr Wy to Telegraph Ave) a travel lane was converted to a buffered bike lane. This is one leg of a new bikeway being developed to connect Jack London Square, downtown, KONO, and Temescal via Washington St, Clay St, 16th St/17th St, and Telegraph Ave. Also, the bikeway detour for the Embarcadero Bridge replacement project installed new buffered bike lanes on 7th St (Fallon St to 5th Ave) and on Oak St (2nd St and 5th St). In June the existing bike lanes on Webster St (Grand Ave to 14th St) were upgraded with buffers as part of a paving project. And finally, pushing Oakland's bike network to 150 miles, is Adeline St between 47th St and 61st St. The project converted travel lanes to buffered bike lanes, connecting the Adeline St bike lanes in Emeryville to the King St bicycle boulevard in Berkeley. The Adeline St Bikeway is notable for being one of the first four- to two-lane road diets in Oakland. The project was funded in part by a grant from the Bay Area Air Quality Management District's Transportation Fund for Clean Air that is administered by the Alameda County Transportation Commission. Extending over five miles of roadway, these projects resulted in 3.6 miles of new bikeways and upgraded 1.5 miles of existing bikeways.



This newsletter, and all of the projects described herein, are funded wholly or in part by Oakland's share of Measure B funds. Measure B is Alameda County's half-cent transportation sales tax approved by voters in 2000. Five percent of Measure B funds are dedicated to bicycle/pedestrian projects and programs throughout the county.



Oakland's 2nd bike station at 1775 Broadway parks 130 bikes

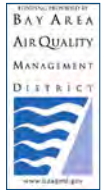
## There's a Space for Us

From January-June 2015, the number of publicly-accessible bike parking spaces in Oakland increased by about 5% to 8,490. Most noteworthy amongst Oakland's new places to park bikes are the 130 spaces in the 19th St BART / Uptown Bike Station, located at 1775 Broadway at the southwest corner of 19th St. The facility opened its doors on February 25, 2015, and is open Monday-Friday, 7am-9pm to provide free, secure attended bike parking, along with bike repair services, parts, and accessories. Construction was funded by a grant from the Metropolitan Transportation Commission's Safe Routes to Transit Program with initial operating funds from Oakland's share of Alameda County Measure B funds dedicated to bicycle/pedestrian projects and programs.

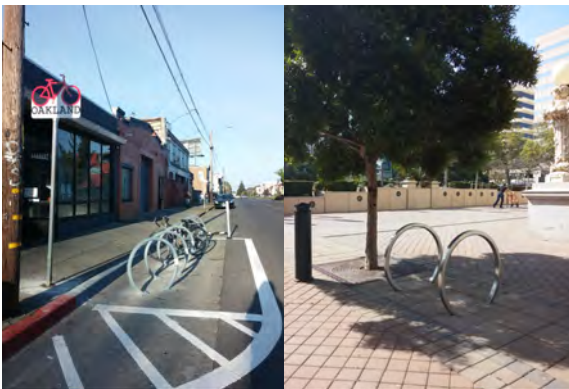


Bike corrals at Luka's, Cafe Underwood/Trueburger (above), Hog's Apothecary below

A total of 122 bike racks accommodating 288 bicycles were installed with funding from grants from the Transportation Fund for Clean Air, a program of the Bay Area Air Quality Management District administered through the Alameda County Transportation Commission. These include 32 spaces in three new on-street bike parking corrals (Café Underwood/Trueburger on 41st St; Hog's Apothecary on 40th St; and Luka's Taproom and Lounge on W Grand Ave).



A Measure DD Project to improve the Lakeside Park Sailboat House and Shoreline included the installation of seven curvaceous racks (which park 44 or 22 bicycles, depending on who you ask).



Frank Ogawa Plaza's bike rack makeover (right)

Finally, bike parking in Frank H Ogawa Plaza, home to Oakland City Hall, is undergoing a makeover. Work started on June 22 (and will be completed mid-July). Twelve forlorn "wave" style racks (50 spaces) are being removed to make way for 40 sleek stainless steel racks (80 spaces). Wave-racks are no longer industry standard because they don't support one's bicycle frame at two points. This often results in a bike falling over or becoming twisted in one's U-lock. (One gets very frustrated when this happens!) Further, the powder coating on many of these wave racks was peeling off and the racks were rusty. (Powder-coating maintains its appearance for a relatively short period of time which is why the City's Bicycle Parking Guidelines recommend against it.) The next time you come to the Plaza, please enjoy a conveniently located, elegant bike rack, confident that you will find a space.

### 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](http://www.oaklandbikes.info/bikerack).

#### Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC)

- Meetings are held the 3<sup>rd</sup> Thursday of the month and are open to the public. More info at [www.oaklandbikes.info/bpac](http://www.oaklandbikes.info/bpac).

#### Public Works Call Center

- Via phone: (510) 615-5566 | online: [www2.oaklandnet.com/ReportaProblem](http://www2.oaklandnet.com/ReportaProblem) | mobile: [www.seeclix.com/oakland](http://www.seeclix.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, Bike/Ped Program Manager
- Jennifer Stanley, Bike/Ped Coordinator

#### Program Interns

- David Pene (Design)
- Sadie Gill (Planning)

#### Volunteers

Peggy Mooney, Brian Shea, Ronnie Spitzer, and ... **you?** See the Bicycle Facilities Volunteer Program web page at [www2.oaklandnet.com/bfvp](http://www2.oaklandnet.com/bfvp) for more information.

## 500 SIGNS

In May, bikeway guide signs were installed in the Harrison St/Oakland Ave corridor between Grand Ave and the Piedmont border at Monte Vista Ave. The 1.8-mile project builds upon three bikeway striping projects that were implemented in 2009, 2012, and 2013. In June, 2.4 miles of bikeway guide signs were installed along Lakeshore Ave and Lake Merritt Blvd to connect the Grand Lake, Haddon Hill, Peralta Heights, and Parkway neighborhoods to downtown. The project follows the transformative Measure DD improvements on Lakeshore Ave (in 2009) and on Lake Merritt Blvd (in 2012).

Both bikeway guide sign projects were funded by grants from Transportation Development Act Article 3, a portion of the State sales tax dedicated to bicyclist and pedestrian improvements. Oakland now has 53 miles of bikeway guide signage based on the design guidelines established in 2009. Oakland's system is recognized as a national best practice in the Urban Bikeway Design Guide published by the National Association of City Transportation Officials (NACTO).



Three of the 18 new wayfinding signs that mark the Lakeshore Ave/Lake Merritt Blvd bikeway

## Construction Impacts to the Embarcadero Bay Trail

The Embarcadero Bridge over Lake Merritt Channel is being replaced to meet current seismic standards. This \$23 million project (funded mostly by the Federal Highway Bridge Program) began construction in May 2015. Construction will last about two years, impacting one of Oakland's most popular bikeways and a section of the San Francisco Bay Trail. (The end result will be worth it; among other improvements, bike lanes will be part of the new bridge, removing a troublesome pinch point along the route.) During construction, the Embarcadero between the Jack London Aquatic Center and 5th Avenue will be closed. The project includes a bicyclist-specific detour with bicycle striping (see ~ 150 Miles ~) and signage.



Brooklyn Basin, a major housing project along the waterfront from Lake Merritt Channel to 10th Ave, is also breaking ground. City staff is working with the developer to minimize construction impacts to bicyclists along the Embarcadero.

For ongoing information, please see [www.oaklandnet.com/embarcadero](http://www.oaklandnet.com/embarcadero).



# Bicycling, briefly . . .

## We've been working on the railroad

In March, the City of Oakland coordinated with BNSF to remove railroad tracks from Mandela Pkwy at 26th St (outside the Brown Sugar Kitchen). The unused tracks were problematic due to large gaps between the rubber pads in the area between the rails. The new level pavement is a benefit to both bicyclists and runners, as the location is on the San Francisco Bay Trail and the route of the Oakland Marathon.

## Q: What's smaller than your smartphone and easier to read?

A: The sixth edition of Oakland's free bike map. Released on May 1, 2015 in time for Bike Month, the map continues to feature some revolutionary technologies: offset printing and fancy folds. The new edition shows 244 miles of bikeways in Oakland and the adjoining cities of Berkeley, Emeryville, Alameda, Piedmont and San Leandro (up from the 235 miles last year and 195 miles in the first edition in 2010). As of this edition, 110,000 copies of the map are in print. If you didn't get one on Bike to Work Day, stop by your local bike shop. Your eyes will thank you.



## E 18th St Lane Change

In April, a problematic turn lane was corrected at the intersection of E 18th St and Park Blvd. For cyclists turning left from E 18th St onto Park Blvd, the place to be was a combined left turn/through travel lane. However, the traffic signal would give this lane a red turn arrow at the same time as a green light for through traffic. What's a law-abiding cyclist to do, waiting at the red light in front of a confused motorist who sees green? Answer: Contact the City to get the issue resolved. Now there are separate lanes for left turns and through traffic. Keep calm and bike Oakland.

## Ride new bike lanes electronically

Bike East Bay is creating videos showing the behind-the-handlebars view of cycling on the newest bikeways in Oakland (and elsewhere in the East Bay). Check out [vimeo.com/bikeeastbay/videos](http://vimeo.com/bikeeastbay/videos) to experience biking on Adeline St, Peralta St, 17th St, Jackson St, and more, all from the comfort of home!

## We ♥ Berkeley

Some misguided soul really has it in for Berkeley and, unfortunately, they've been taking it out on Oakland's bicycle wayfinding signs. This lost individual's nom de plume consists of spray-painting over the "Berkeley" and "UC Berkeley" destinations. To address this issue (and other graffiti and stickers that have, over time forlornly come to adorn the signs), Bicycle Facilities Program volunteers surveyed bike sign corridors to identify the signs in need of cleaning. After that, crews from Civicorps (an Oakland-based youth job training program in cahoots with Americorps) removed graffiti and stickers from the signs that were identified. Most recently, signs along the Webster-Shafter-Colby, Market St, and West-Genoa bikeway corridors were re-Berkeleyed and de-de-faced. Signs along the 40th-41st Sts, Broadway/Webster/Franklin Sts, and

53rd/55th/Cavour Sts corridors were surveyed and submitted for cleaning.

Eight more corridors need volunteers to survey them. Can you help? Contact Jennifer Stanley, [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com) to learn more about the project and to volunteer.

## Beca para proveer cursos de habilidad en bicicleta

### 補助金資助駕駛自行車在街上技能課程

## Grant to fund bike street skills courses

In May, the City Council approved allocation of Transportation Development Article 3 Bicycle/Pedestrian funds for Oakland's Bicyclist Safety Education Program. This project will continue a partnership between Oakland Parks and Recreation, Bike East Bay, and Oakland Public Works to offer monthly safety classes at recreation centers throughout Oakland. The funding will also enable a new partnership with the Oakland Public Library for additional course offerings. Target audiences include both adults and families with curricula in three languages: English, Spanish, and Cantonese. The grant will fund adult classroom courses, on-street classes, and family workshops for approximately two years.

To learn about and register for the courses, go to <https://bikeeastbay.org/education>.

## Bike Share on a Roll

Bay Area Bike Share is rolling more quickly towards implementation in Oakland with key milestones reached over the last six months.

*February 2015:* Motivate (the current Bay Area Bike Share operator) proposed to the Metropolitan Transportation Commission (MTC) and key Bay Area cities that they be selected as the supplier and operator—at no cost to the public. Their proposal includes expanding the existing system to 7,000 bikes throughout the region with approximately 850 bikes in Oakland.

*March 2015:* City Council approved a resolution to accept a grant of nearly one million dollars from the Transportation Fund for Clean Air (TFCA) to support program implementation in Oakland.

*May 2015:* MTC authorized staff to enter into an agreement with Motivate as the supplier and operator of bike share in the five Bay Area cities of Oakland, Berkeley, Emeryville, San Francisco, and San Jose.

**Next:** A community outreach process will begin in Fall 2015 to get feedback from Oakland residents and businesses, and to determine the location of stations. Go to [www.bayareabikeshare.com](http://www.bayareabikeshare.com) to sign up for updates; suggest and comment on station locations at [suggest.bayareabikeshare.com](http://suggest.bayareabikeshare.com). Read about Oakland's bike share program in the news at [bit.ly/oaklandbikeshare.com](http://bit.ly/oaklandbikeshare.com).

## May Days, May Days

One score, two years, and about two months ago, Oakland held the first Bike to Work Day in

the Bay Area, hosting a pancake breakfast at Oakland City Hall. On May 14, 2015, this tradition continued with Walk Oakland Bike Oakland at the helm

to coordinate Oakland's 22nd annual event. With WOBO in charge, new energy was injected with the help of 30 volunteers. Pedal Pools traveled to City Hall from all seven City Council districts, six City Councilmembers biked in, the Mayor had a thing or two to say to the assembled bicyclists, BikeShare bikes were on hand in the flesh (and steel) for people to handle, pancakes were served up by the morning crews at **Crossburgers**, with fixings donated by **Whole Foods**, and **Public Bikes** donated a bicycle as the Grand Prize for the annual free raffle! Over 500 bicyclists were counted, a nice turnout given the rain threatening to dampen the cheer. See photos at [tinyurl.com/OaklandBTWD2015](http://tinyurl.com/OaklandBTWD2015).

WOBO also organized "Oaklavia—Love Our Neighborhood Day" on May 30, 2015. Held in the Golden Gate District on San Pablo Ave crossing into Berkeley, this was the second bi-jurisdictional play in the streets day. According to WOBO, "Oaklavia connects all who live, work and play in Oakland with the many community organizations, business owners, entertainers and performers, and neighborhood groups that showcase our city's diversity, creativity and spirit."

## Parks Disembarks (or "Go west, young man, and grow up with the country")

Jamie Parks, Oakland's Complete Streets Program Manager since 2012, has left the City of Oakland for a position with the Livable Streets Division of the



San Francisco Municipal Transportation Agency. During his tenure in Oakland Jamie worked on a number of transformative projects. Taking on Telegraph Ave – a street that had stymied planners for 15 years – he delivered the Telegraph Ave Complete Streets Implementation Plan through an exemplary public and technical process. The Plan includes a concrete to-do list with the first step being parking protected bike lanes and major pedestrian safety improvements between 20th St and 29th St. This first phase is scheduled for construction this year.

Taking inspiration from the cutting-edge plaza programs in New York City and San Francisco, Jamie spearheaded the Latham Square Pilot Plaza Project. Using low-cost (and cheerful) materials, the project closed one block of Telegraph Ave to motor vehicles and created a showcase pedestrian space. Jamie was the catalyst for the City of Oakland joining the National Association of City Transportation Officials (NACTO). Oakland now stands with the largest and most forward-looking US cities in advocating for street design that puts people first.

We wish Jamie all the best and we are fortunate for the opportunity to have worked with him and to have learned from him. Let's hear it for responsive and responsible city government that is willing to experiment; for solid technical expertise and inclusive community process; for delivering transformative projects quickly; and for learning from these projects so as to do even better. This is the spirit of Jamie's exceptional work.



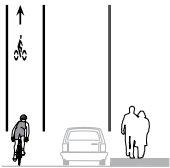
The Mayor, five Oakland City Council members and a Bay Area BikeShare bicycle (stage left) on Bike to Work Day



## By the Numbers

This is the ninth 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](http://www2.oaklandnet.com/w/OAK026386).)

### *By the Numbers: Oakland Bicycle Facilities as of June 30, 2015*



Date (as of)	Bikeway miles	Bike parking spaces	Bike wayfinding sign assemblies	Bike-friendly traffic signals
December 31, 2007	104.1	3,224	0	0
December 31, 2008	106.5	3,492	26	2
December 31, 2009	110.8	4,428	26	11
December 31, 2010	112.1	4,772	125	16
December 31, 2011	120.7	5,303	209	26
December 31, 2012	134.3	6,315	345	40
December 31, 2013	141.2	7,072	415	127
December 31, 2014	146.4	8,023	476	151
June 30, 2015	150.0	8,490	501	183



City of Oakland, Bicycle & Pedestrian Facilities Program  
 Oakland Public Works, Transportation Planning & Funding Division  
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 Oakland, CA 94612



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 Email: [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com)  
 Web: [www.oaklandbikes.info](http://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](http://www.oaklandbikes.info) ([www2.oaklandnet.com/w/OAK054020](http://www2.oaklandnet.com/w/OAK054020))

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](http://www.oaklandbikes.info) 查詢。  
 ([www2.oaklandnet.com/w/OAK054021](http://www2.oaklandnet.com/w/OAK054021))

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](http://www.oaklandbikes.info) ([www2.oaklandnet.com/w/OAK054022](http://www2.oaklandnet.com/w/OAK054022))



**Save a tree and all that. Email [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) to switch to electronic-only newsletter delivery.**