

## City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application

Question	Answer
<b>Name of Community</b>	
* Name of Community	Oakland
* State	CA
* Mayor or top elected official (include title)	Mayor Ron Dellums
* Phone	510-238-3141
* Email	officeofthemayor@oaklandnet.com
* Address	1 Frank Ogawa Plaza, Oakland, CA 94612
* Website	www.oaklandnet.com
<b>Applicant Profile</b>	
* Applicant Name	Jason Patton
* Title	Bicycle & Pedestrian Program Manager
* Employer	City of Oakland
* Address	250 Frank Ogawa Plaza, Suite 4344
* City	Oakland
* State	CA
* Zip	94612
* Phone	510-238-7049
* Email	jpatton@oaklandnet.com
<b>Community Profile</b>	
* 1. Type of Jurisdiction (check one)	Town/City/Municipality
<i>Town/City/Municipality</i>	
<i>County</i>	
<i>Metropolitan Planning Organization or Council of Governments</i>	
<i>Regional Planning Organization</i>	
<i>Rural Planning Organization</i>	
<i>Indian Nation</i>	
<i>Other</i>	
* 2. Population	365,875
3. Square mileage of community (sq. mi.)	
* Total area	78.2
* Water area	22.1
* Land area	56.1
* 4. Population Density (Person per sq. mi.)	6522
5. Climate	
* Average temperature for January (in °F)	49
* Average temperature for April	56
* Average temperature for July	64
* Average temperature for October	62
* Average precipitation for January (in inches)	4.85
* Average precipitation for April	1.38
* Average precipitation for July	0.07

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<b>Community Profile (cont.)</b>	
* Average precipitation for October	1.33
* 6. Median Household Income (whole number)	48699
7. Age distribution	
* % under 5	7.5%
* % age 6-17	15.3%
* % age 18-64	66.1%
* % age 65+	11.1%
* Totals (Total should equal 100)	100.0%
8. Race	
* % White	37.5%
* % Black or African American	29.1%
* % American Indian and Alaska Native	0.6%
* % Asian	15.2%
* % Native Hawaiian and Other Pacific Islander	0.4%
* % Some other race	13.3%
* % One race	96.1%
* % Two or more races	3.9%
* Totals (Total should equal 100)	100.0%
* % Hispanic or Latino (of any race)	25.8%
* 9. What is the name of your community's bicycle program manager?	Jason Patton
* 10. In which department does your bicycle program manager work?	Transportation
<i>Engineering/public works</i>	
<i>Planning</i>	
<i>Parks and Recreation</i>	
<i>Transportation</i>	
<i>Other</i>	
<i>If other, describe (50 word limit)</i>	
* 11. Are you the Bicycle Program Manager?	Yes
<i>Yes/no</i>	
* Bicycle Program Manager Phone	510-238-7049
* Bicycle Program Manager Email	jpatton@oaklandnet.com
* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?	50-75%
<i>10% or less</i>	
<i>10-25%</i>	
<i>25-50%</i>	
<i>50-75%</i>	
<i>75-100%</i>	

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<b>Community Profile (cont)</b>	
* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community? (whole number)	3
* 14. Do you have a Bicycle Advisory Committee	Yes
Yes/no	
* 14a. How often does it meet?	Monthly
Monthly	
Every two months	
Quarterly	
Annually	
Other (describe- 250 word limit)	
* 14b. How many members serve on the committee? (whole number)	12
* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? (Check all that	
User group	Yes
Law enforcement	Yes
Chamber of commerce	No
Public health	No
Planning department	Yes
Transportation department	Yes
School board	No
Parks department	No
Recreation department	No
Transit agency	Yes
Other (describe- 250 word limit)	Two local media outlets have reporters that attend meetings on a semi-regular basis.
* 14d. Name of Bicycle Advisory Committee Chair	Jonathan Bair
* Email of Bicycle Advisory Committee Chair	<a href="mailto:j@jonathanbair.com">j@jonathanbair.com</a>
* 15. Is there a bicycle advocacy group(s) in your community?	Yes
Yes/no	
15a. What is the name of the advocacy group(s) (if more than one, list them all, 250 word limit)	East Bay Bicycle Coalition, Walk Oakland Bike Oakland, Bay Area Bicycle Coalition, Bicycle Trails Council of the East Bay, TransForm
* 15b. Are any of them working with you on this application?	Yes
Yes/no	
* 15c. List the name of the primary group:	Walk Oakland Bike Oakland and East Bay Bicycle Coalition

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<b>Community Profile (cont)</b>	
* 15d. Does this group have paid staff? <i>Yes/no</i>	Yes
* 15e. Do you contract with this group for any services or programs? <i>Yes/no</i>	Yes
* 15f. Who is the primary contact for them?	Kassie Rohrbach, Dave Campbell
* 15g. Email of primary contact of advocacy group	<a href="mailto:kassie@walkoaklandbikeoakland.org">kassie@walkoaklandbikeoakland.org</a> , <a href="mailto:dcampbel@lmi.net">dcampbel@lmi.net</a>
* 16. What are the primary reasons your community has invested in bicycling? (check all that apply)	
<i>Improved quality of life</i>	Yes
<i>Improving public health</i>	Yes
<i>Community connectivity</i>	Yes
<i>Transportation options</i>	Yes
<i>Climate change concerns</i>	Yes
<i>Decrease traffic congestion</i>	Yes
<i>Increase tourism</i>	No
<i>Increase property values</i>	No
<i>Cooperation with adjacent communities</i>	Yes
<i>Public demand</i>	Yes
<i>Economic development</i>	Yes
<i>Traffic safety</i>	Yes
<i>Other (describe- 250 word limit)</i> [99 words]	The City’s Bicycle Master Plan includes this statement on Equity: “Bicycling is an inexpensive and broadly accessible form of transportation. The average annual cost of operating a car is \$5,000 to \$12,000 versus \$120 per year for operating a bicycle. Bicycling is affordable transportation for the urban poor who—because of the correlation between wealth and race in the United States—are disproportionately people of color. Bicycles provide added freedom and independence for youth and parents (who are otherwise shuttling their children) as well as for some people who cannot drive and those who have chosen not to drive.”
17. What was your community's most significant investment for bicycling in the past year? (100 word limit) [100 words]	The City reconfigured Lakeshore Ave, along Lake Merritt and across from downtown, to improve bicyclist and pedestrian access. This \$4.45 million project repaved 0.7 miles of roadway to include bike lanes by implementing a four-lane to three-lane road diet on a roadway with 24,000 vehicles per day. The project also included the construction of a parallel mixed-use concrete path (0.8 miles) and a stabilized decomposed granite walking and jogging path. The project is the most recent improvement funded by Measure DD, a \$198 million bond measure that includes many bicyclist and pedestrian improvements along Lake Merritt and the Oakland Waterfront.

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<b>Community Profile (cont)</b>	
18. What specific improvements do you have planned for bicycling in the following year? (100 word limit) [100 words]	The City has 38 roadway miles of bikeway striping and 31 roadway miles of bicycle wayfinding signs that are programmed for construction in the next two years. (Due to construction scheduling, it is unknown exactly what will be completed in the next year.) Ten miles of the bikeway striping is coordinated with paving projects. The 12 <sup>th</sup> St Reconstruction Project – the next Measure DD project – will construct \$32 million in improvements to replace the “World’s Shortest Freeway,” 0.4 miles of twelve-lane roadway along the southern edge of Lake Merritt, with a boulevard complete with bicycle lanes, paths, crosswalks, and new park.
<b>Engineering</b>	
19. Does your community have:	
<i>a complete streets policy?</i>	Yes
<i>a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?</i>	Yes
<i>Neither</i>	No
19a. When was it adopted	1996
19b. Provide a link or attach a copy of this legislation or policy.	Resolution Declaring the City of Oakland’s Support of Public Transit and Other Alternatives to Single-Occupant Vehicles (Resolution No. 73036 C. M. S., October 29, 1996): <a href="http://www.oaklandpw.com/AssetFactory.aspx?did=3854">http://www.oaklandpw.com/AssetFactory.aspx?did=3854</a> Bicycle accommodation policy is in Chapter 3, page 55 of the Bicycle Master Plan (2007): <a href="http://www.oaklandpw.com/page123.aspx#plan">http://www.oaklandpw.com/page123.aspx#plan</a> .
19c. How was it adopted?	The complete streets policy was adopted in 1996 as a resolution. The bicycle accommodation policy was a General Plan Amendment adopted as part of the Bicycle Master Plan in 2007.
<i>Legislation</i>	
<i>Resolution</i>	
<i>Internal Policy</i>	
<i>Other (describe- 250 word limit)</i>	
19d. What tools are in place to ensure implementation? (Check all that apply)	
<i>Implementation Guidance</i>	Yes
<i>Design</i>	Yes
<i>Manual</i>	No
<i>Training</i>	No
<i>Other (describe- 500 word limit)</i>	No
20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO and MUTCD standards? (Check all that apply)	
<i>Training</i>	Yes
<i>Offer FHWA/NHI Training Course</i>	No
<i>Hire Outside consultants to train staff</i>	No
<i>Send staff to bicycle-specific conferences/training</i>	Yes
<i>Require project consultants to have bike/ped qualifications</i>	Yes
<i>Internal training or design manual</i>	Yes

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<b>Engineering (cont)</b>	
<p>20a. Describe each checked (200 word limit)</p>	<p>Engineers and planners are encouraged to attend trainings such as those sponsored by the Association of Pedestrian and Bicycle Professionals. Bicycle program staff have attended, presented at, and moderated panels at numerous Pro Walk Pro Bike and Walk Bike California conferences. RFPs for on-call and other transportation planning and traffic engineering professional services contracts require staff to have bike/ped qualifications (and there are many consulting firms located in Oakland and the Bay Area that are well known for their expertise).</p> <p>Bicycle program staff has developed supplemental bikeway design guidance to address areas where the MUTCD is vague. This guidance is meant to ensure robust accommodation and consistency in application, and are available on the Bicycle &amp; Pedestrian Facilities Program’s website for easy access by staff and consultants.</p> <p>Guidance developed to date includes memoranda on:</p> <ul style="list-style-type: none"> <li>• Shared Roadway Bicycle Marking (Sharrows)</li> <li>• Door Zone Treatments</li> <li>• Wayfinding Signage</li> <li>• Bicycle Lane Symbol Spacing</li> <li>• Bicycle detection at traffic signals</li> <li>• Temporary Traffic Control Sign Assemblies for Bike Lane Closures</li> </ul> <p>More such guidance is under development with the goal of completing a Bicycle Facility Design Manual as part of the 2012 update to Oakland’s Bicycle Master Plan.</p>
<p>* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists? (whole number)</p>	<p>75%</p>

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<b>Engineering (cont)</b>	
<p>21a. What are the exceptions? (500 word limit)</p>	<p>The San Francisco-Oakland Bay Bridge (Interstate 80) and the Caldecott Tunnel (State Highway 24) prohibit bicyclists. The Eastern Span of the Bay Bridge is being rebuilt, including a bicycle and pedestrian path that will connect Oakland to Yerba Buena Island and Treasure Island. The new bridge and path are scheduled to open in 2014. Extensive efforts are underway to provide bicycle and pedestrian access on the Western Span, connecting Yerba Buena Island and Treasure Island to San Francisco. Currently, BART provides commuter rail service in the Bay Bridge corridor between Oakland and San Francisco. These trains are accessible to bicyclists, except in the peak direction during peak hours. At these times, the Caltrans Bay Bridge Bike Shuttle provides van and trailer service accommodating 14 bicyclists with seven departures per day in each direction. Additionally, the San Francisco Municipal Transportation Agency provides bus service across the Western Span. Plans are underway for an extensive redevelopment of Treasure Island that will likely to include ferry service into San Francisco.</p> <p>Bicyclists are prohibited in the Caldecott Tunnel, part of California State Highway 24, a limited access freeway. The tunnel is operated by the California Department of Transportation (Caltrans). Bicyclist access is available via BART between stations in proximity to either end of the tunnel: Rockridge BART in Oakland and Orinda BART on the east side of the Oakland Hills. Bicyclists may also bypass the tunnel by riding over the Oakland Hills, adding 5.5 miles and over 200 feet of elevation to the trip. Caltrans is constructing a fourth bore for the Caldecott Tunnel to create two bores per direction. In negotiations over potential impacts, the City of Oakland reached a settlement agreement with Caltrans for \$8 million in improvements to pedestrian, bicyclist, and transit access in proximity to the Caldecott Tunnel. While the Caldecott Tunnel will continue to prohibit bicyclists, conditions in proximity to the Caldecott Tunnel will be significantly improved for bicyclists as a result of the settlement agreement.</p>
<p>* 22. How do you ensure there are end-of-trip facilities for bicyclists? (Check all that apply)</p>	
<p><i>Bike parking ordinance</i></p>	<p>Yes</p>
<p><i>Bike parking ordinance for all new developments</i></p>	<p>Yes</p>
<p><i>Ordinance requiring showers and lockers</i></p>	<p>Yes</p>
<p><i>Building accessibility ordinance</i></p>	<p>No</p>
<p><i>On street bike parking</i></p>	<p>No</p>
<p><i>Ordinance that allows bike parking to substitute for car parking</i></p>	<p>Yes</p>
<p><i>Standards for bicycle parking that conform to APBP guidelines</i></p>	<p>Yes</p>

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<b>Engineering (cont)</b>	
Other (describe- 500 word limit)	<p>Oakland’s ongoing “CityRacks” Program responds to requests from bicyclists, merchants, and residents for bicycle parking in commercial districts. The majority of Oakland’s bicycle parking racks have been installed through this Program, which has been funded by an ongoing series of transportation grants (including \$75,000, recently awarded, that will also pay for an in-street bike rack pilot program). Additionally, Bicycle &amp; Pedestrian Facilities Program staff review streetscape and development projects and recommend bike rack types and locations that are included as part of the capital improvements.</p> <p>Note also that the number of racks listed in question 23 is not the entire number installed in Oakland. The City does not have complete data for publicly-accessible racks on property maintained by other public agencies (County, East Bay Regional Parks, schools, colleges, etc.), or racks on private property available for public use (including racks in garages). Nor does the number include racks and lockers installed on private property that is not accessible by the public.</p>
23. How many bike parking spaces are there in your community? (Answer all that apply)	
23a. Bike racks (whole number)	1596
23b. Bike lockers	204
23c. Bike depot (i.e. Bikestation)	236
23d. In-street bike parking	0
24. Approximately what percentage of these locations bike racks or storage units?	
24a. Schools	[Nothing entered.]
24b. Libraries	88%
24c. Transit Stations	100%
24d. Parks & Recreation Centers	Data not available; 92% of Oakland's Rec Centers have racks; estimated 46-60% of parks & recreation centers
24e. Government buildings	[Nothing entered.]
24f. Office buildings	[Nothing entered.]
24g. Shops	Nothing entered. Data (including how many shops there are in Oakland) not available. Most of Oakland's racks are in commercial districts however, and shops are among the best served of location types.
24h. Public Housing	0%
* 25. Does your community have transit service?	Yes
Yes/no	
* 25a. Are buses equipped with bike racks?	Yes
Yes/no	
25b. What percentage?	100%



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<b>Engineering (cont)</b>	
25c. Are bikes allowed inside transit vehicles?	Sometimes
<i>Yes/sometimes/no</i>	
If yes or sometimes, describe (100 word limit)	AC Transit (countywide bus service): Bikes are allowed inside buses after 12:30 a.m. if space is available and the front bike rack is full. Some transbay routes have luggage space for two additional bicycles. BART (regional commuter rail service): Bikes permitted except during peak times either in the peak direction or in certain downtown stations. Folding bikes allowed at all times. Alameda/Oakland Ferry: Bikes allowed. Capitol Corridor Amtrak (multi-regional rail): Bikes allowed and storage provided. Caltrans Bay Bridge bike Shuttle: Accommodates 14 bicycles and riders on each of 7 round trips each day at peak times from the MacArthur BART station to downtown San Francisco.
* 26. What is the mileage of your total road network? (whole number)	923
* 27. What is the mileage of your total shared-use path network? (whole number)	17
28. List your current and planned bicycle accommodations? (Complete all that apply, whole numbers)	
a. Bike lanes	
Current	30
Planned	94
b. Shared lane markings	
Current	2
Planned	38
c. Bike boulevards	
Current	0
Planned	33
d. Signed bike routes	
Current	97
Planned	222
e. Paved shared use paths	
Current	17
Planned	35
f. Natural surface shared use paths	
Current	47
Planned	51
g. Singletrack	
Current	16
Planned	18

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<b>Engineering (cont)</b>	
* 29. What other innovative ways have you improved on-road conditions for bicyclists? (Check all that apply)	
Road diets	Yes
Area wide traffic calming	Yes
Cycle tracks	Yes
Contra-flow bike lanes	No
Speed limits 20 mph or less on residential streets	No
Bike cut thrus (through medians?)	Yes
Way-finding signage with distance and/or time information	Yes
None	No
Other (describe- 500 word limit)	<p>The City of Oakland has installed combined bicycle lane/right-turn lanes at intersections where a dedicated right turn lane is deemed necessary and there is insufficient width for a through bicycle lane. The combined lane encourages bicyclist positioning at the left edge of the right turn lane, reducing conflicts with right-turning vehicles. This treatment is used where motor vehicle volumes and speeds are such that the majority of through bicyclists would otherwise proceed straight through the right turn lane. To date, Oakland has installed four combined lanes and has two more pending construction.</p> <p>The City has also developed Design Guidelines for Wayfinding Signage (July 2009), similar to those recently incorporated into the Federal MUTCD, and based on results of experimentation by the City of Chicago. Oakland's guidelines are more specific than what is in the MUTCD, listing the destinations that will be supported; defining sign types (confirmation, decision, turn) and sizes; and explaining how sign locations will be evaluated and how signs will be placed. Based on Oakland's efforts, including presentations to other jurisdictions in Alameda County, several other cities are considering adopting Oakland's system. The guidelines are online at <a href="http://www.oaklandpw.com/AssetFactory.aspx?did=3672">http://www.oaklandpw.com/AssetFactory.aspx?did=3672</a>.</p>
* 30. What percentage of arterial streets have bike lanes or paved shoulders?	14%
* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?	69%
31a. What are the exceptions? (500 word limit)	<p>In the parks managed by the East Bay Regional Park District, bicycles are prohibited where there are narrow trails (i.e. singletrack, or less than 5' in width), which have been designated as either hiker-only or hiker/equestrian-only. In the City parks, exceptions are the Palos Colorados trail due to its very narrow width with a steep drop to a creek. The Wild Rose Trail is also off limits due to its very steep gradient. Finally, the Fern Ravine Trail prohibits bicycles since it is a horse route to Sequoia Arena and is too narrow for both horses and bicycles.</p>

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<b>Engineering (cont)</b>	
32. What maintenance policies or programs ensure bike lanes and shoulders remain usable and safe? (answer all that apply)	
* 32a. Street sweeping	Same time as other travel lanes
<i>Before other travel lanes</i>	
<i>Same time as other travel lanes</i>	
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
<i>Other (describe- 250 word limit)</i>	
* 32b. Snow clearance	N/A
<i>Before other travel lanes</i>	
<i>Same time as other travel lanes</i>	
<i>Same time as other travel lanes</i>	
<i>Within 48 hours of storm</i>	
<i>Never</i>	
<i>Other (describe- 500 word limit)</i>	
<i>Not applicable</i>	
* 32c. Pothole maintenance	Other The Public Works Agency goal is to fix 85% of reported potholes within one calendar week.
<i>Within 24 hours of complaint</i>	
<i>Within one week of complaint</i>	
<i>Within one month of complaint</i>	
<i>Never</i>	
<i>Other (describe- 500 word limit)</i>	
32d. Other Maintenance policies or programs for bike lanes and shoulders (describe- 500 word limit)	N/A
33. What maintenance policies or programs ensure shared-use paths remain safe and usable? (Answer all that apply)	
* 33a. Path sweeping	Other The Public Works Agency will respond to path sweeping requests.
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
<i>Other (describe- 250 word limit)</i>	
* 33b. Vegetation maintenance	Annually And, if there is a complaint, the Public Works Agency has a goal of responding within one month.
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
<i>Other (describe- 250 word limit)</i>	
* 33c. Snow clearance	N/A

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<b>Engineering (cont)</b>	
* 33d. Surface repair	Other The Public Works Agency will respond to surface repair requests.
<i>Within 24 hours of complaint</i>	
<i>Within one week of complaint</i>	
<i>Within one month of complaint</i>	
<i>Never</i>	
<i>Other (describe- 500 word limit)</i>	
33e. Other Maintenance policies or programs for shared-use paths (describe- 500 word limit)	N/A
* 34. How do you accommodate cyclists at intersections in your community? (Check all that apply)	
<i>All /Most signals are timed for bicyclists</i>	No
<i>All /Most signals are timed</i>	Yes
<i>Loop detector markings</i>	Yes
<i>Video detection</i>	Yes
<i>Advance stop line or Bike Box</i>	No
<i>Bicycle signal heads</i>	No
<i>Other (describe- 500 word limit)</i>	No
<i>None of the above</i>	No
<b>Engineering (cont)</b>	
* 35. Are there other infrastructure improvements in your community to promote bicycling?	As part of the greater East Bay, the City of Oakland is working closely with its adjoining jurisdictions to provide seamless bikeway connections across city lines. These connections are particularly important for bicyclists traveling to downtown Oakland, the major central business district for the East Bay, and to the University of California at Berkeley. Oakland’s Bicycle & Pedestrian Advisory Committee has convened meetings with B/PACs from adjoining jurisdictions to ensure coordination addressing these issues that cross city boundaries.
<i>Yes (describe- 500 word limit)</i>	
	<p>To date, the major bikeways crossing city boundaries include: the Market St Bikeway in Oakland (3.3 miles) connecting to the California St Bike Boulevard in Berkeley (2.6 miles); West/Genoa Bikeway in Oakland (2.4 miles in Oakland) connecting to the King St Bike Boulevard in Berkeley (0.7 miles); Telegraph Ave Bikeway in Oakland (0.8 miles) connecting to the Telegraph Ave Bikeway in Berkeley (1.1 miles); Webster/Shafter Bikeway in Oakland (2.8 miles) connecting to the Hillegass Bike Boulevard in Berkeley (1.2 miles); and the Bancroft Ave Bikeway in Oakland (4.6 miles) connecting to the Bancroft Ave Bikeway in San Leandro (1.5 miles). Additionally, Oakland is contributing to the construction of the San Francisco Bay Trail, a proposed 500-mile bicyclist and pedestrian connection that will link 47 cities and nine counties. In Oakland, the completed on-street component of the Bay Trail provides a 7.2-mile link connecting Emeryville, West Oakland, downtown, and the Fruitvale neighborhood.</p> <p>The next high-capacity bike parking facility in Oakland at the MacArthur BART Station is in the planning phase, with implementation scheduled for 2011. The facility is proposed to be a locking card-access cage for 200 bicycles. The cage would provide secure parking in addition to over 200 rack and locker spaces already onsite.</p>

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<b>Education</b>	
* 36. Do schools in your community offer a Safe Routes to School (or comparable) program that includes bicycling education?	Yes
Yes/no	
What percentage of schools in your jurisdiction participates?	
a. Elementary (whole number percentage)	40%
b. Middle School (percentage)	20%
c. High School (percentage)	0%
* 37. Outside of schools, how are children taught safe bicycling skills? (Check all that apply)	
Youth bike clubs	Yes
Bike clinics or rodeos	Yes
Youth recreation programs	Yes
Helmet fit seminars	Yes
Safety town	No
Trail riding classes	Yes
Other (describe- 500 word limit)	No
None of the above	No
* 38. Do you have a diversion program for cyclists or motorists?	No
Ye/nos (describe- 500 word limit)	
* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? (Check all that apply)	
Public service announcements	No
Community newsletter article	No
New resident packet	No
Utility bill insert	No
Bicycle ambassador program	No
Newspaper column/blog on bicycling	No
Dedicated bike page on community Web site	No
Billboards	No
Share the Road Signs	Yes
Share the road information in driver's education	No
Other (describe- 500 word limit)	<p>In May 2010, the City's monthly Environmental Services Luncheon featured LCI Jason Agar who presented on "sharing the road." The monthly luncheon is for City of Oakland employees.</p> <p>In mailers that go to residences within approximately one block of new proposed bikeways, the City includes language explaining how the sharrow marking encourages safe and legal road sharing.</p> <p>The East Bay Bicycle Coalition held a Bike Safety Festival at Oaklavia in June 2010 (see answer to question 49).</p>

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<b>Education (cont)</b>	
40. What of the following options are available on a regular basis to your community?	
* 40a. Traffic Skills 101 (or equivalent) classes -- including classroom and on-bike instruction.	Annually
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
<i>Other (describe- 250 word limit)</i>	
* 40b. Cycling Skills classes -- three to four hour classroom training courses	Quarterly
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
<i>Other (describe- 250 word limit)</i>	
* 40c. Commuter classes - one/two hour classes	Never
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
<i>Other (describe- 250 word limit)</i>	
* 41. Has your community hosted a League Cycling Instructor seminar in the past two years?	No
<i>Yes/no</i>	
* 42. How many League Cycling Instructors are there in your community?	4
43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months). (500 word limit)	<p>Jason Serafino-Agar, Diane Serafini, Bonnie Wehmann, Wynn Kageyama, Anthony Di Salvo, Rose Johnson, Cheryl Longinotti, Mitchel Rubin</p> <p>(Note that, as per the answer to Question 42, there are 4 LCIs that live in Oakland. The eight LCIs listed above do not live in Oakland but have taught at least one class in Oakland in the last twelve months.)</p>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Education (cont)</b>	
44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists? (Check all that apply)	
<i>City staff</i>	No
<i>Taxi drivers</i>	No
<i>Transit operators</i>	Yes
<i>School bus operators</i>	Yes
<i>Delivery drivers</i>	No
<i>Other (describe- 250 word limit)</i>	No
* 44a. If yes to any of the above, describe the program. (500 word limit)	AC Transit, Oakland's transit agency and school bus operator, is working to improve their bus-bike driver training in collaboration with the East Bay Bicycle Coalition.
* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations. (500 word limit)	<p>Many non-profit organizations offer educational programs to traditionally underserved populations, particularly to low-income residents and communities of color in East and West Oakland.</p> <p>Cycles of Change began in 1988 at an East Oakland middle school before spreading through the city and into neighboring Berkeley and Alameda. Through beginner's urban riding courses and Safe Routes to School, Cycles of Change educates school students in safe riding techniques. After-school bike clubs at eight public schools give students a chance to practice these skills. Their community bike shops aim to reach "the neediest local residents, such as formerly homeless residents" through the earn-a-bike program, repair classes and tools and advice for people fixing bikes (<a href="http://www.cyclesofchange.org">www.cyclesofchange.org</a>).</p> <p>An innovative bicycle education program in West Oakland is offered by The Crucible, a non-profit collaboration of arts, industry, and community. Eight times a year, The Crucible opens their studio to West Oakland youth and their families for Bike Fix-A-Thons. Six-week Earn-A-Bike sessions pair local youth with volunteer bike mechanics to fix donated bikes. Graduates of the session can learn to fabricate and customize their own bicycle through the Youth Frame Alteration: Hyphy Bike program. ("Hyphy" is Bay Area slang for wild.)</p> <p>ColectiVelo has a shop replete with bicycle repair tools and volunteer, Spanish-speaking mechanics. Their mission is to "bring low-cost, participatory, Spanish-language bike repair services to East Oakland." As their website notes, Latino immigrants and day-laborers in particular "make up a large segment of the bike-commuting community, even where there are still no bike lanes" (<a href="http://www.colectivelo.org">http://www.colectivelo.org</a>).</p> <p>Recently, the East Bay Bicycle Coalition (EBBC, <a href="http://www.ebbc.org">http://www.ebbc.org</a>) has intensified bicycle education in Spanish- and Chinese-speaking communities. EBBC promotes Bike to Work Day by printing materials in Spanish and Chinese and offered its first two-day bicycle safety class in Spanish in 2009.</p>

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<b>Education (cont)</b>	
<p>* 46. Are there other education efforts in your community to promote bicycling?</p>	<p>The City’s Bicycle &amp; Pedestrian Facilities Program publishes the “I [BIKE] Oakland” biannual newsletter to report progress on implementing Oakland’s Bicycle Master Plan. It describes work completed in the past six months and identifies all bikeways under development (in both geographical and tabular formats). Since summer 2007, six issues have been published and the mailing list currently includes 1,350 people. To help get the message out, the City uses the “I [BIKE] Oakland” logo branding on the newsletter, an informational postcard for events and meetings, and a top tube sticker that has been well-received. All printed materials refer people to the web address for the City’s Bicycle &amp; Pedestrian Facilities Program: <a href="http://www.oaklandbikes.info">www.oaklandbikes.info</a>. The web pages include extensive information on current projects, bicycle parking, design guidelines, and the City’s Bicycle and Pedestrian Advisory Committee (including agendas and minutes from 2004 to the present).</p> <p>City staff actively pursue public education through community meetings on specific projects. For the most recent update to the Bicycle Master Plan, staff made 54 presentations to neighborhood groups and merchants associations with a total of 900 attendees. Since the adoption of the plan in December 2007, staff has made an additional 33 presentations to a total of 650 attendees.</p> <p>When developing new bikeways, the City sends an informational mailer to all addresses within one block of the project area. The mailer provides an overview of the project, describes the policy basis for the project, and explains specific design treatments like the shared roadway bicycle marking (“sharrow”), proposed roadway cross sections, and wayfinding signage. Recipients have an opportunity to comment on the project and request that they be added to the biannual newsletter mailing list described above. In the past four years, the City has sent these project mailers to over 11,000 Oakland addresses.</p>
<p><i>Yes (describe- 1,000 word limit)/No</i></p>	
<b>Encouragement</b>	
<p>* 47. How do you promote National Bike Month? (Check all that apply)</p>	
<p><i>City Proclamation</i></p>	<p>Yes</p>
<p><i>Community Ride</i></p>	<p>Yes</p>
<p><i>Mayor-led Ride</i></p>	<p>No</p>
<p><i>Public Service Announcements</i></p>	<p>Yes</p>
<p><i>Publish a guide to Bike Month Events</i></p>	<p>Yes</p>
<p><i>Bike Month Web site</i></p>	<p>Yes</p>
<p><i>Commuter Challenge</i></p>	<p>Yes</p>
<p><i>Commuter Breakfasts</i></p>	<p>Yes</p>
<p><i>Trail construction or maintenance day</i></p>	<p>No</p>



**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Encouragement (cont)</b>	
<i>Other (describe- 1,000 word limit)</i>	<p>On Bike to Work Day, throughout the Bay Area, there are Energizer Stations where bicyclists can refresh, be treated to food and drink, pick up goody bags, etc. In Oakland in 2010, there were 20 Energizer Stations with 3,653 bicyclists in attendance.</p> <p>The City of Oakland, other government agencies, businesses, and local user groups participate in a morning “alternative transportation” fair in front of City Hall. The fair highlights alternatives to driving alone to work, bicycle advocacy, and bike-inspired art and clothing. The event coincides with the annual pancake breakfast—the biggest event Energizer Station in Oakland—which is supported by donations from businesses. There is also a raffle for participants with donations by businesses, non-profit organizations and agencies. “Pedal Pools” with groups of cyclists depart from each of Oakland’s seven City Council districts to bike to City Hall. The Pedal Pools are coordinated by community volunteers and promoted by staff and Council members. The City gives T-shirts to Pedal Pool leaders and Council members/staff, and to pancake breakfast volunteers. The East Bay Bicycle Coalition provides all-day valet bike parking at City Hall, and also sponsors a Bike Away From Work Party that has been located in Oakland for the past two years. All participating cyclists get a goody bag filled with “schwag” from regional and county sponsors. The City of Oakland inserts the “I [BIKE] Oakland” tube sticker, and this year, the new 2010 Bikeways Map in all bags given to participating cyclists in Oakland (2,000 bags this year).</p> <p>In partnership with Oakland’s bike shops, the City prints discount coupons (aka “Bike Bucks”) that provide 15% off on parts and accessories during May. The coupons list shop names, addresses, and hours, and promote Bike to Work Day/Month. These coupons are also inserted into the goody bags.</p> <p>The City contributes funds to support a bicycling lifestyle campaign in May, coordinated by the East Bay Bicycle Coalition (EBBC). The campaign—as of 2010 in its third year—features transit ads and street banners focusing on bicycling to work, school, play, and shop, with the tag line “Get Rolling.” EBBC publishes an insert in the East Bay Express (local paper, 50,000 circulation) highlighting Bike to Work Day and Month events.</p> <p>The East Bay Bicycle Coalition, Walk Oakland Bike Oakland, and Cycles of Change host Bike to the Market/Movies/School days throughout May that feature—in addition to fun and encouragement—valet bike parking, shop discounts, goodies, etc. There are also regularly occurring events that get special promotion during bike month. These include a “Kidical Mass” ride for families, a Family Cycling Workshop, LAB Street Skills courses, bike club novice rides, and a bike tour led by the Oakland Museum of California.</p>
* 48. How many people participate in Bike Month events? (whole number)	4,500

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Encouragement (cont)</b>	
* 49. How do you promote bicycling outside of National Bike Month? (Check all that apply)	
<i>Community Ride</i>	Yes
<i>Mayor-led Ride</i>	No
<i>Public Service Announcements</i>	No
<i>Trail construction or maintenance day</i>	Yes
<i>Summer Streets/Ciclovía/Sunday Parkways</i>	Yes
<i>Commuter Challenge</i>	No
<i>Commuter Breakfasts</i>	No
<i>Other (describe- 500 word limit)</i>	<p>The "I [BIKE] Oakland" 2010 Bikeways Map which debuted in May 2010 (Oakland Bike Month) is freely available on-line and is distributed through Oakland's local bicycle shops. (More information in the answer to Question 62.) Complementary "I [BIKE] Oakland" stickers are ubiquitous on bicycles throughout the city.</p> <p>Oakland's first Ciclovía, "Oaklavia," was held on June 27, 2010 and closed about two miles of downtown streets to automobiles. The event was coordinated and sponsored by Walk Oakland Bike Oakland, with other sponsors including the Bay Area Air Quality Management District and Kaiser Permanente (HMO), with financial assistance from the City.</p> <p>Local non-profits and businesses sponsor family-friendly events. Bike-In movies have been held at Whole Foods Market and at Linden Street, a local brewery. Bike Love, an annual vintage bike show and swap meet, promotes the cycling community in Oakland and raises funds for non-profit cycling organizations. Walk Oakland Bike Oakland and the East Bay Bicycle Coalition periodically host bike rides and bike parties, including Bike Hoppin' and Velo Wonderland.</p>

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<b>Encouragement (cont)</b>	
<p>* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?</p>	<p>The City Council issues legislation each May proclaiming Oakland Bike Month and Bike to Work Day. The legislation is drafted by community volunteers in partnership with a sponsor from the City Council. Bicyclists appear at Council Chambers to receive the proclamation, and community members and Council Members have an opportunity to speak.</p> <p>EBBC, Walk Oakland Bike Oakland, and the City of Oakland maintain Bike Month calendars on respective websites. Through the Bay Area-wide promotional effort (encompassing nine counties), the "Team Bike Challenge" has participants form teams and compete for the most days cycling in May, with higher points going to those teams with new cyclists. Incentives include prizes. Also Bay Area-wide, event "energizer stations" feature donated refreshments and distribute goody bags to reward participating cyclists. The biggest municipal event in the county is the pancake breakfast at Oakland City Hall. During bike month, the City has hosted lunchtime street skills training courses for bicyclists and drivers, given by LCI instructors.</p> <p>Other than Bike to Work Day/Month, the City supports bicycle street skills courses year round by posting class availability on the City website, and has provided fiscal and logistical support.</p> <p>The City requires that all street closure events with at least 5,000 attendees provide attended bicycle parking, as a way to promote bicycling and reduce the motor vehicle traffic associated with such events.</p>
<p><i>Yes (describe- 500 word limit)/no</i></p>	
<p>* 50b. Approximately what percentage of the community workforce do you reach?</p>	<p>25%</p>
<p>* 51. List the signature cycling events in your community? (500 word limit)</p>	<p>Bike to Work Day, previously discussed, is perhaps the most visible bicycling event in Oakland. Other signature events include Oaklavia (described in question 49). The City will again close streets to automobiles for the 6<sup>th</sup> Oakland Grand Prix, a criterium with a 0.85-mile course through downtown. Other organized rides include the Veloraptors' 20-mile or 35-mile Tour d'Oakland and twice-weekly rides, the Bike 4 Life Ride for Peace, Women of WOBO monthly rides, Oakland Yellowjackets weekly rides, monthly Critical Mass rides and its counterpart, Kidical Mass. The Tour de Taco is a bike tour to sample the offerings of Oakland's best taco trucks. The third Sunday of the month, volunteer docents from the Oakland Museum of California lead "Bike Tripper" Tours, free, educational, and exploratory rides around Oakland. Inspired by the success of the "San Jose Bike Party," an "East Bay Bike Party" started in May 2010 to provide monthly all-ages, positive, community-building bike rides through city neighborhoods. The Oakland Scrape is a scavenger hunt that sends bicyclists on a chase throughout Oakland to perform silly feats of pseudo-daring. "BikeLove," a swap meet and vintage bike show is held in Oakland, with proceeds going to a local bike non-profit (in 2010 to the Norcal High School Mountain Bike League, and in 2009 to Walk Oakland Bike Oakland). In June 2010, 35 members of the Oakland Police Department (OPD) joined with four other Bay Area police departments to host a "Bike the Bridges," fundraising event that benefited Special Olympics Northern California. The course took riders across the scenic Carquinez Bridge and the new Benicia Bridge making a 25 or 50 miles ride. There was also a Law Enforcement bicycle challenge that was run by the OPD after the bike ride.</p>

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<b>Encouragement (cont)</b>	
* 52. Does the municipality sponsor or actively support any of these rides (or events)?	Yes
<i>Yes/no</i>	
* 52a. If yes, how? (500 word limit)	For Bike to Work Day, the City wholly manages the pancake breakfast/transportation fair in downtown including soliciting breakfast and raffle donations, securing volunteers, managing site logistics and press, coordinating with agencies, non-profit organizations and businesses for the morning transportation fair, and facilitating communication between community members and the City Council. City staff serve on the countywide Technical Advisory Committee for Bike to Work Day. The City is a fiscal sponsor of Oaklavia. The Oakland Museum of California—which sponsors the monthly Bike Trippers tours—is an arm of the City of Oakland.
* 53. Does your local tourism board promote bicycling in your area?	Yes
<i>Yes/no</i>	
* 53a. If yes, how? (500 word limit)	The Oakland Convention and Visitors Bureau website directs guests to numerous recreational activities in Oakland, including the Bay Ridge Trail and other regional parks. Their office also distributes the City of Oakland 2010 Bikeways Map.
* 54. Are there cycling organizations in your area? (Check all that apply)	
<i>Recreational Bike Clubs</i>	Yes
<i>Mountain Bike Clubs</i>	Yes
<i>Friends of the Trail Groups</i>	Yes
<i>National Mountain Bike Patrol</i>	Yes
<i>Racing Clubs or Teams</i>	Yes
<i>Bicycle Co-ops</i>	Yes
<i>Other (describe- 500 word limit)</i>	The Rock Papers Scissors Collective and The Crucible both offer bicycle-related classes in their gallery/studio spaces.
* 54a. For each type of club checked, list names of the organizations (500 word limit)	Recreational Bike Clubs: Oakland Yellowjackets Bicycle Club, VeloRaptors Bike Club, Grizzly Peak Cyclists. Mountain Bike Clubs: Bicycle Trails Council of the East Bay (BTCEB), NorCal High School Mountain Bike League. Friends of the Trail Groups: BTCEB. National Mountain Bike Patrol: run by BTCEB. Racing Clubs and Teams: Team Oakland Cycling, NorCal High School Mountain Bike League. Bicycle Co-ops: Cycles of Change Bikery, Bikes 4 Life, ColectiVelo
* 55. How many specialty bicycle retailers ( i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?	13
* 55a. List their names. (500 word limit)	Bay Area Bikes, Bent Spoke, Bikes 4 Life, Cycle Sports, Fruitvale Bike Station, Hank & Frank Bicycles, Manifesto Bicycles, Montano Velo, Pioneer Bike Shop, rideSFO, The Roll Up, Tip Top Bike Shop, Wheels of Justice Cyclery

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<b>Encouragement (cont)</b>	
* 56. Which of these bicycling areas or facilities do you have in your community? (Check all that apply)	
<i>BMX track</i>	No
<i>Velodrome</i>	No
<i>Cyclocross course</i>	No
<i>Mountain bike park</i>	No
<i>Pump Tracks</i>	No
<i>Other (describe- 500 word limit)</i>	No
* 57. Is there a skatepark in your community?	No
<i>Yes/no</i>	
* 57a. If yes, do bikes have access to the skatepark?	N/A
<i>Always/Sometimes/Never</i>	
* 58. Are there opportunities to rent bicycles in your community?	Yes
<i>Yes/no</i>	
* 59. Does your community have a bike sharing program?	Yes
<i>Yes/no</i>	
59a. If yes, of what use is it? (Check all that apply)	
<i>Public use</i>	N/A
<i>Private institution</i>	Yes
<i>Other (describe- 500 word limit)</i>	N/A
* 60. Do you have any current Bicycle Friendly Businesses in your community?	No
<i>Yes/no</i>	
* 60a. If yes, list the names of the businesses. (500 word limit)	N/A

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Encouragement (cont)</b>	
* 61. Does your community have youth recreation and/or intervention programs centered around bicycling? (Check all that apply)	
<i>Recycle a Bicycle</i>	Yes
<i>Trips for Kids chapter</i>	No
<i>Earn a Bike program</i>	Yes
<i>Co-op or Community Cycling Center</i>	Yes
<i>Other (describe- 500 word limit)</i>	<p>Many of Oakland’s community youth recreation programs overlap with programs geared towards traditionally underserved communities (discussed in question 45) including Cycles of Change after-school bike clubs and The Crucible’s bike repair and frame-building workshops. However, youth bike culture in Oakland is probably best known for scraper bikes, or do-it-yourself custom bikes with spinners, aluminum foil-donned spokes, glittering rims and two-tone paint jobs. On the heels of a wildly successful low-budget hip hop video dedicated to scraper bikes (see <a href="http://www.youtube.com/watch?v=gelsWq5xOSE">http://www.youtube.com/watch?v=gelsWq5xOSE</a>) the movement has been formalized at an East Oakland studio where neighborhood kids transform discarded bicycles into personalized transportation. The organization’s stated goal is to support youth entrepreneurship and cultural innovation, and by this metric has been wildly successful.</p> <p>The Bicycle Trails Council of the East Bay’s Youth Mountain Bike Adventures program takes a group of Oakland kids on what is sometimes their first visit to the East Bay’s renowned park system. The Bicycle Trail Council of the East Bay pairs one member guide with each kid to teach the basics of trail riding. Kids receive lunch, a helmet, and a T-shirt.</p>
* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months? (Check all that apply)	
<i>Online route finding service</i>	Yes
<i>Online map</i>	Yes
<i>Printed on-road bike-routes map</i>	Yes
<i>Printed mountain bike trails map</i>	No
<i>Other (describe- 500 word limit)</i>	<p>Four printed maps are available that show bikeways in Oakland. For Bike Month 2010, the City of Oakland published the “I [BIKE] Oakland” 2010 Bikeways Map, a full-color pocket-sized map showing 195 miles of bikeways in Oakland and portions of the five adjoining jurisdictions. The map highlights 100 key destinations—those supported by the City’s bicycle wayfinding signage system. The map—with over 10,000 copies in print—is distributed for free to the local bicycle shops for free distribution to their customers. The <i>Walk Oakland! Map &amp; Guide</i> was first published in 2002 and now has over 50,000 copies in print (as of the 4<sup>th</sup> edition published in 2009). The map features walkways, bikeways, neighborhood names, and historical landmarks and is available for purchase at bookstores and bike shops throughout Oakland. Published by Rufus Graphics (private company), map updates are made in partnership with City staff. The East Bay Bicycle Coalition’s “<i>West of the Hills</i>” Map shows recommended bikeways throughout western Alameda and Contra Costa Counties, including all of Oakland. The map has been continuously in print since the 1980s with the most recent update in 2009. The San Francisco Bay Trail Project publishes a set of six maps showing over 290 miles of existing Bay Trail (a waterfront trail envisioned to completely circle San Francisco Bay), including the segments in Oakland.</p>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Encouragement (cont)</b>	
* 63. Does your community have other programs or policies to encourage cycling?	No
Yes/no	
<b>Enforcement</b>	
* 64. How does your police department interact with the local cycling community? (Check all that apply)	
<i>A police officer is an active member of bicycle advisory committee</i>	No
<i>Identified law-enforcement point person to interact with cyclists</i>	Yes
<i>No current formal interaction</i>	No
<i>Other (describe- 500 word limit)</i>	A civilian member of the Police Department comes to Bicycle & Pedestrian Advisory Committee meetings several times a year.
* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? (Check all that apply)	
<i>Basic academy training</i>	Yes
<i>International Police Mountain Bike Association or Law Enforcement Bicycle Association training</i>	Yes
<i>National Highway Traffic Safety Administration Law Enforcement Training</i>	No
<i>Completion of Smart Cycling course by Police</i>	No
<i>Presentation by League Cycling Instructor or local cyclist</i>	No
<i>Institute for Police Training and Development bicycle training</i>	No
<i>Other (describe- 500 word limit)</i>	No
<i>No training currently offered</i>	No
* 66. What enforcement campaigns are targeted at improving cyclist safety? (Check all that apply)	
<i>Helmet/light giveaways</i>	Yes
<i>Targeting motorist infractions</i>	Yes
<i>Targeting cyclist infractions</i>	Yes
<i>Share the road campaigns</i>	No
<i>Other (describe- 500 word limit)</i>	No
<i>None of the above</i>	No
* 67. Do you have police department employees on bikes?	Yes
Yes/no	
* 67a. If yes, what percentage of police department employees is on bike?	5%
* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?	Yes
Yes/no	
* 68a. If yes, what percentage of public safety (e.g. fire department or EMS) employees is on bike?	2%

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<b>Enforcement (cont)</b>	
* 69. Do your local ordinances treat bicyclists equitably? (examples can be found on the BFC resources page). (Check all that apply)	
<i>There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)</i>	Yes
<i>There are penalties for motor vehicle users that 'door' cyclists</i>	Yes
<i>There is a ban on cell phone use while driving.</i>	Yes
<i>There is a ban on texting while driving.</i>	Yes
<i>The community uses photo enforcement for red lights and/or speed</i>	Yes
<i>There is a state or local law that requires cyclists to use sidepaths regardless of their usability.</i>	No
<i>There is a state or local law that requires cyclists to use bike lanes where they are provided.</i>	Yes
<i>Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in Uniform Vehicle Code.</i>	No
<i>There is a general restriction on bicyclists riding on the sidewalk.</i>	Yes
<i>There are local or school policies that restrict youths from riding to school.</i>	Yes
Additional information on any of the above mentioned ordinances as it pertains to your community. (describe- 500 word limit)	No
* 70. Are there any additional prohibitions or restrictions on cyclists in your community?	No
<i>Yes (describe- 100 word limit)/no</i>	
* 71. Does your community have other programs or policies to enforce safe cycling?	No
<i>Yes (describe- 100 word limit)/no</i>	



**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Evaluation and Planning</b>	
* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the U.S. Census or the American Community Survey)	2.15%
* 73. What additional information do you have on bicycle use for your community? (500 word limit)	<p>Data on bicycle use in Oakland is available from the US Census Bureau, BART user surveys, and multiple local efforts to count bicyclists. Census data show growth in journey-to-work bicyclist mode share from 1.1% (1990 US Census), to 1.2% (2000 US Census), 1.5% (2005 ACS), 2.2% (2006 ACS), 1.4% (2007 ACS), and 2.1% (2008 ACS). Given the high levels of recreational bicycling and journey-to-work transit mode share, we expect that the Census data significantly under-report bicycle usage.</p> <p>From 1998 to 2008, the number of patrons bicycling to Oakland’s eight BART stations increased by 126%. In 2008, 6.2% of all trips made to Oakland BART stations were made by bicycle. Fruitvale BART had a bicycle mode share of 9.9%, while West Oakland BART experienced a 588% growth in bicycle access over the ten year period. Contributing factors to this growth include the Fruitvale Bike Station (with parking for 236 bicycles) and the completed bikeways to West Oakland BART from Jack London Square and Emeryville.</p> <p>Bicyclist turning movement counts are collected as standard practice for development projects and public infrastructure projects that require transportation impact studies. A large development project will collect AM and PM peak hour traffic counts at as many as 50 locations, generating up to 100 bicycle counts. While these data are collected as a matter of course, to date they have not been analyzed citywide. Since 2002, the Alameda County Congestion Management Agency (ACCMA) has been collecting bicycle counts every two years at twelve intersections throughout Alameda County. One of the intersections is in Oakland – Telegraph Ave at 27<sup>th</sup> St – a location without bikeways. The most recent counts from 2008 show a 54% increase over 2006.</p> <p>The City of Oakland is also participating in a countywide research effort on bicyclist and pedestrian counts led by researchers at UC Berkeley in collaboration with the Alameda County Transportation Improvement Authority. In addition to expanding the ACCMA counts to more locations, the project includes pilot work with automated bicycle counters. The City of Oakland installed one such counter, an in-pavement loop, that is capable of differentiating bicyclists from other roadway users. The counter has been running continuously since February 2009, providing valuable information on daily, weekly, and seasonal trends in bicycling rates in the Telegraph Ave corridor.</p>
* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?	4
* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?	853

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<b>Evaluation and Planning (cont)</b>	
* 76. Do you have a specific plan or program to reduce these numbers? <i>Yes/no</i>	Yes
* 76a. If yes, provide the link to the plan or describe. (500 word limit)	Bicycle Master Plan ( <a href="http://www.oaklandpw.com/page123.aspx#plan">http://www.oaklandpw.com/page123.aspx#plan</a> )
* 77. Does your community have a bicycle plan? <i>Yes/no</i>	Yes
* 77a. When was it passed or most recently updated?	December 2007
* 77b. Is there a dedicated funding source for implementation? <i>Yes (describe- 500 word limit)/no</i>	The City of Oakland’s Capital Improvement Program includes \$350,000 per year for implementation of the City’s Bicycle Master Plan. The funds are from Alameda County Measure B, a one-half cent sales tax for transportation improvements. Five percent of the sales tax revenues are dedicated to bicycle and pedestrian projects, with approximately \$1 million per year coming directly to the City of Oakland. In addition to the \$350,000 per year for bicycle projects, \$650,000 per year is used on pedestrian projects. The City also receives approximately \$300,000 per year from the State’s Transportation Development Act Article 3 funds, a portion of the state gas tax dedicated to bicycle and pedestrian improvements. Oakland uses both sources of funding to leverage competitive grants.
* 77d. What percentage of the plan has been implemented?	38%
* 77e. Are you meeting annual target goals for implementation? <i>Yes/no</i>	Yes
* 77f. Provide a link to the plan or describe. (250 word limit)	<a href="http://www.oaklandpw.com/page123.aspx#plan">http://www.oaklandpw.com/page123.aspx#plan</a>
* 78. Do you have a trails master plan that addresses mountain bike access? <i>Yes (describe- 500 word limit)/no</i>	No
* 79. Is there formal cooperation between the mountain biking community and the community recreation and planning staff? <i>Yes (describe- 500 word limit)/no</i>	Oakland has an established and active mountain biking community. Along with the City of Oakland Office of Parks and Recreation and the East Bay Regional Parks District, this community is dedicated to promoting and preserving trails in the East Bay. A volunteer organization, the Bicycle Trails Council of the East Bay (BTCEB) is the second oldest mountain bike advocacy group in the United States. Furthermore, in conjunction with the Oakland Police Department, the BTCEB bike patrol educates trail users on safety rules and regulations making the parks more safe and enjoyable for all users. The BTCEB also assists the parks and recreation staff by organizing near weekly trail maintenance work days.
* 80. Do you have trip reduction ordinances, policies or programs? <i>Yes (describe- 500 word limit)/no</i>	The City covers the administrative cost to offer employees Commuter Checks, which allow participants to purchase transit tickets tax-free through payroll deduction. The City also participates in the countywide Guaranteed Ride Home program. Major development projects are required to have transportation demand management (TDM) programs that reduce motor vehicle trip generation by enhancing transit, pedestrian, and bicycle access.
* 81. Have you done an economic impact study on bicycling in your community? <i>Yes (describe- 500 word limit)/no</i>	No

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Evaluation and Planning (cont)</b>	
<p>* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?</p>	<p>In 2001, Oakland became the first United States city to adopt an “Equal Access to Services” Ordinance, removing barriers that limited-English speakers encounter when using City services. Translation services are available for all public documents. The City’s biannual “I [BIKE] Oakland” newsletter is made available in four languages: English, Spanish, Chinese, and Vietnamese. All City Council reports include a “Social Equity” analysis that explains how the staff recommendation would increase services to disadvantaged areas.</p> <p>Oakland’s proposed bikeway network was developed based on two criteria that address equity:</p> <ul style="list-style-type: none"> <li>• Connectivity: Connect major transit stations, downtown, commercial districts, neighborhoods, and adjoining jurisdictions with a citywide network of bikeways.</li> <li>• Coverage: Identify bikeways spaced at one-half mile intervals (on average) to ensure coverage throughout Oakland.</li> </ul> <p>Given Oakland’s topography and demographics, the bikeway network is highly responsive to traditionally underserved communities. These neighborhoods are the Oakland Flatlands (in contrast to the Oakland Hills), and the Flatlands have the greatest potential for increased bicycling due to level terrain, dense development, mixed land uses, and the best transit service in the East Bay.</p> <p>Additionally, the organizations with bicycle-related programming are primarily located in underserved communities. These organizations include Bikes4Life (West Oakland), Cycles of Change (multiple middle schools), ColectiVelo (East Oakland), Rock Paper Scissors Collective (Northgate neighborhood), The Bikery (San Antonio neighborhood), and The Crucible (West Oakland).</p>
<p><i>Yes (describe- 500 word limit)/no</i></p>	

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<b>Evaluation and Planning (cont)</b>	
<p>* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?</p>	<p>Oakland is included in both the Alameda Countywide Bicycle Plan and the Regional Bicycle Plan for the San Francisco Bay Area. The countywide plan is produced by the Alameda County Congestion Management Agency. The plan was originally adopted in 2001, updated in 2006, and a new update is currently in progress. The regional plan is produced by the Metropolitan Transportation Commission, the metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area. The regional plan was originally adopted in 2001 and updated in 2009. Both plans include analyses of existing conditions, proposed facilities, priorities for funding, and best practices in bicycle facility design.</p> <p>The City of Oakland’s Transportation Impact Study Guidelines require that all land use development projects with traffic studies consider the needs of bicyclists. The analysis includes the collection of bicyclist turning movement counts for all study intersections, the project’s impact on bicyclists, and consideration of the project’s overall consistency with the Bicycle Master Plan. (Separately, the Oakland Municipal Code requires bicycle parking in new development.)</p> <p>The planning and evaluation of bicycling is central to Oakland’s initiatives on climate change and oil dependence. In 2006, the Oakland City Council created the Oil Independent Oakland Task Force to develop recommendations for reducing the community’s dependence on fossil fuels. The resulting action plan identifies the implementation of Oakland’s Bicycle Master Plan as a key strategy for reducing oil dependence locally. In 2009, the Oakland City Council adopted a preliminary greenhouse gas reduction target for the year 2020 of 36% below 2005 levels. Currently, an Energy and Climate Action Plan is being developed to meet this target within ten years. Because 57% of Oakland’s GHG emissions are transportation related, reducing vehicle miles traveled and promoting bicycling are key strategies of the draft plan.</p> <p>The City of Oakland has also been a full participant for the 2007 and 2010 Benchmarking Reports prepared by the Alliance for Biking and Walking. For both versions, staff invested considerable time in compiling accurate and complete information. The City has used the results to understand local trends in national perspective and to promote local interest in walking and bicycling.</p>
<p><i>Yes (describe- 500 word limit)/no</i></p>	

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<b>Final Overview</b>	
84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?	
* 84a. (100 word limit)	Oakland has a strong history of promoting bicycling. The East Bay Bicycle Coalition was founded in 1972. Bicycles have been allowed on BART trains since 1972. Oakland installed its first designated bike route in 1976. Oakland’s first annual Bike to Work Day was held in 1994. The City’s Bicycle and Pedestrian Advisory Committee has met monthly since 1995. Oakland’s first bike lanes were installed in 1997. The City adopted its first Bicycle Master Plan in 1999. All AC Transit buses have been equipped with bicycle racks since 2001. This solid history continues to inspire new achievements.
* 84b. (100 word limit)	The City of Oakland is systematically building expertise in bicycle planning and engineering. The 2007 Bicycle Master Plan is exemplary for its thoroughness in examining existing conditions, grounding the bikeway network in planning principles, and evaluating proposed bikeways. The City is in the process of developing engineering-level design guidelines for all aspects of bicycle facilities. The most notable guidelines completed to date address bicycle parking and bicycle wayfinding. The City is packaging and publishing these guidelines in easily accessible formats to help other jurisdictions learn from Oakland’s experience. See <a href="http://www.oaklandbikes.info/Page132.aspx#guidelines">www.oaklandbikes.info/Page132.aspx#guidelines</a> .
* 84c. (100 word limit)	Bike riding and bike culture are flourishing in Oakland. Based on the 2008 American Community Survey, Oakland has the seventh highest bicycle mode share out of the 70 largest cities in the United States. Of the top 11 cities, Oakland is the only one that has yet to be recognized as a Bicycle Friendly Community. There has been an explosion of cycling activities including the scraper bike phenomenon, community cycling centers, bike-to-the-movie nights, instructional classes, and organized rides. These activities are growing from the solid foundation of multiple advocacy organizations, cycling clubs, youth programs, and bike shops.
85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?	
* 85a. (100 word limit)	While Oakland has constructed 97 miles of bikeways, there remain critical gaps over the city’s 56 square miles of land area. The most significant gaps are around BART stations and the downtown. Many existing bike routes need to be upgraded with new bicycle wayfinding signs and pavement markings. The Bicycle Master Plan provides clear policy direction and prioritization for these projects. Currently, 38 roadway miles of bikeway striping and 31 roadway miles of bikeway signage are under development. However, the lack of designated bikeways remains widely regarded by the public as the biggest barrier to bicycling in Oakland.
* 85b. (100 word limit)	Historically, the California Environmental Quality Act (CEQA) has used motor vehicle delay at signalized intersections with traffic forecasted 20 years in the future as the primary measure of a project’s transportation impacts on the environment. These policies are a significant barrier to road diet projects, which are especially important in urban areas like Oakland for creating space for bicyclists. Despite these barriers, Oakland has implemented 18 miles of road diet projects since the 1990s. While positive changes were recently made to the State’s related guidelines, significant policy reform remains needed in this area.
* 85c. (100 word limit)	As bicycling rates increase, there is a growing need to address the enforcement of bicycle-related infractions. This is in part to ensure the safety of bicyclists and other roadway users, as well as to dispel the perception that all bicyclists are scofflaws. The Oakland Police Department is seriously understaffed and thus there needs to be partnerships and collaboration. Likely solutions include adopting bicycle-related enforcement priorities and developing a diversion program to provide bicycle safety training to people receiving tickets.

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application**

<b>Final Overview (cont)</b>	
<p>* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?</p>	<p>Completing this application has provided City staff with multiple ideas for improving how we track Oakland’s bicycle-related assets. For example, we maintain a database of the City’s bicycle parking spaces with 1,400 records and 57 fields, including facility type, location, installation date, and the like.</p>
<p><i>Yes (describe- 500 word limit)/no</i></p>	<p>However, we do not have a field to track installation by land use category (e.g., retail, office, government, education). We plan to implement this field to aid in answering questions on bike parking like those included in this application. Similarly, we maintain a database for the City’s bikeway network that includes over 700 segments each characterized by 44 criteria. The database is relatively new, dating to the 2007 Bicycle Master Plan. While we have installation dates for all recently constructed bikeways, there are gaps in the data for facilities older than ten years. This application has reaffirmed the importance of finding that historical data in order to analyze and understand the development of the network through time. These and other similar improvements will help Oakland in providing high-quality data for future Bicycle Friendly Community applications. It will also aid in Oakland’s ongoing participation in the Benchmarking Project of the Alliance for Biking and Walking.</p>
<p>* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?</p>	<p>To measure progress on implementing Oakland’s Bicycle Master Plan, the City adopted this objective: “Publicly strive to become a Bicycle Friendly Community by 2012, as recognized by the League of American Bicyclists.” This application deadline of July 2010 is the halfway point between the Plan’s adoption in December 2007 and its next update scheduled for 2012. We are proactively seeking a critical and constructive evaluation of Oakland’s efforts through the Bicycle Friendly Community Program. We will use the feedback received on this application to scope the next plan update work in 2011 and 2012.</p>
<p><i>Yes (describe- 500 word limit)/no</i></p>	