

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Question</b>	<b>Answer</b>
<b>Name of Community</b>	
Name of Community	Oakland
County	Alameda
State	CA
Has the community applied to the Bicycle Friendly Community program before?	Yes
If yes, what was the result of the last application?	Bronze
If designated, what year was your community first awarded a Bronze or higher award?	2010
Mayor or top elected official (include title)	Mayor Jean Quan
Phone	510-238-3141
Email	jquan@oaklandnet.com
Address	1 Frank Ogawa Plaza, 3rd Floor, Oakland, CA 94612
Website	www.oaklandnet.com
<b>BFC CONTACT PROFILE</b>	
Name of BFC contact	Jason Patton
Title	Bicycle & Pedestrian Program Manager
Department	Public Works Department
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
Is the BFC contact also the Bicycle Program Manager?	Yes
If no, does your community have a Bicycle Program Manager?	n/a
If different from above, what is the Bicycle Program Manager's contact information (email and phone)?	n/a
Applicant name and email, if different from BFC contact or Bicycle Program Manager contact	n/a

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<b>Community Profile</b>	
<b>1. Type of Jurisdiction (check one)</b>	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>Census Designated Place</i>	
<i>Indian Country</i>	
<i>Military Base</i>	
<i>Other</i>	
<b>2. For purposes of comparison, would you describe your community as largely</b>	urban
<i>urban</i>	
<i>suburban</i>	
<i>rural</i>	
<b>3. Climate</b>	
<i>Average temperature for January (in °F)</i>	51
<i>Average temperature for April</i>	58
<i>Average temperature for July</i>	64
<i>Average temperature for October</i>	62
<i>Average precipitation for January (in inches)</i>	4.71
<i>Average precipitation for April</i>	1.42
<i>Average precipitation for July</i>	0.0
<i>Average precipitation for October</i>	1.33
<b>4. Square mileage of community (sq. mi.)</b>	
<i>Total area</i>	78.01
<i>Water area</i>	22.22
<i>Land area</i>	55.79
<b>5. Total Population</b>	400,740
<b>5a. College/University student population (during semester)</b>	10% or less   10-25%   25-50%   50-75%   More than 75%   N/A
<b>6. Population Density (Person per sq. mi.)</b>	7,183
<b>7. Median Household Income (whole number)</b>	48196

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Community Profile (cont)	
<b>8. Age distribution</b>	
% under 5	6.9%
% age 5-17	14.6%
% age 18-64	67.2%
% age 65+	11.3%
Totals (Total should equal 100)	100.0%
<b>9. Race</b>	
% White	41.02%
% Black or African American	25.57%
% American Indian and Alaska Native	0.63%
% Asian	16.14%
% Native Hawaiian and Other Pacific Islander	0.64%
% Some other race	10.38%
% Two or more races	5.62%
Totals (Total should equal 100)	100.0%
% Hispanic or Latino (of any race)	26.77%
<b>10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?</b>	4
<b>11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?</b>	10% or less   11-25%   26-50%   51-75%   76-100%   N/A
<b>12. Do you have an officially recognized Bicycle Advisory Committee?</b>	
Yes/no	Yes
<b>12a. How often does it meet?</b>	Monthly or more frequently   Every two months   Quarterly   Annually   Other
<b>12b. How many members serve on the committee?</b>	9

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<b>Community Profile (cont)</b>	
<b>12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? (Check all that apply)</b>	
User group	X
Law enforcement	
Chamber of commerce	
Public health	
Planning department	X
Transportation department	X
School board	
Parks department	
Recreation department	
Transit agency	
Other (describe- 50 word limit)	Bike and bike/ped advocacy organizations
<b>12d. Name and email of Bicycle Advisory Committee Chair</b>	Chris Hwang, chris@wobo.org
<b>13. List all bicycle advocacy groups in your community</b>	Bike East Bay; Walk Oakland Bike Oakland; Bicycle Trails Council of the East Bay; TransForm; Bay Area Bicycle Coalition; CalBike; Red Bike and Green
<b>13a. List the name and email of the primary contact for each bicycle advocacy group. If a primary contact is the applicant or BFC contact, list an alternative contact.</b>	Bike East Bay (Renee Rivera, renee@bikeeastbay.org); Walk Oakland Bike Oakland (Chris Hwang, chris@wobo.org); Bicycle Trails Council of the East Bay (Mike Udkow, mikeudkow@gmail.com); TransForm (Nora Cody, nora@transformca.org); Bay Area Bicycle Coalition (Mai Le, maile@bayareabikes.org); CalBike (Ryan Price, ryan@calbike.org); Red Bike and Green (Jenna Burton, jenna@redbikeandgreen.org)
<b>13b. Do you contract with any advocacy groups for services or programs? (Check all that apply)</b>	
Paid	X
Volunteer	X
No	
<b>13c. List all advocacy groups that are working with you on this application</b>	Bike East Bay; Walk Oakland Bike Oakland; Bicycle Trails Council of the East Bay; TransForm
<b>14. What are the primary reasons your community has invested in bicycling? (Check all that apply)</b>	
Improved quality of life	X
Improving public health	X
Community connectivity	X
Transportation options	X
Reduce car-parking demands	
Climate change/environmental stewardship concerns	X
Decrease traffic congestion	X
Increase tourism	
Increase property values	
Cooperation with adjacent communities	
Public demand	X
Economic development	X
Support Smart Growth or other growth management goals	X
Traffic and bicycle/pedestrian safety	X
Meet local or state requirements	
Other (describe- 50 word limit)	

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Community Profile (cont)	
<p><b>15. What was your community's most significant investment for bicycling in the past year? (500 word limit)</b></p>	<p>In September 2013, the Alex Zuckerman Bicycle/Pedestrian Path opened as part of the new Eastern Span of the San Francisco-Oakland Bay Bridge. The path is 15.5 feet wide and delineated for two-way bicycle travel with separate space for walking. It extends for 2.2 miles from the bridge touchdown in Oakland to Yerba Buena Island in the middle of San Francisco Bay. The path is named after Alex Zuckerman, one of the Bay Area’s foremost bicycle advocates. Zuckerman was a founder of the East Bay Bicycle Coalition in 1972 and he worked for the Oakland Planning Department for many years. In addition to the path on the bridge, there is an additional 2.7 miles of paths that provide access to the bridge touchdown. These paths include an innovative design allowing cyclists to access bicycle lanes on both sides of 40<sup>th</sup> Street/Shellmound Road without having to cross the roadway. This is achieved with a fork in the path where one leg crosses under the roadway, providing seamless transitions for travel in all directions between the path and the connecting on-street bike lanes. Interpretive displays, belvederes, seating, landscaping, and wayfinding signage complete the facility. The project was completed by the California Department of Transportation (District 4), culminating a decade of work. The new bridge has become a major cycling destination because of its monumental architecture, stunning views, and 4.7 miles of car-free bike path. It is attracting an especially broad range of cyclists because the facility accommodates all levels of ability.</p>
<p><b>16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)</b></p>	<p>Over the past four years, Oakland’s bikeway network has expanded by 25% - from 113 to 142 miles. Not only did the total mileage increase, but the quality of the overall network improved: bike lane mileage increased by 40% while signage-only bike routes decreased by 20%. Over the same period, the number of publicly available bike parking spaces rose from 4,566 to 7,740 – an increase of 70%. The new parking spaces include a highly successful by-request program for on-street bike parking corrals that was initiated in 2011.</p> <p>Oakland institutionalized the use of buffered bike lanes and green bike lanes in conflict zones. We conducted an FHWA-sanctioned experiment with “super sharrows” – standard sharrows plus a continuous band of green pavement to delineate the cyclists’ path of travel. The City implemented ten road diets totaling 4.5 miles in length and approved an additional six road diet projects spanning 5.5 miles. Design work was completed for a cycle track that will include Oakland’s first bicycle traffic signal and first contra-flow bike lane. Oakland’s first two parklets were installed by removing car parking in front of neighborhood-serving businesses.</p> <p>On the policy front, the City Council passed a Complete Streets policy that was recognized by Smart Growth America as one of the best such policies in 2013. The Council also passed an anti-harassment ordinance that creates civil penalties for threatening or endangering bicyclists and pedestrians on Oakland’s streets. The City Council established a Bicycle &amp; Pedestrian Advisory Commission—which reports to them—to replace the decades-old Bicycle &amp; Pedestrian Advisory Committee created by staff.</p> <p>In 2013 BART lifted the ban that had prohibited bicyclists on trains at commute hours. Bicyclists are now allowed on trains for all hours of operation. The change was catalyzed by a Bike East Bay advocacy campaign for which the organization won the 2014 Bicycling Magazine People’s Choice Award for exemplary work to improve cycling.</p>

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Community Profile (cont)	
<p><i>[answer to question 16, cont]</i></p>	<p>The City of Oakland and Bike East Bay partnered to offer monthly bicycle safety classes as part of the standard enrichment activities of the City’s Parks and Recreation Department. The number of LCIs active in Oakland increased from eight to 15 through trainings and a more aggressive class schedule.</p> <p>Other major news includes the following:</p> <ul style="list-style-type: none"> <li>• Oakland joined the National Association of City Transportation Officials (NACTO) as an affiliate member in 2013.</li> <li>• In April 2014, Oakland hosted a NACTO “Cities for Cycling Road Show” featuring experts from New York, Chicago, and Boston.</li> <li>• Pedalfest, an annual bicycle festival, was initiated in 2011 with 20,000 people attending each year.</li> <li>• Two open streets events (branded “Oaklavia”) were held with a third planned for fall 2014.</li> <li>• Oakland’s free bike map, initiated in 2010, has become an institution over five years of annual updates with 90,000 copies in print.</li> </ul> <p>Bike Share was funded for Oakland, Berkeley, and Emeryville, with \$8.7 million for an initial rollout of 750 bikes.</p>
<p><b>17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)</b></p>	<p>Oakland will stripe 10 miles of bikeway and install new wayfinding signs along an additional 10 miles of bikeway. These projects include 9 miles of new bikeways, 1.3 miles of striping upgrades to existing bikeways, and 10 miles of signage upgrades to existing bikeways. The first segment of the East Bay Greenway (a proposed 12-mile bike/ped path following the BART right-of-way in East Oakland and adjoining cities) will open at the Coliseum BART Station, an historically underserved neighborhood.</p> <p>Oakland’s second Bike Station will open at 19<sup>th</sup> Street BART with secure parking for 130 bicycles. Four more multi-user electronic bike lockers will be installed near City Hall. Seven in-street bike parking corrals accommodating 102 bicycles plus sidewalk racks for 130 bicycles will be installed this summer. A new grant will allow the City to install another 200+ bike parking spaces. BART will launch a bike theft prevention outreach program, coordinated by Bike East Bay.</p> <p>A November 2014 ballot measure would increase the current countywide transportation sales tax from one-half percent to one percent and extend the life of the tax for 30 years. The current tax dedicates 5% of total revenues to bicycle/pedestrian projects. The new plan would more than triple the total funding for bicycle projects. In 2012 the measure received 66.53% support, but failed by 700 votes due to California’s requirement for two-thirds approval. There is a strong chance of passage this year due to changes in the measure’s language and continuing broad-based support.</p>

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<b>Engineering</b>	
<b>18. Does your community currently have any of the following policies in place? (Check all that apply)</b>	
<i>Local complete streets policy</i>	X
<i>Local bicycle accommodation policy</i>	X
<i>Neither</i>	
<b>18a. When was it adopted</b>	2013
<b>18b. Provide a link or attach a copy of this legislation or policy.</b>	<a href="https://oakland.legistar.com/View.ashx?M=F&amp;ID=2344394&amp;GUID=9918B922-A1F8-481F-A4F9-66F426E0B1C9">https://oakland.legistar.com/View.ashx?M=F&amp;ID=2344394&amp;GUID=9918B922-A1F8-481F-A4F9-66F426E0B1C9</a>
<b>18c. What tools are in place to ensure implementation? (Check all that apply)</b>	
<i>Implementation Guidance</i>	X
<i>Design Manual</i>	
<i>Training</i>	X
<i>Oversight by Bicycle Program Manager</i>	X
<i>Implementation checklist</i>	
<i>None of the above</i>	
<b>19. Does your community currently have any of the following additional policies in place? (Check all that apply)</b>	
<i>Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project</i>	
<i>Streetscape design guidelines</i>	X
<i>Mixed-use zoning</i>	X
<i>Form-based/design-based codes</i>	X
<i>Connectivity policy or standards</i>	X
<i>Policy to preserve abandoned rail corridors for multi-use trails</i>	X
<i>Other</i>	X
<i>None of the above</i>	
<i>If other, describe (50 word limit)</i>	Routine Accommodation Policy (Bicycle Master Plan, 2007), Transit First Policy (City Council Resolution, 1996), Pedestrianways and Bikeways (Comprehensive Plan, 1972)
<b>20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO, MUTCD or NACTO standards? (Check all that apply)</b>	
<i>Offer FHWA/NHI Training Course</i>	
<i>Hire Outside consultants to train staff</i>	X
<i>Send staff to bicycle-specific conferences/training</i>	X
<i>APBP webinars</i>	X
<i>Require project consultants to have bike/ped qualifications</i>	X
<i>Internal training or design manual</i>	X
<i>Other</i>	X
<i>None of the above</i>	
<i>If other, describe (50 word limit)</i>	The City of Oakland is an affiliate member of the National Association of City Transportation Officials (NACTO), one of 35 member cities in North America. Oakland staff is regularly participating in webinars and technical meetings on best practices for bikeway design.

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<b>Engineering (cont)</b>	
<b>21. Which of the following significant physical barriers to cycling exist in your community? (Check all that apply)</b>	
<i>Major highways</i>	X
<i>Bridges that are inaccessible or unsafe for cyclists</i>	X
<i>Tunnels that are inaccessible or unsafe for cyclists</i>	X
<i>Large body of water (e.g. river)</i>	X
<i>Roads with bicycle bans</i>	
<i>Railroad corridors</i>	X
<i>Other</i>	X
<i>No significant physical barriers</i>	
<i>If other, please describe (100 word limit)</i>	Most Oakland residents live in the “flatlands” making bicycling very accessible. However, Oakland’s hilly topography can be a barrier for potential bike commuters, particularly those who live in the hills. (Hill-averse recreationalists can bike the Bay Trail and around Lake Merritt.) Freeways constructed mid-century divided the city, and the resulting discontinuous road network sometimes requires all modes to use the same streets for through travel, creating a stressful environment. Hills and shared lanes are insurmountable barriers to some people who might otherwise bicycle.
<b>22. How do you ensure that there are end-of-trip facilities for bicyclists? (Check all that apply)</b>	
<i>Bike parking ordinance for existing buildings specifying amount and location</i>	
<i>Bike parking ordinance for all new developments specifying amount and location</i>	X
<i>Ordinance requiring showers and lockers in existing non-residential buildings</i>	
<i>Ordinance requiring showers and lockers in new non-residential buildings</i>	X
<i>Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)</i>	
<i>On-street bike parking/bicycle corrals</i>	X
<i>Ordinance that allows bike parking to substitute for car parking</i>	X
<i>Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher</i>	
<i>Developers are eligible for density bonuses for providing end-of-trip facilities</i>	
<i>Other, describe (250 word limit)</i>	New construction must meet CALGreen (State) and Build It Green (Bay Area) standards, which are similar to LEED standards. Also, developers are required to provide end-of-trip facilities. Oakland’s bike parking ordinance requires attended bike parking at events with street closures that expect 5,000 or more attendees. The bike parking must be publicized in all event advertising.



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<b>Engineering (cont)</b>	
<i>[answer to question 22, cont)</i>	Recently the City Council mandated that bike parking be considered at all City-owned parking garages and surface lots; Bike Program staff will be making recommendations on locations where bike parking is appropriate and on the types of accommodations to provide.
<b>23. Do your standards for bicycle parking conform with APBP guidelines?</b>	
<i>Yes/ No/ No standards</i>	Yes
<b>24. What is the total number of public and private bike parking spaces in your community?</b>	8,000
<b>24a. What percentage of bike racks conform with APBP guidelines?</b>	10% or less   11-25%   26-50%   51-75%   <u>More than 75%</u>
<b>24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:</b>	
<i>Bike lockers</i>	None   Less than 1%   <u>1-5%</u>   6-15%   16-30%   31-50%   More than 50% [4%]
<i>Bike depot (i.e. Bikestation)</i>	None   Less than 1%   <u>1-5%</u>   6-15%   16-30%   31-50%   More than 50% [3%]
<i>In bike corrals (on-street bike parking)</i>	None   Less than 1%   <u>1-5%</u>   6-15%   16-30%   31-50%   More than 50% [2%]
<b>25. Approximately what percentage of the following locations has bike racks or storage units? Answer all that apply.</b>	
<i>Public &amp; private schools</i>	None   < 10%   10-25%   <u>26-50%</u>   51-75%   76-90%   > 90% [30%]
<i>Higher Education Institutions</i>	None   < 10%   10-25%   <u>26-50%</u>   51-75%   76-90%   > 90% [50%]
<i>Libraries</i>	None   < 10%   10-25%   26-50%   51-75%   <u>76-90%</u>   > 90% [84%]
<i>Transit stations and major bus stops</i>	None   < 10%   10-25%   <u>26-50%</u>   51-75%   76-90%   > 90% [44%]
<i>Parks &amp; recreation centers</i>	None   < 10%   10-25%   26-50%   51-75%   <u>76-90%</u>   > 90% [86%]
<i>Other government owned buildings and facilities</i>	None   < 10%   <u>10-25%</u>   26-50%   51-75%   76-90%   > 90% [10%]
<i>Event venues (e.g. convention center, movie complex)</i>	None   < 10%   10-25%   <u>26-50%</u>   51-75%   76-90%   > 90% [40%]
<i>Hotels &amp; restaurants</i>	None   < 10%   10-25%   <u>26-50%</u>   51-75%   76-90%   > 90% [35%]
<i>Office buildings</i>	None   < 10%   10-25%   <u>26-50%</u>   51-75%   76-90%   > 90% [45%]
<i>Retail stores</i>	None   < 10%   10-25%   <u>26-50%</u>   51-75%   76-90%   > 90% [45%]
<i>Multi-family housing</i>	None   < 10%   <u>10-25%</u>   26-50%   51-75%   76-90%   > 90% [10%]
<i>Public housing</i>	None   < 10%   <u>10-25%</u>   26-50%   51-75%   76-90%   > 90% [10%]
<b>26. Does your community have transit service (bus, light rail, heavy rail)?</b>	Yes
<i>Yes/no</i>	
<b>26a. What percentage of buses are equipped with bike racks?</b>	10% or less   11-25%   26-50%   51-75%   76-90%   76-99%   <u>All</u>
<b>26b. Are bikes allowed inside transit vehicles?</b>	Yes
<i>Yes/sometimes/no</i>	
<i>If sometimes, describe (50 word limit)</i>	
<b>27. What is the centerline mileage of the existing off-road bicycle network within your community?</b>	108
<b>27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in miles)</b>	
<i>Paved shared use paths (≥10 feet)</i>	26
<i>Natural surface shared use paths (≥10 feet)</i>	48
<i>Singletrack</i>	34

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Engineering (cont)	
<i>Other</i>	
<i>If other, describe (250 word limit)</i>	
<b>27b. What percentage of all natural surface trails and singletrack are open to bicyclists?</b>	10% or less   11-25%   26-50%   51-75%   76-90%   <u>76-99%</u>   All   n/a
<b>27c. What are the exceptions? (100 word limit)</b>	The few that are closed in the City of Oakland’s Joaquin Miller Park are too dangerous to ride. The East Bay Regional Park District limits riding on single track as a general policy.
<b>28. What is the centerline mileage of your road network (including state owned and private roads)?</b>	816
<b>28a. What is the street network density? (centerline miles of road per sq. mi. of land area)</b>	14.5
<b>28b. What percentage of roads has posted or design speeds of 25mph and lower?</b>	1-5%   6-20%   26-75%   <u>76-90%</u> [80%]
<b>28c. What percentage of roads has posted or design speeds of 35mph and higher?</b>	None   <u>1-10%</u>   11-25%   26-50%   More than 50% [7%]
<b>28d. What percentage of the existing on-street bicycle network meets or exceeds current AASHTO, MUTCD or NACTO standards?</b>	Less than 10%   10-25%   26-50%   51-75%   76-90%   <u>More than 90%</u> [100%]
<b>28e. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD or NACTO standards. Answer all that apply (in centerline miles)</b>	
<i>Conventional bike lanes (ridable surface ≥4feet)</i>	47.8
<i>Shared lane markings</i>	14.5
<i>Contra-flow bike lanes</i>	0
<i>Protected or buffered bike lanes (one-way)</i>	2.2
<i>Protected or buffered bike lanes (two-way)</i>	0
<i>Raised cycle tracks</i>	0
<i>Left-side bike lanes</i>	0
<i>Bike boulevards or Neighborhood Greenways</i>	9.3

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<b>Engineering (cont)</b>	
<b>29. What other ways have you improved conditions for bicyclists? (Check all that apply)</b>	
<i>Road diets</i>	X
<i>Area wide traffic calming</i>	X
<i>Speed limits 20 mph or less on residential streets</i>	
<i>Bike cut-throughs</i>	X
<i>Signed bike routes</i>	X
<i>Off-street way-finding signage with distance and/or time information</i>	X
<i>On-street way-finding signage with distance and/or time information</i>	X
<i>Shared Space/Home Zone/Living Street/Woonerf</i>	
<i>Roundabouts that accommodate bicycles</i>	
<i>Colored bike lanes outside of conflict zones</i>	
<i>Advisory bike lanes</i>	
<i>Bike/pedestrian overpasses/underpasses</i>	X
<i>Removal of on-street car parking</i>	X
<i>Speed tables to calm traffic</i>	
<i>Car-free/Car-restricted zones</i>	
<i>Advisory bike lanes</i>	
<i>Other, describe (250 word limit)</i>	
<i>None</i>	
<b>30. What percentage of arterial streets provides designated space for cyclists (e.g. bike lanes or paved shoulders ≥4feet, cycle tracks, etc)?</b>	22%
<b>31. Which of the following broader transportation policies and programs are in place in your community? (Check all that apply)</b>	
<i>Maximum car parking standards</i>	
<i>No minimum car parking standards</i>	
<i>Paid public parking</i>	X
<i>Shared-parking allowances</i>	X
<i>Congestion charges</i>	
<i>Prioritization of active mobility in planning and design processes</i>	X
<i>Other, describe (250 words)</i>	

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Engineering (cont)	
<b>32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe?</b>	
<b>32a. Street sweeping</b>	Before other travel lanes   <del>Same time as other travel lanes</del>   Weekly   Monthly   Quarterly   Annually   Never   Other (describe- 250 word limit)
<b>32b. Snow clearance</b>	<del>No snow</del>   Before other travel lanes   Same time as other travel lanes   48 hours of storm   Never
<b>32c. Pothole maintenance</b>	Within 24 hours of complaint   Within one week of complaint   <del>Within one month of complaint</del>   Never
<b>32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)</b>	Each month, Bike East Bay submits a list of the ten worst/high priority potholes for repair to Oakland Public Works. Public Works prioritizes these for repair before other requests. Oakland's proximity to the San Francisco Bay requires more frequent street sweeping (with robust parking enforcement) than other cities in order to keep trash out of the storm water system.
<b>33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? (Check all that apply)</b>	
<b>33a. Path sweeping</b>	Not applicable   Weekly   Monthly   Quarterly   Annually   <del>Never</del>
<b>33b. Vegetation maintenance</b>	<del>Not applicable</del>   Weekly   Monthly   Quarterly   Annually   Never
<b>33c. Snow clearance</b>	<del>No snow</del>   Before roadways   Same time as roadways   Within 48 hours of storm   Never   No off-street bicycle facilities
<b>33d. Surface repair</b>	Not applicable   Within 24 hours of complaint   Within one week of complaint   Within one month of complaint   <del>Never</del>
<b>33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)</b>	Oakland Public Works responds to path sweeping and surface repair requests that are reported through the Public Works Call Center. More severe maintenance issues are corrected through capital projects managed by the City's Bicycle Facilities Program.
<b>34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? (Check all that apply)</b>	
Online reporting	X
Hotline	X
Monthly meeting	X
Other	
None	
If other, describe (100 word limit)	
<b>35. How do you accommodate cyclists at intersections in your community? (Check all that apply)</b>	
Most signals are timed	X
Most signals are timed for bicycle speeds	X
Green wave for cyclists in some locations	
Demand activated signals with loop detector (and marking) or bike accessible push-button	X
Video or microwave detection	X
Bicycle Signal Heads	
Advanced Stop Line or Bike Box	
Path crossing with high visibility markings or signs	
Raised path crossings	
Colored bike lanes in conflict areas	X

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<b>Engineering (cont)</b>	
<i>Other</i>	X
<i>None of the above</i>	
<i>No signals</i>	
<i>If other, describe (100 word limit)</i>	The City is making all actuated traffic signals detect bicyclists. The program prioritizes cyclist complaints while also working proactively to address all signals citywide. Deficient hardware is upgraded; the configuration is verified; and bicycle detector pavement markings are installed for all legal bicycle movements. Of Oakland’s 277 actuated traffic signals, 46% have been addressed. An additional 17% are currently in process. The City is replacing loop detectors with video cameras and in-pavement radar pucks, working closely with the vendors to ensure reliable operations. The program includes field meetings with City staff, cyclists, and the vendors to troubleshoot issues.
36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). (500 word limit)	

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Education	
<b>37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?</b>	
<b>37a. Elementary</b>	None <input checked="" type="radio"/> 1-25% <input type="radio"/> 26-50% <input type="radio"/> 51-75% <input type="radio"/> 76-90% <input type="radio"/> More than 90% <input type="radio"/> n/a
<b>37b. Middle School</b>	None <input checked="" type="radio"/> 1-25% <input type="radio"/> 26-50% <input type="radio"/> 51-75% <input type="radio"/> 76-90% <input type="radio"/> More than 90% <input type="radio"/> n/a
<b>37c. High School</b>	None <input checked="" type="radio"/> 1-25% <input type="radio"/> 26-50% <input type="radio"/> 51-75% <input type="radio"/> 76-90% <input type="radio"/> More than 90% <input type="radio"/> n/a
<b>38. Outside of schools, how are children taught safe bicycling skills? (Check all that apply)</b>	
<i>Youth bike clubs</i>	<input checked="" type="checkbox"/>
<i>Bike clinics or rodeos</i>	<input checked="" type="checkbox"/>
<i>Youth recreation programs</i>	<input checked="" type="checkbox"/>
<i>Helmet fit seminars</i>	<input checked="" type="checkbox"/>
<i>Safety town</i>	<input checked="" type="checkbox"/>
<i>Trail riding classes</i>	<input checked="" type="checkbox"/>
<i>Other (describe- 500 word limit)</i>	Children are taught safe bicycling skills outside of schools via formal classes, such as Bike East Bay's family cycling workshops and Cycles of Change's bike rodeos, at Oakland events like the annual Pedalfest celebration in Jack London Square, and at "Oaklavia" open streets events. Family- and youth-focused bike clubs and organized rides also stress street safety, including at the Oakland family rides led by Geared 4 Kids and Red, Bike, and Green. East Bay Regional Parks District and Bike East Bay have also partnered on family bicycling classes and rides, with a focus on safe riding behavior, hosted at parks facilities and trails in and around Oakland.
<b>39. Do you have a ticket diversion program? (Check all that apply)</b>	
<i>For motorists</i>	<input checked="" type="checkbox"/>
<i>For cyclists</i>	<input type="checkbox"/>
<b>40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? (Check all that apply)</b>	
<i>Public service announcements</i>	<input type="checkbox"/>
<i>Share the Road educational videos on community website/TV channel</i>	<input type="checkbox"/>
<i>Community newsletter/magazine article</i>	<input checked="" type="checkbox"/>
<i>Information in new resident packet</i>	<input type="checkbox"/>
<i>Utility bill insert</i>	<input type="checkbox"/>
<i>Flyer/handout</i>	<input type="checkbox"/>
<i>Info sessions/lunch seminars</i>	<input checked="" type="checkbox"/>
<i>Bicycle ambassador program</i>	<input checked="" type="checkbox"/>
<i>Newspaper column/blog on bicycling</i>	<input checked="" type="checkbox"/>
<i>Dedicated bike page on community website</i>	<input checked="" type="checkbox"/>
<i>Billboards</i>	<input type="checkbox"/>
<i>Share the Road Signs</i>	<input checked="" type="checkbox"/>
<i>Share the Road information in driver's education</i>	<input type="checkbox"/>

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<b>Education (cont)</b>	
<i>Other, describe (250 word limit)</i>	The California Driver’s Manual applies to all road users and includes 101 references to bicycling/bicyclists. On pages 64-65, sharing the road with bicyclists is specifically discussed with accompanying diagrams. Due to the work of CalBike, the driver’s test includes at least one question about bicycling/bicyclists. The California legislature approved a three-foot passing rule in 2013. In response, Bike East Bay helped promote CalBike’s “Give Me 3” campaign via social media and by distributing “Give Me 3” stickers in Bike to Work Day goody bags.
<b>41. How many times per year are the following adult bicycling education classes held within your community? Answer all that apply (in numbers)</b>	
<i>Traffic Skills 101 (or equivalent) classes -- including classroom and on-bike instruction.</i>	1
<i>Cycling Skills classes -- three to four hour classroom training courses</i>	18
<i>Commuter classes - one/two hour classes</i>	6
<i>Bicycle maintenance classes or workshops</i>	41
<b>42. Do you offer regular Smart Cycling courses for your city engineers and planners that include on-bike instruction and in-traffic cycling?</b>	
<i>Yes/No</i>	No
<b>43. Has your community hosted a League Cycling Instructor seminar in the past two years?</b>	Yes
<b>43a. How many League Cycling Instructors are there in your community?</b>	28
<b>43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)</b>	Clare Gordon, Charlie Fernandez, Bonnie Wehmann, Robert Prinz, Willion Wu, Roy (Siu Hei) Chim, John Ciccarella, Diane Serafini, Anthony DiSalvo, Rachel Davidman, Carolyn Richardson, Maya Carson, Rose Johnson, Mark Ballock, Dan Hernandez
<b>44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? (Check all that apply)</b>	
<i>City staff</i>	
<i>Taxi drivers</i>	
<i>Transit operators</i>	X
<i>School bus operators</i>	
<i>Delivery drivers</i>	
<i>None of the above</i>	
<i>Other (describe- 100 word limit)</i>	Annual bicycle safety education training is provided for employees at the Caltrans District 4 office in Oakland, many of whom drive vehicles as part of their jobs. These 2-3 hour trainings regularly see over 100 participants every year. In November 2013, Bike Easy Bay hosted its first ever class for AC Transit bus drivers-in-training on how to interact safely with bicyclists; 93% of drivers said their behavior would change as a result of the class.

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Education (cont)</b>	
<p><b>45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities of all ages. (250 word limit)</b></p>	<p>The City of Oakland-funded bicycle education classes taught by Bike East Bay are programmed at various park locations including the historically underserved West Oakland and East Oakland. Bike education classes in Downtown Oakland are offered several times per year in Cantonese, and are also taught in Spanish in the Fruitvale neighborhood. Bike champions in these neighborhoods are encouraged to attend the classes as well as LCI certification training with financial support from Bike East Bay, then participate in future classes as an instructors. Women-only classes have been hosted in Oakland, as well as LGBTQ-friendly sessions.</p>
<p><b>46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)</b></p>	<p>The City of Oakland has sponsored yearly bike light giveaways in multiple locations (North Oakland, Downtown, East Oakland), usually in the fall around the Daylight Savings time change. Coordinating with Bike East Bay, the city distributes hundreds of high-quality, reliable front and rear lights with replaceable batteries at streetside outreach locations. Bike riders who pass by without lights are encouraged to stop so volunteers can install a set on their bike, and talk to them about upcoming safety class opportunities and bikeway planning efforts. Kaiser Permanente also sponsors Street Skills courses through Bike East Bay's program.</p>



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<b>Encouragement</b>	
<b>47. How do you promote National Bike Month/your own dedicated Bike Month? (Check all that apply)</b>	
<i>Official Proclamation</i>	X
<i>Community Rides</i>	X
<i>Mayor-led/Council-led Ride</i>	X
<i>Public Service Announcements</i>	X
<i>Videos promoting bicycling on community website/TV channel</i>	
<i>Publish a guide to Bike Month Events</i>	X
<i>Bike Month Website</i>	X
<i>Commuter Challenge</i>	X
<i>Bike Commuter energizer stations/breakfasts</i>	X
<i>Car-free days</i>	
<i>Open Streets/Ciclovia/Sunday Parkways</i>	
<i>Mentoring program for new riders</i>	X
<i>Bike valet parking at events</i>	X
<i>Bike to School Day</i>	X
<i>Bicycle-themed festival/parade/show</i>	X
<i>Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)</i>	X
<i>Trail construction or maintenance day</i>	X
<i>Other</i>	X
<i>No promotion</i>	
<i>If other, describe (250 word limit)</i>	<p>The City contributes \$15,000/year to support a bicycling lifestyle campaign in May (California’s Bike Month), coordinated by Bike East Bay. The campaign—as of 2014 in its 7th year—features transit ads and street banners focusing on bicycling to work, school, play, and shop. The City donates bus shelter space for the ads, and local consulting firms also fund the program.</p> <p>Bike East Bay publishes a 16-page, full-color insert in the East Bay Express (local news-weekly, 50,000 circulation) that promotes Bike Month activities (including Bike to Work Day) with an events calendar, commuter spotlight, etc. Local shops purchase ads to support the insert. The guide includes tips for getting started riding and various support programs. Further promotion is done via social media and at events in the weeks leading up to Bike to Work Day.</p> <p>Regional Bike Month programs include: (1) Bicycle Commuter of the Year Awards, recognizing individuals in every county with inspiring commutes; (2) Bicycle Friendly Business Awards; and (3) the Team Bike Challenge, a competition to encourage novices to try bike commuting, to reward more experienced cyclists, and as to entice elected officials and other “bigwigs” to bike publicly.</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 in May. The coupons list shop names, addresses, and hours, and promote Bike to Work Day/Month. The City and bike shops distribute these coupons to bicyclists on Bike to Work Day.</p>

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Encouragement (cont)	
<p><b>47a. What percentage of the population participate in Bike Month events?</b></p>	<p>Less than 5%   6-10%   11-20%   21-30%   31-50%   More than 50%   n/a</p>
<p><b>47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?</b>  <i>Yes, describe (500 word limit) /No</i></p>	<p>In addition to the promotion discussed in the previous question on Bike to Work Day, Energizer Stations across Oakland treat bicyclists to food and drink, distribute goody bags stuffed with cool schwag, and cheer on bicyclists. In Oakland in 2014, there were 24 Energizer Stations with 5,460 bicyclists in attendance. Oakland Bike to School Day, which generally occurs the same week as Bike to Work Day, had 19 schools participating in 2014.</p> <p>Ahead of Bike to Work Day, mailings with bike-specific commute toolkits are sent out by Bike East Bay to over 600 employers in Alameda County and Bike to Work Day posters are distributed around Oakland. Bike East Bay also offers commuter workshops to a limited number of companies ahead of Bike to Work Day.</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 City posts an event banner above the City Hall steps a week before the event. 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 Energizer Station in Oakland (in 2014, almost 700 bicyclists were counted). The event is supported by donations from businesses, non-profit organizations and agencies, and includes a free raffle with prizes ranging from T-shirts to bicycles.</p> <p>“Pedal Pools,” 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. Three to six of Oakland’s eight City Council members bike in. The Mayor and Council members speak to assembled bicyclists in the morning. Bike East Bay provides all-day valet bike parking at City Hall.</p> <p>On Bike to Work “night,” Bike East Bay sponsors a Bike Happy Hour Party in Oakland (the largest and most populous city in the county). Winners of the Bicycle Friendly Business and Bicycle Commuter of the Year are announced at the event.</p>
<p><b>47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?</b></p>	<p>None   1-25%   26-50%   51-75%   76% or more</p>
<p><b>48. How do you promote bicycling outside of your official Bike Month? (Check all that apply)</b></p>	
<p><i>Community and charity rides</i></p>	<p>X</p>
<p><i>Mayor-led/Council-led Rides</i></p>	
<p><i>Videos on bicycling on community website/TV channel</i></p>	
<p><i>Public Service Announcements</i></p>	
<p><i>Trail construction or maintenance day</i></p>	<p>X</p>

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<b>Encouragement (cont)</b>	
<i>Open Streets/Ciclovía/Sunday Parkways</i>	X
<i>Commuter Challenge</i>	
<i>Business program that provides discounts for customers arriving by bicycle</i>	X
<i>Triathlons and bicycle races</i>	X
<i>Bike commuter events</i>	
<i>Car-free days</i>	
<i>Publish a guide to community bicycle events</i>	
<i>Mentoring program for new riders</i>	X
<i>Bike valet parking at events</i>	X
<i>Bike to School Day</i>	X
<i>Bicycle-themed festivals/parades/shows</i>	X
<i>Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)</i>	X
<i>Community celebration/ride each time a bicycle project is completed</i>	
<i>Other</i>	X
<i>No promotion</i>	
<i>If other, describe (250 word limit)</i>	<p>The City sponsors Street Skills courses offered by Bike East Bay, and donates bike lights for their safety promotion each fall. Our bi-annual newsletter gives updates on the progress implementing Oakland’s Bicycle Plan, promoting bicycling by cheerfully reporting on new facilities. At events the City distributes bike tube stickers and other schwag (featuring the distinctive and popular “I [bike] Oakland” brand). The “I [bike] Oakland” wayfinding map (now in its 5<sup>th</sup> edition with 90,000 copies in circulation) is published annually for Bike Month. The map is given to bicyclists on Bike to Work Day and distributed throughout the year at bike shops, the Oakland Main Library, and at VisitOakland (tourist/convention bureau). The Mayor brings the map and newsletter to distribute at community events. The City has a booth at Pedalfest, an annual bike celebration at the waterfront that draws 20,000+ visitors. The City promotes projects online, accessible via the URL alias <a href="http://www.oaklandbikes.info">www.oaklandbikes.info</a>, and provides open source data in GIS and KML formats.</p> <p>Bike East Bay, in partnership with the San Francisco Bicycle Coalition, pens a regular column in the SF Chronicle, (circulation 220,000 and widely read in Oakland) highlighting local bicycling events, facilities, and safety.</p> <p>After our 2010 designation as a Bicycle Friendly Community, the City held a “bike-friendly photo contest.” The six winning photos were featured in a “Greetings from Oakland, California” postcard set, distributed on Bike to Work Day in 2011, and subsequently through local bike shops. Oakland posted six Bicycle Friendly Community signs along bikeways at entrance points to Oakland.</p>

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Encouragement (cont)	
<p><b>49. List the signature cycling events that occur in your community. (250 word limit)</b></p>	<p>East Bay Bike Party: a volunteer led series of monthly rides that often happen in or around Oakland.</p> <p>Pedalfest: annual bike festival with over 20,000 attendees featuring all things bike.</p> <p>Oaklavia (aka Love Our Lake/Neighborhood Days): Oakland’s open streets events.</p> <p>Bike to Work Day: annual event in May featuring over 20 energizer stations and a pancake breakfast at City Hall.</p> <p>Bike Happy Hour Party: annual post-Bike to Work Day street festival sponsored by New Belgium Brewing; Bike Month related awards recognizing business and individuals are presented.</p> <p>Bikes4Life Peace Ride: people representing Oakland’s geographic, age, income, and racial/ethnic diversity bike together for peace.</p> <p>Tour de Town: organized by Red, Bike and Green, this ride celebrates the presence and diversity of black communities.</p> <p>Grizzly Peak Century: with three beautiful, hilly, and 75+ mile routes to select from, this ride in the Oakland and Berkeley hills has been happening since 1968.</p> <p>Biketopia: winter party and fundraiser for Bike East Bay.</p> <p>Winter Wonderland: winter party and fundraiser for Walk Oakland Bike Oakland.</p> <p>East Bay Tweed Ride: dapper cyclists from all over the Bay Area gather to celebrate sunshine, bike lanes, and classic tweed.</p>
<p><b>49a. How does the municipality sponsor or actively support these events? (Check all that apply)</b></p>	
<i>Organize the event</i>	X
<i>Fund event</i>	X
<i>Contribute in-kind funding (i.e. police presence, closing roads, etc)</i>	X
<i>Assist in promoting the event</i>	X
<i>Other, describe (100 word limit)</i>	
<i>No support/ Not applicable</i>	
<p><b>50. Does your local tourism board or chamber of commerce promote bicycling in your area?</b></p>	Yes
<i>Yes/no</i>	
<p><i>If yes, describe (250 word limit)</i></p>	<p>VisitOakland (local tourism board) promotes bicycling by distributing the City’s bikeways map, by advertising Bike to Work Day on its website, and by directing visitors to the nearby bike rental shop. The organization’s director spoke at the Bike to Work Day event at City Hall in 2013.</p> <p>In up- and downtown-Oakland, two supportive business/merchant organizations have actively promoted the availability of the City’s free bike rack program to their members. The Lake Merritt Uptown District Association has secured permits to install two bike repair stations in the area in late August.</p>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Encouragement (cont)</b>	
<b>[answer to question 50 cont]</b>	<p>They also employ ambassadors that patrol on bicycles, M-F, 7:30am to 8:30pm.</p> <p>Oakland is also home to a variety of innovative bike-centric businesses including Bicycle Coffee, El Taco Bike, and East Bay Winery Bike Tours; apparel makers B Spoke Tailor and Sheila Moon; bike makers Defthouse Bicycles/Mar’s Cycles, Broakland, Xtracycle, and Michael Cleaver Bikes; companies that deliver their goods on bikes including Linden St Brewery, Mandela MarketPlace, and Feelmore 510 Adult Gallery; and Rock The Bike, which orchestrates pedal-powered sound systems for events, pedal-powered smoothies and more; their founder, Paul Freedman, gave a Ted Talk in 2013 on Pedal-Powered music (see <a href="http://www.youtube.com/watch?v=qbgvKKMAFyw">www.youtube.com/watch?v=qbgvKKMAFyw</a>).</p>
<b>51. Are there cycling clubs in your community? (Check all that apply)</b>	
<i>Recreational Bike Clubs</i>	X
<i>Mountain Bike Clubs</i>	X
<i>Friends of the Trail Groups</i>	X
<i>National Mountain Bike Patrol</i>	X
<i>Racing Clubs or Teams</i>	X
<i>Other (describe- 100 word limit)</i>	
<b>51a. List the names of the clubs. (500 word limit)</b>	Bay Area Easy Riders, Bicycle Trails Council of the East Bay, East Bay Velo Club, Escuelita Bilingue Ride, Grizzly Peak Cyclists, Krooz Bicycle Club, O’Dowd Cycling Club, Oakland Composite High School Mountain Bike Team, Oakland Yellowjackets, Team Oakland, Veloraptors, OGS on Threes, Original Scrapper Bike Team, Skyline High School Bike Club, Oakland Tech High School Mountain Bike Club
<b>52. How many for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?</b>	16
<b>52a. List their names. (250 word limit)</b>	Bay Area Bikes, Bay Area Bikes—Forefront Storefront, Bay Area Bikes—Rentals, Cosmic Cycles, Cycle Sports, Fruitvale Bikestation, Hank & Frank Bikes, King Kog, Lakeview Bicycle, The Laurel Cyclery, Manifesto Bicycles, Montano Velo, Pioneer Bike Shop, Public Bikes, The Spoke Cyclery, Tip Top Bike Shop
<b>53. Which of these bicycling amenities do you have in your community? (Check all that apply)</b>	
<i>BMX track</i>	
<i>Velodrome</i>	
<i>Cyclocross course</i>	
<i>Mountain bike park</i>	
<i>Pump Tracks</i>	
<i>Themed Loop route(s) around the community</i>	X
<i>Other (describe- 100 word limit)</i>	Popular mountain bike routes: Joaquin Miller Park, Redwood Park
<b>53a. Is there a skate park in your community?</b>	Yes
<i>Yes/no</i>	
<b>If yes, do bikes have access to the skatepark?</b>	Sometimes
<i>Always/Sometimes/Never</i>	

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014

Encouragement (cont)	
<b>54. Are there opportunities to rent bicycles in your community?</b>	Yes
<i>Yes/no</i>	
<b>55. Does your community currently have a bike sharing program that is open to the general public?</b>	Launching this year
<i>Yes/no/Launching this year</i>	
<b>55a. If yes, please provide details about the system below.</b>	
<i>How many bikes are in the system?</i>	450
<i>How many stations are in the system?</i>	40
<i>How many trips are being made annually?</i>	0
<b>56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?</b>	No
<i>Yes/no</i>	
<b>If yes, list the names of the businesses and their award level. (250 word limit)</b>	
<b>57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?</b>	
<i>Yes</i>	
<i>No</i>	X
<i>No institutions of higher education</i>	
<b>If yes, list the names of the institutions and their award level. (250 word limit)</b>	
<b>58. Does your community have a bike co-op or non-profit community bike shop? <i>Yes/No</i></b>	Yes
<b>If yes, describe its services (250 word limit)</b>	There are five community bike shops/co-ops in Oakland: Bikes4Life, The Bikery, The Crucible, El Colectivelo, and Spokeland. Their services include free use of tools, volunteer assistance, workshops, training, and Earn A-Bike programs. El Colectivelo is targeted to Spanish speakers, and The Crucible has a youth focus.
<b>58a. If yes, does the co-op/non-profit community bike shop receive support from the local government? <i>Check all that apply</i></b>	
<i>Grants</i>	
<i>Free or subsidized property/space for a duration of at least 5 years</i>	
<i>Contracts for services, e.g. bicycle skills or maintenance education, event support, etc</i>	
<i>Free bicycle safety accessories for distribution, e.g. helmets or lights</i>	
<i>Provision of abandoned or impounded bicycles for resale</i>	
<i>Free PSA or advertizing space</i>	
<i>Other</i>	
<i>If the local government provides grants and/or free/subsidized property/space to the co-op/non-profit community bike shop, please list the annual value for each (in Dollar).</i>	

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Encouragement (cont)</b>	
<b>59. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply</b>	
<i>Trips for Kids chapter</i>	
<i>Earn a Bike program</i>	X
<i>Create a Commuter Program</i>	X
<i>Other (describe- 100 word limit)</i>	"Bike & Garden Skills" is a high school internship program coordinated by Cycles of Change. East Bay Regional Parks District operates after-school bike clubs and coordinates rides and classes. The Bicycle Trails Council of the East Bay sponsors Youth MTB Adventures, a monthly program that rewards low-income kids for school/community service. Kids are given helmets, glasses, lunch, and bikes, and then taken on a mountain bike adventure with one adult rider per child. The Crucible, an Oakland-based, arts organization, has a Youth Bike Program that engages youth through activities, field trips, classes, workshops, Bike Fix-A-Thons, and other community collaborations.
<b>60. What mapping and route finding information is available for your community, which has been updated in the last 18 months? (Check all that apply)</b>	
<i>Online route finding service</i>	X
<i>Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities</i>	X
<i>Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities</i>	X
<i>Printed mountain bike trails map</i>	X
<i>Printed greenways and trails map</i>	X
<i>Smart phone app</i>	
<i>None of the above</i>	
<b>61. Describe any other programs or policies your community has to encourage cycling. (500 word limit)</b>	<p>The Oakland Public Library has a bike bookmobile that is used at community events. In addition to promoting a love of reading, the librarians' enthusiasm for biking is infectious (in a good way). Bookmobile activities include making bike-themed jewelry from recycled bike parts.</p> <p>City staff help update the Walk Oakland! Map &amp; Guide, now in its fifth edition. This private publication includes bikeways information and it is available at bike shops and bookstores throughout Oakland.</p> <p>The bike program maintains extensive web resources on bikeways planning, programs, and projects via the <a href="http://www.oaklandbikes.info">www.oaklandbikes.info</a> alias to keep the public informed and engaged.</p>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Enforcement</b>	
<b>62. How does your police department interact with the local cycling community? (Check all that apply)</b>	
<i>A police officer is an active member of bicycle advisory committee</i>	
<i>Identified law-enforcement point person to interact with cyclists</i>	X
<i>No current formal interaction</i>	
<i>Other (describe- 100 word limit)</i>	Bike East Bay is coordinating with some Oakland police officers on theft prevention activities, but not in an official capacity.
<b>63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? (Check all that apply)</b>	
<i>Basic academy training</i>	X
<i>International Police Mountain Bike Association training</i>	
<i>Law Enforcement Bicycle Association training</i>	
<i>National Highway Traffic Safety Administration Law Enforcement Training</i>	
<i>Completion of Smart Cycling course by Police</i>	
<i>Presentation by League Cycling Instructor or local cyclist</i>	
<i>Institute for Police Training and Development bicycle training</i>	
<i>No training currently offered</i>	
<b>64. What enforcement programs that target improving cyclist safety are in place? (Check all that apply)</b>	
<i>Helmet giveaways</i>	X
<i>Light giveaways</i>	X
<i>Bike lock giveaways</i>	
<i>Targeting motorist infractions</i>	
<i>Targeting cyclist infractions</i>	
<i>Positive enforcement ticketing</i>	
<i>Share the road campaigns</i>	
<i>Other (describe- 100 word limit)</i>	
<i>None of the above</i>	
<b>65. What percentage of patrol officers are on bikes?</b>	None   1-10%   <del>11-20%</del>   21-30%   31-40%   41-50%   More than 50%
<b>66. Are there any other public safety (e.g. EMS) employees on bikes?</b>	
<i>Yes, describe (50 word limit)</i>	
<i>No</i>	X
<b>67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?</b>	
<i>Yes/No</i>	Yes



**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Enforcement (cont)</b>	
<b>68. Which of the following safety services and amenities are available in your community? (Check all that apply)</b>	
<i>Emergency call boxes/phones along trails</i>	
<i>Trail watch programs/ Trail patrols</i>	X
<i>Street lighting on most arterials</i>	X
<i>Street lighting on most non-arterials</i>	X
<i>Lighting of most shared-use paths</i>	X
<i>Stolen or impounded bikes recovery system or assistance</i>	X
<i>Non-mandatory bike registration</i>	
<i>None of the above</i>	
<b>69. Are there any local or state ordinances that protect cyclists? (Check all that apply)</b>	
<i>There are specific penalties for failing to yield to a cyclist when turning.</i>	
<i>It is illegal to park or drive in a bike lane (intersections excepted)</i>	X
<i>Penalties for motor vehicle users that 'door' cyclists</i>	X
<i>Ban on cell phone use while driving.</i>	X
<i>Ban on texting while driving.</i>	X
<i>Photo enforcement for red lights and/or speed</i>	X
<i>Vulnerable road user law</i>	X
<i>Safe passing distance law</i>	X
<i>It is illegal to harass a cyclist</i>	X
<i>Other, describe (250 word limit)</i>	
<i>None of the above</i>	
<b>70. Do your local ordinances place any restrictions on cyclists? (Check all that apply)</b>	
<i>Local law requires cyclists to use side paths regardless of their usability</i>	
<i>Local law requires cyclists to use bike lanes when provided</i>	
<i>Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions</i>	
<i>Local or school policies restrict youths from riding to school</i>	
<i>Other</i>	
<i>None of the above</i>	X
<i>If other, describe (100 word limit)</i>	

Enforcement (cont)	
<p><b>71. Describe any other enforcement programs or policies relating to cycling. (500 word limit)</b></p>	<p>In April 2014, the City adopted a vulnerable road users ordinance (Ordinance) that created legal prohibitions against intentional attempts to assault or injure a bicyclist or pedestrian. The Ordinance allows victims to seek civil remedies of up to \$1,000, as well as reasonable attorney and litigation fees for each incident.</p> <p>The Ordinance declares that motorists shall not engage in the following behaviors based on the fact that they are interacting with a pedestrian or bicyclist (aka “Vulnerable User”):</p> <ul style="list-style-type: none"> <li>• assault a Vulnerable User;</li> <li>• intentionally inflict emotional distress upon a Vulnerable User;</li> <li>• commit a battery upon a Vulnerable User;</li> <li>• intentionally pass a Vulnerable User in an unsafe manner (as defined in California Vehicle Code section 21760).</li> </ul> <p>It further states that motorists and bicyclists shall not intentionally fail to yield the right of way to a pedestrian because they are a pedestrian, in a manner which is contrary to California Vehicle Code Chapter 5 of Division 11 (Pedestrians'-Rights and Duties).</p> <p>The Ordinance was advanced by Walk Oakland Bike Oakland and championed by Council Member Libby Schaff.</p>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Evaluation &amp; Planning</b>	
<b>72. Does your community have a comprehensive bicycle master plan or similar section in another document?</b>	
Yes/no	Yes
<b>72a. If yes, please provide details about the plan below.</b>	
Provide a link to the plan or describe. (250 word limit)	<a href="http://www2.oaklandnet.com/OAK024597">www2.oaklandnet.com/OAK024597</a>
When was it passed or most recently updated?	2012
Is there a dedicated funding source for implementation?	Yes
Yes, describe the funding source and designated amount (250 word limit)	The City of Oakland’s Capital Improvement Program allocates \$350,000 per year in dedicated funding for Bicycle Master Plan implementation. The funding source is Measure B, a countywide sales tax dedicated to transportation improvements. Five percent of revenues are reserved for bicyclist and pedestrian projects with a portion of the funds going directly to local jurisdictions. Another portion is allocated through a countywide competitive grant program. The City also receives approximately \$315,000 per year in Transportation Development Act Article 3 funds, a portion of the State sales tax that is dedicated to bicyclist and pedestrian projects. Roughly half of these funds are used for Bicycle Master Plan implementation. These two sources – in excess of \$500,000 per year – are used to leverage various competitive grants.
What percentage of the current plan has been implemented?	48%
Are you meeting annual target goals for implementation? Yes/No	Yes
<b>73. Do you have a trails master plan that addresses mountain bike access?</b>	Yes, the East Bay Regional Park District has such a plan, their master plan, to develop more single track trails in Chabot Park, but the City does not. In the City of Oakland’s Joaquin Miller Park the supervisor and a citizens group does the planning.
Yes, provide the link to the plan or describe. (250 word limit)/no	
<b>74. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?</b>	No
Yes (describe- 100 word limit)/no	
<b>75. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?</b>	
Yes/No	Yes
If yes, please describe the most recent results. (250 word limit)	The Bicycle Facilities Program launched an annual program in fall 2011 to count the number bicyclists at 36 locations. The purpose is to create consistent data over the long term on city-wide bicycle usage. The chosen locations are “gateways” because of their proximity to downtown and major transit stations and because of how the street grid channelizes users through these intersections. The locations are geographically dispersed throughout Oakland. They include a mix of roadway conditions to capture a range of bicyclists: existing and proposed bikeways, commuter and recreational bicyclists, arterial streets and local streets. All locations are the intersection of existing and/or proposed bikeways. The 2013 results show a 16% increase in cycling from 2011 and a 9% increase from 2012. Information on the program is available at: <a href="http://www2.oaklandnet.com/OAK033011">http://www2.oaklandnet.com/OAK033011</a> . To augment the annual counts program, the Bicycle Facilities Program is gathering bicyclist counts that have been completed over the years for various traffic studies. To date, the effort has organized and logged 1,600 counts. The results are publicly available through an interactive web map at <a href="http://www.oaklandbikemaps.info/counts">www.oaklandbikemaps.info/counts</a> .

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014

Evaluation & Planning (cont)	
<b>75a. If yes, do the counts capture the gender of cyclists?</b>	
Yes/No	No
<b>76. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?</b>	
Yes/No	No
If yes, please describe the results. (250 word limit)	
<b>77. Does your community establish target goals for bicycle use, e.g. a certain bicycle mode share level?</b>	
Yes, please describe (250 word limit)	The City's Bicycle Master Plan has a target of 10% bicyclist mode share for all transportation trips with the development of the proposed bikeway network and associated education, encouragement, and enforcement programs. This figure is derived from the available research on the correlation between bikeway mileage and bicyclist mode share in US cities. The analysis assumes larger than average increases in Oakland due to the mild climate, level terrain (in many neighborhoods), mixed land uses, availability of public transit, and the large population of young adults.
<b>78. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100.</b>	
Bicycling (in %)	2.74%
Percentage of bicycle commuters who are women (See topic B08006. Choose the most recent data set available for your community. Divide the total number of women bicycle commuters by the total number of bicycle commuters and multiply the result by 100.)	47.10%
Walking (in %)	4.28%
Transit (in %)	19.20%
<b>79. What is the average commuting distance to work for residents of your community? Tip: This data is not available nationally and needs to be collected locally (or estimated).</b>	Less than 2 miles   2-5 miles   <u>5-10 miles</u>   More than 10 miles
<b>80. What percent of children commute to school by bicycle? Tip: This data is not available nationally and needs to be collected locally.</b>	
Elementary (in %)	1%
Middle School (in %)	n/a
High School (in %)	n/a
<b>81. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?</b>	836
<b>81a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?</b>	8

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Evaluation &amp; Planning (cont)</b>	
<b>81b. Do you have a specific plan or program to reduce these numbers?</b>	
<i>Yes, describe (250 word limit)/No</i>	The City of Oakland analyzes crash data on an annual basis with an emphasis of bicyclist- and pedestrian-involved collisions. The analysis includes the identification of intersections and corridors with the largest numbers of bicyclist-involved crashes. The analysis informs decision-making on the planning and design of capital improvements. High crash intersections are prioritized for traffic signal installations and upgrades. High crash corridors are prioritized for capital improvements through Federal grants from the Highway Safety Improvement Program. Information on fatal crashes is communicated by the Oakland Police Department directly to the Transportation Services Division to determine if the crashes are correctable with engineering solutions. The fatal crashes involving cyclists are reviewed in collaboration with staff from the City's Bicycle Facilities Program.
<b>82. Do you measure the Bicycle Level of Service of roads and/or intersections?</b>	
<i>Yes/No</i>	Yes
<i>If yes, please describe your methodology and recent results. (250 word limit)</i>	The City is using the Level of Traffic Stress (LTS) methodology developed by Maaza Mekuria, Peter Furth, and Hilary Nixon in "Low-Stress Bicycling and Network Connectivity" (Mineta Transportation Institute, 2012). Recently the methodology was used successfully for evaluating a road diet that compared project performance for pedestrians, cyclists, and motorists. We are now building a citywide model to understand traffic stress for cyclists in a comprehensive manner. The project has four goals. First, we seek to understand how much of the City's network is available to cyclists based on the traffic stress that those cyclists are willing to tolerate. Second, the results will identify key roadway segments that – through design improvements – would better connect Oakland for more cyclists. Third, the methodology will inform the next update to the City's Bicycle Master Plan which will focus on improving the quality of existing bikeways. Fourth, the analysis will help communicate to the public that the weakest link in a bikeway is decisive in how many people are willing to use that bikeway. In the past, the City experimented with other Bicycle Level of Service measures, namely the Bicycle Compatibility Index and the bicycle component of Multimodal Level of Service. In both cases, staff was disappointed because the models are data-intensive and the results did not match professional judgment. Instead, staff is focusing on the LTS methodology and the reform of traditional Level of Service to de-emphasize the importance of motorist delay at signalized intersections.
<b>83. Do you have community-wide trip reduction policies or programs?</b>	
<i>Yes, describe the policy/program and the results. (250 word limit)/No</i>	The City covers the administrative cost of "Commuter Checks" that allow City employees 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. In 2014, a regional program was launched that requires businesses with 50 or more employees to offer commuter benefits by September 2014.
<b>83a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?</b>	No
<b>84. Have you done an economic impact study on bicycling in your community?</b>	No
<i>Yes, describe the results. (250 limit)</i>	

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Evaluation and Planning (cont)</b>	
<p><b>85. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?</b></p>    <p><i>Yes (describe- 250 word limit)/no/not applicable</i></p>	<p>Oakland’s bikeway network is responsive to underserved communities given the city’s topography and demographics. 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. Regional growth policies are directing the overwhelming majority of transportation funding to the Flatlands because of the in-fill opportunities offered by downtown, major transit corridors, the waterfront, and seven of Oakland’s eight BART stations.</p> <p>Organizations with bicycle-related programming are primarily located in underserved communities. These organizations include Bikes4Life (West Oakland), Cycles of Change (multiple middle schools), El ColectiVelo (East Oakland), Rock Paper Scissors Collective (Northgate neighborhood), The Bikery (San Antonio neighborhood), and The Crucible (West Oakland).</p> <p>Bike East Bay’s bicycle education classes are programmed at park locations including the historically underserved West Oakland and East Oakland. Classes in downtown are offered several times per year in Cantonese, and are also taught in Spanish in the Fruitvale neighborhood. The Bicycle Trails Council of the East Bay sponsors Youth Mountain Bike Adventures, monthly outings to reward inner city kids who have participated in school/community service.</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.</p>
<p><b>86. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)</b></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 Transportation Commission. The plan was originally adopted in 2001 with updates in 2006 and 2012. 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 independence. 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. In 2009, the Oakland City Council adopted a greenhouse gas reduction target for the year 2020 of 36% below 2005 levels. Adopted in 2012, the City’s Energy and Climate Action Plan calls for a 20% reduction in total vehicle miles traveled. This Plan is in part why Oakland is consistently recognized as one of the most livable and sustainable cities in the nation. Both plans identify the implementation of Oakland’s Bicycle</p>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>Evaluation &amp; Planning (cont)</b>	
<p><i>[answer to question #86 cont]</i></p>	<p>Master Plan as a key strategy for reducing oil dependence, vehicle miles traveled, and greenhouse gases.</p> <p>The City of Oakland has also been a full participant for the 2007, 2010, 2012, and 2014 Benchmarking Reports prepared by the Alliance for Biking and Walking. Staff has 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>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>FINAL OVERVIEW</b>	
<b>87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?</b>	
<i>Reason One (250 word limit)</i>	<p>The overall goal of a bicycle friendly community is to get people cycling – and Oakland is doing that. Oakland has consistently ranked amongst the highest bicycle mode share of large US cities. In the 2014 Benchmarking Report by the Alliance for Biking &amp; Walking, Oakland’s mode share of 2.5% ranked seventh out of the 52 largest cities. This analysis, based on three-year American Community Survey (ACS) data for 2009-2011, also shows that Oakland had the seventh largest percentage of women cyclists for large cities with bicycle mode shares over one percent. In the League of American Bicyclists’ analysis of the 2012 one-year ACS data, Oakland’s mode share of 2.7% ranked eighth out of the largest 70 cities: the highest for a Bronze bicycle friendly community and higher than nine Silver bicycle friendly communities. While the Census is widely regarded as under-reporting bicyclists, there are reasons to believe that the under-reporting in Oakland is larger than in other cities. Specifically, the Census does not count bicycle commute trips that are linked to transit trips. While in Oakland, many people bicycle to Oakland’s eight BART stations to reach jobs in San Francisco and Berkeley. According to the 2014 Benchmarking Report, Oakland has by far the most bicycle parking at transit stops – more bike parking per capita than the combined total of the next seven cities. Based on 2008 BART data, including bicyclists riding to BART would boost Oakland’s mode share to 3.7%.</p>
<i>Reason Two (250 word limit)</i>	<p>Oakland’s bicycle advocacy is flourishing. Bike East Bay and Walk Oakland Bike Oakland (WOBO) are gaining membership, visibility, and clout with signature events and key campaigns. The Alliance for Walking &amp; Biking’s 2014 Benchmarking Report shows that Oakland ranks fourth on a per capita basis for the number of advocacy organization members out of the 52 largest cities. The organizations rank ninth by gross income and eleventh by staffing in per capita comparison. Oakland is also home to statewide and national organizations including CalBike, TransForm, and Rails to Trails Conservancy.</p> <p>The advocates energized the community with four important events in Oakland in the past year alone. CalBike hosted its statewide California by Bike Summit in Oakland. Bike East Bay and WOBO worked with the Alliance for Biking &amp; Walking to host a Winning Campaigns Training. As part of Oakland’s NACTO Road Show, advocates organized a high-profile reception that featured Caltrans announcing its adoption of NACTO’s Urban Street Design Guide. The League of American Bicyclists conducted an Oakland site visit that brought together advocates and staff for an intensive one-day work session.</p> <p>Partnering with the Mayor, WOBO spearheaded two “Oaklavia” open streets events in 2014 that are leveraging growing support from city government. In March 2014, Bike East Bay won Bicycling Magazine’s People’s Choice Advocacy award for its successful campaign to remove BART’s peak-hour bicycle ban. Their joint Oakland Bikeways Campaign is building momentum for key bikeways, including support from 100 businesses for a critical project on Telegraph Ave.</p>



**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>FINAL OVERVIEW (cont)</b>	
<p><i>Reason Three (250 word limit)</i></p>	<p>Over the past four years, Oakland made dramatic improvements in the quality and quantity of its bicycle facilities. The bikeway network expanded by 25% from 113 to 142 miles. Not only did the total mileage increase, but the quality of the overall network improved: bike lane mileage increased by 40% while signage-only bike routes simultaneously decreased by 20%. Buffered bike lanes and green bike lanes in conflict zones are now installed on a regular basis. To publicize this growth, the City created a time lapse map showing the historical development of Oakland’s bikeway network from 1976 to the present. The map and associated figures are available at <a href="http://www2.oaklandnet.com/OAK024591">www2.oaklandnet.com/OAK024591</a>.</p> <p>The number of publicly accessible bike parking spaces rose from 4,566 to 7,740 between June 2010 and June 2014 – an increase of 70%. In 2011 Oakland initiated its highly successful program for on-street bike parking corrals. This by request program has installed eight corrals to date and another seven corrals are pending installation for a total of 254 corral spaces. In response to tremendous demand, BART moved aggressively to expand bicycle parking at its stations with electronic bicycle lockers and bike racks inside its fare gates. A bike station is under construction at 19th Street BART (130 spaces) while a high-capacity bicycle parking cage is funded and pending construction at MacArthur BART (174 spaces). Along with the Fruitvale Bike station (236 spaces) that opened in 2004, three of Oakland’s eight BART stations are on track for high-capacity bike parking facilities.</p>
<p><b>88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?</b></p>	
<p><i>Aspect One (100 word limit)</i></p>	<p>While Oakland has constructed 142 miles of bikeways, there remain critical gaps over the city’s 56 square miles of land area. The most significant gaps are in downtown and in East Oakland. Many existing bikeways need to be upgraded with buffered bike lanes, green bike lanes in conflict zones, and bicycle guide signs. Currently 30 roadway miles of bikeway striping and 35 roadway miles of bikeway signage are under development. Implementation is constrained by available staffing and funding. Bikeway gaps and challenging locations on existing bikeways are widely regarded as the biggest barriers to cycling in Oakland.</p>
<p><i>Aspect Two (100 word limit)</i></p>	<p>The rapid growth of cycling in Oakland is exacerbating the need to address bicycle-related infractions. This is in part to ensure the safety of cyclists and other roadway users, as well as to dispel the perception that all cyclists 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. More well-designed bikeways and ongoing educational efforts can help offset the resource constraints that are limiting enforcement.</p>
<p><i>Aspect Three (100 word limit)</i></p>	<p>Oakland faces significant challenges in maintaining the pavement on its roadways. Bad pavement affects cyclists more acutely than other roadway users. Deteriorated roadways take the joy out of cycling and create safety issues, especially in low-light conditions and on fast descents. For the City, the problem is structural: in recent years the funding available for paving is roughly one quarter of what is needed. To make the most of limited resources, the selection of streets for paving projects is closely coordinated with existing and proposed bikeways. Grant funding is also being leveraged to address the worst streets for cyclists.</p>

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>FINAL OVERVIEW (cont)</b>	
<p><b>89. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?</b></p>	<p>The City of Oakland’s first application in 2010 solidified our understanding of the need for a holistic approach. In response to that application, we undertook a number of new initiatives including an annual bicyclist and pedestrian counts program, an annual crash analysis, and a robust education program. Through the 2014 application we recognized opportunities to improve our data on privately installed bicycle parking. More generally, the 2014 application is a detailed reminder of the importance of this holistic approach. We now have large quantities of known work in multiple areas: engineering, education, encouragement, and evaluation/planning. Bike East Bay and Oakland Public Works continue to seek partnerships with the Oakland Police Department. We are systematically tackling this known work, but the rate of delivery is constrained by available resources. Thus we continue to seek additional resources and continue to increase efficiencies using the resources we already have. A key strategy is growing the local cycling movement by making it more visible while simultaneously making it more understandable to and approachable by the general public. Two examples of this are Pedalfest, Oakland’s summer family-friendly bicycle-themed festival, and the rebranding of the East Bay Bicycle Coalition as Bike East Bay. Within city government, we continue to make bicycle-oriented design more compelling to staff through better policy and design guidance.</p>
<p><i>Yes (describe- 250 word limit)/no</i></p>	
<p><b>90. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?</b></p>	<p>We now have initiated programs in most key areas: bikeway design, bike parking, wayfinding signage, education classes, and encouragement activities. We continue to seek partnerships with the Oakland Police Department and the Alameda County Courts to initiate a diversion program for bicyclist-related infractions. Of the established programs, our next steps are as follows. For bikeway design, we are continuing the close coordination with resurfacing projects to install new bikeways and upgrade existing bikeways, specifically emphasizing buffered bike lanes and green bike lanes. CityRacks – Oakland’s by request bicycle parking program – is booming with a rapid increase in the number of bike parking corrals. To improve efficiencies, we are innovating with our purchasing and construction contracts to deliver more work more quickly at lower cost. For Question #25, we completed a new analysis of bike parking by land use type that revealed bike parking gaps that we are eager to fill. Oakland’s bicycle wayfinding signage continues to be a leader in the nation. As we roll out new signage, we are developing a proactive maintenance program to ensure that the signs continue to look their best. The education program has blossomed with frequent classes offered in three languages around the city. Bike East Bay has recently added a new educational component to prevent bicycle theft. Encouragement activities continue to extend their reach through two major events, safety giveaways, fun schwag, and multiple maps. We continue to bring these programs to maturity as established and efficient means for promoting cycling.</p>
<p><i>Yes (describe- 250 word limit)/no</i></p>	

**City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application – August 2014**

<b>FINAL OVERVIEW (cont)</b>	
<p><b>Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) here. You can submit up to 5 files at the time and there is no limit on how many files can be submitted. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.</b></p>	<p>[See attached index of attachments.]</p>
<p><b>We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?</b></p>	<p>Yes</p>
<p><i>Yes/No</i></p>	
<p><b>How have you heard about the BFC program?</b></p>	<p>Oakland staff in the Bicycle Facilities Program are members of the League of American Bicyclists. We read news about the program in the League’s “American Bicyclist” magazine and have watched the program grow in scope and stature. In 2007, the City’s Bicycle Master Plan established an objective for Oakland to become a bicycle friendly community as recognized by the League. This objective was realized in 2010. We continue to use the program for benchmarking with other cities; to build local enthusiasm for cycling improvements; and to assess Oakland’s progress.</p>

## City of Oakland, California Bronze-Level Bicycle Friendly since 2010



### 1. Index of Photos and Attachments

#### Photos (\* = high resolution as requested)

2. Green bike lanes on Lakeshore Ave \*
3. Bay Bridge path \*
4. MacArthur Blvd buffered bike lanes near Mills College \*
5. Montclair Railroad Trail
6. Yarn-bombed bike corral @ Burma Superstar
7. Bike corral @ Beer Revolution
8. Greetings from Oakland—postcard #1 \*
9. Greetings from Oakland —postcard #2 \*
10. Greetings from Oakland —postcard #3 \*
11. Greetings from Oakland —postcard #4 \*
12. Greetings from Oakland —postcard #5 \*
13. Bike to Work Day 2014: Mayor and Public Works Director admire custom “Keep Calm” patch kit at the MacArthur BART Station
14. Oaklavia/Love Our Lake Day 2013
15. “I [bike] Oakland” branded schwag

#### Documents

16. Design guidelines for bike lane buffers & green bike lane conflict zones
17. Posters: Pedalfest 2014; Bike to Work Month 2014 (countywide campaign); Oaklavia/Love Our Lake 2013; Bike to Work Day 2009 (drawing by Andy Singer)
18. Pedalfest 2014 article from San Francisco Chronicle

#### Selected City Website Highlights

- [Design Guidelines for Bicycle Wayfinding Signage](#)
- [Bicyclist Counts Program](#)
- [Bi-annual “I \[bike\] Oakland” newsletter \(Summer 2014 | Winter 2014\)](#)
- Timelapse map with increase in bikeway mileage/quality since 1976: [animation](#) | [.pdf map set](#)
- 2014 “I [bike] Oakland Bikeways Map: [west side](#) | [east side](#)
- [Google map of Bicycle Facilities](#)
- [Google map of bike/ped counts](#)

**Bonus:** [Streetsfilms Video about Oaklavia](#)