

# I OAKLAND

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

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



Nice wide bike lanes on E 21st St.

## East of the lake: new bikeways on 16th Ave, 21st Ave, E 21st St

In June, the City completed a new 2.9-mile bikeway serving the neighborhoods east of Lake Merritt between 14th Ave, Fruitvale Ave, MacArthur Blvd, and the waterfront. These bikeways improve access in the Foothill Blvd corridor with new bike lanes on E 21st St and also create a complete connection between MacArthur Blvd and the Oakland waterfront via Ardley Ave, 21st Ave, and 16th Ave.

The project includes bike lanes on Ardley Ave, E 21st St, and the 16th Ave bridge over Interstate 880. On the remaining streets – 21st Ave and other portions of E 21st St and 16th Ave – the City's Bicycle Master Plan proposes bicycle boulevards: quiet streets intended as through routes for bicyclists. Sharrows were installed on these streets, complementing existing speed humps, to establish these new routes. Bicycle wayfinding signs were installed along the route in August 2012.



Up, up, and to MacArthur Blvd along 21st Ave.

The project was funded by State Transportation Development Act Article 3 grant funds, a portion of the State's sales tax dedicated to bicycle and pedestrian projects. Additional funding was provided by Measure B (see below). These projects and others are establishing a network of bikeways for the neighborhoods east of Lake Merritt, linking San Antonio Park to the Grand Lake, Dimond, and Laurel Districts via MacArthur Blvd, and to Jack London Square, Embarcadero Cove, and the Fruitvale via the waterfront.



32nd St at Peralta St.

## Connecting downtown and Emeryville: the 32nd St & Hollis St bikeways

What's the most direct route between downtown Oakland and Emeryville that avoids the worst of the traffic on San Pablo Ave? Follow the bicycle wayfinding signs and sharrows on San Pablo Ave out of downtown, turn left on 32nd St, and then make a right onto Hollis St at Peralta St. This informal route was used for years by bicyclists and as of April it got easier to find and better to use with the completion of a designated bikeway.

The route includes bike lanes on Hollis St and sharrows on 32nd St connecting San Pablo Ave to Mandela Pkwy. Bicycle wayfinding signs were installed in August 2012 on 32nd St and Hollis St along with San Pablo Ave and 27th St to improve connections between downtown Oakland, Lake

Merritt, and Emeryville. On Hollis St, Oakland staff and Emeryville staff worked collaboratively to ensure a seamless project at the city line. Thanks Emeryville!

Photos this page: Noor Al-samarrai.



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

## Two decades of Bike to Work Day

Oakland's 20th annual Bike-to-Work Day pancake breakfast in front of City Hall, a joint project of the City of Oakland and the East Bay Bicycle Coalition, was held on Thursday, May 9, 2013, 7:00-9:00 am. The City Hall event was one of 21 energizer stations held that day in Oakland. Hundreds of bicyclists enjoyed pancakes graciously griddled by the Rotisserie Deli made from ingredients donated by Whole Foods. They swigged potent Peet's Coffee, perused information tables, and cheerfully chatted in sync to the retro

sounds of DJ Crimson.

Event photos are online at [tinyurl.com/kt6pqeo](http://tinyurl.com/kt6pqeo).



A lively 20th annual Bike to Work Day pancake breakfast. Photo: Darian Avelino.

### Oakland Library cyclists finish third in 2013 Team Bike Challenge

*On Saturday, June 11, the results of the month-long, regional Team Bike Challenge were announced and the team from the Oakland Public Library (OPL) placed third in Alameda County in the "medium company" category. OPL was sixth among all "medium companies" in the nine Bay Area counties. The Library team of 40 cyclists logged 3,083 miles, representing 3,083 pounds of CO2 saved and 132,575 calories burned during the month of May. Now, go read a book!*

Mayor Jean Quan and four City Council members (Dan Kalb, Libby Schaaf, Noel Gallo, and Desley Brooks) biked to City Hall from their respective council districts, with the Mayor joining Councilmember Brooks on the ride from Eastmont Town Center. The Mayor, Mr. Kalb, and Ms. Schaaf spoke at the press conference, joined by Alison Best, President & CEO of VisitOakland (the rebranded Oakland Convention and Visitor's Bureau). Ms. Best spoke about the importance of bicycling as a lifestyle for attracting the businesses and residents that will continue to make Oakland a vibrant community.

In addition to the 23 volunteers, 37 agencies, organizations, and businesses participated by cooking pancakes, offering morning bike safety checks, tabling, and/or donating one or more of 33 raffle prizes. Plus, the event was supported in a record-setting manner by Oakland's bike shops. Ten shops donated raffle prizes ranging from bike lights to full tune ups, and, four bike shops came downtown to perform bike safety checks. Fifteen shops partnered with the City to offer BikeBucks discounts in May, an annual tradition. Thanks to everyone who participated!

## 2013 "I [bike] Oakland" Bikeways Map

For the fourth year in a row, the City of Oakland published the "I [bike] Oakland" Bikeways Map in early May for Bike Month and Bike to Work Day. Get a free copy of this pocket-size map at your local bike shop and then explore our fair city on Oakland's increasingly extensive and connected bikeways. This year's map includes 222 miles of bikeways across Oakland and into the adjoining cities of Berkeley, Emeryville, Alameda, Piedmont, and San Leandro. Updated annually since 2010, there are now 70,000 copies of the map in print. We extend a very warm thank you and acknowledgement to Jake Coolidge, cartographer extraordinaire, former intern with the City's Bicycle Facilities Program (and really nice guy) for his outstanding work on the map!



### RESOURCES

#### Suggest a Bike Rack Location

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

#### Oakland's Bicycle and Pedestrian Advisory Committee (BPAC)

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

#### Public Works Call Center

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

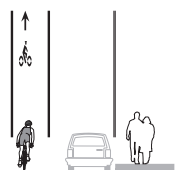
#### Program Staff

- Jason Patton, Bike/Ped Program Manager
- Jennifer Stanley, Bike/Ped Coordinator
- Beki McElvain, Planning Intern
- Mark Lightner, Planning Intern
- Austin Springer, Design Intern
- Kevin Utschig, Design Intern
- Volunteers: Noor Al-samarrai, Jake Coolidge, Brian Warwick, and you? Email [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) with a project idea or to offer help.



## By the Numbers

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



### By the Numbers: Oakland Bicycle Facilities as of June 30, 2013

Date (as of)	Bikeway miles	Bike parking spaces	Bike wayfinding sign assemblies	Bike-friendly traffic signals
December 31, 2007	90.4	3,224	0	0
December 31, 2008	94.0	3,492	26	2
December 31, 2009	97.6	4,428	26	11
December 31, 2010	100.4	4,772	125	16
December 31, 2011	109.3	5,303	209	26
December 31, 2012	131.9	6,315	345	40
June 30, 2013	131.9	6,735	345	64



## Traffic signals: Marking the change you want to see

About one-third of Oakland's traffic signals are "actuated," using sensors to detect traffic and allocate green time based on the presence of cars and bicycles. Oakland defines a "bike friendly" actuated traffic signal as one that: (1) is technically capable of reliably detecting bicyclists; (2) has bike detector pavement markings indicating where bicyclists should wait; and (3) has been field verified to operate correctly by City staff from the Electrical Services Division.

Between January and June 2013, the number of "bike friendly" actuated intersections increased by over a third – from 40 to 64. During this period, bike detector markings were installed at an additional 55 intersections. Field verification of these locations is underway as this newsletter goes to press. The bicycle detector marking serves three purposes:

- The marking lets bicyclists know that the signal is actuated and that it will turn green for bicyclists.
- The marking indicates where bicyclists should wait in order to trigger the signal.
- The marking is located to encourage safe and legal lane positioning, helping bicyclists take the lane to avoid right-hook collisions (where a motorist turns right in front of a bicyclist proceeding straight).

*Most of Oakland's actuated traffic signals use video cameras mounted on traffic signal mast arms to "recognize" when someone is waiting for the green light. At 10 intersections with low light conditions (e.g. under freeway overpasses or in foggy areas like the Oakland hills), wireless sensors in the shape of pucks are installed in the pavement and use radar to detect traffic. In April 2013, a new generation of wireless sensors was installed at three intersections; these sensors are capable of discerning bikes from cars. The remaining actuated intersections use inductive loop detectors, coils of wire in the roadway that detect the presence of steel (e.g., cars). Bicyclists have mixed results with loop detectors because bikes don't have much ferrous metal and the loops have limited sensitivity. To improve reliability and reduce maintenance costs, the City is replacing inductive loops with video cameras and wireless sensors.*



New inlet medallion

## Grate expectations

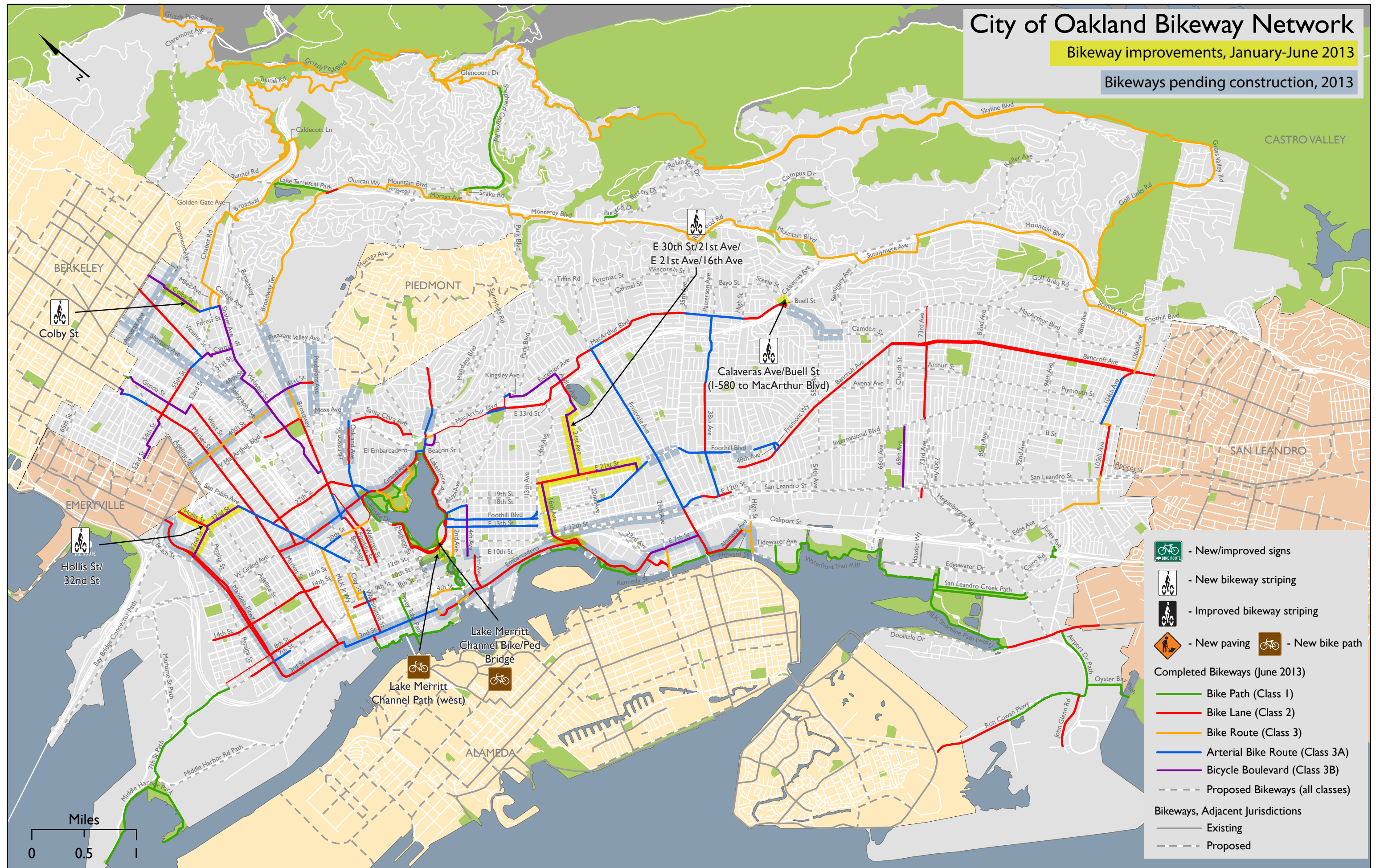
Three departments of the Public Works Agency (PWA) have teamed up to improve Oakland's storm drain inlets – more than 10,000 inlets across the city. PWA's Watershed Improvement Program has a grant to install "No Dumping, Drains to Bay" medallions at every storm drain inlet over the next several years. As part of the project, inlets will be surveyed by the PWA Infrastructure Maintenance Division. In May 2012, based on a recommendation from PWA's Bicycle & Pedestrian Facilities Program, the City Council approved a \$50,000 grant from the Transportation Development Act Article 3 bicycle/pedestrian funding program to replace or retrofit substandard drain grates—those grates that could trap bicycle wheels. The surveys include a look at the medallion locations and grate conditions concurrently, an efficient use of staff resources. Further funding will come from Measure B.



# City of Oakland Bikeway Network

## Bikeway improvements, January-June 2013

### Bikeways pending construction, 2013





## Oaklavía, aka Love Our Lake Day

On June 9, 2013, thousands flocked to bike, walk, boat, dance, and hula around Lake Merritt for “Love Our Lake Day.” This non-motorized meandering party celebrated the renovation of streets and the expansion of parkland made possible by Oakland Measure DD. Alternately known as “Oaklavía” or “Oakland Sunday Streets,” the event was coordinated by Walk Oakland~Bike Oakland in collaboration with the City of Oakland. The free fete facilitated frolicking along three miles of car-free streets.



Enjoying our renovated Lake Merritt. Photo: Frank Chan.

In the afternoon, representatives from the Measure DD Community Coalition were joined by Mayor Jean Quan, Assembly Member Nancy Skinner, Governor Jerry Brown, Congresswoman Barbara Lee, and others at a festive dedication ceremony to celebrate Lake Merritt Boulevard (formerly the 12th Street Dam). The project includes a bicycle/pedestrian bridge across Lake Merritt Channel at the lake’s edge, a sparkling new amphitheater and four-acre park, and a new path that extends along the Lake Merritt Channel to E 10th St.

Watch a day-of-event video at [vimeo.com/69059746#](http://vimeo.com/69059746#). For a map and information about all Measure DD-funded projects, see [www2.oaklandnet.com/OAK041468](http://www2.oaklandnet.com/OAK041468).

### Another year with yet more bicyclists

The results are in and the numbers are up with six percent more bicyclists from 2011 to 2012 at the 36 locations that Oakland is now monitoring on an annual basis. The counts are collected each September for two hours at each location. Pedestrian volumes increased by five percent while motor vehicle volumes decreased by seven percent. For more information on the annual counts program, see [www2.oaklandnet.com/OAK033011](http://www2.oaklandnet.com/OAK033011).

#### *Bicyclist counts, fall 2012: top five locations by number of bicyclists (two-hour evening peak)*

Location	# of Bicyclists
Grand Ave/Bay PI	419
Telegraph Ave/40th St	372
Broadway/27th St	341
Broadway/12th St	240
Broadway/20th St	229



### Oakland Complete Streets

The term “complete streets” describes a transportation network with roadways designed and operated for safe and comfortable access for all roadway users. The complete streets concept implies a departure from past practices focused solely on moving more cars faster, to more holistic decision-making that acknowledges pedestrians, cyclists, and transit users as legitimate roadway users. In February 2013, the Oakland City Council unanimously adopted a Complete Streets Policy for Oakland. The policy consists of nine components describing policy implementation in detail, including a requirement that any exceptions to the policy be approved by the Public Works Director and made publicly available. Next steps for the Complete Streets program include developing street design guidelines and on-going performance measurement to monitor policy implementation. For more information, review the full policy online at [www2.oaklandnet.com/n/OAK039959](http://www2.oaklandnet.com/n/OAK039959).

# Quantity versus quality: Or, how best to build a bikeway network?

Jason Patton, Bicycle & Pedestrian Program Manager

Oakland's Bicycle Master Plan was originally adopted in 1999 and comprehensively updated in 2007 to guide the creation of a 240-mile bikeway network. As of June 2013, there are 132 miles of established bikeway and that will increase to 144 miles by the end of 2014. Oakland is on track to add 40 miles of new bikeways in four years.

All of these bikeways that have been implemented on various streets since 1976 (!) are beginning to take shape as a network. That is, individual projects are adding up to bikeway corridors that extend across multiple neighborhoods. These corridors connect to other bikeway corridors that serve still more neighborhoods. It is becoming increasingly possible to bicycle between neighborhoods on City-designated bikeways that have received some level of improvement: mainly bike lanes, sharrows, and guide signs.

Over the past four years Oakland has been building simple bikeways – focusing on stripes and signs – to establish a basic network as quickly as possible. Unlike many cities that are promoting bicycling, Oakland already has a population that has embraced bicycling. A confluence of factors gives Oakland one of the greatest concentrations of bicyclists in the US: dense neighborhoods, mixed land uses, residents who are environmentally aware, a do-it-yourself culture, and lots of young people who are generally driving less. Based on 2011 data from the US Census Bureau, only five large cities have more bicyclists: Portland, Seattle, San Francisco, Minneapolis, and Washington, DC. All of these cities have made major investments in bicycling.

In comparison, Oakland is struggling to keep up with the growing number of bicyclists – an increase of 59% from 2007 to 2011. While bikeway mileage is steadily increasing, the quality of those bikeways is hit-and-miss. For example, a designated bikeway may be continuous, but the accommodation may vary dramatically from one segment to the next. A street with sharrows may need bike lanes because traffic speeds and volumes are too high for bicyclists to comfortably share the lane with

motorists. Or a bike boulevard may need traffic calming to deal with cut-through traffic in order for it to truly support bicycling. Or a street may have narrow bike lanes that should be widened with buffers to encourage bicyclists to ride outside of the door zone and provide separation from passing motorists.

These types of improvements will make bicycling more accessible to people across a broader range of ages and abilities. Bringing urban cycling into the mainstream is the vision of the City's Bicycle Master Plan: "Oakland will be a city where bicycling is fully integrated into daily life, providing transportation and recreation that are both safe and convenient." And beyond safety and convenience, bicycling should be fun – and it is loads of fun when one does not have to fight for one's right to the road. This combination of safety, convenience, and fun is the recipe for a successful bikeway network.



Now that Oakland has 132 miles of bikeways, what are the improvements that will best serve Oakland's cyclists while encouraging more people to ride? Should the City continue to expand the

network as quickly as possible with simple striping and signage projects? Or should the City focus on improving the quality of existing bikeways? In the first half of 2013, staff undertook to answer these questions by developing a work plan titled "Completing Oakland's Bikeway Network 1.0." In other words how does the City complete a first version of its citywide network? The plan recommends building new bikeways to complete key gaps that will extend the network to 170 miles in length. But for the first time, the work plan puts a greater emphasis on improving the quality of existing bikeways with buffered bike lanes, green pavement, and bicycle boulevard upgrades. The work plan is available at [www2.oaklandnet.com/n/OAK041986](http://www2.oaklandnet.com/n/OAK041986). We welcome comments on how best to invest the City's limited resources to get the greatest possible benefit from Oakland's bikeway network.



## At your request: bike parking corrals go mainstream

After the successful completion of a pilot project, we are pleased to announce the new by-request program for in-street bicycle parking corrals. The City is now taking applications for corral locations as a new component of the ongoing CityRacks Bicycle Parking Program. See [www2.oaklandnet.com/ISBPC](http://www2.oaklandnet.com/ISBPC).

As of June 2013, six in-street bike parking corrals that accommodate a total of 120 bicycles were installed in Oakland. Corrals at two more locations have been designed, approved, and are pending installation. Three additional applications have been received and the sites are under evaluation.

As one example, the corral in Temescal was installed in January 2013 at Burma Superstar on Telegraph Ave at 48th St. The Bicycle Facilities Program worked collaboratively with the Temescal Business Improvement District (BID) on aesthetic improvements while maintaining good functionality. (In other words, the BID pushed staff to do better!) As a result, the City installed circle-spaced (instead of the ubiquitous “inverted U”) racks. Also, a prototype sign featuring a version of the “I [bike] Oakland” logo (pictured, right) was fabricated and installed. Staff is monitoring how the sign weathers with the intention of installing an improved version of the sign as a standard, but optional, component of Oakland’s bike corrals. But for the Temescalians, these innovations just weren’t enough. In March 2013, the bike racks were “yarn bombed” to colorful abandon. And there was much rejoicing.



Temescal bicycle parking corral—it's the bomb! Photo: Mike Jones.



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



Phone: (510) 238-3983  
Fax: (510) 238-7415  
Email: [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com)  
Website: [www.oaklandbikes.info](http://www.oaklandbikes.info)

Si desea un ejemplar del boletín del programa  
ciclista de la Ciudad de Oakland en español, por  
favor llame 238-3983 o visite  
[www.oaklandbikes.info](http://www.oaklandbikes.info)  
([www2.oaklandnet.com/w/OAK041957](http://www2.oaklandnet.com/w/OAK041957))

如需索取屋崙（奧克蘭）市自行車計劃  
的中文版新聞快訊，請致電 238-3983  
或上網 [www.oaklandbikes.info](http://www.oaklandbikes.info) 查詢。  
([www2.oaklandnet.com/w/OAK041958](http://www2.oaklandnet.com/w/OAK041958))

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