

I OAKLAND

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

15th Edition, Summer 2014 | Circulation 2,716

www.oaklandbikes.info

City Council Creates Bicyclist & Pedestrian Advisory Commission

In February the City Council adopted an ordinance creating a new commission to advise the Council and staff on the accommodation of bicyclists and pedestrians in all transportation plans, policies, projects and programs. The Bicyclist & Pedestrian Advisory Commission will serve as a resource to City staff and a forum for the public's participation to improve the safety and access of walking and bicycling in Oakland.

The City has an existing Bicycle and Pedestrian Advisory Committee (BPAC) that was formed in 1994 at the request of the East Bay Bicycle Coalition. The BPAC began meeting in 1995 and was involved in the development of the Land Use and

Transportation Element of the General Plan (1998), Bicycle Master Plan (1999), Pedestrian Master Plan (2002), and the 2007 update to the Bicycle Master Plan. Over the years the BPAC has reviewed many City projects including streetscapes, area plans, bikeways, Safe Routes to School improvements, development projects, Waterfront Trail segments, transit projects, and the Measure DD improvements around Lake Merritt.

The new Commission will replace the BPAC, fulfilling a similar function in a more formal capacity and with a heightened stature. The creation of the Commission was catalyzed by the Metropolitan Transportation Commission changing its requirements

for the allocation of Transportation Development Act Article 3 funds, a portion of the State's sales tax dedicated to bicyclist and pedestrian improvements. The Bicyclist & Pedestrian Advisory Commission will have nine members each serving three year terms. Commissioners are appointed by the Mayor and confirmed by the City Council. The new Commission is scheduled to begin meeting in September and people interested in Oakland's transportation policies and projects are encouraged to participate. Meetings are held the third Thursday of each month, 5:30-7:30pm, in Oakland City Hall.

*For more information see
www.oaklandbikes.info/bpac.*



Bike lanes on Alcatraz and Piedmont Aves

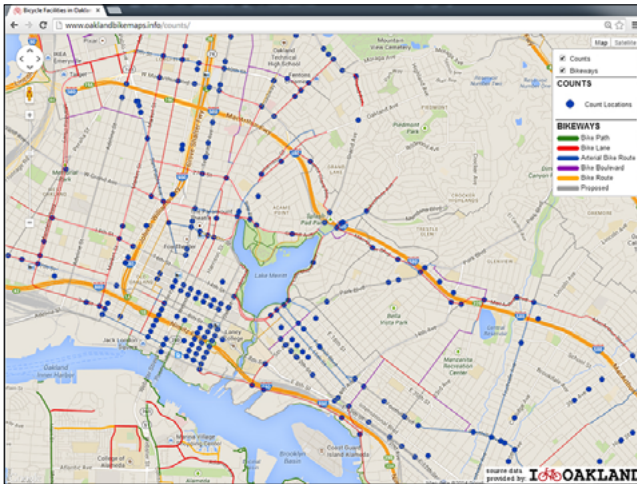
The City continues to install new bike lanes as quickly possible, taking advantage of coordination opportunities with both paving and development projects. In April, bike lanes were completed on the 0.9-mile length of Alcatraz Ave in Oakland: from Dover St to College Ave. The project was implemented in coordination with a federally funded paving project. Also in April, bike lanes were completed on the lower portion of Piedmont Ave: from Broadway to MacArthur Blvd. Part of the work was done through a City paving project while the majority was striped by Kaiser Hospital as part of its major construction project. These efforts complement the paving of Piedmont Ave from MacArthur Blvd to Pleasant Valley Ave that was striped with bike lanes in November 2013. The Piedmont Ave bike lanes add one mile to Oakland's emerging bikeway network.



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.

Counting on it

The Bicycle Facilities Program announces the debut of an on-line interactive map that organizes and displays bicyclist and pedestrian counts. Find the map at www.oaklandbikemaps.info, a new repository of bicycle-related maps and spatial data for Oakland. The map includes 1,650 bicyclist and pedestrian counts from across Oakland collected for various traffic studies and development projects. Pedestrian counts date to the 1970s while counts that include bicyclists generally date to the 1990s. Over 2,000 additional counts have been located and are in the process of being logged.



A parallel project is building an in-take mechanism for all new traffic counts such that they can be collected, organized, and published with minimal staff effort. In combination with the City's annual bicyclist and pedestrian counts program, the overall data set will allow for long term trends to be analyzed with geographic specificity. The data complements the information collected by the US Census Bureau through the annual American Community Survey.

The Bicycle Facilities Program extends a big thanks to the interns and volunteers who built the database, assembled the map, and scrubbed a mountain of messy data: Mark Lightner, Brian Warwick, Kyle Blaquiere, and Ronnie Spitzer. Special thanks go to Brian Warwick for his tireless work in both cleaning data and managing the effort.

Vulnerable Road Users Ordinance

In April 2014, the City adopted an ordinance that creates civil penalties for intentional attempts to assault or injure a pedestrian or bicyclist (aka a "Vulnerable User.") The ordinance declares that motorists shall not engage in the following behaviors just because they are interacting with a pedestrian or bicyclist:



- assault a Vulnerable User;
- intentionally inflict emotional distress upon a Vulnerable User;
- commit battery upon a Vulnerable User;
- intentionally pass a Vulnerable User in an unsafe manner (as defined in California Vehicle Code section 21760).

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).

The behaviors described above are—for the most part—already illegal. However, such cases are difficult to prove in criminal court because a police officer must generally witness the interaction. The Ordinance allows victims to seek monetary damages up to \$1,000 in civil suits plus reasonable attorney and litigation fees for each incident. Civil suits result in fines, not jail time, and thus have a lower burden of proof than criminal cases.

The ordinance was advanced by Walk Oakland Bike Oakland and championed by Council Member Libby Schaff. See text at tinyurl.com/OaklandVRUO.

RESOURCES

Suggest a Bike Rack Location

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

Oakland's Bicycle and Pedestrian Advisory Committee (BPAC)

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

Public Works Call Center

- Via phone: (510) 615-5566 | online: www2.oaklandnet.com/ReportAProblem | mobile: 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
- Timothy Brathwaite, Planning Intern
- Kevin Utschig, Design Intern
- Volunteers:
Gene Anderson, Kyle Blaquiere, Ronnie Spitzer, Brian Warwick, Dianne Yee, and you! See the Bicycle Facilities Volunteer Program web page at www2.oaklandnet.com/bfvp for more information.

Oakland's 21st Annual Bike to Work Day

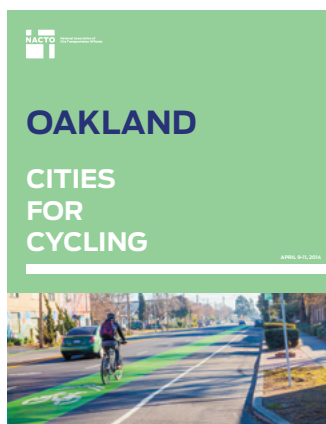
On Thursday, May 8, 2014, while the rest of the region celebrated the 20th, Oakland rang in the 21st annual Bike-to-Work Day pancake breakfast at Oakland City Hall. A joint effort of the City and Bike East Bay, Oakland's City Hall "energizer station" counted a record 694 bicyclists by 11am. Beginning at 7am, the event featured:

- Pancake and coffee breakfast courtesy Rotisserie Deli, Cross Burgers, and Whole Foods Market
- All-day valet bike parking by the Bike East Bay
- Tabling displays by organizations, agencies, and businesses
- Free bike safety checks by The Spoke Cyclery and Manifesto Bicycles
- Day passes to Active Sports Clubs (aka Club One) Oakland
- A goody bag full of schwag including bike tube patch kits urging a calm demeanor, We BIKE Oakland bumper stickers, and Bike Bucks, 15% discounts on parts & accessories at some of Oakland's awesome and generous bike shops
- Tunes by DJ Crimson
- A raffle with great prizes, including a Torker T29 bicycle from Tip Top Bike Shop



Mayor Jean Quan, Council Members Dan Kalb, Rebecca Kaplan, Lynette McElhaney, & Libby Schaff, BART Director Robert Raburn, staff, and advocates pose with a glimpse of things to come: Bike Share bikes on loan for the day from San Francisco. Photo: Darian Avelino. See more at <http://tinyurl.com/OaklandBTWD2014-photos>.

Thanks to all the sponsors and volunteers including the above-mentioned businesses plus Amtrak Capitol Corridor, Lakeview Bicycle, Flora, Restaurante Doña Tomás, Cycle Sports, Alameda Bicycle/Fruitvale BART Bikestation, Commonwealth Cafe & Public House, Luka's Taproom & Lounge, Actual Cafe, Homeroom Mac + Cheese, Victory Burger, Beer Revolution, Annex Burger, Awaken Cafe, Walk Oakland Bike Oakland, Subrosa Coffee, and OPW Director Brooke Levin.



NACTO Takes Its Show on the Road

In April, the City of Oakland partnered with the National Association of City Transportation Officials (NACTO) to hold a "Cities for Cycling Road Show" in Oakland. (Oakland is an affiliate member of NACTO.) The two-day event featured national experts who trained City staff on bikeway design and engaged the City's decision-makers on the role of cycling in 21st century cities.

Increasing opportunities for bicycling is critical to Oakland's economic development and sustainability goals. Oakland's climate, culture, topography, and urban setting all suggest an ideal city for cycling. Yet Oakland's existing bicycle network has gaps and does not take advantage of many emerging design innovations. Moreover, at current funding and staffing, it will take 10 years before Oakland will have the capacity to proactively tackle these issues given the resource requirements for already-programmed projects. The NACTO Cities for Cycling

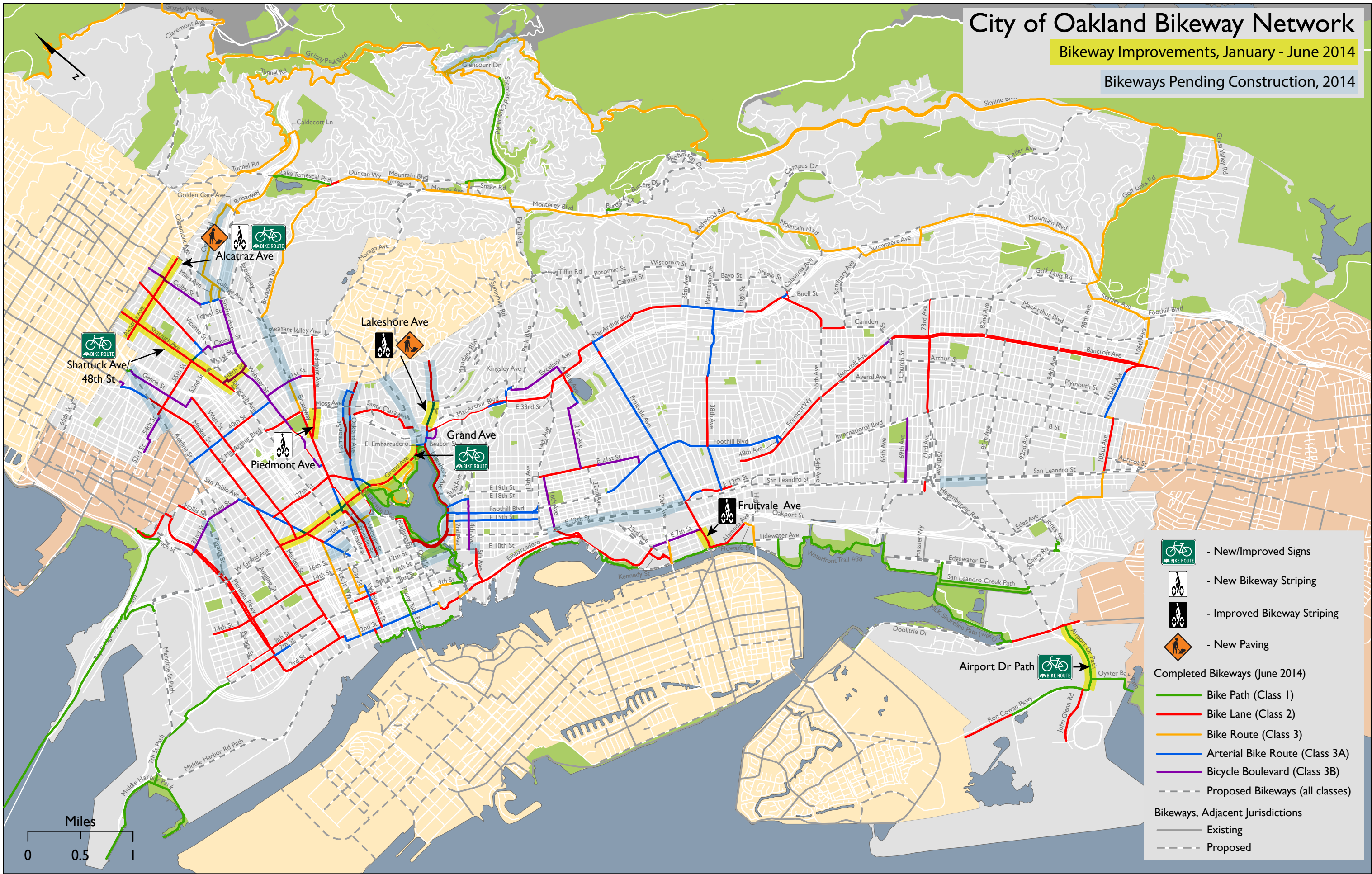
Road Show provided a unique opportunity to convene staff, advocates, and decision-makers interested in bicycling to discuss these challenges, and identify practical methods to address them. The technical trainings used Telegraph Ave and 14th St in the downtown as examples for how emerging best practices in urban bikeway design can be applied in Oakland.

Oakland staff extend their heartfelt thanks to the NACTO team and to the guest speakers for their inspiration, expertise, and generosity: Nicole Freedman (Director of Boston Bikes, City of Boston), Ryan Russo (Assistant Commissioner for Traffic & Planning, New York City Department of Transportation), and Mike Amsden (Assistant Director of Transportation Planning, Chicago Department of Transportation).

City of Oakland Bikeway Network

Bikeway Improvements, January - June 2014

Bikeways Pending Construction, 2014



Do you know where you're going to?

In January 2014, City crews installed new bike wayfinding signs along recently-striped bikeways on Shattuck Ave (45th to Woolsey Sts), 48th St (Webster St to Shattuck Ave), and Alcatraz Ave (Dover St to College Ave). Signs were also installed on Grand Ave (Market St to El Embarcadero) to replace numbered route signs. At the same time, the City fabricated and gave six supplemental “destination” signs to the City of Berkeley to install on the Woolsey St bike route. These signs will help cyclists make connections between our two cities by providing destination information at the intersecting bikeways on Colby St, Hillegass Ave, Telegraph Ave, and Shattuck Ave. The signs were fabricated by the Oakland Public Works Traffic Maintenance Division. Berkeley’s Public Works crews are completing the installations on Woolsey St.

Nine wayfinding sign assemblies were installed along the Airport Dr Path and John Glenn Dr as part of the Oakland Airport Connector, a transit link between Coliseum BART and the Oakland International Airport. The signs provide distance and destination information to the airport as well as to nearby East Bay Regional Parks and to the neighboring cities of Alameda and San Leandro.



40th Street Super Sharrows Preliminary Study Results

Work continues on 40th St to understand how the continuous green band with sharrows (“super sharrows”) is affecting motorist and cyclist behavior. While green color is now approved for standard use in bike lanes, the design of 40th St is not standard and thus required an approval process through the Federal Highway Administration and California Traffic Control Devices Committee. For background on the project, see the article “Super Sharrows for 40th Street and MacArthur BART” in the Winter 2014 “I [bike] Oakland” newsletter. The project included a phased before/after study with three rounds of data collection in order to isolate the effects of standard sharrows compared to super sharrows:

1. Baseline condition: previously installed bicycle guide signs; no bikeway striping;
2. Sharrows, parking edge line stripes, and “Bicycles May Use Full Lane” signs; and
3. Above plus five-foot wide green band centered in the right travel lane.

Pneumatic tubes and video cameras collected data on cyclist volumes, vehicle volumes and speeds, vehicle lane utilization, cyclist lane positioning, motorist lane positioning, and motorist passing behavior. **The key findings are:**

- Super sharrows resulted in cyclists riding further from parked cars (“outside of the door zone”). Standard sharrows had a small positive effect on cyclist positioning but the change was not statistically significant. In comparison, super sharrows increased the percentage of bicyclists operating outside of the door zone from 5% to 39% in free flow conditions and 0% to 19% when a motorist was overtaking the cyclist.
- Standard sharrows shifted motorists from the right travel lane to the left travel lane. In the baseline condition two-thirds of motorists used the right lane while under the standard sharrows condition less than one-half of motorists used the right lane. The addition of the green band did not shift additional motorists from the right travel lane to the left lane.
- The average passing distance for motorists overtaking cyclists did not change, but the presence of standard sharrows and super sharrows created more variability in that passing distance. While super sharrows encouraged cyclists to ride further from parked cars, the treatment may not affect the passing behavior of some motorists, resulting in some passing events where there is less space between the motorist and the cyclist.
- Super sharrows and standard sharrows did not affect the number of cyclists who pass motorists on the right at red lights. At signalized intersections, cyclists continued to “jump the queue,” overtaking waiting motorists by passing on the right. The treatments were not effective in reducing the possibility of right hook collisions at signalized intersections by encouraging cyclists to “take the lane” and queue with motorists.
- Super sharrows and standard sharrows did not adversely affect travel speeds for cars or buses or make it more difficult for motorists to pass cyclists.

Additional data collection and analysis will be completed to compare changes in bicyclist volumes and crash rates for one year after the construction.



Bicycling, briefly . . .



Big bucks for Bike Share.

In April, the Metropolitan Transportation

Commission approved an allocation of \$8.7 million to expand Bike Share to the East Bay cities of Oakland, Berkeley, and Emeryville. Approximately 400 bicycles are planned for Oakland, with the number and locations of stations to be determined over the next year. For more information about Bay Area Bike Share, go to www.bayareabikeshare.com.

City of Oakland Bikeways Map. The fifth edition of Oakland's annual bikeays map was released on May 1, 2014, in time for Bike Month. The map shows 235 miles of bikeways in Oakland and the adjoining cities of Berkeley, Emeryville, Alameda, Piedmont and San Leandro (up from the 222 miles last year and 195 miles in the first edition in 2010). As of this edition, 90,000 copies of the map are in print. If you didn't get one on Bike to Work Day, stop by your local bike shop.



Venerable Fruitvale Ave bike lanes get a facelift.

The bike lanes on Fruitvale Ave between Alameda Ave and San Leandro St were installed in 2000. In June 2014, the section south of E 7th St was restriped as part of a larger project that installed a sidewalk on the west side of the street. The roadway was redesigned to widen the bike lane by about one foot. The project was funded by Caltrans as part of community benefits associated with the seismic retrofit of I-880 near the Lake Merritt Channel. Complementary improvements to Fruitvale Ave between E 7th and E 12th Sts are currently in the design phase.

Reading & riding with OPL. In May, the Oakland Public Library (OPL) promoted both reading and riding programs, including a city-wide read, meet, and ride with author Elly Blue (Everyday Bicycling). Their Bike to Action web page highlighted volunteer opportunities with Cycles for Change, a mechanics workshop, a scraper bike art program for children and teens, and other programs to get people to take a little riding with their reading. The OPL bike bookmobile—a bike powered mobile library—was on hand at City Hall on Bike to Work Day. OPL staff once again rated high in the regional Team Bike Challenge, taking third place in Alameda County amongst medium sized companies. Public libraries piloted the “sharing economy” long ago; OPL's enthusiasm for reading and riding reflects Oakland's resourceful renaissance.



Oakland Public Library staff show off the Bike/Book Mobile at City Hall on Bike to Work Day. Photo: Darian Avelino.

We will rack you. In the last edition, we reported that the City had received a Transportation Fund for Clean Air (TFCA) grant through the Alameda County Transportation Commission to install 250 bike racks over two years. Guess what? Almost all of those racks have either been installed or are pending installation, including over 50 racks pending installation in seven new on-street bike parking corrals. The City has submitted another TFCA grant application to keep the CityRacks bicycle parking program in gear for next year.

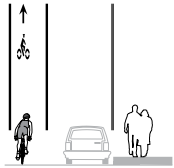
The City installs bike racks in commercial districts on sufficiently-wide sidewalks in good repair. Submit location requests, and get more details at www.oaklandbikes.info/bikerack.



By the Numbers

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

By the Numbers: Oakland Bicycle Facilities as of June 30, 2014



Date (as of)	Bikeway miles	Bike parking spaces	Bike wayfinding sign assemblies	Bike-friendly traffic signals
December 31, 2007	104.1	3,224	0	0
December 31, 2008	106.5	3,492	26	2
December 31, 2009	110.8	4,428	26	11
December 31, 2010	112.1	4,772	125	16
December 31, 2011	120.7	5,303	209	26
December 31, 2012	134.3	6,315	345	40
December 31, 2013	141.2	7,072	415	127
June 30, 2014	142.4	7,740	476	141



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



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Email: bikeped@oaklandnet.com
Website: www.oaklandbikes.info

Si desea un ejemplar del boletín del programa ciclista de la Ciudad de Oakland en español, por favor llame 238-3983 o visite www.oaklandbikes.info (www2.oaklandnet.com/w/OAK048355)

如需索取屋崙（奧克蘭）市自行車計劃的中文版新聞快訊，請致電 238-3983 或上網 www.oaklandbikes.info 查詢。
(www2.oaklandnet.com/w/OAK048356)

Để lấy một tờ bản tin bằng tiếng Việt về chương trình đi xe đạp của Thành Phố Oakland, xin gọi số 238-3983 hoặc tới trang mạng www.oaklandbikes.info (www2.oaklandnet.com/w/OAK048357)