

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

Introducing OakDOT, the Oakland Department of Transportation

In June 2016, the City of Oakland created a Department of Transportation with an interim director tasked with setting up an organizational structure. As of July 2017, with the passage of a new two-year budget, the new DOT (aka OakDOT) has an organizational structure, dedicated funding, and

a Strategic Plan to point the way. Funding for the department comes from county transportation sales tax (Measures B and BB) as well as the recently-passed infrastructure bond (Measure KK). OakDOT consists of transportation-related functions, most of them previously assigned to Oakland Public Works. Functional areas include paving, street design, traffic engineering, parking, signals, and bicyclist and pedestrian planning and programs. Review the OakDOT Strategic Plan at beta.oaklandca.gov/services/transportation/oakdot-priorities.



Introducing Ryan Russo, Director, OakDOT

OakDOT's director, Ryan Russo, hails from the New York City DOT where he served as deputy commissioner for transportation planning and management. Russo held senior positions under two New York City Mayors, overseeing some of the nation's most innovative and transformative safety, pedestrian, cycling and transit projects over the last decade. He led a division staff of about 500 employees in planning and operational offices with an annual budget exceeding \$100 million. (For more about Ryan's accomplishments while in NY, see nyc.streetsblog.org/2017/03/31/nyc-streets-maestro-ryan-russo-heading-to-oakland.)



In a presentation to Oakland's Bicyclist & Pedestrian Advisory Commission last month, Ryan explained that equity is the centerpiece of OakDOT's Strategic Plan. Equity and other goals are being realized, in part, through planning processes currently underway including the Pedestrian Plan (adopted by City Council on June 27), the Bicycle Plan (see article, pg 7), and the Downtown Specific Plan (www2.oaklandnet.com/OAK051133).

Regarding bicyclist-related projects and programs, Ryan is focused on implementing Oakland's Complete Streets Policy during paving projects, reviewing signal timing and operations, and streamlining project delivery to speed up bike plan implementation. He is familiarizing himself with Oakland's geography by commuting by bike, and biking on the weekends with his family.



This newsletter and the projects described herein are funded wholly or in part by Oakland's share of Measure B and BB funds. Measures B and BB are Alameda County's transportation sales taxes approved by voters in 2000 and expanded in 2014. Five percent of Measure B funds, and 8% of Measure BB funds, are dedicated to bicycle/pedestrian projects and programs throughout the county. For more information, see www2.oaklandnet.com/OAK022502.

Postcards From the Edgeline

Dear Oakland,

February 2017

New bike lanes were installed on **Chetwood St (MacArthur Blvd to Santa Clara Ave)** to help connect Adams Point to the Rose Garden, Grand Lake, and Piedmont Ave neighborhoods. Chetwood St offers one of the quietest crossings of I-580 and connects to the bike lanes on Santa Clara Ave. New uphill bike lines were striped on **Linda Ave (Piedmont Ave to Rose Ave)**, making efficient use of limited roadway space. Linda Ave is a popular route for its direct (if steep) connection between Piedmont Ave and Grand Ave. A project by the City of Piedmont (Rose to Grand Aves) will soon further improve this route. A striping project on **3rd St/Mandela Pkwy (Brush St to 7th St)** added bike lane buffers by right-sizing too-wide travel lanes. 3rd St is part of the San Francisco Bay Trail and provides a great connection between West Oakland, West Oakland BART, and Jack London Square. Another project refreshed stripes, bike lane markings, and added door zone markings on **8th St (Broadway to Jefferson St)**, improving this westbound bikeway in Old Oakland, last restriped in 2009. Come visit!

With love, I Bike Oakland



Dear Oakland,

March 2017

New pavement on **Golf Links Rd (Burgos Ave to Scotia Ave)** now smooths the way on the best riding route from East Oakland to Skyline Blvd. Minor modifications were made to the travel lanes to give more space for uphill bicyclists to climb this lovely creek canyon. Enjoy!

Sincerely, I Bike Oakland



Dear Oakland,

April 2017

After some lengthy construction delays, **MacArthur Blvd (Grand Ave to Lakeshore Ave)** got its green bike lanes. Finally!

Truly yours, I Bike Oakland

Dear Oakland,

June 2017

An eastbound (uphill) bike lane was added on **14th Ave (International Blvd to Foothill Blvd)** as part of the 14th Ave streetscape project. The primary purpose is to support eastbound bicyclists traveling on E 15th St to jog three short blocks on 14th Ave to continue east on Foothill Blvd. Don't forget to ride!

Best wishes, I Bike Oakland

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 Bicyclist and Pedestrian Advisory Commission (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.seeclickfix.com/oakland, please report:
 - ▶ hazards such as glass, potholes, unsafe drainage grates, or other obstructions
 - ▶ malfunctioning traffic signals
 - ▶ abandoned bikes that need removal from bike racks, signs and/or meter poles
 - ▶ speeding, or to request traffic calming or another roadway improvement

Program Staff

- Jason Patton, Bike/Ped Program Manager
- Jennifer Stanley, Bike/Ped Coordinator

Program Interns

- Joshua Ekstedt, David Pene, Noel Pond-Danchik, Gregory Reft, Eric Wilhelm

Volunteers

Peggy Mooney, Ronnie Spitzer, and ... **you?** See the Bicycle Facilities Volunteer Program web page at www2.oaklandnet.com/bfvp for more information.

Broadway: New Design Debut

In May, Oakland celebrated the opening of its first two-way protected bike lane located on Broadway between Keith Ave and Brookside Ave. The bikeway is physically separated from motor vehicles and adjacent to a sidewalk for pedestrians. The project was funded by the City of Oakland's settlement with Caltrans over possible impacts from the Caldecott Fourth Bore. Developed through an extensive community process, the project replaced the auto-oriented design at the Broadway intersections with Keith Ave, Patton St, Brookside Ave, and the Highway 24 on- and off-ramps. Pedestrians now have a safe crossing of Broadway at Patton St. The project also includes bicycle traffic signals (at Keith Ave) and green infrastructure to manage storm water more sustainably. The bicycle traffic signals allow bicyclists to navigate the intersection separate from motor vehicles and pedestrians.

At its lower end, the project connects to another that is currently under construction on Broadway between Keith Ave and Broadway Ter. This project will pave the roadway, improve the pedestrian crossings, and convert the roadway from four lanes to three lanes plus bike lanes. At its upper end, the project connects to another Caldecott settlement project – completed in 2016 – that added bike lanes and improved a pedestrian crossing between Golden Gate Wy and the North Oakland Sports Center. These projects are part of a larger City effort to build a continuous bikeway in the Broadway corridor from downtown to Tunnel Rd: www2.oaklandnet.com/OAK043750. Upcoming Caldecott settlement projects will make improvements on Tunnel Rd and Caldecott Ln between Hiller Dr (at the Berkeley border) and the North Oakland Sports Center.



Supervising Civil Engineer, Ade Olusuwago, gives the new cycletrack a good review.

Photo: Pablo Miras

W MacArthur Blvd: Bikes Go Better to BART

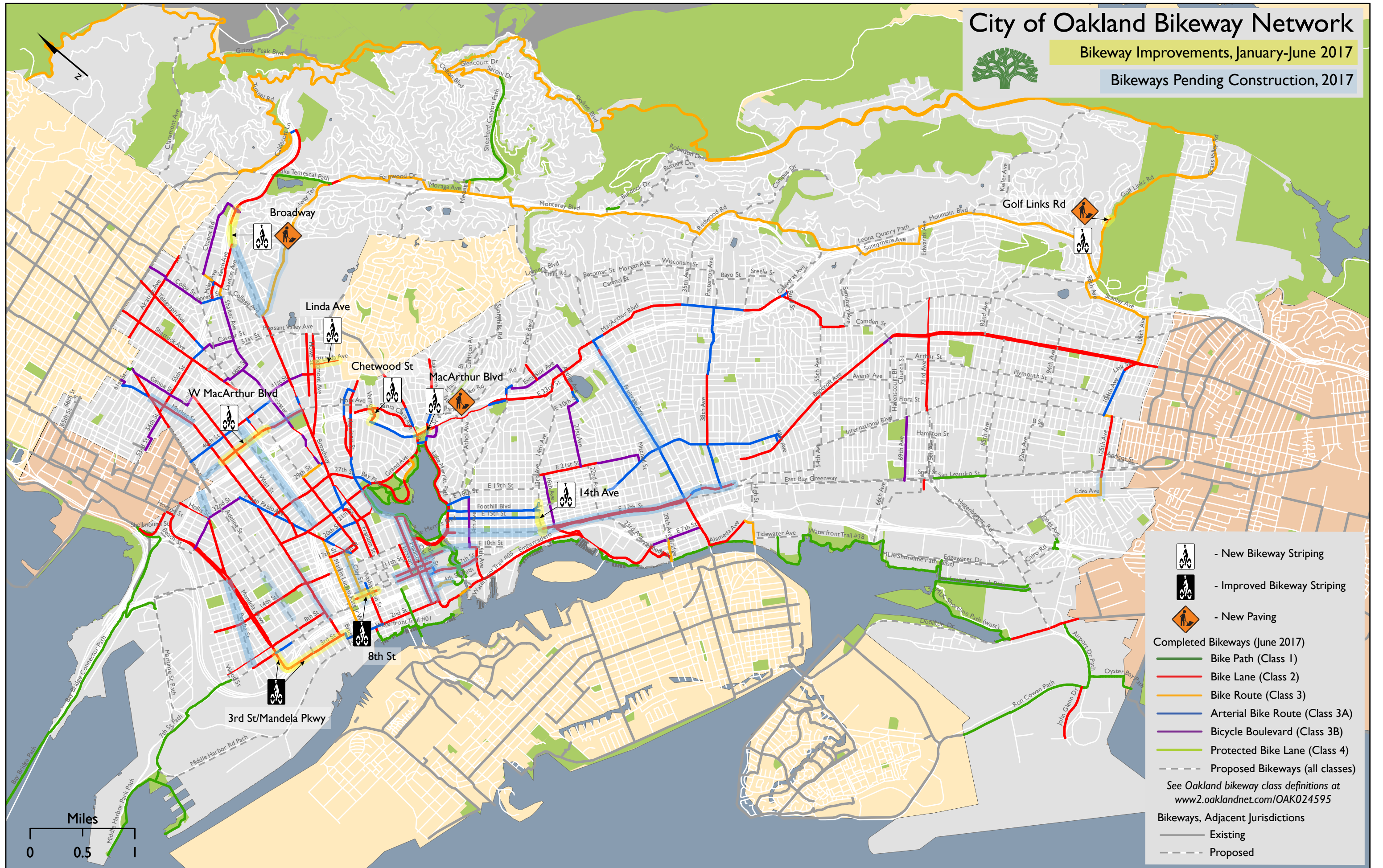
In May, new bike lanes were installed on W MacArthur Blvd from Market St to Telegraph Ave. This one-half mile project reconfigured W MacArthur Blvd from a six-lane roadway to a four-lane roadway with buffered bike lanes. Left turn pockets with left turn phases were installed by removing portions of the median and upgrading the traffic signals. The \$1.09 million project was funded primarily by a \$699,000 grant from the Highway Safety Improvement Program, a federal funding source dedicated to reducing traffic fatalities and severe injuries. Due to careful coordination, the project connects seamlessly to improvements at W MacArthur Blvd/Telegraph Ave that were implemented by the MacArthur Transit Village project. Continuing to the east, the project connects to existing bike lanes on W MacArthur Blvd from Telegraph Ave to Broadway that were installed in 2012. Next up is coordinating with Caltrans and the City of Emeryville to complete the W MacArthur Blvd bike lanes by extending them to the west from Market St to San Pablo Ave. W MacArthur Blvd is the first continuous bike lane connection to MacArthur BART which – based on 2015 data – had the greatest number of bicyclists riding from home to BART out of all 43 stations in the BART system.



City of Oakland Bikeway Network

Bikeway Improvements, January-June 2017

Bikeways Pending Construction, 2017



- New Bikeway Striping
- Improved Bikeway Striping
- New Paving

Completed Bikeways (June 2017)

- Bike Path (Class 1)
- Bike Lane (Class 2)
- Bike Route (Class 3)
- Arterial Bike Route (Class 3A)
- Bicycle Boulevard (Class 3B)
- Protected Bike Lane (Class 4)
- Proposed Bikeways (all classes)

See Oakland bikeway class definitions at www2.oaklandnet.com/OAK024595

Bikeways, Adjacent Jurisdictions

- Existing
- Proposed



Bicycling, briefly . . .

Maps & Data:

You Can't Have One Without the Other

The one-stop shop for Oakland's bicycle-related maps and data, www.oaklandbikemaps.info, has interactive maps that show the status of Oakland's bikeway network, bicycle parking, bike-specific signage, and bicyclist and pedestrian counts. For the nerds out there, the source data are available to download in a .zip archive, refreshed every six months. For the rest of us: maps with pretty colors and pop-up photographs. Future maps, currently under development, include two that will better communicate the status of upcoming bikeway and bike signage projects.

Roll On Up

In May, the City improved access to Burdeck Path by building a bicycle-only ramp on Joaquin Miller Rd, replacing a section of rolled curb that was challenging to negotiate by bicycle. The new ramp allows for an easy roll out of the street and onto Burdeck Path, the starting point for the popular Butters Canyon bike route into the Oakland Hills.



The Tweet That Launched 400 Bikes

On May 20, Marshawn Lynch, the Oakland Raider's new running back, sent out a tweet that motivated 300-400 people to bike from Oakland Technical High School to Berkeley and back on the afternoon of May 21. That's two-thirds the number of bicyclists that typically show up at City Hall for Bike to Work Day—but with only one day of preparation. If things don't go well with the Raiders, WOBO should offer him a contract. Video at ftw.usatoday.com/2017/05/marshawn-lynch-bike-ride-oakland/.



Let's Bike Oakland—Bicycle Plan Update

On June 6, City Council approved a contract with a team of consultants to help update Oakland's bicycle plan. Oakland's first bicycle plan was adopted in 1999, as part of the Land Use and Transportation Element of the City's General Plan. The 1999 plan was revised in December 2007, and then reaffirmed in 2012. (The purpose of this newsletter, first edition released in January 2008, is to report on progress implementing the bike plan.) A current, approved bicycle plan is required to be eligible for certain State funding opportunities and by the Alameda County Transportation Commission for local jurisdictions receiving Measure B/BB funds.



Photo: Sergio Ruiz.

This revision will: update the Plan's vision, goals, and policies; document existing conditions and current best practices; plan a network of high quality bikeways serving "all ages and abilities;" establish a methodology for measuring the quality and connectivity of bikeways; and develop an action-oriented plan for increasing bicyclist mode share, decreasing bicyclist crashes, and improving the quality of bikeways. The Plan, tentatively titled "Let's Bike Oakland," proposes outreach and engagement that includes several workshops, multiple mobile workshops and bicycle tours, and a statistically relevant survey questionnaire. Additionally, local organizations will be hired to support community-based outreach. To get project updates and learn about input opportunities, go to tinyurl.com/OakDOTBikePlan. (The project website is beta.oaklandca.gov/issues/bike-plan.) The bike plan update is funded by the Transportation Development Act, Article 3, a portion of the state sales tax set aside for bicycle and pedestrian projects, and distributed to cities based on population size.

A Fair Share

At the end of June, deployment of the long-anticipated East Bay expansion of the regional Bike Share Program, Ford GoBike, began with bike-less stations arriving, awaiting a total of 850 bikes to be installed at 70 locations by the end of 2017. Over the last six months, the details of the membership and access structure were finalized. Among the unique features are: a more flexible pricing structure; a subsidized “Bike Share for All” program (allowing low-income people to gain access for just \$5); integration with the regional transit payment system (Clipper Card); cash payment at certain locations; a Mobile Unlock feature; and a 45-minute trip time (30-minutes is typical

of other programs). To get access to the system, go to www.fordgobike.com; there are several membership types available (and a \$25 discount for joining through the end of July 2017). Stay tuned for a report on the roll-out in the next newsletter. Bike Share is partly funded by grants from the Transportation Fund for Clean Air, a Bay Area Air Quality Management District program administered by the Alameda County Transportation Commission.



Bike share hits Uptown. Photo: Motivate.

Connecting the DOTs

Carlos Hernandez, Oakland's Bike Share Coordinator, has many skills—as the fine people of Los Angeles are soon to discover. Carlos has accepted a job with the Los Angeles Department of Transportation. When the Ford GoBike fleet hits the streets of the East Bay this month, Oakland will

have Carlos' negotiating savvy to thank for the most equitable bike share system in the United States. Carlos demonstrated his bureaucratic skills by successfully shepherding the two Ordinances and two Resolutions through City Council needed to permit the program. As a supporter of the Oakland Public Library, Carlos used his design and carpentry skills to create two Bike Bookmobiles.



Carlos attending the World Bike Forum in Mexico City, April 2017.

Library staff use these unique pedal-powered conveyances to transport free books to the people outside the traditional library setting. The Bookmobiles attach to a bicycle via a trailer hitch and include wooden racks, a steel frame, and lights; one also sports a sound system. In recognition of his skills and contributions, the national Association of Pedestrian and Bicycle Professionals named Carlos “Young Professional of the Year (2016)” which delighted, but came as no surprise to his colleagues here at the city, particularly in light of his nomination and award as DOT Employee of the Year. We thank him for his contributions and wish him happy trails.

Bike to Work Day #24

On Thursday, May 11, over 600 biked to City Hall for the 24th annual pancake breakfast and party coordinated by Walk Oakland Bike Oakland and sponsored by the City of Oakland. The event featured a free pancake and coffee breakfast (thanks to Whole Foods and Starbucks), all-day valet bike parking by Bike East Bay, bike safety checks by LuckyDuck Cyclery, and a raffle with great prizes from local bike shops and businesses. Elected officials, including Mayor Libby Schaaf, Council Members Dan Kalb, Annie Campbell-Washington, Abel Guillen, Rebecca Kaplan, and BART Director Robert Raburn biked in. The Mayor introduced new OakDOT Director Russo, who addressed the assembled to share his vision for a more livable Oakland—including more and better bicycle facilities. Oakland's Police Chief, Anne E. Kirkpatrick, rode a classic yellow Land Shark, and the Original Scraper Bike Team biked six miles from the Martin Luther King Jr Branch Library to take part in the festivities.



Members of the Original Scraper Bike Team, OPD Chief Kirkpatrick, and Council Member Annie Campbell-Washington. Photo: Bike East Bay.

By the Numbers

This is the 13th 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.)

Oakland Bicycle Facilities as of June 30, 2017



Date (as of)	Bikeway miles	Bike parking spaces	Bike wayfinding sign assemblies	Bike-friendly traffic signals
December 31, 2007	104.1	3,224	0	0
December 31, 2008	106.5	3,492	26	2
December 31, 2009	110.8	4,428	26	11
December 31, 2010	112.1	4,772	125	16
December 31, 2011	120.7	5,303	209	26
December 31, 2012	134.3	6,315	345	40
December 31, 2013	141.2	7,072	415	127
December 31, 2014	146.4	8,023	476	151
December 31, 2015	150.6	8,841	518	208
December 31, 2016	155.1	9,519	571	220
June 30, 2017	156.6	9,728	574	220



City of Oakland, Bicycle & Pedestrian Facilities Program
Oakland Department of Transportation, Safe Streets Division
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612



Phone: (510) 238-3983
Email: bikeped@oaklandnet.com
Web: 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/OAK064791)

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/OAK064792)

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/OAK064793)

