

I OAKLAND

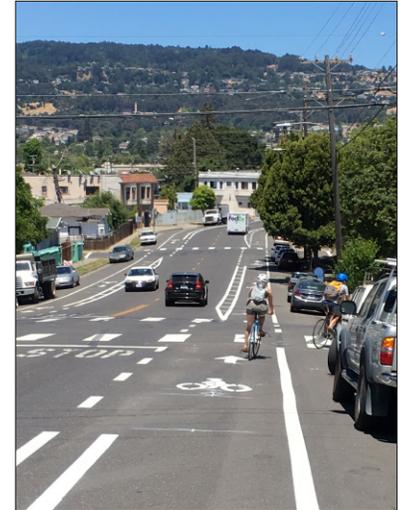
Bi-annual bike news from the City of Oakland, California, reporting on progress implementing Oakland's Bicycle Plan.

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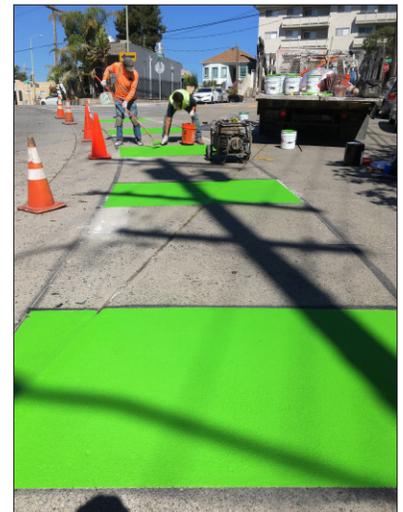
www.oaklandbikes.info

Buffing Up the Bike Lanes

In June, the City completed upgrades to existing bikeways on 38th Ave and MacArthur Blvd, and completed the 10th St Bikeway described below. All streets feature new high-visibility crosswalks, bike lane markings through intersections, and bike boxes at intersecting bikeways. On 38th Ave, buffers were added to existing bike lanes between Foothill Blvd and Brookdale Ave that were originally built in 2011. This is part of a longer bikeway that connects the Fruitvale, Allendale, and Laurel neighborhoods. On MacArthur Blvd, buffers were added to existing bike lanes between Coolidge Ave and Midvale Ave. Bike lanes replaced sharrows on the remaining block to 35th Ave. The original bike lanes – connecting the Dimond and Laurel neighborhoods – were built in 2001 and last updated in 2009. A green bike lane was added to the awkward curve at Hopkins Pl. (For the aficionados of green bike lanes, note that the City is testing a new material – methyl methacrylate. We welcome your comments.) On 16th St, a new buffered bike lane is being added to the one block between San Pablo Ave and Clay St. This is the last block to complete a continuously striped and signed bikeway along the west side of downtown, connecting 29th St to the waterfront via Telegraph Ave, Clay St, and Washington St. On Clay St, minor tweaks and clean-up are being implemented following last summer's paving project.

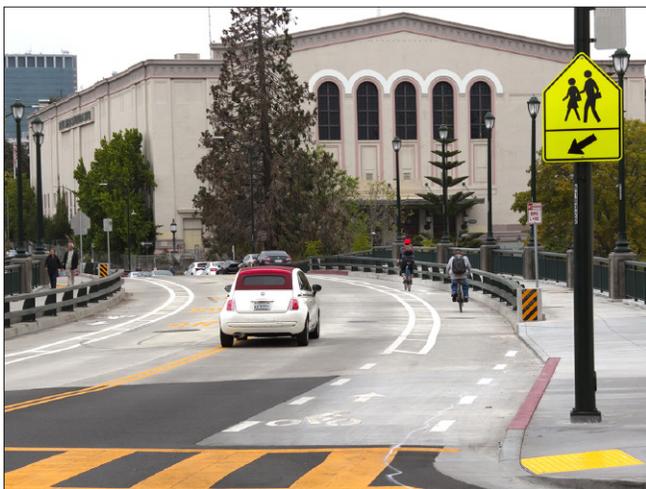


38th Ave, above; MacArthur Blvd below



10th St Bikeway – Connecting the World and Points In Between

In June, the City completed work on the 10th St Bikeway, 1.8 miles of buffered bike lanes between Madison St to 9th Ave. The project links Chinatown to Eastlake and serves Laney College, Oakland Museum of California, Kaiser Auditorium, and the main offices of the Oakland Unified School District (OUSD). It connects to existing



bikeways on Madison St/Oak St providing north-south access across downtown, and on 5th Ave providing access to the waterfront. The project included pavement repairs to this roadway which

is part asphalt and part concrete. Construction of the 10th St Bikeway began in 2014, but completion was delayed by an OUSD construction project and by the City's Measure DD project that constructed the 10th St Bridge over the Lake Merritt Channel. The current project finished the job that OUSD started, and upgraded to current standards the bikeway design on the bridge. Looking to the future, 10th St is the proposed alignment of the East Bay Greenway which will follow the BART alignment from Lake

Merritt Station to South Hayward Station – a distance of 16 miles. Here is the next gap that will be exciting to close: E 8th St from 9th Ave to 14th Ave, connecting the 10th St Bikeway to the E 12th St Bikeway. In combination with other projects already in development, these five blocks are the last gap in a continuous 5.8-mile bikeway from downtown to 82nd Ave.



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/government/o/PVA/o/EC/s/MeasureB/OAK022502.

West MacArthur Blvd Bikeway Heads West

This February, the buffered bike lanes on W MacArthur Blvd grew by about 450 feet west of Market St. The new striping was installed by Caltrans, as part of their project to repave the subway connecting W MacArthur Blvd to Interstate 80. In coordination with OakDOT staff, Caltrans repaved the full width of W MacArthur Blvd, from the end of their subway to the intersection at Market St, and installed OakDOT's striping design, all at no cost to Oakland.

Most importantly, at Oakland's request, Caltrans eliminated the extra eastbound lane in the subway, thus ensuring the number of lanes on W MacArthur Blvd would match across Market St. By dropping the extra lane upstream of the intersection approach, the need for a right only trap lane was eliminated, avoiding an undesirable "conflict zone" between east bound cyclists and right-turning motorists.

The result is a less complicated intersection, with fewer lanes to cross for people to get where they need to go. Furthermore, this brings the buffered bike lanes one step closer to San Pablo Ave, the bike lanes on Adeline St, and the Emeryville border.



BPAC Commissioner Transition

On March 6, the City Council appointed three new Bicyclist and Pedestrian Advisory Commission (BPAC) commissioners (Andy Campbell, Mariana Parreiras, and George Naylor) based on the Mayor's office recommendations. On April 16, the Mayor's office held a separate ceremony to honor the three departing commissioners, who had dutifully served two terms each (Robert Prinz, Chris Hwang, Ryan Chan).

On June 30, Commissioner McWilliams – an Oakland native – transitioned from his role. At the June 21, 2018, BPAC meeting the Mayor's office honored Commissioner McWilliams' years of service. There is currently a vacancy on the Commission. If you are interested in applying to serve on the BPAC, please visit www.oaklandca.gov/services/boards-and-commissions-index/apply-to-boards-and-commissions.



From left to right (*=former): Robert Prinz*, Reginald K Burnette Jr, George Naylor, Christopher Kidd, Mariana Parreiras, Andrew Campbell, Rosa Villalobos, Fred McWilliams*, Kenya Wheeler (Vice-Chair), Chris Hwang*, Ryan Chan*, Midori Tabata (Chair)

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: 311 (510-615-5566 outside Oakland) | online: 311.oaklandca.gov mobile: OAK 311 (app). Please report:
 - ▶ roadway 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

Bicycle & Pedestrian Program Staff

- Jason Patton, Program Manager
- Matt Jones, Coordinator
- Jennifer Stanley, Coordinator
- David Pene, Assistant Engineer

Program Interns

- Joshua Ekstedt, Noel Pond-Danchik, Eric Wilhelm

Volunteers

Peggy Mooney, Ronnie Spitzer, and ...you? Info at www.oaklandbikes.info/volunteer.

311

the nine-one-one for Oakland's Infrastructure

In April, the City of Oakland launched "OAK 311," an improved way to report problems and request infrastructure maintenance. Oaklanders can report issues in one of four ways:

1. Call 311 from any phone within Oakland. (If you are calling from outside Oakland, continue to use the number (510) 615-5566.)
2. E-mail: OAK311@oaklandnet.com
3. Web: 311.oaklandca.gov
4. App: OAK 311, available free for Apple and Android smart devices

For emergency and urgent issues, residents should always call. Examples of urgent issues include: objects blocking the roadway, malfunctioning traffic signals, fallen trees or branches, downed road signs such as stop signs, flooding, mudslides/landslides, sewer overflows, manholes overflowing onto streets and sidewalks.

Previous methods for reporting problems are still functioning, and all requests are tracked by the City in the same database, regardless of the method used. Even if residents have previously reported issues without seeing requested changes, the City encourages people to keep reporting. Every request is tracked, and the more data City leaders have about where residents' issues are located, the better they can organize City resources to tackle long-term issues.

Bicycle Plan Update Update

Let's Bike Oakland!, Oakland's bike plan update, has picked up momentum since it kicked off in late 2017. To date, staff have spent over 300 hours leading or participating in over 30 outreach events, engaging over 2,000 Oaklanders. Staff are now working with community partners to develop draft recommendations for programs, policies, and projects that reflect community input. The plan effort incorporates several new approaches:



Photo: Amir Abdul-Shakur, from the first Bike Plan community workshop with East Oakland Collective.

- A statistically significant survey to learn about Oaklanders' experience biking (as reported in the last newsletter).
- A race and equity framework that guides plan analysis, plan recommendations, and engagement.
- Engagement strategies, including working directly with community-based organizations to reach underrepresented Oaklanders, host community workshops and help guide the plan recommendations.
- Use of digital media, including an online community input map where Oaklanders can report where they ride, where they want to ride, and where improvements are needed.
- Outreach strategies to meet people where they are at, including extensive use of digital engagement tools and in person mobile workshops across the City.



Find more information, including an Existing Conditions Report (with survey results), upcoming events, and other ways to engage at letsbikeoakland.com.

Sharing About Sharing

The last of 79 planned bike share docking stations were installed at the end of April 2018, including several stations near the Oakland Ferry Terminal and the Jack London Square Amtrak station. Since the Ford GoBike system began operation in July 2017, more than 185,000 trips have started in Oakland, 110,000 of those since December 31. It is estimated that 30% of those trips would have been taken by car if bike share did not exist.



The Warriors Championship parade was a popular destination for bike share users, setting the single-day record with over 1,300 trips. Go DubsDubsDubs!!! Generally, the three most-used stations are at 19th Street, MacArthur, and Lake Merritt BART, unsurprising as the system is accessible via Clipper Card, making bike share convenient for BART users.

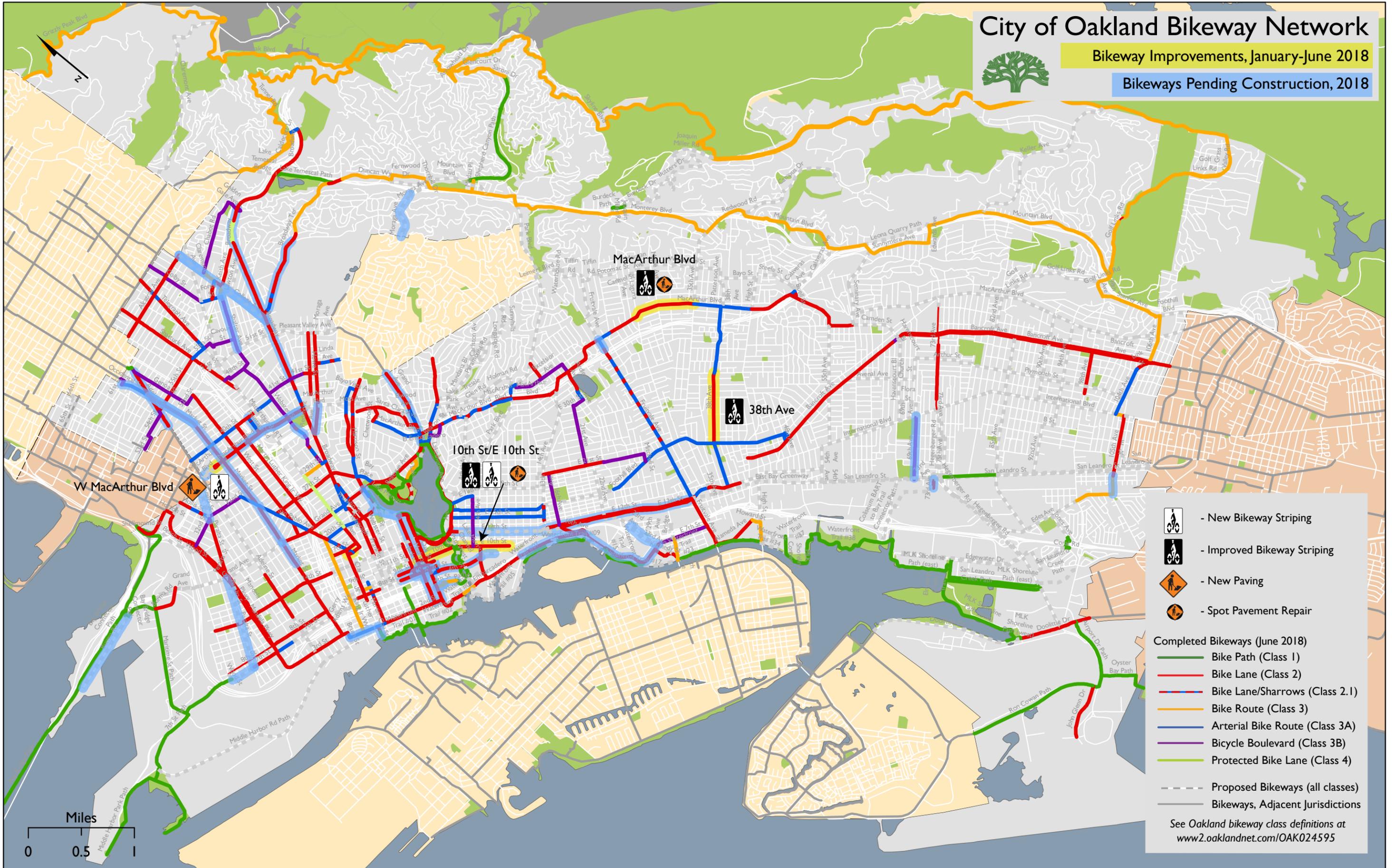
Over 1,600 Oaklanders have signed up as yearly members of Ford GoBike, 18% of them through Bike Share For All, which offers a discounted membership of \$5 for the first year. More information at fordgobike.com. Partial funding for staff support was provided by the Bay Area Air Quality Management District and the Alameda County Transportation Commission.



City of Oakland Bikeway Network

Bikeway Improvements, January-June 2018

Bikeways Pending Construction, 2018



- New Bikeway Striping
- Improved Bikeway Striping
- New Paving
- Spot Pavement Repair

- Completed Bikeways (June 2018)
- Bike Path (Class 1)
- Bike Lane (Class 2)
- Bike Lane/Sharrows (Class 2.1)
- Bike Route (Class 3)
- Arterial Bike Route (Class 3A)
- Bicycle Boulevard (Class 3B)
- Protected Bike Lane (Class 4)
- Proposed Bikeways (all classes)
- Bikeways, Adjacent Jurisdictions

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



Bicycling, briefly . . .

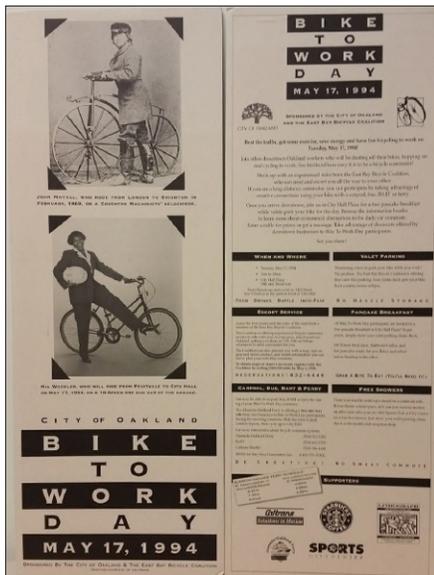
It'll Be Worth the Lake

The Lakeside Green Streets Project has been under construction since fall 2016. The long construction time is due to the major transformation in store for the west side of Lake Merritt, including expansion of lakefront and Snow Park spaces, and complete roadway realignment. The long wait for the end-of-project striping phase provided an opportunity to revisit the design to bring it more in line with modern thinking about high-quality bikeways—and there's no better place for such a bikeway than adjacent to Oakland's Jewel. In select locations where mere buffered bike lanes were originally proposed, a two-way protected cycle-track is being built. Biking south? Have no fear, there will be bike lanes on the other side of the street, too.

Bike to Work Day: The First 1/4 of a Century

The 25th annual Bike to Work Day (BTWD) pancake breakfast at City Hall was held on sunny Thursday May 10. Walk Oakland Bike Oakland coordinated the event, with Bike East Bay providing free all-day valet bike parking. Since the first BTWD in 1994, Oakland's event really hasn't changed that much sticking to the tried-and-true pancake breakfast, transportation information booths, and electeds-on-bikes and at mics, this year including Mayor Libby Schaaf, Councilmembers Dan Kalb, Abel Guillen, Lynette Gibson McElhaney, Annie Campbell Washington, Noel Gallo, Rebecca Kaplan, and BART Director Robert Raburn. Approximately 700 cyclists biked to City Hall, tying the record for the most attendees.

That first Oakland BTWD, held a year before the regional event started, was master-minded by Ron Bishop (R.I.P) and others at the East Bay Bicycle Coalition, now Bike East Bay. (What else was happening in 1994? Bill Clinton and Boris Yeltsin signed the Kremlin accords, Nelson Mandela became president of South Africa (May 10), Aerosmith became the first major band to give away a song for free online; Michael Jackson married Lisa Marie Presley; Justin Bieber was born and both Richard Nixon and Curt Cobain died. But, we digress.)



Number 9, Number 9, Number 9, Number 9

The ninth edition of Oakland's free bike map was released on May 1, 2018, in time for Bike Month. This edition of the pocket size map shows the locations of Bike Share stations along with miles of bikeways in Oakland and the adjoining cities of Berkeley, Emeryville, Alameda, Piedmont and San Leandro. 155,000 copies of the map are now in print! If you didn't get one on Bike to Work Day, stop by your local bike shop. "People ride, people ride, ride, ride, ride, ride, ride, ride, Ride! Ride!"



Bike Parking Highlights



A new bike corral was installed in front of Chow Restaurant at 3770 Piedmont Ave, where the sidewalk is too narrow for bike racks. The 6-rack corral holds 12 bicycles and augments three installed on the restaurant's site. That corral is Oakland's 28th and completes the 12th cycle of Oakland's CityRacks Bicycle Parking Program. This 12th cycle was funded by a grant from the Transportation Fund for Clean Air, a Bay Area Air Quality Management District

program administered by the Alameda County Transportation Commission. In other news, Ghost Town Brewing, 1960 Adeline St, opened in March and your devoted correspondent was delighted to see a rather large portion of its warehouse space dedicated to plentiful and artistic bike racks (see photo). Would that all businesses go the extra mile with bike parking! There are now 9,955 publicly accessible bike parking spaces in Oakland.

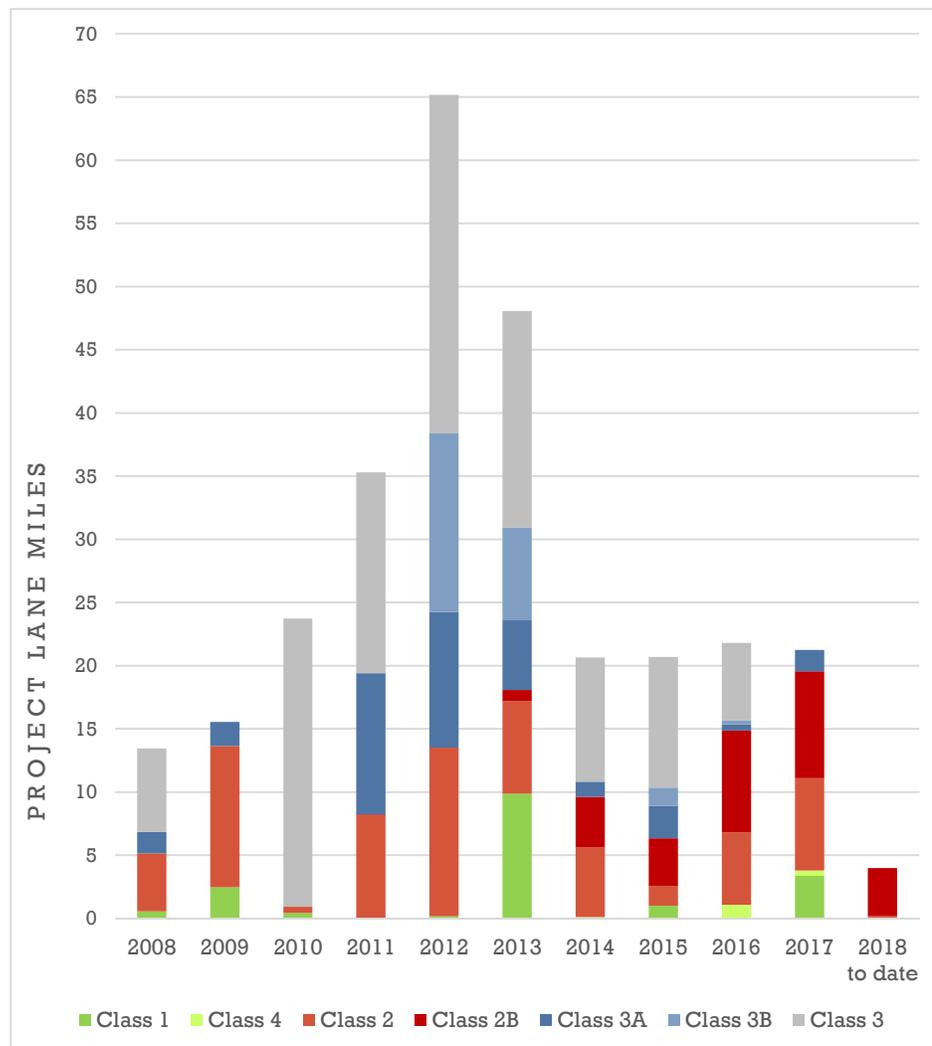
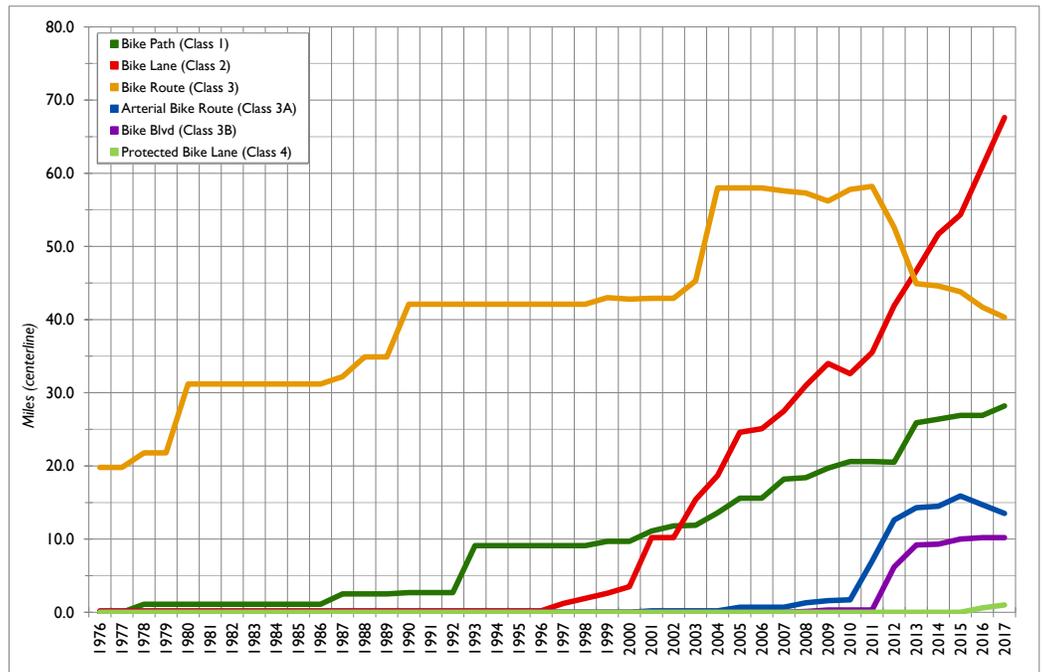


Understanding—and Rectifying—Social Disparities

Oakland is a city of contrasts by race and income, and also by geography. To help understand these social disparities, the Bicycle & Pedestrian Program published the Zone Analysis for Bicycle Planning in November 2017. The analysis uses geographic zones to examine spatial variations in bicycle use, socioeconomics, access to services, and infrastructure. An expanded and updated version is now available at www2.oaklandnet.com/oak068239. The new version adds analyses on bicyclist-involved crashes by race/ethnicity, age, and sex, and on bicyclists accessing BART. The new version also updates the Communities of Concern analysis with the most recent data from the US Census Bureau (American Community Survey, 2012-2016).

Would You Like Miles With That?

The annual Timelapse Report was published in March 2018; see Maps & Data web page at www.oaklandca.gov/services/dot/bicycle-services/bicycle-maps-and-data. The report tracks the increase (and decrease) of bikeway network centerline miles by bikeway type (“class”) and maps are available as an animation and in .pdf format for each year. Graphs (example, right) illustrate changes over time. At the end of 2017, the trend set the prior year continued as higher quality bikeways (paths and lanes) are increasing while others (arterial and sign-only routes) are decreasing.



Project Miles

The chart above tracks the centerline miles of the existing bikeway network. The table, left, shows *project* lane miles by bikeway type. Lane miles reflect that the bikeway type might be different on each side of the street.

Lane miles completed since bike plan adoption (December 2007) have been constructed through a variety of projects, and total project mileage includes 289.5 lane miles of bikeways. Of path and striping lane miles, 144.7 were new, 16.5 were upgraded, and 12.7 restriped (with no change to bikeway class). The remaining miles are new/upgraded wayfinding sign projects which may not impact bikeway class.

Class Key

- 1: bike path
- 4: protected bike lane
- 2: bike lane
- 2B: buffered bike lane
- 3A: sharrows on a busy street
- 3B: sharrows on a slow street
- 3: sign-only project

Marshall “Major” Taylor Mural

In April, a new mural commemorating the legacy of Marshall “Major” Taylor, the first African American cycling world champion, was installed on the wall outside Bikes4Life, a non-profit community bike shop at the corner of Peralta and 7th Sts. The mural was designed by Artist Refa One of AeroSoul in partnership with West Oakland neighborhood residents.



Artist Refa One (left) and Tony Coleman of Bikes 4 Life

Taylor was 18 when he became a professional bicycler racer in 1896. In 1899, he became world champion and the second black athlete to win a world championship in any sport. “Taylor’s legacy lies in his willingness to challenge racial prejudice as an African American athlete in the white-dominated sport of cycling.” For more information about his life and legacy, see en.wikipedia.org/wiki/Marshall_Taylor.

Bikes4Life (www.bikes4life.com) has been executing its mission to support the surrounding community and offer healthy, sustainable life opportunities to young people for 10 years. AeroSoul (www.aerosoulart.com) is a community institution and cultural resource that “documents, promotes and develops the legacy and rich history of the African/African diaspora’s writing culture commonly known as Aerosol Art or Spray Can Art.”

City of Oakland, Bicycle & Pedestrian Program
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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/OAK070974)

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/OAK070975)

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