

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

2012—Banner year for bikeways! In 2012, the City added 22 miles of new bikeways, bringing Oakland's total to 132 miles. And, in the 16 months ending December 2012, Oakland added 24 miles of new bikeway striping—almost doubling the amount of striping since Oakland's first bike lane was installed in 1976.



Bike lanes on 14th St near Lowell Park in West Oakland.

In July 2012, as part of a Federal stimulus-funded multi-street resurfacing project, 0.7 miles of new bike lanes were striped on **14th St from Mandela Pkwy to Brush St**. The new bike

lanes extended the 0.4 mile facility installed in summer 2009 (Wood St to Mandela Pkwy) towards downtown, resulting in a mile plus of near-continuous bike lanes through the heart of West Oakland. No bike-specific grant funding was needed for this project, a successful coordination between Oakland's bike and paving programs.

In September 2012, the **Lakeshore Ave "Complete Streets" Project** added sharrows from Lake Park Ave to Mandana Blvd and installed five new bike parking racks. The project was funded by Measure B, through a discretionary grant from the Alameda County Transportation Commission. With the extension of bike lanes on Lakeshore Ave to 1st Ave (a Measure DD-funded project), striping of the 1.6-mile bikeway on Lakeshore Ave from the Piedmont city border to downtown's edge is now complete.



Also in September 2012, bike lanes were installed on **W MacArthur Blvd between Telegraph Ave and Broadway**. The new 0.4-mile facility removed a traffic lane in each direction to make width for the bike lanes. The project—along with a sharrow/bike lane facility on nearby 41st St reported in the last issue—was funded by a Safe Routes to Transit grant from the Metropolitan Transportation Commission focusing on improving bike access to the MacArthur BART Station which has the fourth highest bike mode share of all BART stations. To learn more about the project, see *Innovating for better access to the MacArthur BART*, next page.



The signage-only bikeway on **105th Ave/104th Ave/Link St from Russet St to Bancroft Ave** was upgraded to include bike lanes (0.7 miles) and sharrows (0.4 miles). The sections on 105th Ave and Link St were also paved as part of a multi-street paving project funded by State Proposition 1B resurfacing funds; striping on the connecting section on 104th Ave was funded by Oakland's share of Alameda County Measure B Bike/Ped program revenues (5% of the countywide half-cent transportation sale tax). This hills-to-bay bikeway is the easternmost in Oakland. Bikeway striping was completed in December 2012. (Next up: 0.3 miles of paving and bikeway striping on 105th Ave, Russet St to Edes Ave.)

Network solutions

In August 2012, bike wayfinding signs were deployed along six more miles of Oakland's bikeway network. The network now features just under 36 miles of the green guide signs. A new connection was established on **27th St from Bay Place/Grand Ave to 32nd St/Mandela Pkwy and Hollis St/40th St in Emeryville**. This route between well-established bikeways on Grand Ave, Mandela Pkwy, and 40th St intersects with other existing signed bikeways on Broadway, West St, and Market St, creating robust connections and simplifying wayfinding between downtown, west, and north Oakland, and the adjoining cities of Emeryville and Berkeley. A brand new route was established in the **16th Ave/21st Ave/Ardley Ave corridor from the Bay Trail at Embarcadero to MacArthur Blvd**, and along the intersecting route on **E 21st St, 14th Ave to Mitchell St**. Bikeway striping is underway on this corridor (as well as on 32nd St and Hollis St) with completion anticipated in 2013, fully establishing these useful connections.

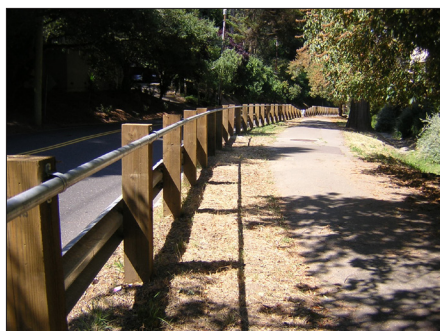


Fables of the 12th St reconstruction

Last edition we introduced you to **Lake Merritt Blvd**, a heretofore imaginary street adjacent to its real namesake water body. The new boulevard is one of several new or reinvented byways funded by Measure DD, the \$198.25 million bond measure for better parks and cleaner water passed by 80% of Oakland voters in 2002.



Since July 2012, all street paving and striping was completed, with the exception of the new cul-de-sac at the end of Lakeshore Ave. (Rain and wet ground slowed the work, and completion has been pushed into early 2013.) The culvert that restricted tidal flows in and out of the Lake for over a century has been demolished, and a 100 foot wide channel is now wide open beneath the new bridge. Adjustments are being made to the pedestrian and bicyclist bridge prior to pouring the concrete deck. Grading and paving of park pathways continues, as well as irrigation and landscaping.



Working on the Montclair Railroad Trail

When was the last time you road the Montclair Railroad Trail from Montclair Village through Shepherd Canyon?

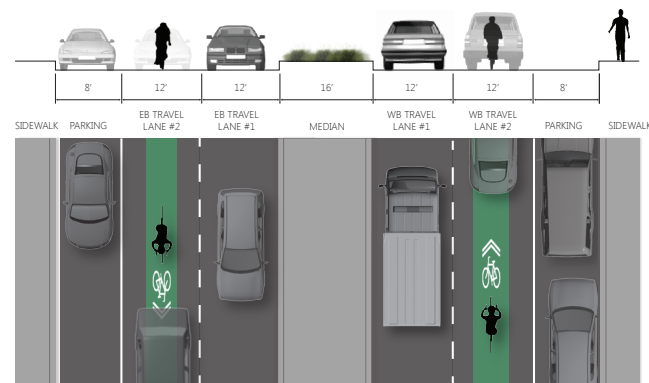
It's one of the most scenic routes for reaching Skyline Blvd and recent improvements make it an even better ride. In December 2011*, the City replaced a dilapidated fence with an improved barrier to separate the path from Shepherd Canyon Rd. The new barrier includes a guardrail to keep drivers off the path, as well as a railing on the path-side to keep errant bicyclists from falling into the roadway or injuring themselves on the barrier posts. Note how the height of the barrier drops gracefully at openings to improve visibility at pedestrian crossings and driveways.

* Note: This project was mistakenly omitted from the Winter 2012 newsletter.

Innovating for better access to MacArthur BART

In October, the City submitted an official "request to experiment" with green pavement to enhance the visibility and effectiveness of sharrows (shared roadway bicycle markings). The experiment proposes adding sharrows on top of a five-foot wide band of green pavement along **40th St from Adeline St to Martin Luther King Jr Wy and from Telegraph Ave to Webster St**. This project is the culmination of six years of work to improve bicyclist access to MacArthur BART by connecting the station to the bikeways on Adeline St, Market St, West St, Webster St/Shafter Ave, and Broadway. The project is funded by a grant from the regional Safe Routes to Transit program, made possible by voter-approved Regional Measure 2 bridge tolls.

In December, the request to experiment was unanimously recommended for approval by the California Bicycle Advisory Committee, an advisory body to the California Department of Transportation. As this newsletter goes to print, the City just received approval from the Federal Highway Administration. One step of the approval process remains: review by the California Traffic Control Devices Committee at its meeting in March. If approved, the experiment will be conducted in summer/fall 2013.



Cross section of 40th St, pending installation as Phase II of experiment.

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, Bicycle & Pedestrian Program Manager
- Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator
- Alvaro Rubio, Planning Intern
- Mark Lightner, Planning Intern
- Austin Springer, Design Intern
- Volunteers: David Liu, Brian Warwick, and you? Email bikeped@oaklandnet.com with a project idea or to offer help.

WELCOME TO THE OAK CORRAL

In July 2012, the City installed two in-street bicycle parking “corrals”—groups of bicycle parking racks placed in the street next to the curb (versus on the sidewalk). The corrals, each with capacity for 20 bikes, were installed on 3rd St west of



Oakland's first in-street bicycle parking corral.

Broadway in **Jack London Square**, and on Oak St in front of the **Oakland Museum of California**. These installations were the first of a grant-funded pilot project that is helping staff develop a program to meet the rising demand for bike parking, particularly in Oakland's commercial districts.

Going forward, corrals will be installed in response to requests from businesses or Business Improvement Districts (“BID” or similar entity). Each corral must be maintained by an adjacent business or BID; a signed maintenance agreement is required prior to site evaluation. Locations will be prioritized for installation where the demand for bicycle parking exceeds the available space for sidewalk racks and where the fronting business supports the reconfiguration of the curb space.

Review program guidelines, application materials, and corral locations online at www2.oaklandnet.com/ISBPC. To suggest a location, contact the adjacent business owner and share the application materials.



Custom made for Oakland's Fruitvale & Dimond districts



The finishing touches for the Fruitvale Alive! Streetscape Project included a batch of custom bike racks, detailed with neighborhood names and icons for local flavor.

They were

installed on Fruitvale Ave in the **Fruitvale and Dimond districts** in November 2012. The streetscape project, funded primarily by a Transportation for Livable Communities Grant from the Metropolitan Transportation Commission, added a total of 64 bike parking spaces.

Stay on the BART racks

Between July and December 2012, BART added 60 bike parking spaces at stations in Oakland—30 at the **19th St Station** (double-decker racks outside the paid area) and 30 at the **Lake Merritt Station** (inverted U racks inside the paid area). BART continues to be a great partner for bike parking infrastructure!



Let's get vertical

In fall 2012, vertical bike parking racks accommodating 14 bicycles were installed in Oakland's first two “parklets.” A parklet is a temporary use of parking spaces, unused bus stops, and other curbside locations to provide public seating and other amenities including, sometimes, bike racks. Following San Francisco, Portland, and other cities throughout the country, Oakland's Strategic Planning Division

launched its parklet program last year—details at www2.oaklandnet.com/parklets.



Oakland's first parklet.

The first parklet (pictured) was installed by **Farley's East at 33 W Grand Ave** in September, and includes a system to park six bicycles. Bicycles are hung from handles that are installed at the end of the platform. In November, **Manifesto Bicycles** installed eight racks accommodating eight bikes as part of the parklet they installed on **40th St, east of Webster St**. The vertical, square tube racks have a weathered look and allow

parked bicycles to stay upright by virtue of a triangular wheel stop embedded in the parklet platform. Two other parklets are in the works with permits pending.

What's your experience using vertical racks? Have ideas for space-efficient designs that are attractive, and easy to use? Send comments to bikeped@oaklandnet.com.

City of Oakland Bikeway Network

Bikeway Improvements, July-December 2012

Bikeways Pending Construction, 2013



Colby St: pavement gone bad

In November 2012, the City paved **Colby St from Claremont Ave to Alcatraz Ave**, a notorious stretch of pavement and one of the worst on Oakland's bikeways. This 0.6-mile stretch of Colby St is part of the Webster/Shafter Bikeway, a 2.7-mile connection from the edge of downtown Oakland to the Berkeley border that was established in 1988. Last paved in 1990, Colby St was not on the City's Five Year Paving Plan which meant that it would not be paved in the foreseeable future.

How does this happen? In recent years, Oakland has had approximately \$6 million/year to invest in paving. In contrast, it would require \$27 million/year to keep the pavement in its current state of repair. With \$400 million of deferred maintenance, the City is unable to keep streets from deteriorating. And once a street reaches a certain stage of decay, it becomes very expensive to repair. In fact, it is more cost-effective to spend those resources on other streets to keep them from reaching that critical stage of decay. In the case of Colby St, it was falling into the category known as "worst streets": streets that are no longer cost-effective to repair.

Colby St was paved exclusively with Measure B funds reserved for bicyclist and pedestrian projects. Measure B is a crucial funding source for Oakland's bikeways, the ongoing maintenance of city streets, and transportation improvements. However, the bicycle funds can only be used for the portion of the roadway used by bicyclists. For Colby St, this meant paving the travel lanes but not the parking lanes (which were in better shape). This approach also resulted in a savings of 40% versus the cost of paving the entire roadway. The savings will be applied to paving other bikeways. (Next up: Shattuck Ave!) We welcome feedback on this overall approach as well as your suggestions for bikeways that are critically in need of paving. Without significant increases in funding levels, not all streets will be paved. But we are working creatively and efficiently to improve the pavement quality on Oakland's bikeways.



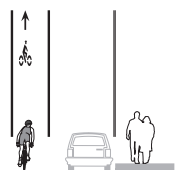
We Oakland to the top of the charts

More Oaklanders are pedaling to work than ever before. Over three percent of Oakland workers – or about 5,000 daily commuters – commute by bicycle according to the U.S. Census Bureau's newly released 2011 American Community Survey data. When combined with workers who bike to BART to catch a train, that's more than 7,000 Oaklanders who make cycling a part of their daily commute. Oakland is one of only seven of the 100 largest cities in the United States with a bicycle commute mode share exceeding three percent, demonstrating the impact of the City of Oakland's investments in its bicycle program. Oakland continues to close in on the top six cities: Portland, Madison, Seattle, San Francisco, Minneapolis, and Washington, DC. While the new data shows a nationwide trend toward increased cycling, Oakland led the group with a 46 percent increase in 2011. Since 2000, bicycling in Oakland has increased by over 250 percent.

By the Numbers

This is the fifth 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 December 31, 2012



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



* **Note:** The change in the number of bike parking spaces reflects the installation of new bike parking by the City and others (528 spaces) as well as other changes based on field surveys conducted in 2012.

You light up your life

On Monday, November 5, 2012, **East Bay Bicycle Coalition volunteers** stationed themselves at Broadway and 27th St to distribute 115 bike light sets donated by the City of Oakland. In just over one hour, all sets were given away to cyclists who would otherwise be unenlightened. Bicycle lights aren't just a good idea—the California Vehicle Code requires that bicycles ridden after dark be equipped, among other things, with “a lamp emitting a white light that, while the bicycle is in motion, illuminates the highway, sidewalk, or bikeway in front of the bicyclist and is visible from a distance of 300 feet in front and from the sides of the bicycle.”

To learn about the full suite of responsibilities, see www.dmv.ca.gov/pubs/vctop/d11/vc21201.htm. Missed the giveaway? Complete a free Urban Cycling 101 course and get a free light set! Information at www.ebbc.org/safety.



BPAC to BART connector

On December 20, 2012, Oakland **Bicycle & Pedestrian Advisory Committee Vice-Chair, Rebecca Saltzman**, was sworn in as BART Board Director for District 3. Rebecca has served on the BPAC as Vice-Chair for two years, was an active member for several years prior, and has long

focused on transit and non-motorized transportation issues. She joins another former BPAC regular—former East Bay Bicycle Coalition director Robert Raburn—on the BART board (for District 4). Maybe you should start coming to BPAC meetings, eh?

Our division multiplies

The Transportation Planning & Funding Division added two new staff to work on a variety of infrastructure projects, some of them bike-related. Please join us in welcoming **Jamie Parks, Complete Streets Program Manager**, and **Nick Cartagena, Civil Engineer**.

Over the last six months, Jamie spearheaded the creation of Oakland's Complete Streets Resolution which will improve and simplify delivery of non-motorized transportation projects. (**Follow Jamie on Twitter, @oaktrans.**) Nick has focused on taking projects from concept to design. Notably, he is working on the design for the Park Blvd Path, a project that, until his arrival, languished due to insufficient staff resources.

The company we keep

In December 2012, the City of Oakland joined the **National Association of City Transportation Officials (NACTO)** as an affiliate member. NACTO's sole focus on urban transportation issues will provide Oakland with resources and peer exchange opportunities tailored to the unique needs of urban travelers. NACTO is perhaps best known for its Urban Bikeway Design Guide, which provides detailed information on a wide range of innovative bicycle facilities designed to make cycling safe and comfortable for all members of society.



NACTO is currently developing a complementary Urban Street Design Guide that will cover all aspects of urban street design, and City staff is participating on the guide's advisory committee. View the Urban Bikeway Design Guide and find out more about NACTO at www.nacto.org.

PedalFest 2012

Saturday, August 18, 2012, an estimated 20,000 people flocked to Jack London Square to enjoy the **second annual PedalFest**, a celebration of all things bike. Coordinated by Jack London Square, the free event boasted a large list of sponsors, most notably New Belgium Brewing who donated proceeds from beer



sales to the East Bay Bicycle Coalition.

City staff were on hand to distribute bikeway maps, “I [bike] Oakland” tube stickers, and Oakland's bicycle-

themed temporary tattoos (which were applied with abandon). Staff chatted with visitors about Bicycle Master Plan implementation, and encouraged folks to sign up to get this newsletter, which 111 of you did!

Platinum Pedals for shrinking violets

In November, Oakland's two full-time bike program staff each received the first-ever “**Platinum Pedal Award**” from the East Bay Bicycle Coalition (EBBC). The distinguished and charming plaques feature an actual bicycle pedal mounted to wood and recognize “professionalism, enthusiasm, commitment and hard work.” Aw shucks, guys. Just doing our job.

Going for the **GOLD** in 2014



Oakland has made significant progress improving conditions for bicyclists. In 2010, the League of American Bicyclists recognized this work by acknowledging Oakland as a **Bicycle Friendly Community** at the bronze level. This evaluation consists of a comprehensive review of a community's accomplishments to date as well as outstanding needs. And while Oakland has come a long way, there is plenty of work that remains to be done.

In December, City Council initiated Oakland's "Go Gold" campaign to become locally and nationally recognized as a leading bicycle friendly community. The campaign establishes a

holistic action plan that includes improvements through engineering, education, encouragement, enforcement, and evaluation/planning. Goals include plenty of new bikeways and bike parking, the debut of innovative treatments like buffered bike lanes and green pavement, and groundbreaking work on bicyclist education.

Progress will be measured from 2010, when Oakland went bronze. How will we get there? The City seeks partnerships with bicycle organizations, business groups, community-based organizations, and merchants on promoting bicycling as a common sense means for improving Oakland's economy and quality of life. For more information, see www2.oaklandnet.com/OAK029808.



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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/OAK039296)

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/OAK039297)

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/OAK039298)