

I OAKLAND

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

14th Edition, Winter 2014 | Circulation 2,526

www.oaklandbikes.info

INNOVATING FOR BETTER CYCLING

The world of bicycle infrastructure is changing rapidly. People around the United States are realizing that cycling can be a major form of urban transportation—if cities provide bikeways that are safe, convenient, and comfortable. The Bicycle Facilities Program is working tirelessly to establish Oakland as a leader in the Bay Area and beyond.

Over the past six months, we are pleased to debut green bike lanes, buffered bike lanes, and super sharrows. In 2013, bike corrals went mainstream and we continued to roll out bike lanes as quickly as possible. The strategy is twofold with a single goal: establish Oakland's bikeway network and upgrade it with innovative treatments to make cycling accessible and **joyful for many, many people.**



Green Bike Lanes Come to Lake Merritt Blvd, 1st Ave, and Lakeshore Ave

The completion of Lake Merritt Blvd marks a major step forward in rebuilding Oakland for cyclists and pedestrians. The neighborhoods east of Lake Merritt were cut off from downtown and Lake Merritt BART by the 12th St Dam—disparagingly known as the “World’s Shortest Freeway.” The new Lake Merritt Blvd reestablishes those (see **GREEN**, pg 3)



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.

Super Sharrows for 40th Street and MacArthur BART

The City of Oakland innovated with an experimental design on 40th St: green color in the travel lane to help bicyclists and motorists safely share the road. The project is the culmination of a set of improvements for bicyclists between MacArthur BART, Piedmont Ave commercial district, Emeryville, and the new bicycle/pedestrian path from 40th St/Shellmound Rd to the new eastern span of the Bay Bridge. Previously constructed improvements include new bikeways on W MacArthur Blvd and 41st St.

At MacArthur BART, the number of bicyclists increased by 123% from 1998 to 2008, making it the fourth busiest for bicyclists out of the 43 stations in the BART system. Another big increase in bicyclists is anticipated with the completion of the Bay Bridge eastern span and the MacArthur Transit Village—now under construction—which includes a new secure bicycle parking facility.

The 40th St experiment features shared roadway bicycle markings (sharrows) backed by a continuous five-foot-wide band of green color centered in the travel lane. While green color is now approved for standard use in bike lanes, the experiment is innovative for using green color in a shared lane. Such experiments require approval by the Federal Highway Administration and California Traffic Control Devices Committee.

The experiment seeks to address common problems with shared lanes. Bicyclists often ride in the door zone: the area immediately adjacent to curbside parking into which car doors open. Motorists often squeeze between bicyclists and other vehicles in the adjacent lane. The California Vehicle Code allows bicyclists to use the full travel lane where the lane is too narrow for a bicycle and a vehicle to travel safely side by side. Signs reinforcing the CVC were also installed as part of the project.

The City was unsuccessful in its previous efforts to install bike lanes on 40th St. The conversion of travel lanes to bicycle lanes was opposed by AC Transit and Emery-Go-Round. Narrowing the median to add bike lanes was opposed by neighborhood groups who, over the duration of the City's studies, adopted and landscaped the medians. The City is monitoring 40th St and will continue to pursue opportunities for improvement.



40th St super sharrow, aka the “magic carpet ride.” Photo: Darian Avelino.

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
 - Beki McElvain, Planning Intern
 - Mark Lightner, Planning Intern
 - Kevin Utschig, Design Intern
 - Volunteers:
Jeremy Stone, Brian Warwick, and ... you?
- See the Bicycle Facilities Volunteer Program web page at www2.oaklandnet.com/bfvp for more information.

GREEN

continued from cover

connections—and does so graciously. The perceived distance from Clinton Park to Lake Merritt BART got a whole lot shorter!

But the improvements left a challenging stretch for cyclists along the south end of the lake. Heading out of downtown, cyclists faced a stretch of Lake Merritt Blvd with a busy shared lane followed by a narrow bike lane with travel lanes on both sides. The City's Bicycle Facilities Program recently made changes to the travel lanes, added green color to the bike lanes, and installed striped buffers along the most challenging stretch. The locations are Lake Merritt Blvd at E 12th St, 1st Ave at International Blvd, 1st Ave at 1st Ave Place, 1st Ave at Lakeshore Ave, and Lakeshore Ave at E 18th St.



Lake Merritt Blvd/1st Ave, bridge to International Blvd. Photo: Darian Avelino.

The project is a pilot to improve cyclist safety and access where motorists are turning across bike lanes. What do you think? Which bike lanes on your regular route are problematic because of merging motor vehicles? Send your suggestions to bikeped@oaklandnet.com.

More Bike Lanes + Buffered Bike Lanes ... Better and Beautiful—Bonus!

More of North Oakland's bikeway network came to fruition with the completion of bike lanes on two high-visibility streets: **Piedmont Ave** and **Shattuck Ave**. Piedmont Ave was resurfaced between MacArthur Blvd and Pleasant Valley Ave and the new configuration features wide (seven-foot!) bike lanes. On Shattuck Ave, dire pavement conditions prompted the Bicycle Facilities Program to assemble a funding package to pave this roadway that was not on the City's Five Year Paving Plan (see www2.oaklandnet.com/OAK030328) and otherwise would not have been resurfaced. In partnership with former



Buffered bike lane on Harrison St. Photo: Mike Jones.

Councilmember Jane Brunner, the Bicycle Facilities Program amassed \$415,000 for resurfacing Shattuck Ave from 59th St to the Berkeley border (near Woolsey St). The City's Pavement Management Program contributed funds for extensive spot repair on the section between 45th St and 59th St. The project also included a redesign of the Shattuck Ave/52nd St intersection to improve cycling conditions through this very busy location.

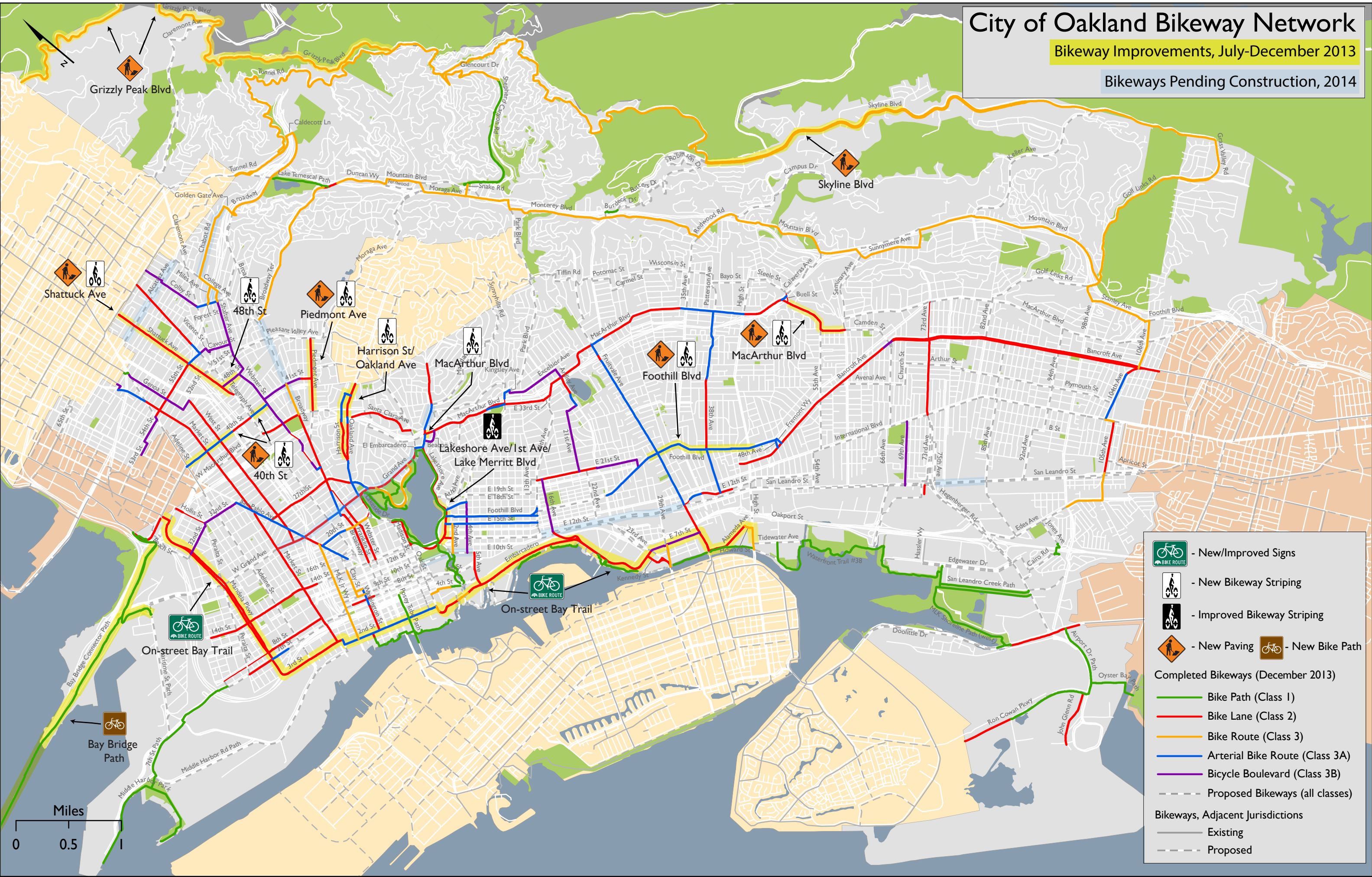
In December, Oakland installed its first buffered bike lanes to provide greater separation between cyclists and motorists. Locations include **MacArthur Blvd from Richards Rd to Seminary Ave** (along Mills College) and **Harrison St from Santa Clara Ave to 29th St**. A short stretch of buffered bike lane—with buffers on both sides—was installed as part of the improvements to Lake Merritt Blvd between E 12th St and International Blvd. In all three instances, a travel lane was removed to create a wide bike lane plus a buffer strip between the bike lane and the travel lane.

In 2014, look for another buffered bike lane on E 12th St between 18th Ave and 29th Ave (and in 2015, on Adeline St between Emeryville and Berkeley). Where space allows (or where space can be created), the City will continue to install buffered bike lanes to provide a higher level of accommodation for cyclists by creating greater separation between cyclists and motor vehicles.

City of Oakland Bikeway Network

Bikeway Improvements, July-December 2013

Bikeways Pending Construction, 2014



 - New/Improved Signs

 - New Bikeway Striping

 - Improved Bikeway Striping

 - New Paving

 - New Bike Path

Completed Bikeways (December 2013)

 Bike Path (Class 1)

 Bike Lane (Class 2)

 Bike Route (Class 3)

 Arterial Bike Route (Class 3A)

 Bicycle Boulevard (Class 3B)

 Proposed Bikeways (all classes)

Bikeways, Adjacent Jurisdictions

 Existing

 Proposed



Location, location, location

A grant from the Transportation Fund for Clean Air and the Alameda County Transportation Commission will enable the City to install approximately 250 bike racks over the next two years. Locations must be in the public right-of-way (mostly sidewalks) in commercial areas.

For program information, and to request a location be evaluated, go to www.oaklandbikes.info/cityracks. We'd love to hear from you!



Keep Calm: PedalFest 2013

The third annual PedalFest at Jack London Square was held on Saturday, July 20, 2013 with an estimated 22,000 bike-curious folk swarming the Oakland waterfront. Oakland's Bicycle Facilities Program staff was on hand to share the good news about our burgeoning bikeway network, answer questions, encourage people to sign up for this newsletter (welcome to the 128 of you that did so), and hand out schwag including maps, stickers, and temporary tattoos inspired by the "Keep Calm" meme (pictured).

The annual event is coordinated by Jack London Square with proceeds donated to the East Bay Bicycle Coalition. See event photos at pedalfestjacklondon.com and get the fest-flavor from a 55-second video at <http://tinyurl.com/PedalFest2013>.

Uptown corrals

In November, two new bike corrals were installed in Oakland's Uptown. The first, at Telegraph | Oakland (restaurant), 2318 Telegraph Ave, accommodates 12 bikes, and the other at Great Western Power Company (climbing gym), 520 20th St, accommodates 20.

Jeremy Yee, manager at the gym, writes "Our members are exceedingly happy with the new bike corral, and we've already seen a spike in the number of members who are forgoing their motor commute in favor of biking to the gym!" Gives a new meaning to working out!

Paving the worst biking streets

Since July, the City paved two streets heavily traveled by bicyclists that were well known for their poor pavement: Grizzly Peak Blvd (Centennial Dr to Skyline Blvd) and Shattuck Ave (59th St to the Berkeley border, near Woolsey St). Grizzly Peak Blvd from Centennial Dr to Marlborough Ter was overlaid with new asphalt. Between Marlborough Ter and Skyline Blvd, a surface treatment was applied (at significantly lower cost) to extend the life of the existing asphalt. Next up in 2014 is Broadway (38th St to Broadway Ter). In 2015 look for new pavement on Chabot Rd (College Ave to Golden Gate Ave) and Skyline Blvd (Snake Rd to Pinehurst Rd). These projects are designed, funded, and pending implementation. The Bicycle Facilities Program is seeking funds to fix Shafter Ave (Cavour St to Forest St), the next priority on the list of bikeways with the worst pavement.

Enlightened self-interest

In November, the City donated 203 light sets to the East Bay Bicycle Coalition to distribute directly to lightless night bicyclists. Through December 2013, EBBC gave away 70 sets at three events with the remainder to be distributed this winter.

State law requires bicycles ridden after dark to be equipped with front lights that are visible from 300 feet—and with good reason. Motorists do not always see bicyclists, especially at night. Recent research indicates that bicyclists think that motorists see them much sooner than they, in fact, do. In addition to reflective clothing and rear reflectors, front lights are crucial for night time crash avoidance.

Of course, all bike shops sell bike lights. Get yours today (or pick one up for someone you love—Valentine's Day present?). Go locavore and buy lights from an Oakland bike shop near you! See list of shops at www2.oaklandnet.com/OAK024707.

More cyclists in 2013: top 10 locations up 26%

Oakland's 2013 count of cyclists shows a 16% increase since 2011 and an 9% increase since 2012. At the ten busiest locations, the number of cyclists increased by 26% from 2011 to 2013. The counts are collected for two hours at each of 36 locations. For more information on the annual counts program, see www2.oaklandnet.com/OAK033011.



Alex Zuckerman Bicycle/Pedestrian Path Bridges the Bay

The long awaited bicycle & pedestrian path along the new eastern span of the Bay Bridge was unveiled by Caltrans on September 3, 2013. With Oakland Mayor Jean Quan presiding, the ribbon cutting ceremony featured a remembrance of Oakland's Alex Zuckerman, one of the Bay Area's foremost bicycle advocates, after whom the path is named. (For more about Zuckerman, please see <http://tinyurl.com/Zuckerman-BayBridge>.)

The path is nice and wide with 15 ½ feet for two-way bicycle travel and separate space for walking. From the bridge touchdown near Burma Rd, the path extends west 2.2 miles towards San Francisco, terminating (for now) in the middle of the Bay. The connection to Yerba Buena Island will follow removal of the existing bridge structure, currently underway, and is expected to be complete in late 2015. As it turns out, the middle of the Bay is itself a destination, and the views are inspiring thousands to make the trip up the gentle incline. Seamless bike/ped access to the bridge path is via 2.7 miles of connecting pathways, one connecting to Shellmound St in Emeryville, just north of the 40th St overpass, and the other beginning at Maritime St and Burma Rd. Interpretive displays, belvederes, seating, landscaping, and wayfinding signage complete the facility.



Biking the bridge path under blue skies.

The project was completed by Caltrans District 4, culminating a decade of work. **Please join the City in thanking Caltrans staff** for their care in designing and managing construction of a world-class cycling and walking path for all to enjoy. Currently, the bridge path is open only during daylight hours (the connecting paths are open all day). For more and ongoing information about the Bay Bridge project, see <http://baybridgeinfo.org/path>.



Signs of a cleaner, greener Bay Trail

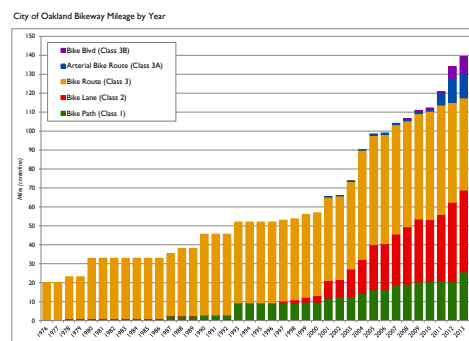
In December 2013, 70 new bicycle wayfinding signs were installed along Oakland's on-street alignment of the San Francisco Bay Trail. This 8.1-mile

bikeway stretches from the Horton St bicycle boulevard in Emeryville to High St at the edge of the Martin Luther King Jr Regional Shoreline. Additionally, 136 defunct or redundant signs and 58 old sign poles were removed, cleaning the clutter from a bikeway that was installed in fits and starts over the 15 years between 1990 and 2005. The wayfinding signs provide destination, distance, and directional information for Bay Trail travelers as well as those bicycling to destinations accessible via the nine bikeways that intersect with the on-street Bay Trail including 14th St, Washington St, 16th Ave, and Fruitvale Ave. The project was funded by the State Transportation Development Article 3 Bike/Ped funding program and Measure B. All construction—including fabrication of the new signs—was completed by the Public Works Agency, Traffic Maintenance.

Oakland's Bikeway Network, 1976 to the Present

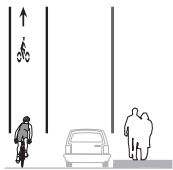
The City of Oakland began building bikeways in 1976 and now has over 140 miles of streets and paths designated for cyclists. For the first time ever, documentation is available that shows the development of the network by year from 1976 to the present. Maps are available as a timelapse animation, a set of individual maps by year (in .pdf format), and as graphs showing the miles of each bikeway type for each year. See the web pages of the Bicycle Facilities Program at www2.oaklandnet.com/OAK024591.

The early installation of bike routes in the Oakland Hills coincided with an explosion of interest in road bikes across the United States in the 1970s. Oakland's first commuter route—the Webster/Shafter bikeway—was installed in 1988. By 1990, a bike route linked Lake Merritt to the area that would become the Martin Luther King Jr Regional Shoreline. In the late 1990s, the City began putting a greater emphasis on bike lanes with early installations on West St, Broadway Auto Row, and upper Telegraph Ave. In recent years, the network expanded most rapidly in 2012, flanked by strong growth in both 2011 and 2013. As shown in the bar graph, the total network is growing while the mileage of bike routes is decreasing from a peak in the early 2000s. In other words, the quality of the network is improving as the City seeks to replace sign-only bike routes with better bikeways.



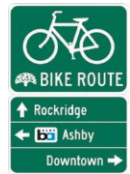
By the Numbers

This is the seventh 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, 2013

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



* Do you notice a change in the numbers for bikeway miles? In 2013, the Bicycle Facilities Program completed comprehensive documentation on the development of Oakland's bikeway network from its beginning in 1976 to the present. We also overhauled our GIS layer to improve its correspondence with the City's streets layer. The result is the most accurate information available to date and so we revised all of the historical figures on Oakland's bikeway mileage by year. For more information, see www2.oaklandnet.com/OAK024591.

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
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/OAK045029)

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/OAK045030)

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/OAK045031)