

I OAKLAND

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

16th Edition, Winter 2015 | Circulation 2,724

www.oaklandbikes.info

Buffing up Oakland's bike lanes



New striping on Broadway, 38th St to Broadway Ter, features buffer striping on both sides of the bike lane.

Almost all of the 3.2 miles of new bike lanes installed between July and December 2014 feature diagonal buffer stripes (for most of their length) to encourage separation between cars and bikes. Buffers can be placed between the bike lane and the travel lane and/or between the bike lane and the parking lane—the location and length of the buffered segments varies based on available roadway width.

On Keith Ave (College Ave to Broadway), Broadway (38th St to Broadway Ter), and E 12th St (14th Ave to Fruitvale Ave), width was made available by removing motor vehicle travel lanes. On E 12th St and 10th/E 10th St (Madison St to Kaiser & 4th to 5th Aves), the buffer was placed between the travel lane and the bike lane. On Keith Ave and Broadway, there was room for buffers on both sides; the “door zone” buffers help cyclists ride clear of opening car doors.

Buffered bike lanes are relatively new in the United States, and until recently, there was little guidance on how to design them. Based on recent experience implementing such designs, the City is learning which work best in various circumstances, and developing standards to guide future project implementation. Do you have an opinion about buffered bike lane designs? If so, please email bikeped@oaklandnet.com.

Telegraph Avenue's New Year's Resolution

On Tuesday, December 9, 2014, the City Council approved a “road diet” for Telegraph Ave between 20th and 40th Sts. The diet will remove one travel lane in each direction and install a new bikeway. Two bikeway designs are planned.

- From 20th St to 29th St, a “cycle track” or “parking protected” bikeway will be installed. The first of its kind in Oakland, this bikeway places bicyclists next to the curb, with parking stalls to the left. Some on-street parking stalls will be removed to allow right-turning cars to see and avoid bicyclists continuing straight.
- From 29th St to 40th St, buffered bike lanes will be installed.

Other design elements will include “complete streets” amenities such as relocated transit stops (to optimize bus travel times), painted bulb-outs, and high-visibility pedestrian crossings. The project's first phase is expected to be implemented in summer 2015 as part of a scheduled project to pave Telegraph Ave from 17th St to 27th St. Outside of the paving area, pavement spot repairs will help improve the surface for cyclists.

The new bikeway is one element of the Telegraph Ave Complete Streets Implementation Plan, a year-long planning effort to improve transportation safety and comfort on Telegraph Ave for all modes of travel. For more information about the overall project and next steps, go to www.oaklandnet.com/TelegraphAvenue.



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.



The Silver Screened

In November 2014, the League of American Bicyclists designated Oakland a Silver Level Bicycle Friendly Community. The designation improves on the Bronze Level designation garnered in 2010. The award recognizes the efforts of the entire community, from the City's Public Works Department, to Oakland's bike shops,

to the advocacy, education, and encouragement work of a range of local organizations, including Walk Oakland Bike Oakland, Cycles of Change, Bike East Bay, and Red Bike and Green.

The recognition reflects accomplishments since 2010, including (but not limited to) those by the City of Oakland:

- a 25% increase in bikeway mileage, including a world-class bike path on the East Span of the Bay Bridge (by Caltrans);
- green-painted bike lanes that mark "conflict zones" around Lake Merritt;
- a bike wayfinding sign system along 16 interconnected corridors now boasts nearly 500 signs;
- a 70% increase in the number of publicly accessible bike parking spaces;
- a City "vulnerable road user" ordinance that allows bicyclists (and pedestrians) to pursue civil penalties from aggressive motorists; and
- millions of dollars in grants, including for the expansion of Bike Share from San Francisco to Oakland and Berkeley.

More than 800 communities have applied since the program began, and 326 have been awarded the Bike Friendly Community designation. Oakland is one of 71 designated as Silver. Of the country's 50 most populous cities, 11 are Silver Level and Oakland is the only city that moved up from Bronze in the latest award cycle. According to the League, "The five levels of the award – diamond, platinum, gold, silver and bronze – provide a clear incentive for communities to continuously improve." The prospect of gold now hovers ahead like graduation day to a freshman. To learn more about LAB's vision for building a Bicycle Friendly America, visit www.bikeleague.org/BFA.

Working on the Montclair Railroad Trail – Refrain



In September 2014 the City completed spot improvements to the Montclair Railroad Trail, a mixed use path through Shepherd Canyon that connects to Montclair Village. Near Medau Place, heaving asphalt was removed and replaced to provide a smooth path of travel. Thanks to Toshi Takeuchi for bringing this issue to the City's attention. While we were at it, we fixed another nearby location: the bridge over Snake Road where the asphalt path had separated from the concrete bridge at both ends of the structure. These areas were leveled and repaved. Multiple bollards at either end of the bridge created obstacles for pedestrians and bicyclists. These were replaced with a single bollard at either end and marked by paint and reflective tape to make the bollards visible to path users (*see photo above*). See the Winter 2013 newsletter for information on a previous project that installed a guardrail and railing to separate the Trail from Shepherd Canyon Road.

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.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

Program Interns

- David Pene & Kevin Utschig (Design)
- Timothy Brathwaite & Sadie Gill (Planning)

Volunteers

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

State of the Network: Closing in on 150 Miles of Bikeways

As of December 2014 Oakland has 146 miles of designated bikeways. As the City closes in on 150, we offer some thoughts on what the individual projects are adding up to. Oakland's Bicycle Master Plan envisions a 245-mile bikeway network, leaving approximately 100 miles of work to be done. At the same time, bikeway design is changing rapidly – as are public expectations regarding what bikeways should look like. In addition to building new bikeways, there is a growing emphasis on improving existing bikeways: many of those 146 miles of existing facilities would benefit from a makeover.

In the last year, Oakland has integrated buffered bike lanes and green bike lanes into its design standards. Many recent innovations remain to be integrated. Work is underway with bicycle traffic signals as part of a project at Broadway and Keith Ave, while a pilot of protected bike lanes will be implemented on a portion of Telegraph Ave. Other innovations still on the horizon include two-stage left turn queue boxes, bike boxes, greenback sharrows, bike lane extensions through intersections, and bike boulevard improvements like traffic circles.

Underlying this forward-looking vision is the need for remedial work: paving key streets, getting traffic signals to serve bicyclists, and ensuring that storm drain inlets are safe. Bikeway guide signs and the CityRacks Bicycle Parking Program round out the effort of the Bicycle Facilities Program. There are a thousand details and one goal: to build a bikeway network that is safe, convenient, and joyful to bicyclists of an increasingly wide range of ages and abilities.

What will be Oakland's 150th mile of bikeway? We will find out in 2015. If you chose to wager, consider betting on one of the streets highlighted in blue on the centerfold map of this newsletter.

Hulking Up on 27th St and Grand Ave



What just got green and buff? Portions of the 27th St and Grand Ave bikeways were upgraded in November 2014 to include bike lane buffers and green bike lanes in conflict zones. Buffers were added on westbound 27th St between Harrison St and Broadway to give bicyclists more room from both parked cars and moving cars. Green color was added to key locations where turning motorists must merge across bike lanes: Grand Ave at Harrison St and Bay Pl plus 27th St at Harrison St, Valdez St, Broadway, and Northgate Ave (*shown above*). This project is part of a citywide strategy to upgrade existing bike lanes using new design treatments: buffers to provide more space for bicyclists; and green to raise motorist awareness at bike lane locations that can be challenging for cyclists.

Bicyclist & Pedestrian Advisory Commission inaugural meeting

Oakland's Bicyclist & Pedestrian Advisory Commission (BPAC) held its first meeting on Thursday, September 18, 2014, where Commissioners reviewed draft environmental impact reports for Children's Hospital and the Coliseum Area Specific Plan. The Commission is tasked explicitly with reporting to the Public Works Committee of the City Council. The nine inaugural commissioners were appointed by Mayor Jean Quan and approved by the City Council, and are pictured, right. Find more information, go to www.oaklandbikes.info/bpac. Subscribe to receive notices of BPAC agendas at <http://tinyurl.com/GetBPACAgendas>.

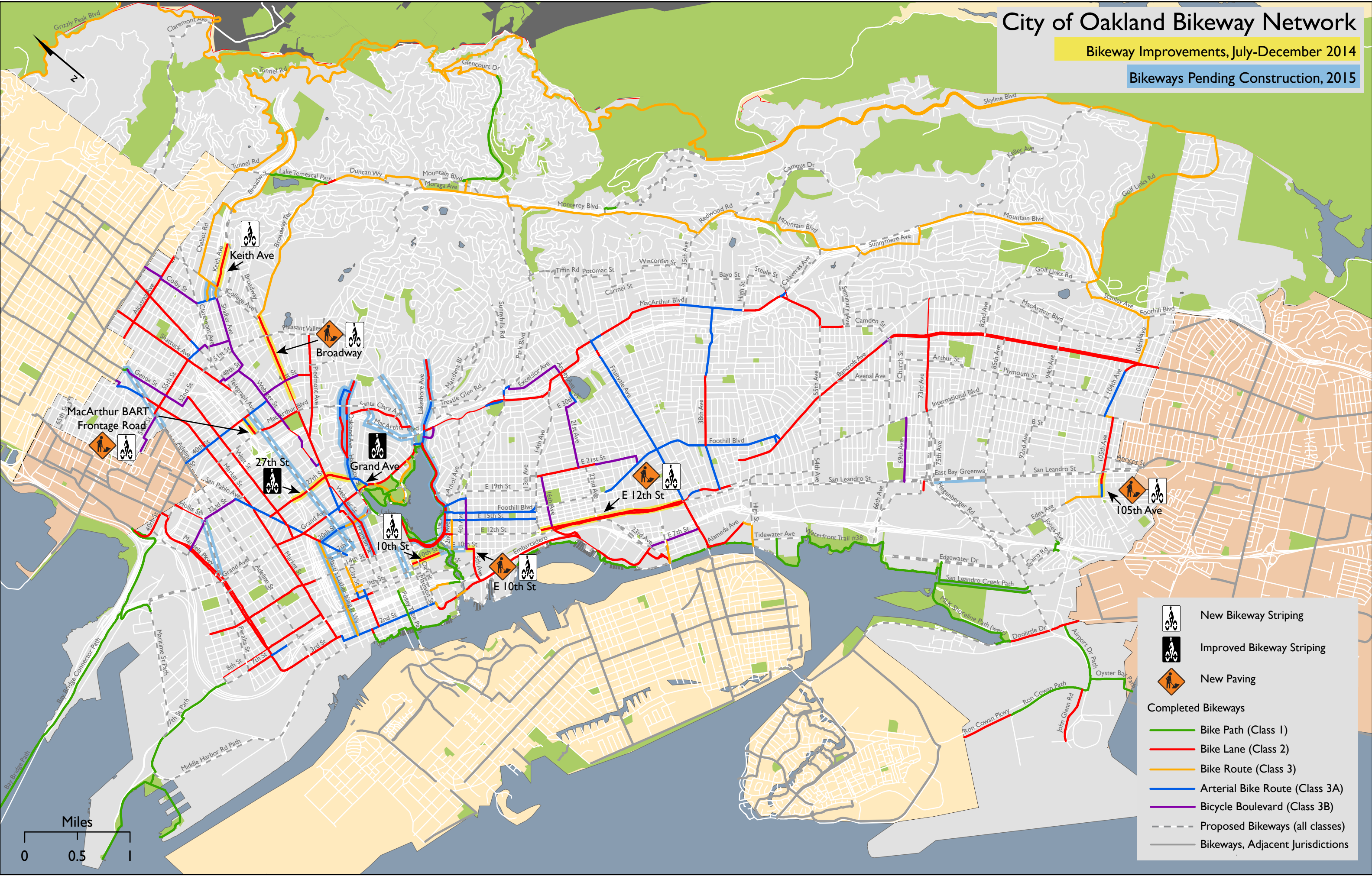


Left to right; front row—Kenya Wheeler, Midori Tabata, Fred McWilliams; second row—Christopher Kidd, Chris Hwang, Rosa Villalobos, Ryan Chan; third row—Robert Prinz, Royston Taylor.

City of Oakland Bikeway Network

Bikeway Improvements, July-December 2014

Bikeways Pending Construction, 2015





Bicycling, briefly . . .

City Council approves bike lanes for 17th St and 20th St

In September 2014, City Council approved the installation of new bike lanes on 17th St from Martin Luther King Jr Wy to Telegraph Ave and on 20th St between Franklin St and Harrison St. The 17th St project is part of a larger effort currently underway to create a continuous north-south bikeway through downtown via Telegraph Ave, the 16th St/17th St couplet, Clay St, and Washington St. Construction of the 17th St and 20th St projects is anticipated in 2015. Stay tuned for more of that funky buffer stuff.

Au contraire, Oakland

Oakland's first contra-flow bike lane was installed as part of the MacArthur Transit Village project on the Frontage Rd connecting W MacArthur Blvd to 40th St along the MacArthur BART station entrance. Striping was completed in October but – as this newsletter goes to press – the bikeway is not open in its entirety due to adjoining construction. A separate project to complete the bikeway on W MacArthur Blvd is in the final stages of design.

To Oaklavia, With Love

In 2014, Walk Oakland-Bike Oakland rebranded Oaklavia (Oakland's "open streets" event) with Love. Two events were held, one in July and one in September, together bringing about 23,000 people out to ramble and play in car-free streets. Plans for more Love continue into 2015. For more information, go to wobo.org/oaklavia.



PedalFest 2014

The fourth annual PedalFest at Jack London Square was held on Saturday, July 26, 2014. An estimated 22,000 people came to eat, drink, be merry, and share bike enthusiasms, from tricycle parades to custom frames to the Whiskey Drome (an olde-tyme velodrome). Many came to show off their bike skills, and many more came to be awed by same. Staff from the Oakland Main Library set up next to the Oakland Bicycle Facilities Program's booth, displaying their bike-book mobile, and attracting the accessory-minded to fashion recycled jewelry from discarded bike bits. The annual event is coordinated by Jack London Square with proceeds donated to Bike East Bay. Photos and more at pedalfestjacklondon.com.

Spirit of 78

Seventy-eight new bike parking spaces were installed in five new in-street bike parking corrals at the following businesses: Arbor Café; Kamdesh Afghan Kabob House/ Brown Couch Café, Parkway Lounge, Pizzaiolo/ Dona Tomas, and Timeless Coffee. The installations were funded by a grant from the Transportation Fund for Clean Air, a program of the Bay Area Air Quality Management District administered through the Alameda County Transportation Commission.



There are now 228 bike parking spaces in 13 corrals in Oakland. Another three corrals (38 spaces) are pending installation (any day now!) and four are in the design/evaluation process. Corrals are installed by request of the adjacent business owner, who must agree to sweep the street by hand (as street sweeping vehicles can no longer access the area). Find more information and application instructions at www2.oaklandnet.com/ISBPC.

Down with the count

For the fourth year in a row, Oakland has conducted bicyclist and pedestrian counts in September, at the same 36 intersections. The counts are collected for two hours at each location. The 2014 counts show an 18% increase of bicyclists overall since 2011. For more information on the annual counts program – including a map of locations – go to www2.oaklandnet.com/OAK033011.

First the good news

In November, the Lake Merritt/ Uptown Association and the Downtown Oakland Association, two Community Benefit Districts, installed two bike fix-it stations on Broadway. The stations feature eight bicycle repair tools on cables and a bike tire pump, and the idea is so cool it was profiled in Oakland Magazine in December (tinyurl.com/OaklandBikeFixit). In addition to the stations' obvious benefit to bicyclists, an Association "ambassador" was able to quickly help repair someone's wheelchair, sending them on their way with a minimum of fuss. Now the bad news: both stations have been vandalized extensively, and repeatedly, with both tools and pumps stolen. The CBD upgraded the cables, only to have tools again stolen. The plan for four more fixit stations is now on hold. The City appreciates the CBD's efforts and shares their frustration over this vandalism.



Thank you to Brian and Dianne!

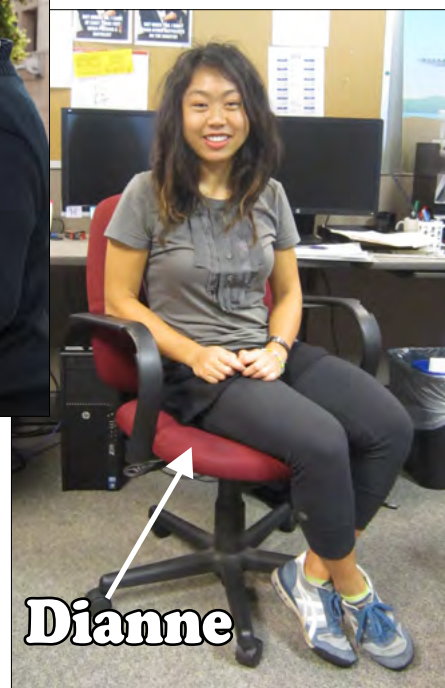
Please join us in thanking recently-departed-for-greener-pastures bike program volunteers extraordinaire Brian Warwick and Dianne Yee!

Brian, now a master's student at UCLA, volunteered over 400 of his tenaciously skilled hours over the last two years logging bicyclist and pedestrian counts to create a database used in an online counts map at www.oaklandbikemaps.info/counts. This monumental project is still in process, but would have gone absolutely nowhere without Mr. Warwick. Brian also dee-jayed at Bike to Work Day at City Hall in 2013 and 2014, amping up the fun vibe.

Dianne generously donated 200 hours of her summer helping on a variety of projects before returning to Portland State University to finish her Masters of Urban and Regional Planning. Among the fruits of her labor: helping tabulate street characteristics for a low-stress bikeway network analysis (still in progress); analyzing results from Bike East Bay's survey of bicyclists following the "super-sharrow" project on 40th St; photo-verifying over 300 bike racks (for the City's inventory); inspecting wayfinding signs along the three bikeway corridors to identify those in need of repair; assisting with Oakland's Bicycle Friendly Communities application; and culling the best photos from our cluttered server to seed a photo library. We thank Yee!



Brian



Dianne



40th Street Super Sharrows Preliminary Study Results, Part 2

The 40th St project near MacArthur BART continues to generate interest, analysis, and discussion. The project was born of necessity (by the mother of invention) between a rock and a hard place (e.g., a landscaped median, a parking lane, a bus operator, and the California Environmental Quality Act). Due to its unusual use of green color, the project required the approval of both Federal and State bodies that regulate traffic control devices. The project approval included a detailed plan for data collection and analysis, and the Summer 2014 edition of this newsletter shared preliminary results from that study. The draft study is now available at www2.oaklandnet.com/n/OAK051326.

While the City's analysis examined behavior change through video footage and traffic counts, Bike East Bay conducted a user survey in the months immediately following the project's installation. Bike East Bay shared their survey results with the City, and we analyzed it to gain insight on how users regard the project. The survey received 288

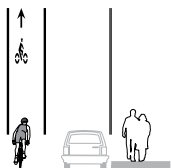
responses. Respondents self-selected with half living close to 40th St and three-quarters self-identifying as bicyclists. In response to the question "What do you think of the supersharrows?", 58% of respondents were positive, 23% were mixed, and 19% were negative. The most common positive responses were that the project: (1) helps legitimate bicycling; and (2) positively affects bicyclist and motorist behavior. The most common negative responses were that: (1) the project is confusing; and (2) another treatment is preferred. Respondents were roughly split between those who were satisfied with super sharrows and those who would prefer bike lanes. For additional details on the Bike East Bay survey, see the report at www2.oaklandnet.com/n/OAK051296.

For background on the 40th St project, see the article "Super Sharrows for 40th Street and MacArthur BART" in the Winter 2014 "I [bike] Oakland" newsletter and the project web page at www2.oaklandnet.com/OAK043755. Additional data collection and analysis will be completed to compare changes in bicyclist volumes and crash rates for one year after the construction.

By the Numbers

This is the ninth 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, 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
December 31, 2014	146.4	8,023	476	151



City of Oakland, Bicycle & Pedestrian Facilities Program
Oakland Public Works, Transportation Planning & Funding 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/OAK051269)

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/OAK051270)

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/OAK051271)



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