

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

Photo courtesy Alameda CTC.



Back to College

In August, a short but sweet stretch of College Ave adjacent to Rockridge BART – between Miles Ave and Keith Ave/ Shafter Ave – was repaved and buffered bike lanes were striped. The City had received numerous community requests to repair the deteriorating pavement. The Bicycle Facilities Program prioritized the location because of the large number of bicyclists accessing the BART station, the high volume of buses, and the low-light conditions created by the Highway 24 overpass. A connecting bike lane on Miles Ave (College Ave to Forest St) is pending construction. A separate project, now in design, will extend the bikeway for the length of College Ave, complete the bikeway connection on Shafter Ave/Keith Ave, and construct pedestrian improvements at the intersections of College Ave/Miles Ave and College Ave/Keith Ave/Shafter Ave. This project is funded by a Safe Routes to Transit grant in combination with the City of Oakland's settlement agreement with Caltrans over the Caldecott Fourth Bore. The remaining segments of College Ave, a street on the City's five-year paving plan adopted by City Council in October 2014, will also be repaved.

A City of Oakland Traffic Engineer—and problem-solver extraordinaire—takes an inaugural spin on the East Bay Greenway.

The first phase of the long-planned East Bay Greenway was completed in November. Stretching a half-mile from Coliseum BART at 75th Ave to 85th Ave, the greenway is a 12-foot-wide shared bicyclist and pedestrian path that parallels San Leandro St. The project also installed crosswalks at 71st, 75th and 81st Aves, lighting, decorative fencing, and an automatic bike/ped counter. From the end of June 2015 through December 29, 2015, nearly 75,000 bike/ped trips had been logged, one third of those by bike.

The project was funded by a federal "TIGER II" grant, matched by voter-approved bond funds from East Bay Regional Park District Measure WW and Alameda County Measure B. The project was managed by the Alameda County Transportation Commission (ACTC) with construction management assistance from Oakland Public Works. (Big thanks to Oakland's Ed McNair!) In 2014, Active Transportation Program grant funding was awarded to ACTC for the next phase of design, including the remaining path sections in Oakland: 85th Ave to the San Leandro border (1.5 miles) and 75th to 54th Aves (1.2 miles). The planned 15-mile facility begins in Oakland and heads south through San Leandro and Hayward, mostly along the alignment of the BART tracks. More information at <http://tinyurl.com/ACTC-EastBayGreenway>.



This newsletter and 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.

Somewhere a Space for Us

@\$bike racks

The City received its third consecutive bike parking 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. Together with the last two cycles, starting in 2013, a total of \$292,000 has been allocated for the installation of at least 1,200 bike parking spaces, mostly racks in commercial districts, some in on-street corrals, and will allow staff to supply technical expertise on streetscape and private projects.

The second grant, implementation underway, has funded the installation of 276 spaces to date, 176 of them since July 1. Another 130 spaces at 26 sites will be installed within the first months of 2016 and site evaluation will continue thanks to grant #3. In total, 384 spaces were installed July-December 2015 with funding from various sources (notably the new Sprouts grocery store that sports 52 bike parking spaces).

Suggest locations! See www.oaklandbikes.info/bikerack.

Five new bike corrals

Five new bike parking corrals were installed in October 2015. Bicyclists have 54 new bike parking spaces to use while frequenting Nomadic Press (Foothill Blvd, photo right), Portal Oakland (Foothill Blvd/2nd Ave, photo below), See's Candy (College Ave), Cato's Ale House (Piedmont Ave), and Bar Cesar (Piedmont Ave), bringing the total number of Oakland bike corral parking spaces to 316 (with 40 more waiting in the wings) and total number of corrals to 19 (with three more to be installed on Telegraph Ave in Uptown/Koreatown/Northgate).



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 (Design)
- Gregory Reft and Eric Tucker (Planning)

Volunteers

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

Oakland Gets Active

In October, the Oakland Public Works Department was awarded over \$9.1 million dollars from California's Active Transportation Program (ATP) for two bicyclist/pedestrian projects. The **19th Street BART-to-Lake Merritt Urban Greenway Project** (\$4.6 million) will build a protected bikeway, construct bus-boarding islands, widen sidewalks, and calm auto traffic on 20th St, Broadway to Lake Merritt.

The project complements Oakland taxpayers' \$198 million dollar Measure DD investment in enhancing Lake Merritt as a city-wide attraction. The **Telegraph Avenue Complete Streets Project** (\$4.5 million) will make Telegraph Avenue safer for all roadway users. The project will install buffered bike lanes from 29th to 40th St, construct transit boarding islands between 20th and 40th St, and improve pedestrian crossings. Engineering design will begin in 2016, with construction likely to begin in 2018. When completed, this project (which follows the parking protected facility currently under construction between 20th and 29th Streets) will result in over 1.5 miles of continuous bike lanes on Telegraph Ave from downtown at 16th St to 40th St near the MacArthur BART station.



Rendering showing wider sidewalks and bike lanes on 20th Street.

Bikeway Safety Improvement Program

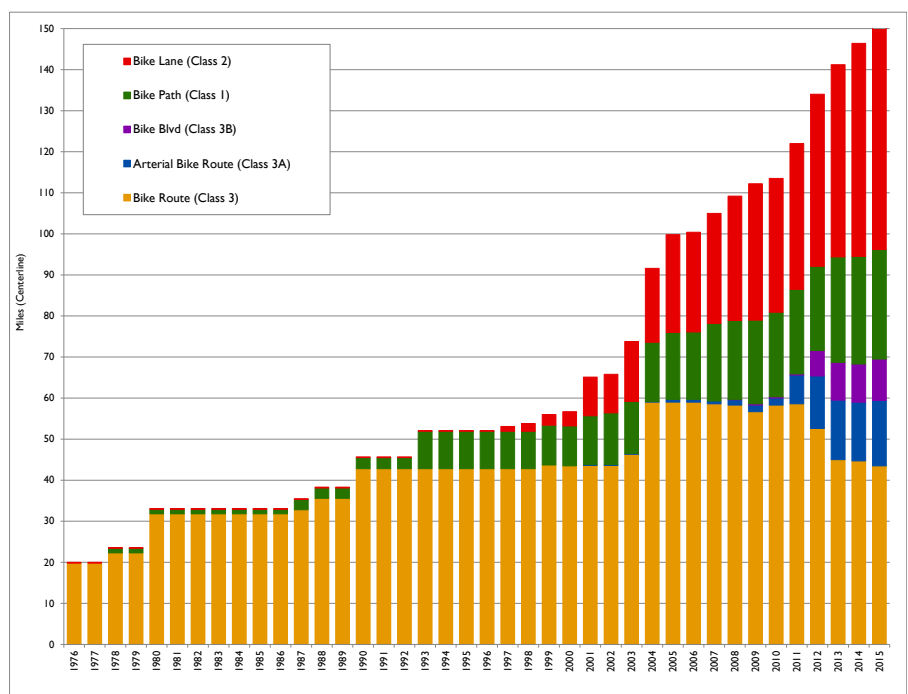
Oakland was awarded nearly \$4.7 million in Highway Safety Improvement Program (HSIP) funding, based on four applications submitted to Caltrans in July. HSIP funds projects that will achieve a significant reduction in fatalities and serious injuries on public roads. Locations must be selected based upon crash data (pedestrian, bicyclist, and motorist). Three of the four projects include bikeway improvements: Telegraph Ave, 29th-40th Sts (complementing the ATP-funded project), plus modifications to the Telegraph Ave/Shattuck Ave/45th St intersection; Claremont Ave (bike lanes from Telegraph Ave to Clifton St); and Market St spot bikeway modifications (4th-19th Sts). (The fourth project is focused on preventing crashes at key downtown intersections.)

All projects will also include pedestrian improvements, such as raised bulb-outs and median refuges, and traffic signal modifications. The total cost of the four projects exceeds \$5 million.

The required local match of \$520,390 will come from Measure BB Transportation sales tax revenues. This is the second consecutive HSIP grant cycle in which Oakland has applied and won funding for bikeway projects.

Up & Down

The passing of each year triggers a flurry of data crunching, followed by sharing. This newsletter is one sharing mechanism. Another is Oakland's Bikeways Timelapse Project that shows the development of Oakland's bikeway network since the first bikeway was installed in 1976. The project comes in three online flavors to satisfy a wide range of information appetites: an animation, a set of .pdf maps, and some charts. One chart, shown right, illustrates how Oakland's bikeway network has changed in quality since 1976: bike lane mileage steadily increasing with sign-only routes being replaced with other facility types. Go to www2.oaklandnet.com/OAK024591 for more information.



City of Oakland Bikeway Network

Bikeway Improvements, July-December 2015

Bikeways Pending Construction, 2016



- New/Improved Signs
- New Bikeway Stripping
- New Bike Path
- New Paving

- Completed Bikeways (December 2015)
- 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



Bicycling, briefly . . .

Navigating from Bay to Lake

In July, Oakland's bicycle wayfinding signs with destinations and distances were installed on 1.5 miles of Martin Luther King Jr Wy/20th St (aka Thomas Berkley Wy), to replace old-style numbered signs (pending removal). From the on-street Bay Trail at 2nd St to the edge of Lake Merritt at Harrison St, 15 signs were installed, connecting to intersecting bikeways on 2nd St, San Pablo Ave, Franklin St, and Webster St.



Leahy and Shea clear the way

As reported in July, Oakland's bicycle wayfinding signs (mostly those with destinations "Berkeley" and "UC Berkeley") have been targeted by a trying tagger with territorial intent. Since that time, Bicycle Facilities Program volunteers Amanda Leahy and Brian Shea helped us to identify the specific signs in need of graffiti abatement. Surveying the length of seven corridors, spanning nearly 18 bikeway miles, our resolute volunteers recorded data on nearly 400 signs!!! We thank them for their service.

Volunteers count

Wondering how Oakland bicycling numbers have changed over the decades? The expanded online interactive map at www.oaklandbikemaps.info/counts displays historical bicyclist and pedestrian counts. Over 2,000 counts from 45 sources (including development projects, area specific plans, and feasibility studies), some dating from the 1970's, have been logged. The web map features 25% more data than when it first debuted in Summer 2014. This is 100% due to the tenacious efforts of Ronnie Spitzer, recently assisted by Peggy Mooney, volunteers who have carried the torch handed to them by volunteer Brian Warwick, who took it from former intern Mark Lightner.

How? Why? Where? When?

How far should a bike lane pavement marking be placed after an intersecting street? Why does the length of green bike lane conflict zones vary? Where should sharrow markings be placed on a block? When is a bike detector pavement marking installed? Your local bike program spends a lot of time thinking about this stuff! An overhaul of existing design guidelines, reflecting the result of our thinking, can be found at www2.oaklandnet.com/OAK024653. Staff continues to learn about, refine, and apply rapidly evolving state, national, and worldwide design standards inspired by the demand for bikeways.

Hot town, summer in the city of Fest and Love

Saturday, July 25, 69 degrees: the 5th annual PedalFest in Jack London Square brought thousands to rubberneck all the people, gear, and goings-on. Always fun to check out the media at pedalfestjacklondon.com/gallery/ (if just to see the Whiskeydrome in action). The annual event is coordinated by Jack London Square with proceeds donated to Bike East Bay.



Sunday, September 20, 91 degrees: Walk Oakland Bike Oakland presented the 3rd annual "Love Our Lake Day," an opportunity to roam car-free streets around our lovely Lake Merritt non-motorizedly. For more information, go to wobo.org/oaklavia.

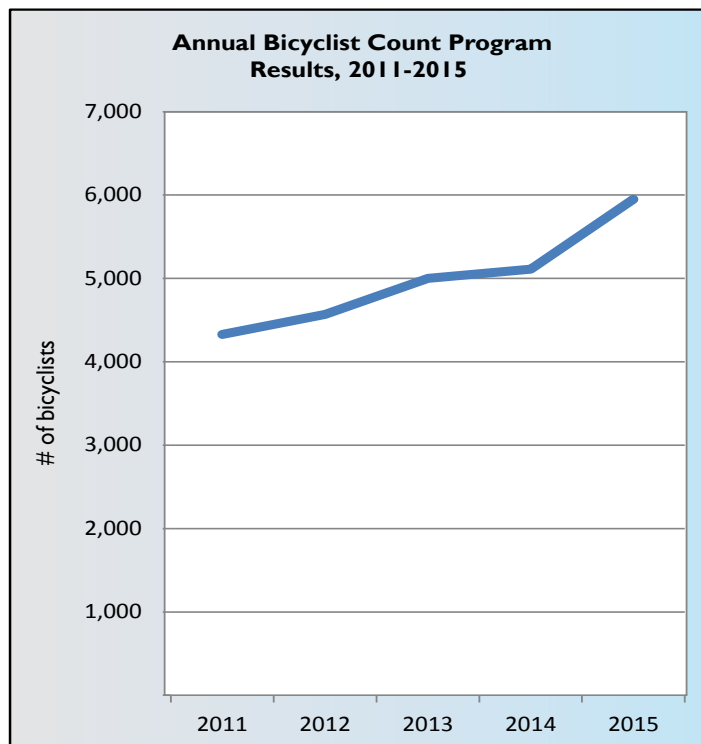


2015: Oakland Bicyclists Outperform All Stock Market Indices

While the world's financial markets gave investors a rollercoaster ride in 2015, Oakland bicyclists posted steady and consistent gains that will pay dividends for years. By all measures, the number of Oakland bicyclists continues to grow. From 2013 to 2014, data from the American Community Survey show a 28% increase in the number of Oaklanders commuting by bicycle as their primary means of transportation. With 3.7% of all commuters traveling by bicycle, Oakland ranks sixth out of the 70 largest US cities, following Portland, Minneapolis, San Francisco, Washington, DC, and Seattle. Because Oakland is also adding jobs, the number of bicycle commuters is growing even more rapidly than the percentage of bicycle commuters. From 2013 to 2014, Oakland added 7,072 workers while the number of bicycle commuters increased by 1,584.

In other words, the equivalent of 22% of Oakland's new commuters are bicyclists. These figures do not include commuters who bicycle to BART – estimated at 1,753 as of 2008 (the most recent data available). Adding these commuters boosts Oakland's bicycle mode share up 0.9%, almost a full percentage point, to 4.6%.

Oakland's Annual Bicyclist Count Program shows similarly strong results. Since 2011, the City has counted bicyclists at 36 locations across Oakland to monitor long-term trends in citywide bicycle use. All counts are for a two-hour time period with most during the evening weekday commute while a few on recreational routes are conducted on Saturday mornings. The 2015 effort counted 5,950 bicyclists, a 16% increase from 2014 and a 38% increase from 2011 when the program began. The busiest locations are Broadway/27th St, Grand Ave/Bay Pl, and Grand Ave/Lake Park Ave, each with over 400 bicyclists counted in the two-hour time period. Other notable locations include Shafter Ave/Cavour St and Skyline Blvd/Joaquin Miller Rd, where bicyclists accounted for 23% and 21% of all vehicular traffic. Bicyclists also posted a strong showing at busier intersections, with bicycles accounting for 12% of all vehicles at both Broadway/27th St and at Mandela Pkwy/14th St.



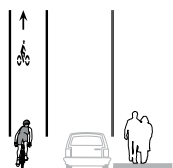
While bicycle use is showing consistent growth from year to year, there is significant variation in bicycle use across Oakland's neighborhoods. In some census tracts, one of every ten workers commutes by bicycle as her or his primary means of transportation. At the other extreme, some census tracts do not have a single reported bicycle commuter. In aggregate the individual census tracts add up to the citywide bicycle mode share of 3.7%. To deepen our understanding of the variability, the City's Bicycle Facilities Program mapped these data by Census Tract for the years 2000, 2005-2009, and 2010-2014. This through-time comparison shows growing bicycle use particularly in the flatland neighborhoods within a few miles of downtown. Additional information on Oakland's Bicyclist Count Program – including the US Census data on Oakland's bicycle commuters and associated maps – is available at www2.oaklandnet.com/OAK033011.

Special Deliver-E We have changed the newsletter subscriber notification process, moving from antiquated mass emails via Outlook to the ever-so 21st century "GovDelivery" system. The system is used throughout the City of Oakland for online communications to stakeholder groups and is more efficient at weeding out errors than your humble servants here in the bike program. Plus, with the new system you can now change your own email address, unsubscribe (though you may wish to speak with a professional first), and tell your friends to subscribe at <http://tinyurl.com/I-Bike-Oakland>. (Please email bikeped@oaklandnet.com to let us know you made the switch, otherwise you'll continue to receive the newsletter via snail mail.)

By the Numbers

This is the 10th 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, 2015



| 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 |



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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/OAK056869)

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/OAK056870)

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/OAK056871)



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