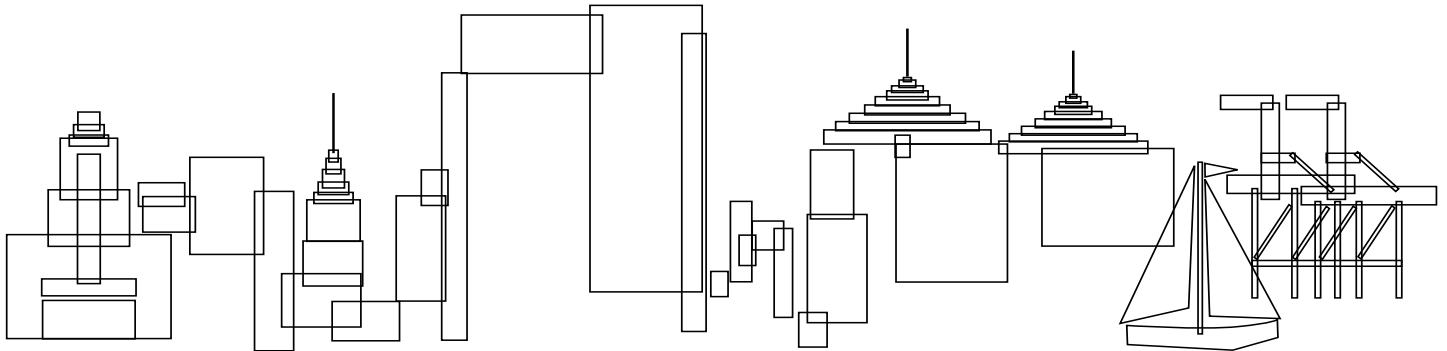


# I OAKLAND

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

20<sup>th</sup> Edition, Winter 2017 | Circulation 2,936

[www.oaklandbikes.info](http://www.oaklandbikes.info)



## → Bike Downtown—Everything's Waiting for You



Bike lanes on southbound Madison St at 13<sup>th</sup> St get the green treatment.

Over the fall months, the City implemented its largest concentration of bike lanes ever completed in a single effort: the Lake Merritt BART Bikeways. Buffered bike lanes were installed on the length of Madison St (2<sup>nd</sup> St to 19<sup>th</sup> St) and Oak St (Embarcadero to 14<sup>th</sup> St). Connecting buffered bike lanes were installed on Embarcadero from Oak St to the Lake Merritt Channel. The existing bikeway on 2<sup>nd</sup> St from Oak St to Washington St was upgraded with bike lanes, replacing sharrows installed in 2011. Bike lanes were also installed on 8<sup>th</sup> St and 9<sup>th</sup> St between Harrison St and Fallon St. To bottom it off, the Lake Merritt BART Bikeways project also paved 2<sup>nd</sup> St, 8<sup>th</sup> St, Madison St, and Oak St. Work was largely complete in November. Overall, three miles of new bike lanes were added in an area of three-quarters of a square mile. In the immediate vicinity, previous projects completed between August 2014 and June 2015 installed a total of 1.3 miles of bike lanes on 10<sup>th</sup> St, E 7<sup>th</sup> St, and Jackson St.

As of 2015, 14.8% of patrons accessed Lake Merritt BART by bicycle, the highest bicyclist mode share of all stations in the BART system. With so many new bike lanes serving the station, let's raise the bar on what's possible with bicycles and BART in the Bay Area. In upcoming projects, the City is prioritizing connections between Lake Merritt BART and the dense residential neighborhoods to the east of Lake Merritt. Projects are under development on E 10<sup>th</sup> St, E 12<sup>th</sup> St (as part of AC Transit's BRT project), and on lower Park Blvd (E 18<sup>th</sup> St to MacArthur Blvd).

The Lake Merritt BART Bikeways project was planned in coordination with the Lake Merritt Station Area Plan. Construction was funded by a federal paving grant augmented by the funds from the Alameda County Vehicle Registration Fee (Measure F).



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/OAK022502](http://www2.oaklandnet.com/OAK022502).

Continuous bike lanes on **10<sup>th</sup>/E 10<sup>th</sup> St (Madison St to 9<sup>th</sup> Ave)** will be completed in 2017. The Measure DD-funded bridge crossing the Lake Merritt Channel is almost complete and will feature bike lanes and sidewalks on both sides. Bike lanes will be extended east and west to complete the 0.9-mile facility, connecting Lake Merritt BART, the Oakland Museum of California, Laney College and five other schools. The section east of 5<sup>th</sup> Ave was added to the bikeway network to take advantage of excess roadway width.

Ford GoBike! (the program formerly known as **Bay Area Bike Share**) is scheduled for rollout in Summer 2017, with 14 sites downtown. Bikes are ideal for trips that are a bit too far to walk, a bit too close to drive, and where transit may be slow moving. Those who don't own bikes now have a convenient way to directly benefit from the bikeways being installed downtown. More info at [www.bayareabikeshare.com](http://www.bayareabikeshare.com).

Continuous bike lanes on **Clay St (7<sup>th</sup> St to 17<sup>th</sup> St)** will be installed in 2017. These new lanes will fill a south-to-north bike lane gap that begins in Jack London Sq at 2<sup>nd</sup> and Washington Sts and ends at San Pablo Ave and 17<sup>th</sup> St, where existing bike lanes continue in both north and east directions. Bicycle wayfinding signs were installed in November/December 2016 to mark this connection.

The **Lakeside Green Streets Project** is the final Measure DD-funded improvement to the streets surrounding Lake Merritt. The project will expand Snow Park, widen the lake-adjacent path, simplify the Harrison St/20<sup>th</sup> St/Lakeside Dr intersections, and install bike lanes on Harrison St/Lakeside Dr, connecting to existing bikeways at each end, and intersecting with the recently striped (and to be improved) bike lanes on 20<sup>th</sup> St.



The **San Pablo Green Streets Project** will upgrade the bikeway on one block of San Pablo Ave (16<sup>th</sup> St to 17<sup>th</sup> St), installing Oakland's first bike lanes adjacent to back-in angle parking. Project features such as bioswales and

other streetscape-enhancing filtration devices will clean stormwater runoff before it hits the San Francisco Bay.

Bike lanes on **11<sup>th</sup> St (Broadway to Jackson St)** will be installed as part of the AC Transit Bus Rapid Transit Project (BRT). The design takes advantage of excess roadway width, another in a series of “bonus bike lanes” that help realize the City’s Complete Streets vision. The project will create an alternative to biking through congested Chinatown for those passing through. (Otherwise, you should really stop to nosh or shop!)

Grants from the State Active Transportation Program (ATP) are allowing the City to develop two projects to expand the bikeway network downtown and implement high-quality bikeways. Awarded in 2015, the **Telegraph Ave Complete Streets Project, Phase 2** will design and install hardscape features like bulb-outs, bus boarding islands, and traffic islands in some of the beige-painted no-parking zones adjacent to the Telegraph Ave cycle track. The project will cement the status of this key downtown bikeway, and reduce conflicts between road users. Awarded in 2016, the **14<sup>th</sup> St: Safe Routes in the City Project**, will plan, design, and install a bikeway on 14<sup>th</sup> St, Brush St to Oak St, closing a one-mile bikeway network gap between West Oakland and Lake Merritt, through the heart of downtown.

### 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](http://www.oaklandbikes.info/bikerack).

#### Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC)

- Meetings are held the 3<sup>rd</sup> Thursday of the month and are open to the public. More info at [www.oaklandbikes.info/bpac](http://www.oaklandbikes.info/bpac).

#### Public Works Call Center

- Via phone: (510) 615-5566 | online: [www2.oaklandnet.com/ReportAProblem](http://www2.oaklandnet.com/ReportAProblem) | mobile: [www.seeclixfix.com/oakland](http://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

Camille Jackson, Peggy Mooney, Ronnie Spitzer, and ... **you?** See the Bicycle Facilities Volunteer Program web page at [www2.oaklandnet.com/bfvp](http://www2.oaklandnet.com/bfvp) for more information.



## The Reinvention of 20th St

In December, buffered bike lanes were completed on 20th St between Harrison St and Franklin St with a bit more westbound bike lane to the BART station at Broadway. 20th St is a priority bikeway because it connects Adams Point, Grand Lake, and Lake Merritt to downtown and to the 19th St BART station. This low-cost, striping-only bikeway improvement will be followed by a \$4.6 million streetscape project funded by the State's Active Transportation Program. That project will widen the sidewalks, pave the road, and make design improvements to the bike lanes. These improvements are coordinated with the Lakeside Green Street Project which will rebuild Lakeside Dr and Harrison along the downtown edge of Lake Merritt from 19th St to Grand Ave. As of 2015, 14.3% of BART patrons reached the 19th St Station by bicycle. Since 1998, this BART station has seen a twelve-fold increase in bicycle use. Unsurprisingly, the 19th St BART Bikestation has outgrown its storefront and is seeking a larger space. With quality bikeways coming on-line, we are working to continue that trend line for the many residents in Adams Point and Grand Lake who are a short bike ride away from downtown.



Bus boarding islands are one of the features coming to 20th St.

## A gentle hand to guide them along

In October-December 2016, 58 new bicycle wayfinding signs were installed along 3.2 miles of roadway including through **downtown** along the Washington St/Clay St/Telegraph Ave corridor (2<sup>nd</sup> St to 29<sup>th</sup> St) and the 5<sup>th</sup> Ave/4<sup>th</sup> Ave/E 18<sup>th</sup> St (Embarcadero to Lakeshore Ave) corridor. These signs help people navigate the growing network, pointing bicyclists to key destinations. (A complementary project currently in design will install the signs in the vicinity of Lake Merritt BART, solidifying the connections made with the recently installed bike lanes on 8<sup>th</sup>, 9<sup>th</sup>, Oak, and Madison Streets, described on page 1.)

Also during this time, a project to upgrade bicycle “regulatory” signs

citywide was completed. (Regulatory signs indicate what is legally required of road users. They are typically black on white, but also include stop signs and various parking signs.) This project removed or replaced tricycle-license-plate-sized BIKE LANE signs with full-size blades, and replaced badly damaged signs. Seven other regulatory signs were installed approaching the intersection of Alcatraz and

Telegraph Aves where bike lanes end. These signs, pictured right, were installed to communicate legal road sharing behavior (BIKES MAY USE FULL LANE) and safe passing behavior (STATE LAW: PASS 3 FT).



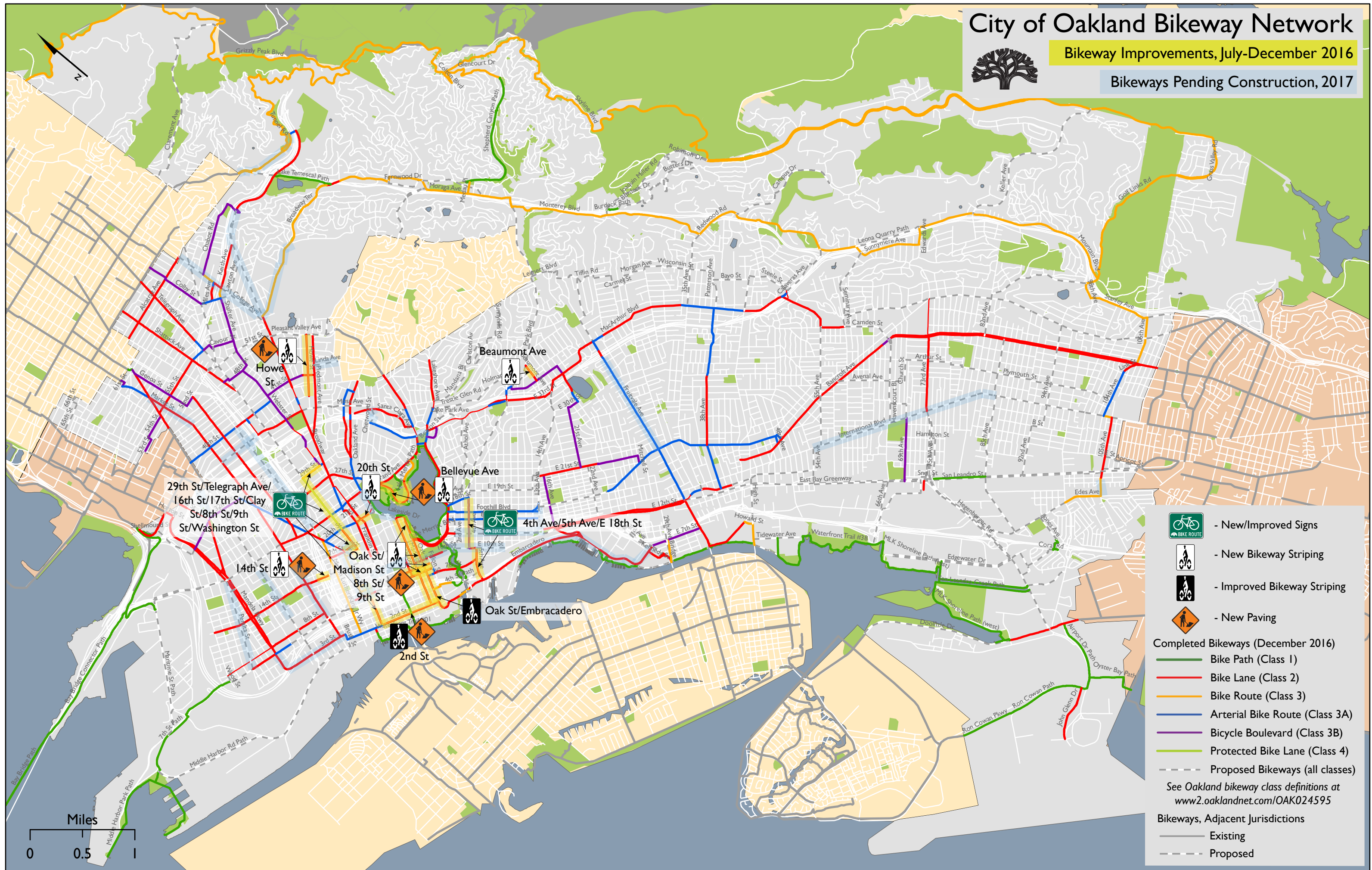


# City of Oakland Bikeway Network



Bikeway Improvements, July-December 2016

Bikeways Pending Construction, 2017







# Bicycling, briefly . . .

## Where have all the green bike lanes gone?

Staff maintains a detailed list of bikeways with green pavement. Last updated in December, the list is online at [www2.oaklandnet.com/OAK052467](http://www2.oaklandnet.com/OAK052467). The most recent installations are on Fruitvale Ave and E 12<sup>th</sup> St—implemented by the AC Transit Bus Rapid Transit Project—and at three locations as part of the Lake Merritt BART Bikeways Project. These treatments are used primarily to mark bicycle conflict zones, per the guidance adopted in late 2015 ([www2.oaklandnet.com/oak052468](http://www2.oaklandnet.com/oak052468)).

## ► 9,500 publicly accessible bike parking spaces

As of December 31, there were 9,519 publicly accessible bike parking spaces in Oakland.

Over the last six months, 294 spaces were installed, 60 of them by private developers (notably at the Rockridge Shopping Center



Development at Pleasant Valley Ave and Broadway). The City installed one new on-street corral at City Slickers Farm on Peralta St (pictured). Oakland's CityRacks Bicycle Parking Program is funded by grants from the Transportation Fund



for Clean Air, a program of the Bay Area Air Quality Management District administered by the Alameda County Transportation Commission.

## Millions

The City received \$26 million in grant funds from the state's Active Transportation Program (ATP) and Highway Safety Improvement Program (HSIP). The ATP awards will fund two projects with major bikeway components: (1) the 14<sup>th</sup> St: Safe Routes in the City Project (\$10.5 million); and (2) the Fruitvale Ave Gap Closure Project (\$5.85 million), to build a sidewalk-level bikeway between Alameda Ave and E 12<sup>th</sup> St). The HSIP awards will fund six projects for \$10 million. HSIP grant applications are ranked based on past traffic crashes and will fund only very specific "countermeasures" to improve traffic safety. Two of the projects, both in East Oakland, include bikeway improvements as one of several

countermeasures that are part of a larger set: (1) bike lanes on Fruitvale Ave, San Leandro St-E 22<sup>nd</sup> St, replacing the current sharrow-only facility; and (2) bike lanes on 35<sup>th</sup> Ave, from E 12<sup>th</sup> St to International Blvd. On 35<sup>th</sup> Ave, the new striping will narrow the travel lanes to reduce speeding, and improve bicycle access to the Fruitvale BART Station.

## The Sixth Fest

The sixth annual Pedalfest—"a free celebration of bikes, cycling, food, family and fun!"—was held on Saturday, July 23, 2016 at Jack London Square. With a plethora of biketivities, from races, to karaoke, to unicycling lessons, Pedalfest offers up unique bike fun for everyone. (For a sampling, see <http://pedalfestjacklondon.com/activities>.) The event was coordinated by Jack London Square, sponsored by businesses and agencies, and made possible by an army of dedicated volunteers. Proceeds were donated to Bike East Bay.

## "The Grinch Who Stole the Bike Lane"

The third annual Scraper Bike Christmas Light Ride was held on December 24. Participants met at The Shed (a youth-led bike shop space) at the Martin Luther King Jr Branch Library, 6833 International Blvd, for a bike repair workshop led by the Scraper Bike Team and Bicyclist & Pedestrian Advisory



Commissioner RJ Burnette, Jr. Bike lights were given to participants, funded by a City grant from the

Transportation Development Act, Article 3, state gas tax funds dedicated to bicycle and pedestrian projects and programs.

## Inch by inch, gonna make this bikeway grow

In December, Caltrans implemented bike lanes on the 14<sup>th</sup> St overpass crossing I-980 – between Brush St to Castro St. This project extends the 14<sup>th</sup> St bike lanes in West Oakland to the edge of downtown. Over the summer, Oakland staff noticed that Caltrans was doing preventive maintenance on the bridge deck. This work required the removal and reinstallation of the roadway striping. Seeing an opportunity, Oakland staff approached Caltrans with a striping plan that added bike lanes. Caltrans revised their plans to include the bike lanes. And there was much rejoicing.

## Bonus Bike Lanes

As the City of Oakland develops new transportation projects, we are getting better at including bike lanes as a matter of course. In some instances, these bike lanes were not envisioned by the City's Bicycle Master Plan. But the opportunity arises to implement a better project by working towards a more "complete" design approach, such as:

In July, bike lanes were added to **Howe St** between Kaiser Hospital (near MacArthur Blvd) and Pleasant Valley Ave. The street was being paved and the road was wide enough for bike lanes. For some years neighbors have been concerned about speeding motorists using Howe St to avoid Piedmont Ave. And so a solution was born: add bike lanes to narrow the travel lanes, helping to address the speeding while making the neighborhood more bike-friendly.

In September, buffered bike lanes were added to **Bellevue Ave** in Lakeside Park – from Grand Ave to Perkins St. Part of the Measure DD improvements at Lake Merritt, the Bellevue Ave project paved the roadway and made a number of additional improvements. While Bellevue Ave has been a designated bike route since 1976 (!), the project recognized that the two-lane one-way street was not needed for vehicular access – and not good for the safety of families visiting Fairyland and the Gardens at Lake Merritt. Solution: The second travel lane was converted to a buffered bike lane on the left side of the roadway, away from the diagonal parking.

In October, buffered bike lanes were added to **Beaumont Ave** between Park Blvd and Excelsior Ave. In this case, the impetus was the reconstruction of Glenview Elementary School that requires Glenview students to be bussed across town to a temporary campus. The staging area for the bussing is on the back side of the Edna Brewer Middle School campus. But Beaumont Ave was a four-lane road that Glenview students would need to cross to reach the bus staging area. Solution: Convert travel lanes to buffered bike lanes to improve pedestrian safety and reduce speeding while connecting to the existing bikeway on Excelsior Ave.



*Left-side bike lanes on Bellevue Ave, buffered.*

## Where the Bike Lane Ends

In September, the City's Planning Commission approved major changes to how projects are evaluated for potential transportation impacts. The changes were precipitated by a State law (Senate Bill 743) that prohibits using motorist delay as a measure of environmental impacts under the California Environmental Quality Act (CEQA). The change overturns a longstanding approach of using level of service (LOS) to measure automobile delay at traffic signals. This approach was fundamentally at odds with building bike-friendly streets. While the topic is highly esoteric, the results were real and impact you. On your regular routes, think about where the bike lane ends approaching a signalized intersection. That gap may be the result of using LOS to measure environmental impacts. Oakland examples include the bike lane gaps on 27th St and E 12th St. LOS is a contributing factor to why bike lanes were not installed on 40th St. And on W MacArthur Blvd to the west of the BART station, bike lanes would have been installed in 2012 – except for LOS. (These bike lanes will be built in 2017.) In the new paradigm, a project's transportation impacts will be evaluated based on the amount of motor vehicle traffic the project will create. And, since bike lanes don't generate new motor vehicle trips, that's good news for creating continuous bikeways.

## License to Index

In December 2016, City Council passed an Ordinance (<http://tinyurl.com/jntuztj>) that scrapped a requirement for Oakland bicyclists to obtain a California bicycle license. Previously, the Oakland Municipal Code (Chapter 12.60) required that bicyclists get a license through the Oakland Police Department or be subject to a \$10 fine. This requirement dated from a time before free and effective bike registries were available. Stolen bikes commonly cross city, county, and state lines, which can impede identification and retrieval of bikes registered locally. Contemporary bicycle registries provide tools that police departments can use to track and understand thefts, and improve the chance that stolen bikes and their owners are reunited. Now that the Ordinance has passed, the City plans to partner with BikeIndex, the most widely used bicycle registration service IN THE WORLD. Not registered yet? It's free and secure. Go to <https://bikeindex.org>. For more information on theft prevention and stolen bike recovery, go to the Bike East Bay web page at [bikeeastbay.org/theft](http://bikeeastbay.org/theft).



This is the 12<sup>th</sup> 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](http://www2.oaklandnet.com/w/OAK026386).)



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
December 31, 2016	155.1	9,519	571	220

# #10

The number of **years** the “I [bike] newsletter” has been in circulation (aka one decade). Ten (10) **years, 20 editions.**



Bikeway **miles** up by 50%; bike parking **spaces** nearly tripled; bicycle wayfinding **signs** installed on almost 60 miles of roadway; over 200 traffic **signals** designed to respond when bicyclists approach.

City of Oakland, Bicycle & Pedestrian Facilities Program  
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Oakland, CA 94612



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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](http://www.oaklandbikes.info)  
([www2.oaklandnet.com/w/OAK062333](http://www2.oaklandnet.com/w/OAK062333))

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](http://www.oaklandbikes.info) 查詢。  
([www2.oaklandnet.com/w/OAK062334](http://www2.oaklandnet.com/w/OAK062334))

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](http://www.oaklandbikes.info) ([www2.oaklandnet.com/w/OAK062335](http://www2.oaklandnet.com/w/OAK062335))



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