

# I OAKLAND

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

22<sup>nd</sup> Edition, Winter 2018 | Circulation 3,168

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



^ Clay St

Fruitvale Ave v



## Let Us Count the Ways

Nearly eight miles (7.9) of new and improved bikeways were installed in neighborhoods east, west, north, and south between September and December 2017. Half of this increase was delivered by a citywide paving contract, funded by a combination of Measures B & BB, Local Streets and Roads, and State Vehicle Registration funding. (No bike-specific funding sources were used—that's your Complete Streets Policy in action, friends.) These newly paved bikeways include:

**98<sup>th</sup> Ave (Walnut St to Bancroft Ave):** New bike lanes, 0.4 miles, included in the repaving project to calm traffic and improve safety for residents and the school communities along 98<sup>th</sup> Ave.

**Adeline St (10<sup>th</sup> St to 19<sup>th</sup> St):** New buffered bike lanes, 0.5 miles, the second segment of the Adeline St Bikeway to be constructed. (Bike lanes along the remaining sections of Adeline St were approved by City Council in 2012 as part of the West Oakland Specific Plan.)

**Broadway Ter (Broadway to Harbord Dr):** New striped bikeway, 0.8-miles, upgrading a signage-only route. The design includes mostly buffered bike lanes, with a climbing bike lane and downhill sharrows where the road narrows between Carlton St and Broadway. This bikeway improves access to the small commercial district at Clarewood Dr, improves pedestrian crossings, and calms traffic on a wide street.

**Clay St (7<sup>th</sup> St to 17<sup>th</sup> St):** New buffered bike lanes, 0.5 miles, completing the north-south connection between the on-street Bay Trail at 2<sup>nd</sup> St (along Washington St) and the Telegraph Ave cycle track, and passing downtown's government buildings.

**Fruitvale Ave (Foothill Blvd to Harold St):** We said it couldn't be done and that the sharrows installed in 2011 were the way to accommodate bicyclists along this important north-south corridor between the Fruitvale and Dimond districts. We were wrong! One mile of bike lane was installed in the uphill direction along Fruitvale Ave. In the downhill direction, sharrows were reinstalled, centered in a 13'-wide travel lane.

**Market St (7<sup>th</sup> St to 18<sup>th</sup> St):** Buffered bike lanes, 0.6 miles, were installed, an upgrade from the bike lanes installed in June 2007. Look for future upgrades to the Market St bikeway.

**B**UT WAIT! THERE'S MORE! 

See pages 2-3 for nearly four miles of new bikeways delivered via stand-alone projects.



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).

## 10<sup>th</sup> St Bridge and Undercrossing

One of the last major projects in 2002's voter-approved Measure DD bond measure, the 10th Street Bridge reconstruction was completed in December 2017 after a multi-year construction phase. The project replaced flow-restricting culverts with a clear span bridge and constructed a pedestrian and bicycle path underneath, smoothly connecting Lake Merritt Blvd to Channel Park and the Laney College campus. The bridge includes bike lanes, pedestrian-scale lighting, and new sidewalks. Additional grant funding came from the State Natural Resources Agency, California Coastal Conservancy and Wildlife Conservation Board, and the East Bay Municipal Utility District. A project to close the 10<sup>th</sup> St bikeway gap between 2<sup>nd</sup> and 4<sup>th</sup> Aves and extend the bikeway east to 9<sup>th</sup> Ave is planned for 2018.



## Martin Luther King Jr Wy On the Way

These new bike lanes between W Grand Ave and 40<sup>th</sup> St were recommended in the Martin Luther King Jr & Peralta Street Master Plan (2012). “Substantially completed” in December 2017 (the bike lane lines—but not the symbols—were painted), the 1.2-mile bikeway was installed via concurrent streetscape and paving projects. Additional heavy paving, now underway (photo, left), will retrofit the stretch between 32<sup>nd</sup> St and I-580. Bus bulb-outs, high-visibility crosswalks, and improved lighting were (are being) installed. There are now bike lanes on every major north-south street in North/West Oakland between Telegraph Ave and San Pablo Ave,

all having been converted from four lanes to three lanes to make space for bicyclists, improve pedestrian safety, and reduce speeding. (Hip tip: on First Fridays skip the pedestrian snarl on Telegraph Ave and the car congestion on Broadway by using these freshly paved bike lanes.)

## Upper Broadway: All Over But the Shouting

The final major segment (Broadway Ter to Keith Ave) of the Broadway Bikeway proposed in the 2007 Bicycle Plan was completed in December 2017, funded by the mitigation settlement from Caltrans' Caldecott Tunnel Fourth Bore Project. In addition to badly needed repaving, the project removed travel lanes to make width for bike lanes and a center-left turn lane. Pedestrian safety improvements included high-visibility crosswalks, pedestrian count-down heads at Manila Ave, a “HAWK” (high-intensity activated crosswalk) signal at Lawton St, and rectangular rapid flashing beacons at Taft Ave. To the north, this 0.7-mile facility connects to the cycle track reported in the last newsletter, and at the southern end to the buffered bike lanes installed in September 2014. This results in a pretty spiffy continuous three-mile bikeway between the North Oakland Sports Center and 40<sup>th</sup> St. (The section between 40<sup>th</sup> St and W MacArthur Blvd along the Kaiser Hospital frontage is the weak link an otherwise continuous facility that extends south into 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.seeclix.com/oakland](http://www.seeclix.com/oakland), please report:
  - ▶ roadway 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

#### Bicycle & Pedestrian Program Staff

- Jason Patton, Program Manager
- Matt Jones, Coordinator
- Jennifer Stanley, Coordinator
- David Pene, Assistant Engineer

#### Program Interns

- Joshua Ekstedt, Noel Pond-Danchik, Gregory Reft, Eric Wilhelm

#### Volunteers

Peggy Mooney, Ronnie Spitzer, and ... **you?**  
More info at [www2.oaklandnet.com/bfvp](http://www2.oaklandnet.com/bfvp).

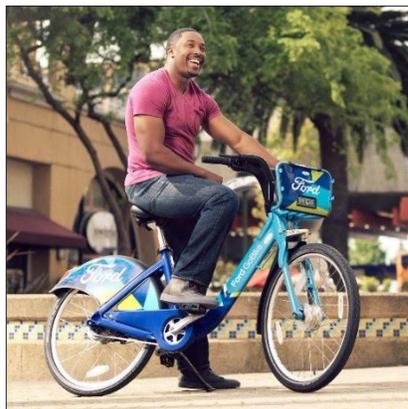
## Peace Dividend Delivers Bikeways

In December, 1.8 miles of bikeways were completed as part of the redevelopment of the former Oakland Army Base. The site is located to the west of the West Oakland residential neighborhoods, roughly bounded by 7<sup>th</sup> St, W Grand Ave, and the approach to the Bay Bridge. The redevelopment project includes a new multi-use path on Maritime St, the relocation of the previously constructed path along W Burma Rd, bike lanes on the length of the newly constructed E Burma Rd, and—still to come—0.8 miles of bike lanes on the remaining length of W Burma Rd.

The Oakland Army Base was a major west coast hub for shipping cargo in World War II and the Korean War, and for sending US soldiers to Viet Nam. Following the end of the Cold War, the base was closed and transferred to the City of Oakland for redevelopment. The new road infrastructure is being built for logistics facilities that will enable the transfer of cargo from ship to rail to grow the Port's capacity while reducing the reliance on trucking. Maritime St and W Burma Rd are both part of the San Francisco Bay Trail that, at completion, will provide a 500-mile network of continuous paths and trails around San Francisco Bay, San Pablo Bay, and the Carquinez Strait.

## Oakland Learns to Share

Oaklanders now have over 800 shared bikes to ride with the installation of Ford GoBike stations starting in July 2017. As of December, 72 stations were installed on streets, sidewalks and public plazas (see location map at [www.fordgobike.com](http://www.fordgobike.com)). Ford GoBike (previously Bay Area Bike Share) is the San Francisco Bay Area's regional bikeshare program, serving Oakland, San Francisco, San Jose, Emeryville, and Berkeley. Users can pick up a bicycle at any self-serve station and return it to any other station. Bikes are placed at key destinations and regularly maintained, making it especially useful for people who are concerned about storing a bike, maintaining a bike, or having to lug a bike upstairs or on public transportation.



Since July, people in Oakland have taken more than 75,000 rides, with over 500,000 rides taken in the Bay Area, burning 156 million calories in the process. Users can check out a Ford GoBike via any station's payment kiosk, the Ford BoBike mobile app, or a with a Clipper card. The fare/usage structure includes options for single rides, and day or annual passes. Ford GoBike's "Bike Share For All" program provides a one-time \$5 annual membership for those Bay Area residents aged 18 or older currently enrolled in the CalFresh or PG&E CARE programs. Users can sign up online at [bikeshareforall.org](http://bikeshareforall.org) or can pay in cash at the 19th Street and Fruitvale BART Bike Stations. Staff from Bike East Bay, the Scraper Bike Team, and Cycles of Change attended events around Oakland to spread the word about bike share and bicycling while signing people up for discounted memberships.



Partial funding for staff support was provided by the Bay Area Air Quality Management District and the Alameda County Transportation Commission.

## Vision Humans

A six-to-four lane road diet on Harrison St (W Grand Ave to 27<sup>th</sup> St), made room for a key bike lane connection along two short high-traffic blocks just north of Lake Merritt where previously sharrows marked the outer travel lane. The Downtown Senior Center, Oakland's largest and oldest senior facility, is on this block and there are schools and senior housing developments in both directions. The project was designed and constructed in 10 weeks in response to a pedestrian fatality at 23<sup>rd</sup> St. The redesign includes wider, more prominent crosswalks at all three intersections, the addition of curb ramps to ensure accessibility, advance stop lines at the signalized intersections, and, approaching 27<sup>th</sup> St, the removal of one of two left turn pockets and the addition of a



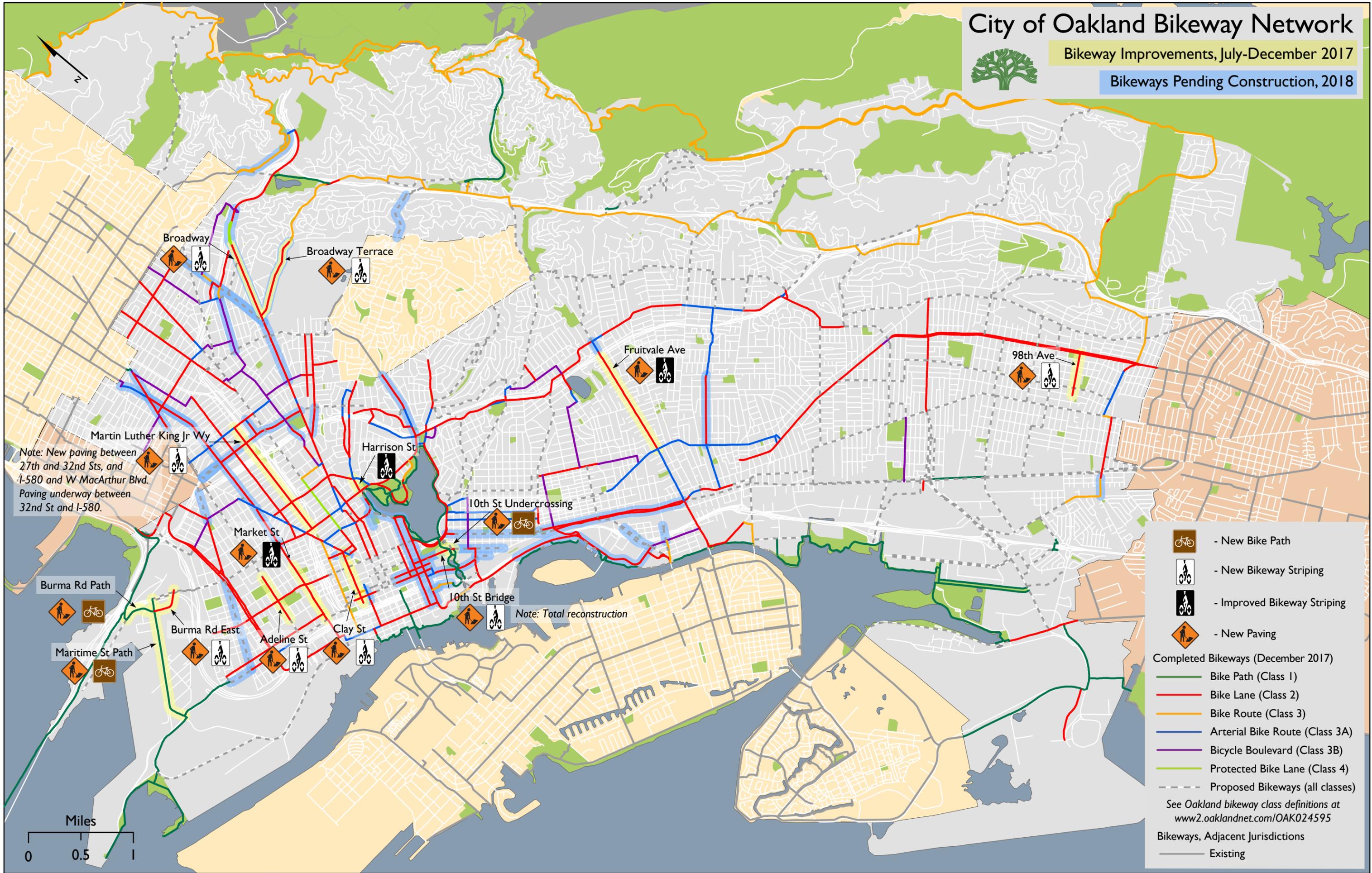
bicycle box. At 23<sup>rd</sup> St, purple painted bulbouts and a median were installed to reduce crossing distance, slow turning vehicles, and make pedestrians more visible. (Planters may be added to the purple areas if a maintenance partner is found.) Finally, the left turn from 23<sup>rd</sup> St, associated with the pedestrian fatality, was removed. Prior to the improvements, one out of 10 motorists yielded to people in the crosswalks; after implementation, nine out of 10 drivers yielded. Here's to prioritizing the safety of humans.

# City of Oakland Bikeway Network



Bikeway Improvements, July-December 2017

Bikeways Pending Construction, 2018



- New Bike Path
- New Bikeway Striping
- Improved Bikeway Striping
- New Paving

Completed Bikeways (December 2017)

- Bike Path (Class 1)
- Bike Lane (Class 2)
- Bike Route (Class 3)
- Arterial Bike Route (Class 3A)
- Bicycle Boulevard (Class 3B)
- Protected Bike Lane (Class 4)
- Proposed Bikeways (all classes)

See Oakland bikeway class definitions at [www2.oaklandnet.com/OAK024595](http://www2.oaklandnet.com/OAK024595)

Bikeways, Adjacent Jurisdictions

- Existing



# Bicycling, briefly . . .

## Upgrading E 12<sup>th</sup> St Bike Lanes

The bike lanes striped on E 12<sup>th</sup> St (14<sup>th</sup> Ave to Fruitvale Ave) in September 2014 were among the first buffered variety installed by the City. Since then, Oakland's design standard changed to make buffered bike lanes more prominent. Changes include the addition of door zone buffer striping, conversion of the left-side bike lane stripe from skip to solid, shortening the length of the right turn merge area, and widening all bike lane stripes to 6" (some were 4"). At the end of 2017, the bikeway striping on E 12<sup>th</sup> St was upgraded to reflect the new standard. Upcoming: the AC Transit Bus Rapid Transit project will add bike lanes on E 12<sup>th</sup> St (2nd Ave to 14<sup>th</sup> Ave) and realign the eastbound segment east of 14<sup>th</sup> Ave, closing the current bike lane gap.

## Right-Sized Racks for Pint-Sized Cyclists

A Measure DD-funded project to upgrade entrances to Lakeside Park, Children's Fairyland, and the Garden Center is



underway. At the end of December, 10 new bike racks were installed, flanking the entrance to Fairyland, including four sized for the wee ones with whom Fairyland is so popular.

## Like, New Way

The 3<sup>rd</sup> edition of the City of Oakland's Guidelines for Bicycle Wayfinding Signage was published in September 2017. The second edition (2011) added the section on Construction Detours and made minor adjustments. This revision was more substantial, changing the emphasis to local and nearby destinations, and adding 21 new destinations, including Oakland Public Libraries. The guidelines and a map of supported destinations are at [www2.oaklandnet.com/OAK024653#BikeSignage](http://www2.oaklandnet.com/OAK024653#BikeSignage).

## Neighbors Working Together

In September 2017, the City of Piedmont completed bicyclist and pedestrian improvements on Linda Ave, completing a bikeway connection between the Grand Lake neighborhood and the Piedmont Ave commercial district. The project constructed an uphill bike lane and made beautiful improvements to two crosswalks at Beach Elementary School and Beach Play Field. The new bike lane establishes a continuous connection with bike lanes previously installed on Grand Ave (May 2016), Linda Ave in Oakland (February 2017), and Piedmont Ave (November 2013).

## Walk Oakland! Map & Guide, 6th Edition

The sixth edition of the Walk Oakland! Map & Guide was released by publisher Rufus Graphics in October 2017. In addition to pedestrian routes, paths, stairs, and key destinations, the map shows bikeways throughout Oakland (those completed through June 2017 plus other recommended routes). The map was originally published in 2002 as part of the community outreach for the City of Oakland's first Pedestrian Plan. Over the subsequent editions, City staff have contributed updates and corrections to help keep the map current. Go to [www2.oaklandnet.com/OAK033011#mapsbyothers](http://www2.oaklandnet.com/OAK033011#mapsbyothers) for a list of bike shops and bookstores throughout Oakland that carry the map.

## Putting in the Racks

From July-December 2017, 140 new bike parking spaces were installed via Oakland's by-request CityRacks Bicycle Parking Program. This brings the total number of rack spaces installed in 2017 (via CityRacks only) to 238—and the total number of publicly-accessible bike parking spaces citywide to 9,900. The CityRacks



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. Send location requests! See [www2.oaklandnet.com/OAK024596#cityracks](http://www2.oaklandnet.com/OAK024596#cityracks).

Also notable, in December, the Capitol Corridor installed 12 new eLockers at the Jack London Amtrak Station in December, bringing the total number of BikeLink lockers installed in Oakland to 414.

## The Oakland-to-Alameda Connection

In August, a City of Oakland project cleaned up the railroad crossing, pavement, and bike lane striping on 23<sup>rd</sup> Ave between Kennedy St and the Park St Bridge. In addition to paving and striping, the project constructed concrete islands, curb extensions, and lane channelizers to improve the approaches of the intersecting roadways. New railroad warning lights and signals will be added that will automatically trigger when an oncoming train arrives. Multiple projects are under development to improve the bikeway connection between the Park St Bridge and Jack London Square. For a detailed overview, see [www2.oaklandnet.com/OAK067654](http://www2.oaklandnet.com/OAK067654).



In October, staff kicked off the latest update to Oakland’s citywide bike plan, aka “Let’s Bike Oakland.” Plan goals are to: update the existing Plan’s vision, goals, and policies with a focus on equity; engage Oaklanders and empower local community organizations to be leaders in this update; develop an action plan with performance measures for increasing the number of people who bike, decreasing bicyclist crashes, and improving the quality of bikeways to serve all ages and abilities. Since October, OakDOT:

- partnered with RideReport, a mobile application that tracks when and where you ride your bike, and at the end of a bike trip, asks you to rate your ride. When cyclists use the app, the City gets direct feedback on where and when people feel comfortable riding (or not!). To participate, download RideReport at <https://ride.report>.
- conducted a citywide, statistically significant survey about biking in Oakland. The survey reached 800 respondents, and was offered in English, Spanish, and Chinese. Key findings from the survey are: 24% of Oaklanders ride at least once a month and 68% are very concerned about being in a bike crash. (A public version will be posted on the project website in early 2018.)
- held a kick-off meeting for outreach with our community partners, Oakland-based organizations that will hold community workshops and listening sessions this spring. We’re excited to work with these organizations, and encourage you to check out what they each do for Oakland: Bikes4Life, Cycles of Change, East Oakland Collective, Outdoor Afro, and The Scraper Bike Team.

To get project updates and learn more about input opportunities go to [letsbikeoakland.com](https://letsbikeoakland.com).

## Zone Analysis for Bikeway Planning

Oakland is a city of contrasts – by race and income, and also by geography: food culture amidst food deserts and tent cities within blocks of million-dollar bungalows. Oakland is flat and hilly. Downtown is central to just half of the city; and 88% of Oakland’s BART stations are clustered in 34% of the City’s land area. To understand how we can most effectively serve Oaklanders, the Bicycle and Pedestrian Program is analyzing the city as a collection of eight zones, defined primarily by topography and neighborhood identity.

Why does this matter to bicycle planning?

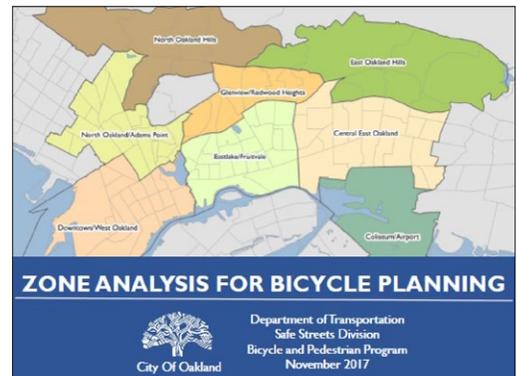
- Citywide averages hide differences that are critical to understanding Oakland.
- Analyzing data by geographical zone can bring these differences into focus.
- Because of the differences between zones, different zones will have different solutions.

The Zone Analysis for Bikeway Planning helps visualize the differences across Oakland with the goal of shaping proposals and investments that are responsive to the needs of different peoples and areas. The first version was released in November 2017 and is available at [www2.oaklandnet.com/OAK068239](http://www2.oaklandnet.com/OAK068239). The analysis will be expanded to include additional topic areas as new questions arise and new datasets become available.

The current analysis includes maps and tables to communicate data in the following areas:

- Socioeconomics: race & ethnicity, income, age, disability, one parent households, rent burdened, language barriers, motor vehicle access
- Geography: topography, proximity to downtown, proximity to BART
- Infrastructure: pavement quality, bikeways, bicycle parking
- Bicycle Use: bicycling rates, crashes

Work is currently underway to add analyses of the Bicyclist Level of Traffic Stress (LTS), BART station access data, and the “suitability” of Oakland’s streets for bicyclists by combining measures of traffic stress and street slope.



## By the Numbers

This is the 14<sup>th</sup> installment of a feature to track progress implementing Oakland's Bicycle 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).)

### Oakland Bicycle Facilities as of December 31, 2017



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
December 31, 2017	161.0	9,900	571	220



City of Oakland, Bicycle & Pedestrian Program  
Oakland Department of Transportation, Safe Streets Division  
250 Frank Ogawa Plaza, Suite 4344  
Oakland, CA 94612



Phone: (510) 238-3983  
Email: [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com)  
Web: [www.oaklandbikes.info](http://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](http://www.oaklandbikes.info) ([www2.oaklandnet.com/w/OAK068478](http://www2.oaklandnet.com/w/OAK068478))

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/OAK068479](http://www2.oaklandnet.com/w/OAK068479))

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/OAK068480](http://www2.oaklandnet.com/w/OAK068480))



Save a tree and all that. Switch to electronic-only newsletter delivery. Email [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) to get stopped.