


# I OAKLAND

*Bike news from the Bicycle & Pedestrian Facilities Program of the City of Oakland, California*

Winter 2012 | Circulation 1,944

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

**I  OAKLAND** is a biannual newsletter of the City of Oakland's Bicycle and Pedestrian Facilities Program. This newsletter provides an overview of accomplishments in the previous six months on the implementation of Oakland's Bicycle Master Plan.

## 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 Bicycle and Pedestrian Advisory Committee**

- 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**

- Call (510) 615-5566 or go to [www2.oaklandnet.com/ReportaProblem](http://www2.oaklandnet.com/ReportaProblem) to 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, Bicycle & Pedestrian Program Manager
- Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator
- Alvaro Rubio, Planning Intern
- Mark Lightner, Planning Intern
- Austin Springer, Design Intern
- Volunteer(s):
  - Amanda Wolf
  - You? Email [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) with a project idea.

## OAKLAND BIKEWAY NETWORK TAKING SHAPE

### **27th St Bikeway: Gentle Arcs and Sweet Curves**

In November 2011, the City completed the second and third phases of the 27th St/Bay Place Bikeway, adding 0.9 miles of new facility and a continuous connection from Bay Place at Grand Ave to 27th St at San Pablo Ave. The project was technically challenging due to the roadway's multiple curves and irregular width. In particular, go ride the gentle arcs and sweet curves from Telegraph Ave towards Interstate 980. The project repaired the concrete roadway, modified two medians to create room for bike lanes (as pictured), and installed bike lanes for most of the corridor, with sharrows at key locations. The new bikeway was funded by a grant



from the State Transportation Development Act Article 3 and Measure B, Alameda County's ½-cent transportation sales tax administered by the Alameda County Transportation Commission. Under development since 2006, the project's first phase (San Pablo Ave to Martin Luther King, Jr Way) was implemented in March 2007. The completed 27th St Bikeway connects existing bikeways on Grand Ave, Broadway, and West St, establishing solid connections between Lake Merritt and North Oakland. Special thanks to Adam Shapiro and Andrea Potter, former interns who made important contributions to this project.

### **A Box of Bikeways**

Three sides of a box of new bikeways were installed in fall/winter 2011, forming 4.1 miles worth of bikeway network in the center of Oakland. The bikeways feature bike lanes, sharrows, and wayfinding signs. The box connects the Laurel



and Dimond Districts to the Fruitvale district, Fruitvale BART Station, and Fruitvale Bike Station along the following streets:

- Fruitvale Ave (MacArthur Blvd to E 12th St), completed September 2011;
- E 12th St (Fruitvale Ave to 38th Ave), completed October 2011; and
- 38th Ave (E 12th St to MacArthur Blvd), completed December 2011 (pictured).

Funding came from: a Federal Stimulus grant through the US Department of Energy's Energy Efficiency and Conservation Block Grant Formula Program; Measure B,

Alameda County's ½-cent transportation sales tax administered by the Alameda County Transportation Commission; a Bicycle Facilities Program grant from the Bay Area Air Quality Management District; and a Transportation for Livable Communities grant from the Metropolitan Transportation Commission. Turn the page to learn about completing the box along MacArthur Blvd.



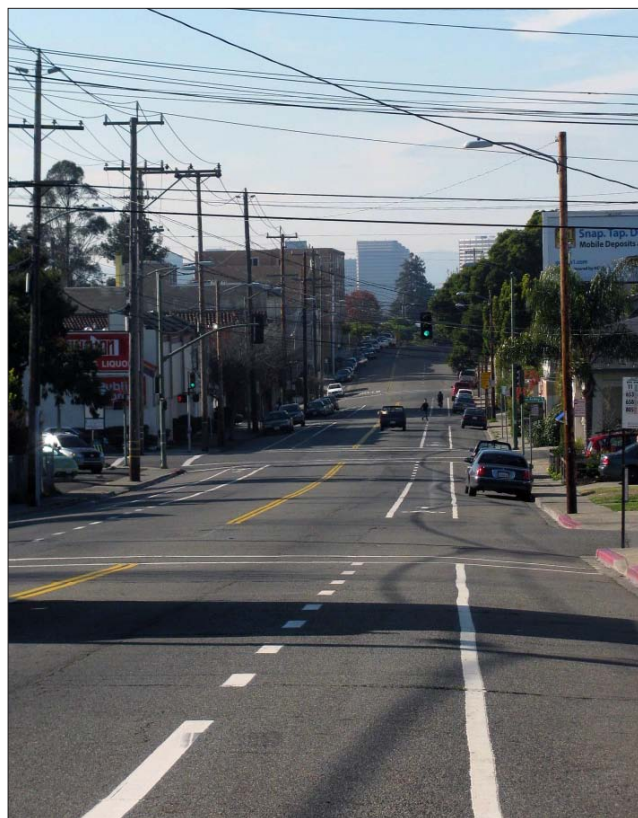
## Building the MacArthur Blvd Bikeway Through the Dimond District

The City made another step towards the goal of a continuous bikeway connecting Lake Merritt to Mills College. In October 2011, a new bikeway was completed on MacArthur Blvd from 14th Ave to Lincoln Ave. Improvements were also made on 14th Ave and Park Blvd where each road crosses under Interstate 580. The 1.0-mile project includes bike lanes for most of its length along with a roadway reconfiguration in the Dimond District to support bicycling, walking, and the near-future construction of a small transit plaza. The project helps close the gap between the existing bikeway on MacArthur Blvd from Lakeshore Ave to Park Blvd and from Lincoln Ave to 35th Ave.



This work was funded by a grant from the Bay Area Air Quality Management District's Bicycle Facilities Program and Measure B, Alameda County's 1/2-cent transportation sales tax, administered by the Alameda County Transportation Commission.

In 2012, look for improvements on both MacArthur Blvd and Excelsior Ave to close the gap between Park Blvd and 14th Ave. The City will also be building a new bikeway through the Laurel District from 35th Ave to the corner of Mills College, plus adding new bicycle wayfinding signs between Lake Merritt and Mills College to unify these projects as a continuous 5.3-mile bikeway. As part of Oakland's growing bicycle network, these projects will create continuous bikeways between Mills College, Fruitvale BART, Grand Lake, Downtown, West Oakland, North Oakland, Berkeley, and plenty of points in between.



*The new bike lanes on MacArthur Blvd, looking west across Woodruff Ave.*



*A new sharrow in town:  
Foothill Blvd, 14th to Lakeshore Aves.*

## Bike Plan + Paving Plan = Smooth Rides and Big Smiles

In September and October, with funding from the American Recovery and Reinvestment Act (Federal stimulus), the City paved Foothill Blvd (Lakeshore Ave to 14th Ave), Santa Clara Ave (Grand Ave to Harrison St), and West Grand Ave (Market St to San Pablo Ave)—a total of 1.7 miles of roadway. The Foothill Blvd project installed a new bikeway with sharrows while the Santa Clara Ave and West Grand Ave projects improved the design of existing bikeways. Both streets got wider bike lanes; the lanes on Santa Clara Ave were extended west towards Harrison St; and better delineation was provided on West Grand Ave at the complicated intersection of San Pablo Ave.

These projects are the successful outcome of coordination between the City's Bicycle Master Plan and the City's Five Year Paving Plan. Despite massive shortfalls in the City's paving budget, this coordination is ensuring that available funds are spent efficiently and that bikeways are systematically implemented or improved when streets are paved. For a sobering report on the state of Oakland's pavement, see <http://clerkwebsvr1.oaklandnet.com/attachments/25594.pdf>. After getting educated on the economics of asphalt, go ride Foothill Blvd, Santa Clara Ave, and West Grand Ave to feel why paving the streets is money well spent.



## Hallelujah, The Light Saw Me!

More of Oakland's "actuated"\* traffic signals are being configured to respond to bicyclists. From July through December 2011, with funding from a State Transportation Development Act Article 3 Bicycle & Pedestrian grant, unreliable in-pavement loop detectors at nine intersections were replaced with traffic signal video cameras that are better at detecting bicyclists. Additionally, 11 more video-actuated intersections were verified to work correctly, and the bicycle detector



Bicycle detector pavement markings indicate actuated traffic signals that will change for bicyclists.

pavement marking was installed. Bicyclists should place their bikes over the marking to ensure that the light will "see" them.

A side benefit of the marking is to encourage "good" lane positioning. Markings are located purposely in the center of the travel or bike lane where bicyclists are the most visible to motorists. When proceeding straight in the rightmost through lane, bicyclists can best prevent a common bicyclist-involved collision type—the "right-hook"—by leaving space for right-turning motorists to turn behind and to the right of, rather than across, the bicyclist's path of travel. The pavement marking reinforces this safe and legal behavior.

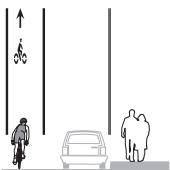
Oakland has over 150 intersections that are partially or completely video-actuated and many of the video cameras already do respond to the presence of bicyclists. The City is working to install the bicycle detector pavement marking at every actuated approach, per design guidelines developed in June 2010 (see [www2.oaklandnet.com/n/OAK025111](http://www2.oaklandnet.com/n/OAK025111)). Recently installed detector markings can be found at actuated intersections along new bikeways on 27th St/Bay Place between Telegraph Ave and Grand Ave and MacArthur Blvd between 14th Ave and Lincoln Ave. Many more markings are planned for installation over the next six months at video-actuated intersections citywide.

\* See page 3 of the Winter 2009 edition of this newsletter at <http://www2.oaklandnet.com/n/oak025095> for an explanation of the difference between "actuated" and "fixed time" signals.

## By the Numbers

This is the third 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).)

### By the Numbers: Oakland Bicycle Facilities as of December 31, 2011



Date (as of)	Bikeway miles	Bike parking spaces *	Bike wayfinding sign assemblies	Bike-friendly traffic signals
December 31, 2007	90.4	3,224	0	0
June 30, 2008	90.6	3,444	0	2
December 31, 2008	94.0	3,492	26	2
June 30, 2009	94.4	4,390	26	5
December 31, 2009	97.6	4,428	26	11
June 30, 2010	100.3	4,566	125	16
December 31, 2010	100.4	4,772	125	16
June 30, 2011	105.5	5,148	167	16
December 31, 2011	109.3	5,303	209	26



\* **Note:** The change in the number of bike parking spaces reflects the installation of new bike parking by the City (104 spaces) as well as other changes based on field surveys conducted between July 1-December 31, 2011. The total number of bike parking spaces added (155) includes both those that have been removed or added, which were documented during the reporting period. These spaces may have been removed or added at any time.



# City of Oakland Bikeway Network

Bikeway Improvements, 2011

Bikeways Pending Construction in 2012







## Jack London Square Gets Round

On Saturday, October 22, 2011, the first-ever PedalFest, “a free celebration of bikes, cycling, food, family, and fun,” was held at Jack London Square. Bicycle stunts and competitions, a children’s bicycle parade, music, a vintage bicycle show, an appearance by Cyclecide, “the heavy pedal bike rodeo,” and a chance to brave the Whiskey Drome were among the delights enjoyed by an estimated 18,000 bike-loving attendees. City Bicycle & Pedestrian Facilities

Program staff was on hand to chat about Oakland’s work implementing the Bicycle Master Plan. Oakland’s Bicycle & Pedestrian Advisory Committee officers, Chair Chris Hwang and Vice-Chair Rebecca Saltzman, helped staff the booth and share information on the committee’s work.

PedalFest was sponsored by Jack London Square and New Belgium Brewing with support from the East Bay Bicycle Coalition, Walk Oakland~Bike Oakland, the City of Oakland, and plethora of other businesses and agencies.



BPAC officers Rebecca Saltzman (left) and Chris Hwang help out at the City’s booth at PedalFest.



Bike lanes on Lakeshore Ave under I-580

## Oakland Council Members Support New Bike Facilities

As often reported in this newsletter, funds needed to repave Oakland’s streets are in way-too-short supply. Best practice for repaving spends limited dollars where they will do the greatest amount of good—maintaining streets in good condition before they become disproportionately expensive to repair. However, 20% of Oakland’s paving dollars are applied to “worst streets,” and each City Council member gets a say as to which of these streets are paved. A confluence of failing pavement and the bikeway network led to a fortuitous outcome for bicyclists late last year with Telegraph Ave (Aileen St to 51st St) being selected for the worst streets list by District 1 Council Member Jane Brunner, and Lakeshore Ave (MacArthur Blvd to Lake Park Ave) selected by District 2 Council Member Pat Kernighan. Look for sharrows on Telegraph Ave (Aileen St to 55th St) in early 2012 to connect the existing bikeways on upper Telegraph Ave and 55th St (signed and pending striping). Bike lanes were installed on Lakeshore Ave under I-580 in December 2011.

Additionally, At-Large Council Member Rebecca Kaplan led the charge to apply for a grant from the Safe Routes to Transit funding program to create a new bikestation in downtown Oakland. That grant was awarded and work now begins in earnest to finalize the location and put the operations funding and business plan in place. The facility will be modeled on the one established last year in downtown Berkeley. It will operate at street level and is planned to feature valet and self-park options as well as retail and office space. The location will soon be finalized between two options, both of which are on Broadway between 17th and 20th Sts.

## Northwest Passage: More New Wayfinding Signs Show the Way

Forty-two new bicycle wayfinding signs were installed in North Oakland, connecting Emeryville and Berkeley via the neighborhoods of Golden Gate, Sante Fe, Idora Park, and Rockridge. The signs mark two connected corridors: (1) a new 1.6-mile bikeway between San Pablo Ave and Shafter Ave via 53rd St-Gaskill St-54th St-Adeline St-55th St-Vicente Wy-Cavour St; (2) an existing 1.3-mile signed bikeway between 51st St and Woolsey St via Shafter Ave-Forest St-Colby St. Both routes are being developed into bicycle boulevards—look for sharrows to be installed in the coming months. (What is a “bicycle boulevard?” Go to [www.oaklandbikes.info](http://www.oaklandbikes.info) and scroll down to Bikeway Types.) Sign planning, design, manufacture, and installation were funded by Measure B, Alameda County’s ½-cent transportation sales tax administered by the Alameda County Transportation Commission.



## *Bike parking volunteers, past and future . . .*

### • *Give a hand to Amanda and Seth*

In the fall, Amanda Wolf, a UC Berkeley Planning student, volunteered to help document the locations and installation details of bike racks in Oakland. This less than glamorous endeavor—which included taking photos of almost 400 locations in three neighborhood commercial districts—helped staff eliminate gaps in the City’s database of 1,400+ bike rack locations. This substantial data collection effort is a work in progress, and with the help of Amanda (and, before her, Seth Silberman), the City is finally making a dent in the data back log. Thanks Amanda and Seth!

Want to help out? Pick a neighborhood and we’ll get you started. Email [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) for details.

### • *Photo finish*

The City of Oakland installs bike parking racks in the public right-of-way and on City-owned property—of which there is a limited amount. Therefore, a large measure of Oakland’s bike-friendliness depends on the private sector and other agencies installing bike parking on their own property, either for the exclusive use of their employees or for use by the public. City staff maintains a database of all publicly-accessible bike parking spaces in Oakland.

Does your workplace provide bike parking for visitors? If so, please email a photo and the address of the building to [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) and help the City to accurately quantify all the bike parking spaces in our fair city.



### *Totally tubular: new shuttle crosses the Oakland Estuary*

The few, the proud, the soot-covered: those who have chosen (on purpose or inadvertently) to brave the “bike path” through the noxious, noisy, and nerve-racking Posey Tube. Now there is an alternative for the rest of us. In August 2011, with grant funding from the Bay Area Air Quality Management District, the City of Alameda launched a free shuttle service between Alameda and Laney College/Lake Merritt BART in Oakland. The shuttle seats 19 and has space for 12 bicycles, significantly increasing the bicycle-carrying capacity through the tube that has been provided by AC Transit’s Line 51 for many years. The shuttle stops at three locations in Alameda, and operates at 30 minute intervals weekdays from 7:00 am to 12:07 pm and 3:30 pm to 6:30 pm. Find more information and the schedule at [www.EstuaryXINGshuttle.org](http://www.EstuaryXINGshuttle.org).

## *Measure what you treasure: counting bicyclists and pedestrians*

In September 2011, the City initiated a new program to count bicyclists and pedestrians on an annual basis. The program’s goal is to create consistent data for understanding trends in the amount of walking and bicycling throughout the city and through time. In collaboration with the Alameda County Transportation Commission and the Metropolitan Transportation Commission, the City of Oakland is now collecting data each fall at 36 locations in proximity to downtown, transit stations, and other key points where bicyclists are found. The methodology for data collection is consistent with the National Bicycle and Pedestrian Documentation (NBPD) Project such that Oakland can contribute to this larger counting effort. More information on Oakland’s program and the raw data for Oakland’s 2011 counts are available at <http://tinyurl.com/83krpur>.

### *Bicyclist Counts, Fall 2011 Top 10 intersections by number of bicyclists*

Intersection	# of bicyclists
Telegraph Ave / 40th St	370
Broadway / 27th St	318
Grand Ave / Bay Place	288
Telegraph Ave / 27th St	273
14th St / Lakeside Dr / Oak St	202
Skyline Blvd / Joaquin Miller Rd	200
San Pablo Ave / W Grand Ave	193
Broadway / 12th St	187
Shafter Ave / Cavour St	182
Grand Ave / Staten Ave	182

### *Let’s get technical*

Oakland’s Bicycle Wayfinding Guidelines garnered national attention when they were included in the Urban Bikeway Design Guide published last year by the National Association of City Transportation Officials (NACTO). Staff has learned much while deploying the system along Oakland’s bikeway network. These lessons are reflected in revised guidelines, published on the City’s website in July 2011. The revised guidelines add bicycle-specific design solutions for construction detours (those orange signs that are placed ubiquitously—but not always logically—at major construction projects). See the technical details of how Oakland bikeways are designed at [www.oaklandbikes.info/design](http://www.oaklandbikes.info/design).



## Ron Bishop – In Memoriam

The Oakland community has lost one of its most committed, tireless, and vocal bicycle advocates. Ron Bishop passed away on December 11 from cancer of the bladder that had been diagnosed over the summer. His life touched many people through his advocacy and the organizations he was involved with: East Bay Bicycle Coalition, Sierra Club, American Institute of Architects, and Toastmasters. He became involved in bicycle advocacy in 1994 as a founding member of the City's Bicycle and Pedestrian Advisory Committee (BPAC) and as one of the original organizers of Bike to Work Day. He chaired the BPAC for so many years that his name was synonymous with the committee. He was deeply involved in the development of Oakland's Bicycle Master Plan (adopted 1999, updated 2007), Pedestrian Master Plan (adopted 2002), and the Walk Oakland! Map & Guide (2002, now fourth edition). Most recently he founded the East Bay Easy Riders ([www.meetup.com/Bay-Area-Easy-Riders-Bicycle-Touring-Meetup-Group](http://www.meetup.com/Bay-Area-Easy-Riders-Bicycle-Touring-Meetup-Group)), a group that explores the Bay Area with easy but adventurous rides to build people's skills and foster the joy of bicycling.

Ron was energetic, active, outspoken, and everywhere. Few people knew just how many things he was involved with because he did so much. He will be remembered for relentlessly insisting—in a thousand different ways—that we should design our world to serve people, not machines, and to serve people equitably and inclusively.



*Ron in great spirits during a ride on October 2, 2011, with friends visiting him in Sacramento.  
Photo courtesy Robert Raburn.*

City of Oakland, Bicycle & Pedestrian Facilities Program  
Public Works Agency  
Infrastructure Plans & Programming Division  
250 Frank Ogawa Plaza, Suite 4344  
Oakland, CA 94612



Phone: (510) 238-3983  
Fax: (510) 238-7415  
Email: [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com)  
Website: [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)  
(<http://www2.oaklandnet.com/w/OAK032948>)**

**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。  
(<http://www2.oaklandnet.com/w/OAK032949>)**

**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)  
(<http://www2.oaklandnet.com/w/OAK032950>)**