

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



Telegraph ^{AVE} ← 2016

On May 10, Mayor Schaff and other luminaries cut the ribbon on Oakland's first parking protected bike lanes. The project is located on Telegraph Ave from 20th St to 29th St in the Uptown and KONO districts. The "parking protected" bike lane swaps the locations of the bike lane and the on-street parking: the bike lane is in the street along the curb and separated by a buffer from the parking lane which is shifted out into the roadway. This approach to bikeway design is receiving growing attention as a means for luring potential cyclists – the "interested but concerned" – onto city streets by providing physical separation from motor vehicles. "Parking protected" bike lanes use parked cars to provide that physical separation: a

**Ride the protected bike lanes
on Telegraph Ave via video at
vimeo.com/165955379**

solution that is quicker and less expensive than building hardscape separation. Protected bike lanes are common in Northern Europe and are

making inroads in North America through the design guidance of the National Association of City Transportation Officials (NACTO) and the advocacy of the Green Lane Project.

The Telegraph Ave project is the first phase of the Telegraph Ave Complete Streets Plan. The second phase will install bulbouts and bus boarding islands between 20th St and 29th St and buffered bike lanes from 29th St to 41st St. Both phases reconfigure the roadway from two travel lanes per direction to one travel lane per direction. The left turn lanes remain and the newly available space is used for the bike lanes. The single travel lane has the benefit of eliminating a serious pedestrian safety issue: when one motorist yields to a pedestrian but simultaneously blocks the view for the motorist in the adjoining lane. In a coordinated effort, bike lanes were installed on Telegraph Ave from 16th St to 20th St as well as on 16th St from Telegraph Ave to San Pablo Ave. Pending work will provide a continuous bikeway from KONO to Jack London Square via Telegraph Ave, Clay St, and Washington St. A future planning phase of the Telegraph Ave Complete Streets Plan will delve deeper into the opportunities and constraints for the Temescal commercial district.

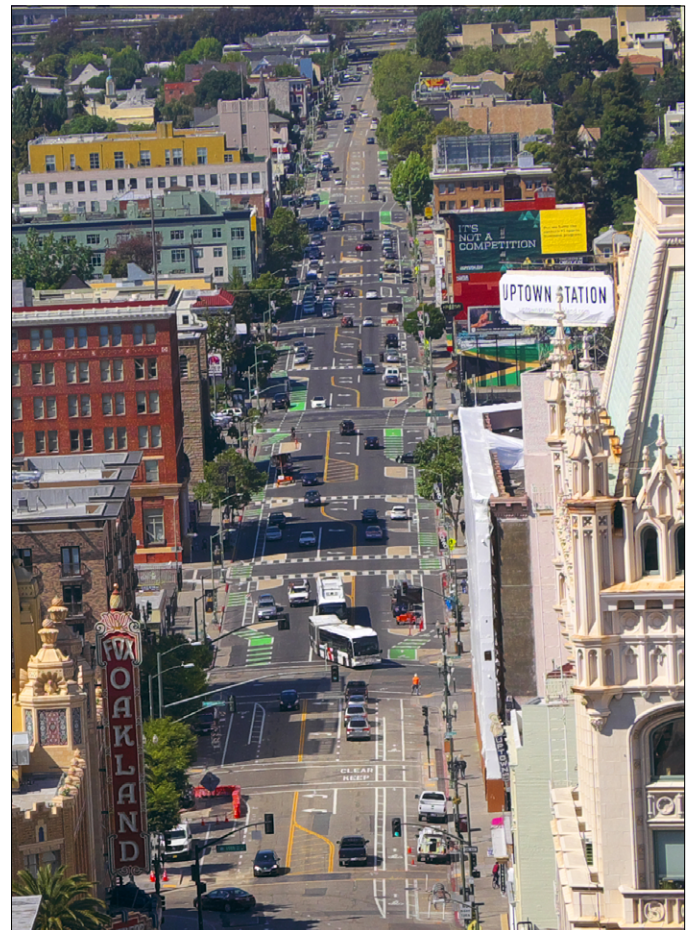


Photo: Joe Ferrera, Bike East Bay



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.

Block by Block ■ ■ ■ In many instances, Oakland's bikeways in a single area or along a single corridor are built by multiple projects that may span multiple years. Over time these projects add up to continuous bikeways of better and better quality. But why take this piecemeal approach? The answer is a combination of opportunism, efficiency, and resource constraints. We are striving to take advantage of every available opportunity to improve existing and proposed bikeways. Sometimes these opportunities arise as a single block. By building these improvements into other projects, it is more efficient than coming back later to dig up the same area. Given the limited staff resources for developing bikeway corridor projects, we are working to be efficient by partnering with and piggybacking on every possible project by others.

Rockridge BART

In February 2016, buffered bike lanes were installed on one block of Miles Ave between College Ave and Forest St. The project was funded by Measure B bicycle/pedestrian funds. This project improves access near Rockridge BART, complementing the recently installed bike lanes on College Ave along the station frontage plus multiple projects over the years to improve the Webster/Shafter Bikeway – which includes Forest St. The next installment will be bike lanes on College Ave from Claremont Ave to Broadway. Construction is anticipated in 2017.



San Pablo Ave to Downtown

On San Pablo Ave at the edge of downtown, key gaps are being closed block by block. In June 2016, a streetscape project funded by State Proposition 1C added buffered bike lanes in the northbound direction from 17th St to 19th St. It also relocated a pork chop island freeing up the necessary space to install a northbound bike lane from 21st St to Martin Luther King Jr Wy. This improvement includes a green bike lane to mark the “slip” turn at this location. An upcoming project will reconfigure the block from 16th St to 17th St to include bike lanes, rain gardens, and a demonstration project of “back-in” angle parking. The overall goal is to create a high-quality bikeway on San Pablo Ave from 16th St to 25th St at West St. Connecting via West St and Genoa St, this bikeway will provide a continuous connection between downtown and Berkeley's network of bike boulevards. On San Pablo Ave, the remaining gaps include northbound from 19th St to 21st St; southbound from 20th St to 17th St; and the three blocks in both directions between W Grand Ave and West St at 25th St.



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

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



Upper Broadway

Broadway from Broadway Ter to the North Oakland Sports Center (near the Caldecott Tunnel) is in the process of being transformed into a continuous bikeway. In February 2016, bike lanes were installed on Broadway from Golden Gate Wy to the North Oakland Sports Center. The one-mile project was funded by the City of Oakland's settlement with Caltrans over the Fourth Bore of the Caldecott Tunnel. A separate project installed sharrows on Golden Gate Ave and Golden Gate Wy to connect Broadway to Chabot Rd. (Let's take a collective moment to appreciate that buttery smooth pavement on Chabot Rd and honor the sore wrists and loose fillings from the days of yore.) Two upcoming projects will complete the work on Upper Broadway. The first will rebuild the intersection at

Broadway/Keith Ave with a protected bike lane and bicycle signal heads. The second will stripe bike lanes on Broadway from the Keith Ave project to Broadway Ter. A third project will install bike lanes on Broadway Ter from Broadway to Clarewood Dr. Construction is anticipated to begin in 2016 and finish in 2017. After the dust settles, Broadway will have 2.9 miles of continuous bike lanes from 40th St to the North Oakland Sports Center.



Grand Ave

In May 2016, bike lanes were installed on Grand Ave from Elwood Ave to Jean St as part of a road diet project. A primary motivation for the project was to improve pedestrian safety at five crosswalks with no traffic signals or stop signs. The work was initially triggered by the scheduled paving of Grand Ave and the City's plan was to maintain the four-lane roadway. But that direction changed in response to extensive neighborhood organizing, community pressure, and the City of Piedmont's proposal to install a road diet on the adjoining stretch of Grand Ave.

On the day Oakland's contractor was to install the final striping, Oakland staff initiated a feasibility study and directed the contractor to paint the roadway with a temporary material. Thus began a lengthy and lively community process involving public meetings, site visits, and extensive analysis. The debate polarized along familiar lines: how should the City balance the convenience of motorists against safety for all modes, particularly pedestrians and bicyclists? In the debate over bike lanes, criticism came from both sides. Why is the City reconfiguring major roadways for bicyclists? Why isn't the City doing more to protect bicyclists on major roadways? Based on the technical analysis, community process, and available resources for construction, City staff recommended to implement the reconfiguration and the project was approved by City Council. While the striping is now complete, key improvements to the traffic signals at Mandana Blvd and Wildwood Ave/Jean St are still pending implementation (as this newsletter goes to press). These traffic signal improvements are integral to the success of the overall project.

Comfy convenient corrals

Between March and June 2016, six new on-street bike parking corrals were installed, creating 60 new bike parking spaces to use while frequenting businesses in the Laurel, North Oakland, and Koreatown/Northgate/Uptown neighborhoods. The corral in front of Laurel Cyclery/Launderland (MacArthur Blvd) is the first to be installed to complement a private parklet. both this facility and the corral installed at Octagon Community Acupuncture (Claremont Ave) are on streets with sidewalks too narrow for bike racks. Three corrals were installed adjacent to the new parking protected bikeway on Telegraph Ave in front of Lost and Found Beer Garden, Legionnaire Saloon, and Telegraph | Oakland. The corral serving Monster Pho (Broadway) is adjacent to buffered bike lanes creating a comfortable bike parking experience (photo, right). Oakland now has 376 bike corral spaces in 26 corrals. See map at tinyurl.com/OaklandBikeCorrals. The corrals, and another 128 bicycle parking spaces installed between

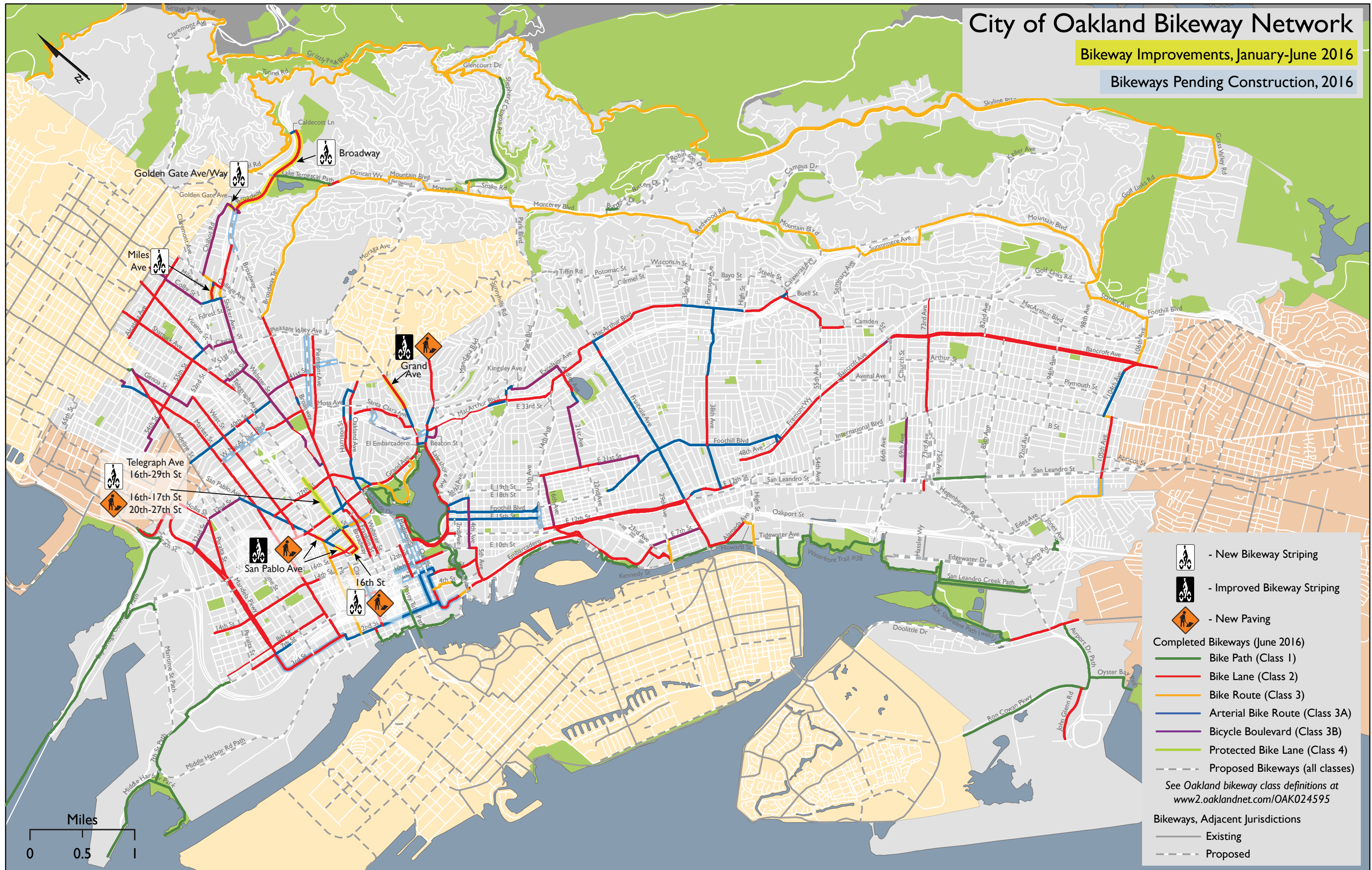


January and June 2016, were funded by grants from the Transportation Fund for Clean Air, a program of the Bay Area Air Quality Management District administered through the Alameda County Transportation Commission.

City of Oakland Bikeway Network

Bikeway Improvements, January-June 2016

Bikeways Pending Construction, 2016





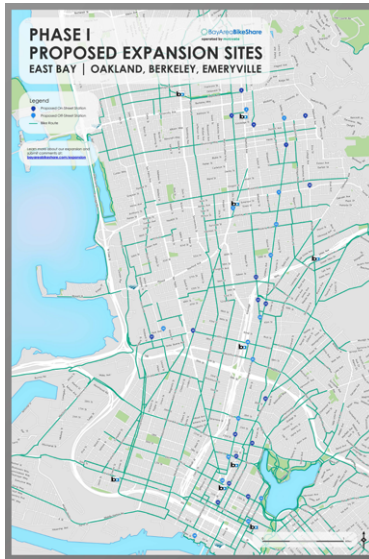
Bicycling, briefly . . .

Updating Oakland's Bicycle Master Plan

The City is ramping up to update Oakland's Bicycle Master Plan that was originally adopted in 1999 and comprehensively updated in 2007. This update will focus on: (a) improving the quality and continuity of Oakland's bikeways; and (b) establishing the resources and workflows that are necessary to implement the Plan. A preliminary draft scope of work is available at www2.oaklandnet.com/oak056325. Public outreach is anticipated to begin in 2017.

Learning to Share

Phase I station locations have been selected for the Bay Area Bike Share expansion in Oakland; see the 21 inaugural locations at tinyurl.com/OaklandBikeShare-PhaseI. Site selection was informed by input from community meetings, planning exercises, and online crowdsource maps. Stations are now in the permitting process and expected to be installed by the end of the year. Visit the City Of Oakland's Bike Share web page at tinyurl.com/OaklandBikeShare for more information or www.bayareabikeshare.com/expansion for information on upcoming Phase 2 community meetings.



Bike Map, 7th Edition

The seventh edition of Oakland's free bike map was released on May 1, 2016 as always in time for Bike Month.



This edition of the pocket size map shows 254 miles of bikeways in Oakland and the adjoining cities of Berkeley, Emeryville,

Alameda, Piedmont and San Leandro, almost 60 miles more than in the first edition in 2010. As of this edition, 125,000 copies of the map are in print. If you didn't get one on Bike to Work Day, stop by your local bike shop.



23rd Annual Bike to Work Day is Prime

The 23rd annual Bike to Work Day at Oakland City Hall had the highest turnout ever recorded: 708 bicyclists were counted partaking in the free Pancake Breakfast on May 12. Coordinated by Walk Oakland Bike Oakland in partnership with Bike East Bay, all the customary elements were featured: Pedal Pools from all seven City Council districts, remarks by Mayor Schaff and four of the City Councilmembers who biked in, free all day valet bike parking, free bike tune ups, tabling displays, AC Transit 3-bike bus bike rack loading demos, a DJ, and a raffle. Thanks to: Crossburgers for cheffing up the pancakes, Whole Foods Market for donating foodstuffs, The Spoke Cyclery for tune ups, AC Transit for schlepping the bus over, and to all the businesses that donated prizes for the raffle. See photos at tinyurl.com/OaklandBTWD2016, and a short video of events at City Hall and beyond.

We Love Our Neighborhood. Again!

WOBO's third Golden Gate

District Love Our Neighborhood Day was held on June 4, 2016. San Pablo Ave, from Stanford to Ashby Aves, was closed to vehicular traffic from 11am to 4pm. According to WOBO, 15,000 took to the car-free streets on foot, trike, bike, pogo stick, wheelchair, scooter, and skateboard.



Stanford Ave Crossing at Lowell St

As of June 2016, work was being completed on a new pedestrian and bicyclist crossing of Stanford Ave at Lowell St. The project was initiated by a community request for a new pedestrian crossing and – with community input – a bicycle-specific connection was added. The nearest marked crosswalks are at Gaskill St and Market St – 1,900 feet apart. Located in the Santa Fe neighborhood, this area is seeing much more foot traffic due to the new home of Destiny Arts Center and Phat Beets' "Feel the Beet!" Farmer's Market.

Oakland Welcomes Newest Bicyclist & Pedestrian Advisory Commissioner, Reginald K Burnette Jr

In May 2016, Reginald K Burnette Jr (aka RB) was appointed to serve as one of Oakland's nine Bicyclist & Pedestrian Advisory Commissioners (photo, right). Commissioners are nominated by the Mayor and approved by City Council. RB is President-CEO and founder of The Original Scraper Bike Team, and works as an aide at the Oakland Public Library. For more about the BPAC, see www.oaklandbikes.info/BPAC.

Scraper Bike Shed Opens at Martin Luther King Jr Branch Library

On Saturday, June 11, the Scraper Bike Shed, a new youth-led bike repair shop, opened for business. The Shed is a place for community members to learn how to repair and tune bicycles, as well as decorate them in original scraper-bike style. Led by the Original Scraper Bike Team in collaboration with the Oakland Public Library, the facility is located outside the Martin Luther King, Jr. Branch Library, 6833 International Blvd in East Oakland and housed in a former shipping container. The Shed is open every Saturday from 1 to 3 p.m. Inspired, in part, by the lack of bike shops in East Oakland, the project started as a fix-it clinic run by library staff and scraper-bike volunteers at the 81st Avenue Branch Library. To learn more about the Scraper Bike Team, go to www.scraperbiketeam.com and/or watch a 4-minute KQED video from March 2016 at www.youtu.be/GD4a4Q8Mokw.



BPAC, left to right, top row: Fred McWilliams, Christopher Kidd, Reginald K Burnette Jr; middle row: Rosa Villalobos, Robert Prinz, Ryan Chan; bottom row: Midori Tabata, Chris Hwang, Kenya Wheeler

2 + 1 = 3

In June 2016, City Council adopted the City of Oakland's budget for Fiscal Year 2016-17. The budget includes a new position for bicycle facilities planning and implementation that will be funded by Measure BB bicycle/pedestrian funds plus various grants. Once the position is filled, the person will work primarily on the update to the Bicycle Master Plan and, over time, transition to bikeway project development and implementation. The new staff person will work closely with the Bicycle Facilities Program Manager and the Bicycle Facilities Coordinator. For historical context, see this graph and chart on the growth of bicycling and bicycle facilities from 1999 to the present: www2.oaklandnet.com/w/OAK059587.

Inquiring Minds Want to Know

Oakland is a city of contrasts – by race and income, but also by geography: food culture amidst food deserts and tent cities within blocks of million-dollar bungalows. Downtown is central to only one-third of the city; and 88% of Oakland's BART stations are clustered in 34% of the City's land area. What does this mean for bike planning? Well, we're trying to figure it out. See this interim work product on bicycle use through time and across neighborhoods as it relates to proximity to downtown, BART, and Oakland's varied topography: www2.oaklandnet.com/OAK059685. Forthcoming work will explore socioeconomic data and traffic safety as they relate to bicycle use. This information will inform the next update to Oakland's Bicycle Master Plan.

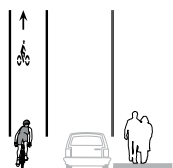
Biking to BART Goes BOOM!

Oaklanders are bicycling to BART like never before and nowhere else. Newly available data from the 2015 BART Station Profile Study shows stunning increases and Oakland bicyclists playing a dominant role system-wide. The number of bicyclists traveling from home to Oakland BART stations is 2.5 times higher than in 2008 and 5.5 times higher than in 1998. Coliseum BART saw the largest proportional change with 18 times more bicyclists in 2015 than in 2008. Ranked system-wide by the number of bicyclists, the top five BART stations are all Oakland stations: MacArthur, Fruitvale, West Oakland, 19th St, and Lake Merritt – all of which have a bicyclist mode share between 11% and 15%.

By the Numbers

This is the 11th 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 June 30, 2016



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
June 30, 2016	152.0	9,292	518	208



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/OAK059584)

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/OAK059585)

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/OAK059586)



Save a tree and all that. Switch to electronic-only newsletter delivery at <http://tinyurl.com/I-Bike-Oakland>.