


# I OAKLAND

**Bike news from the Bicycle & Pedestrian Facilities Program of the City of Oakland, California**  
**Summer 2008** [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 at [www.oaklandbikes.info/Page127.aspx](http://www.oaklandbikes.info/Page127.aspx) and either request a rack online from that page, or contact us (info on mailing panel).

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

### **Public Works Call Center**

- Call (510) 615-5566 or go to [www.oaklandpw.com/Page808.aspx](http://www.oaklandpw.com/Page808.aspx) to report:

- ▶ hazards such as glass, potholes, unsafe drainage grates, or other roadway 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

## ***New Bikeways***

### **66<sup>th</sup> Avenue Gateway**

In May, the City of Oakland and the East Bay Regional Park District dedicated the 66<sup>th</sup> Avenue Gateway which improves public access to the San Francisco Bay Trail. For bicyclists, the project provides a direct connection between 66<sup>th</sup> Ave at Oakport St and the Bay Trail in the Martin Luther King


Jr Regional Shoreline. The Gateway includes extensive public art and landscaping with a wetlands theme. The 66<sup>th</sup> Ave Gateway is one of the Measure DD-funded projects to complete the Oakland Waterfront Trail, part of the Bay Trail, between Jack London Square and the Martin Luther King Jr Regional Shoreline. The project will also link to the proposed Coliseum BART to Bay Trail Connector, a bicyclist and pedestrian path under development by Alameda County, to connect the 66<sup>th</sup> Ave Gateway to Coliseum BART via Damon Slough.



### **27<sup>th</sup> Street Bike Lanes, Phase I**

The City of Oakland installed new bicycle lanes on 27<sup>th</sup> Street from San Pablo Ave to Martin Luther King Jr Way as part of a resurfacing project. The new bike lanes connect to existing bicycle lanes on West St that extend from W Grand Ave to 52<sup>nd</sup> St (near Children's Hospital).

A second phase of the project will extend the 27<sup>th</sup> St bicycle lanes from Martin Luther King Jr Wy to Harrison St, connecting via Bay Place to the Grand Ave bikeway and Lake Merritt. The overall project was motivated by community organizing around the new Whole Foods at 27<sup>th</sup> and Harrison Streets. City Council approved the project this May and work is underway to prepare

the remaining segments for construction. For additional information, see <http://tinyurl.com/5cnqgg>. 

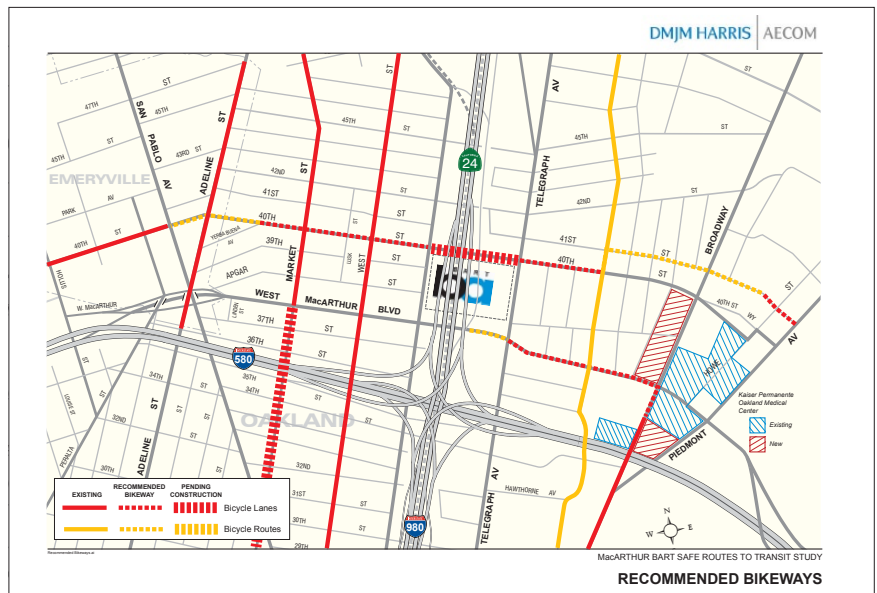
### ***New bikeways coming in August 2008***

- Bancroft Avenue, 66<sup>th</sup>-82<sup>nd</sup> Avenues
- Market Street, 18<sup>th</sup> Street to West MacArthur Blvd
- Market Street, 57<sup>th</sup> Street to the Berkeley border

## Improving Bicycle Access to MacArthur BART

Seven percent of patrons access the MacArthur BART station by bicycle. This rate is amongst the highest bicycle mode share for all stations in the BART system. Despite this demand, there is no bikeway that provides direct access to MacArthur BART.


To address this issue, the City conducted a study, funded by the Regional Measure 2 “Safe Routes to Transit” program, to improve east/west bicycle access to the MacArthur BART Station. The study involved staff from the cities of Oakland and Emeryville, AC Transit, and the Emery-Go-Round among other stakeholders.



The study evaluated possible bikeways on W MacArthur Blvd, 40<sup>th</sup> St, and 41<sup>st</sup>/42<sup>nd</sup> Sts that would connect MacArthur BART to Piedmont Ave, Kaiser Hospital, and Emeryville’s bikeway network.


Recommendations include two east-west bikeways: one on W MacArthur Blvd and the other on 40<sup>th</sup> and 41<sup>st</sup> Sts. On W MacArthur Blvd between Broadway and Telegraph Ave, the study recommends restriping this six-lane roadway with two travel lanes plus a bicycle lane in each direction and left turn pockets at the major intersections. These bicycle lanes would connect to the BART station via the BART frontage road that will be rebuilt as part of the transit village project.

On 40<sup>th</sup> St between Market St and Webster St, the study recommends narrowing the 16-foot median by six feet to add bicycle lanes while maintaining two travel lanes in each direction. (The 40<sup>th</sup> St median between Martin Luther King Jr Wy and Telegraph Ave is already being narrowed to accommodate bicycle lanes as part of the 40<sup>th</sup> St streetscape project along the BART station.) At Webster St, the recommended bikeway jogs to 41<sup>st</sup> St and extends east to Piedmont Ave. Compared to 40<sup>th</sup> St, this segment of 41<sup>st</sup> St provides a superior connection to Piedmont Ave while avoiding AC Transit bus operations and minimizing the project costs associated with median narrowing.

Next steps include developing the project design, completing additional outreach to the adjacent neighborhoods, and identifying funding. For more information, see <http://tinyurl.com/6m84n3>. 

## Oakland Bike Patrol

The Oakland Bike Patrol program involves community volunteers in improving park safety and is an auxiliary of the Volunteers in Policing program of the Oakland Police Department. Community groups including the Bicycle Trails Council of the East Bay (BTCEB) assist the Oakland Police Department to help execute the program.

Today, a group of 11 volunteers works with the OPD to enhance the quality and safety of the parks through education and outreach. If you are interested in volunteering please contact Vicki Camilleri, Bike Patrol Coordinator at BTCEB at [vicki@btceb.org](mailto:vicki@btceb.org). You can also help the group by donating emergency gear such as first aid kits, spare tubes, bottled water, protein bars, etc. 


## Oakland Bicycle and Pedestrian Advisory Committee Elects New Officers

On March 20, 2008, the City of Oakland Bicycle and Pedestrian Advisory Committee (BPAC) elected District 3 resident Jonathan Bair as chair and District 6 resident Midori Tabata as vice-chair. Both Jonathan and Midori have been active committee members for multiple years. Departing Chair, Mark Dieter (District 5), was lauded by the committee for his leadership.

To learn more about BPAC’s activities and accomplishments over the last year, read Mark’s end-of-term report at <http://tinyurl.com/5awfjh>. The BPAC meets the third Thursday of the month, 5:30-7:30 p.m., in Oakland City Hall. Members of the public are encouraged to participate. 

# Locking in Bicycle Parking

## Oakland Adopts Bicycle Parking Requirements for Future Development


In July, City Council adopted an amendment to the Oakland Municipal Code that incorporates standards and requirements for bicycle parking in future development, including major remodels. The bicycle parking regulations address short-term parking (bicycle racks), long-term parking (lockers and cages), and showers. The requirements are based on land use categories (including retail, office, and residential) and were developed based on a comparison with those of eleven other cities and the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. The regulations also include requirements for valet bicycle parking at major public events like the Art & Soul Festival, Dia de los Muertos Festival, and Chinatown StreetFest. The development of these regulations was included as a priority recommendation in the City of Oakland's Bicycle Master Plan that was adopted by City Council in December 2007. For additional information, see [www.oaklandbikes.info/Page127.aspx#ordinance](http://www.oaklandbikes.info/Page127.aspx#ordinance). 




## New Bike Racks for Neighborhood Commercial Districts

In 2007, the City of Oakland installed new "pay and display" parking meter kiosks in Oakland's main commercial districts, replacing conventional coin-operated meters. An unintended consequence of the kiosk program is that approximately 4,300 on-street bicycle parking spaces were to be removed in Oakland's most vibrant shopping areas.

To compensate for the removal of these spaces, the Bicycle & Pedestrian Facilities Program developed a Bicycle Parking Plan for the neighborhood commercial districts. The Plan (details at [www.oaklandbikes.info/Page127.aspx#NBPP](http://www.oaklandbikes.info/Page127.aspx#NBPP)) explains the criteria for locating bicycle racks, includes maps of proposed rack locations in affected districts and provides other information about bicycle parking racks.

About 280 racks are scheduled to be installed this fall and winter, funded by a grant from the State's Transportation Development Act Article 3 Bicycle & Pedestrian Funding program. In areas outside of the affected commercial districts, additional funding will be needed to assess demand, finalize location recommendations, and install new bicycle racks to replace the interim meter poles now serving as bicycle parking (see newsletter, Summer 2007, at [www.oaklandbikes.info/Page126.aspx](http://www.oaklandbikes.info/Page126.aspx)). 

## New Bicycle Cage at Roosevelt Middle School

In March, Roosevelt Middle School in the San Antonio neighborhood unveiled a new bicycle cage for students and teachers. Located in the schoolyard, the cage provides enclosed, secure parking during the school day for up to 50 bicycles. The new facility is part of the school's Bike-To-School campaign to reduce car traffic and promote physical activity. The campaign is a collaborative effort between Roosevelt Middle School, the Oakland Unified School District, and the non-profits Cycles of Change and East Bay Asian Youth Center. The bicycle cage was funded by a grant from the Bay Area Air Quality Management District. The bike cage and the Bike-To-School campaign both build upon "Bike Club," a ten-year-old afterschool program run by Cycles of Change that teaches middle school students about safe cycling, bicycle repair, and urban sustainability. For information about Cycles of Change, see [www.cyclesofchange.org](http://www.cyclesofchange.org). 



## Bicycle Parking Resources for Private and Public Development

The City of Oakland encourages private and public developers to install bicycle parking facilities to supplement the City's grant-funded efforts.

To install racks on public property, private property owners must apply for a minor encroachment permit (\$35); the total cost including application and other fees is approximately \$115. Download information packet with application forms at <http://tinyurl.com/6yrjhs>.

When property owners install bicycle racks in the public right-of-way, they can select any rack type that conforms to the City's placement guidelines (<http://tinyurl.com/3c2utn>) and design specifications (<http://tinyurl.com/3xpkut>).


City staff are available to provide technical assistance to private property owners who wish to install bicycle racks for public use. Staff can help property owners manage available space efficiently and select user-friendly rack designs to provide a high quality installation. Please call (510) 238-3983 or email [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) with questions or for more information.



## It's Hot, It's Huge, It's Bike-to-Work Day!

On May 15, 2008—a “Spare the Air Day” and one of the hottest of the spring—over 500 bicyclists converged at Oakland City Hall to celebrate the City’s 15<sup>th</sup> Annual Bike to Work Day. The large turnout broke last year’s record by 9%. City Council members Kernighan, Nadel, Quan, De La Fuente and Reid all cycled in support of the “no-pollute commute” in Pedal Pools with their constituents, departing from meeting locations throughout Oakland.

Eighteen organizations tabled during the morning transportation fair, and AC Transit brought a bus to help train cyclists on proper bike rack loading technique (see photo, right). For the annual raffle, local businesses and agencies donated thirty prizes totaling \$1,775 in value. From 7:00 to 9:00 a.m., participants enjoyed a complimentary breakfast of pancakes, coffee and juice donated by Palapas Taco Bar, Piedmont Grocery and Whole Foods Market.

Oakland’s bike shops participated in the event by honoring City-issued “Bike Bucks,” 15% discount coupons, in May. Special thanks go to Justice Baxter, proprietor, Wheels of Justice Cyclery, for completing a record number of bicycle mini-tune ups in the sweltering heat well into the afternoon, to the East Bay Bicycle Coalition for providing all day valet-bike parking onsite, and to the 34 day-of-event volunteers who served pancakes, parked bikes and helped with the raffle. For more about the event, including a 128-photo slideshow, go to [www.oaklandbikes.info/btwd](http://www.oaklandbikes.info/btwd). 



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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)  
([www.tinyurl.com/67ent3](http://www.tinyurl.com/67ent3))

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。  
([www.tinyurl.com/5zb8tb](http://www.tinyurl.com/5zb8tb))

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)  
([www.tinyurl.com/6cl4qd](http://www.tinyurl.com/6cl4qd))