

I OAKLAND

Bike news from the Bicycle & Pedestrian Facilities Program of the City of Oakland, California
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 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 3rd Thursday of the month and are open to the public. More info at www.oaklandbikes.info.

Public Works Call Center

• Call (510) 615-5566 or go to 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
- Jennifer Donlon, Planning Intern
- Jean-Francois Pineux, Engineering Intern

City Council Adopts Bicycle Master Plan

On December 4, City Council adopted a comprehensive update to Oakland's Bicycle Master Plan that was originally adopted in 1999. The Plan serves as the official policy document for the development of facilities and programs to enhance the role of bicycling as a viable and appropriate transportation mode in Oakland. The Plan's vision statement explains:

"Oakland will be a city where bicycling is fully integrated into daily life, providing transportation and recreation that are both safe and convenient."

The Plan includes an existing conditions analysis, policies and action items, the Proposed Bikeway Network, design guidelines for bikeways and bicycle parking, and an implementation program. Key developments in the 2007 Plan include:

• **Routine Accommodation:** In light of policies at the regional, state, and federal levels, the Plan is based on a policy position that Oakland will consider bicycle safety and access in the design and maintenance of all streets.

• **Safe Routes to Transit:** While the 1999 Plan emphasized connections to transit, this update integrates "Safe Routes to Transit" as a key policy for identifying and prioritizing capital improvements. For each of Oakland's major transit stations, the Proposed Bikeway Network includes connections from each of the surrounding four directions.

• **Citywide Feasibility Analysis:** The update included a detailed evaluation of all streets on the Proposed Bikeway Network. The purpose of this analysis was to develop feasible proposals that maximize bicyclist safety and access while minimizing negative effects on motor vehicle congestion, parking, and bus operations.

(continued on page 2)



got bike lanes?

Enjoy Oakland's new bike lanes on Alameda Ave (Fruitvale Ave to Howard St), Doolittle Dr (Hegenberger Rd to Airport Access Rd), and West St (52nd St to W MacArthur Blvd). *See page 3 for details.*



Bicycle Parking, Parking Meters, and Oakland's New Parking Kiosks

The Transportation Services Division continues to work with the Parking Division in coordinating the removal of nearly 4,800 parking meters with the installation of new parking kiosks and bicycle parking. As of December, approximately 400 decommissioned parking meters have been left in place to provide interim bicycle parking. Staff is working to preserve an additional 200 decommissioned meters to ensure adequate bicycle parking until new bicycle racks are installed. Councilmember Brunner (District 1) provided funding for 36 new bicycle racks in North Oakland that were installed in early 2008.

Staff is developing bike parking plans for the following neighborhood commercial districts affected by the removal of parking meters: Chinatown, College Ave., Dimond, Fruitvale/International, Grand/Lake, Montclair, Old Oakland, and Piedmont Ave.

These plans will guide the installation of approximately 250 new bicycle racks. For more information on the CityRacks Program and to suggest locations for the installation of new bike racks, please go to www.oaklandbikes.info/Page127.aspx. 

eLocker Update: BikeLink Cards Now Available at AC Transit

The electronic bicycle lockers (“eLockers”) in downtown Oakland just got easier to use. The eLockers may be used by any cyclist with a “BikeLink” card pre-purchased like a BART ticket. BikeLink cards are now available for purchase at the AC Transit Ticket Office in downtown Oakland, 1600 Franklin Street, between 8:00am and 5:00pm, Monday through Friday. The ticket office is conveniently located between the two sets of eLockers on Broadway at 14th St and 20th St. Thank you to our partners at AC Transit for providing this service. Note that, beginning in August 2007, card holders can now add value to their cards online. Go to www.bikelink.org to add value to your card. 



Bike Plan Update *(from page 1)*

• **Additional Bikeway Types:** Since the completion of the 1999 Plan, the State of California adopted the “shared roadway bicycle marking” (sharrow, see right). The sharrow is one aspect of two new bikeway types that are included in the 2007 Plan:

“**Bicycle boulevards**” are bicycle routes on residential streets that prioritize through trips for bicyclists. The route should appeal to cyclists of varied skill levels by providing direct connections on streets with low traffic volumes.

“**Arterial bicycle routes**” may be used on major streets where bicycle lanes are not feasible and parallel streets do provide adequate connectivity. These streets should promote shared use with lower posted speed limits, wide curb lanes, and sharrows.

The final plan is being formatted and printed and will be available in print and online at www.oaklandbikes.info in early 2008.

SHARROW

The shared roadway bicycle marking (aka “sharrow, pictured right), is a new pavement marking intended to (1) encourage bicyclists to ride clear of the “door zone,” and (2) advise motorists to expect bicyclists. Sharrows provide this additional guidance on streets where bicycle lanes are not feasible. To learn more about sharrows, download Answers to Frequently Asked Questions from the Bike/Ped Program website at <http://tinyurl.com/36s6ms>.



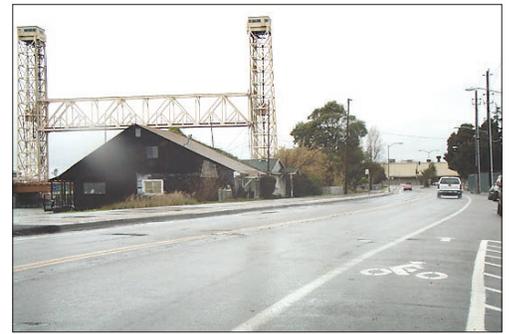
The bike plan update was funded by a grant from the Alameda County Transportation Improvement Authority matched by funds from Oakland's share of Measure B Bicycle and Pedestrian funds.

For more information about ACTIA-funded bicycle and pedestrian projects, go to www.oaklandpw.com/Page121.aspx. 

Bike Lane Projects Extend Oakland's Bikeway Network

Alameda Ave (Fruitvale Ave to Howard St)

In August, Oakland's Waterfront Trail was extended immediately to the east of Fruitvale Ave. The Waterfront Trail is the portion of the San Francisco Bay Trail that will connect Jack London Square to the Martin Luther King, Jr Regional Shoreline. The new segment includes 800 feet of path plus bicycle lanes on Alameda Ave between Fruitvale Ave and Howard St. This project adds to a continuous on-street bikeway of over five miles in length from West Oakland BART to High St via 3rd St (West Oakland), 2nd St (Jack London Square), Embarcadero (Embarcadero Cove), and E 7th St (Jingletown).



Doolittle Dr (Hegenberger Rd to Airport Access Rd)

In November, the Port of Oakland completed bicycle access improvements in the vicinity of the Oakland International Airport. In particular, bicycle lanes were installed on Doolittle Dr through the intersections with Hegenberger Rd, Airport Dr, and Airport Access Rd. Additional improvements were made on Ron Cowan Pkwy and Airport Access Rd. The new bicycle lanes on Doolittle Dr connect the paths in the Martin Luther King, Jr Regional Shoreline to the path along Airport Dr and the bicycle lanes on John Glenn Rd that serve the Airport's Terminal 1.

West St (52nd St to W MacArthur Blvd)

The City of Oakland recently installed one-mile of bicycle lanes on West St from 52nd St to W MacArthur Blvd. The project improves bicyclist access to MacArthur BART and responds to community requests for neighborhood traffic calming. The new bicycle lanes upgrade an existing bikeway on West St and Genoa St from W Grand Ave to the Berkeley border. At the southern end, the new lanes connect to those on West St from W MacArthur Blvd to W Grand Ave installed in 1997—amongst the first bike lanes in the city. At the northern end, the lanes connect via 52nd St to Genoa St and on to the King St Bicycle Boulevard in Berkeley. A separate project is under development to improve the connection between Genoa St and King St across Adeline St and Stanford Ave. 



Under Development



Cyclists negotiate the four-foot-wide path through the Posey Tube.

Alameda-Oakland Estuary Crossing Feasibility Study

The City of Alameda received grant funding for a feasibility study to evaluate alternatives for improving bicyclist and pedestrian access between the West End of Alameda and downtown Oakland. Currently, the only direct bicyclist and pedestrian connection is the four-foot wide sidewalk in the Posey Tube which carries two-way pedestrian and bicycle traffic. Given the two-mile distance from 14th St and Broadway (Oakland) to Webster St and Santa Clara Ave (Alameda), an improved connection would open up many new opportunities for bicycling and walking.

The Estuary Crossing Study is funded by Measure B, Alameda County's half-cent transportation sales tax, administered by the Alameda County Transportation Improvement Authority, and by the City of Alameda, with matching funds from the City of Oakland's share of Measure B. The Estuary Crossing Study will be completed by October 2008. For more information, contact Gail Payne with the City of Alameda (GPayne@ci.alameda.ca.us, 510-749-5918). 

MacArthur Bikeway (Park Blvd to Lincoln Ave)

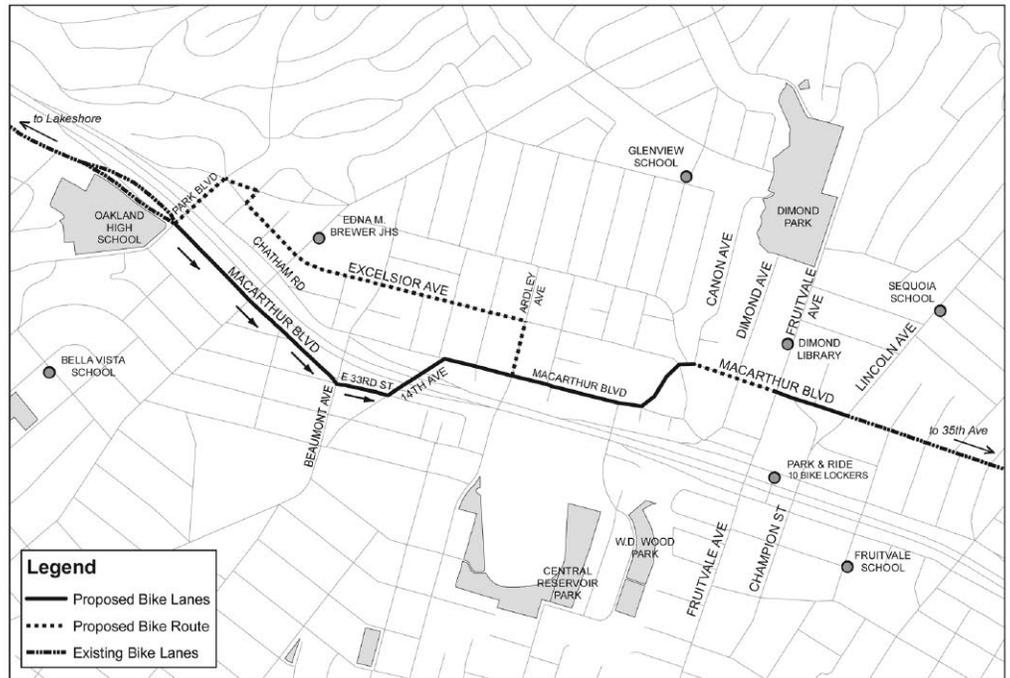
The City of Oakland is seeking public input on a proposed project to improve bicycle access along MacArthur Blvd between Park Blvd and Lincoln Ave. The project would connect the existing bicycle lanes on MacArthur Blvd between Lakeshore Ave and Park Blvd to the existing bicycle lanes on MacArthur Blvd between Lincoln Ave and 35th Ave. The project would link the commercial districts of Grand Lake, Dimond, and Laurel as well as *(continued on page 4)*

MacArthur Bikeway under development (from page 3)

improve access to Lake Merritt and the forthcoming Measure DD projects.

In the eastbound direction, the project would follow MacArthur Blvd (including short connections on E 33rd St and 14th Ave). In the westbound direction, the project would follow MacArthur Blvd and then jog on Ardley Ave to Excelsior Ave (to avoid the hills and freeway traffic on Chatham Rd).

To comment, send an email to bikeped@oaklandnet.com. Additional information will be sent to the residences adjoining the project area in the coming months. 



Project Area Map: MacArthur, Park to Lincoln



City of Oakland, Bicycle and Pedestrian Facilities Program
Community & Economic Development Agency (CEDA)
Transportation Services Division
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612

Phone: (510) 238-3983
Fax: (510) 238-7415
Email: bikeped@oaklandnet.com
Website: 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 (www.tinyurl.com/2r2us2)

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。
(www.tinyurl.com/36uxkx)

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 (www.tinyurl.com/2j7w9m)