

I OAKLAND

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

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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

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New bike lanes on 40th Street

In April, the City completed a short but very sweet 0.2 miles of bike lanes on 40th St between Telegraph Ave and Martin Luther King Jr Way, directly adjacent to the MacArthur BART Station in North Oakland. Project elements included narrowing the median to make room for the bike lanes, new pedestrian bulbouts at Telegraph Ave, and a new traffic signal (including bicycle detection) at the BART frontage road. The bike lanes are the first of many planned improvements for bicycle access to MacArthur BART. For more information, see this overview flyer of a "Safe Routes to Transit" study completed by the City of Oakland: <http://tinyurl.com/6m84n3>. 




Key bikeways restriped and upgraded

Several of Oakland's most bicycled and/or most faded bike lanes got facelifts in June. Bike lanes on 8th St (Broadway to Jefferson St), Grand Ave (Telegraph Ave to El Embarcadero), MacArthur Blvd (Lincoln Ave to Midvale Ave), and Telegraph Ave (Aileen St to Woolsey St) were all restriped using durable and reflective thermoplastic



material. The City also upgraded the bikeway design in key locations, including westbound Grand Ave across the slip turn leading onto Bay Place (see photo). All bike lanes now feature directional arrow pavement markings in addition to bicyclist symbols.


Additionally, new shared use lane markings ("sharrows") were installed on West Grand Ave, replacing the old and faded "bike in a house" markings. On MacArthur Blvd (Lakeshore Ave to Park Blvd), sharrows were installed to close the gaps between the stretches with bike lanes. Sharrows were also installed on Beacon St (Lakeshore Ave to MacArthur Blvd), completing the southbound connection to Lakeshore Ave. The striping project was funded by Transportation Development Act Article 3 funds, state gas tax revenues dedicated to bicycle and pedestrian improvements. 

New! See a bikeway projects location map at www.tinyurl.com/mmvd9x. This map will be updated every six months to geographically show progress implementing the City's Bicycle Master Plan.

Bicycling to BART, 1998-2008: the times are changing

BART recently released the 2008 BART Station Profile Study, the largest survey of BART riders ever conducted. Compared to a parallel BART survey from 1998, more people are bicycling to BART and, many cases, the increases are dramatic. In particular, people are bicycling to Oakland's BART stations in unprecedented numbers, with some of the highest rates in the entire San Francisco Bay Area.

Of the 43 stations in the BART system, eight are located in Oakland while Ashby BART in Berkeley also serves many Oakland residents. For trips originating from home, more people are bicycling to Fruitvale BART—home to the largest bike station on the west coast—than any other station in the BART system. Ashby BART is ranked third, MacArthur BART fourth, and Lake Merritt BART eighth.


Another way to interpret the data is by bicyclist mode share: people bicycling to a given station as a percentage of total people accessing that station from home. By this ranking, Ashby BART has the highest bicyclist mode share – 11.7% – in the entire system. Fruitvale BART places second with a 9.9% bicyclist mode share, followed by Lake Merritt BART in sixth place (8.2%), MacArthur BART in seventh place (8.2%), and 19th St BART in ninth place (6.2%). Compared with the 1998 data, the total number of bicyclists riding from home to Oakland's BART stations has increased dramatically: by 588% at West Oakland BART, 201% at 19th St BART, 143% at Fruitvale BART, 123% at MacArthur BART, and 115% at Lake Merritt BART. Find the complete study online at <http://bart.gov/about/reports/profile.aspx>. 



CityRacks Program strives to meet demand

Count 'em: 388 new bike parking racks accommodating 830 bicycles, most of them in Oakland's main commercial districts, were installed from February to June. Many of the racks were installed to compensate for the replacement of over 4,400 on-street parking meters with "pay and display" parking kiosks last year, unintentionally removing a whole lot of bike parking spaces. Racks were installed primarily in the Dimond, Fruitvale/International, Rockridge, Piedmont Ave, Grand Lake, Old Oakland, Montclair, Pill Hill/Central, Chinatown, Uptown, and Downtown areas of Oakland. The project was funded by two grants from the Transportation Development Act Article 3.

Did we miss a spot? Location requests for bike racks are always welcome and the CityRacks Program will install new racks in minimum batches of 25. Racks cannot be installed in bus stops, loading zones, near curb ramps, on cracked sidewalks, etc. Details: Bike Rack Placement

Requirements (.pdf at <http://tinyurl.com/3c2utn>). Please submit your location suggestions to bikeped@oaklandnet.com or complete the Online Bike Rack Request Form at www.spaceshare.com/bikeracks/oakland.php. 

More traffic signals with bicycle detection

Since January, traffic signals at the following locations were upgraded to detect bicyclists:

- 40th St and MacArthur BART frontage road (new signal, see 40th St bike lanes article)
- 65th St and San Pablo Ave (a Caltrans project)
- Mandela Parkway and 5th St
- Mandela Parkway and 7th St


Email new location requests for bicycle detection at traffic signals to bikeped@oaklandnet.com.



How many bicyclists ride Telegraph Ave?


Answer: 860 for an average weekday and 5,600 for an average week in March 2009. The City of Oakland, in cooperation with the University of California Traffic Safety Center and the Alameda County Transportation Improvement Authority, installed an automated bicycle counter on Telegraph Ave near Alcatraz Ave this past February. The counter has inductive loops embedded in the pavement that are capable of differentiating bicyclists from other roadway users. The counter is collecting data continuously and it has an estimated lifetime of five or more years.

The UC Traffic Safety Center will use these data to explore bicycle ridership by time of day, by day of week, and by season of the year. Typically, traffic counts are conducted during the morning or evening rush hours, providing limited insight on the total number of bicyclists using a corridor or how those numbers vary through time. Additional data is needed for developing more sophisticated bicycle planning tools, like predictive models and future forecasts—established practice for understanding motor vehicle use.

The automated bicycle counter on Telegraph Ave is amongst the first to be installed in the San Francisco Bay Area. The Bicycle and Pedestrian Facilities Program thanks Robert Schneider and Lindsay Arnold (UC Traffic Safety Center) for their research efforts. The counter was funded by Measure B sales tax revenues from ACTIA and the City of Oakland. 




Oyster Bay Slough update: connecting Oakland and San Leandro

In June, the Port of Oakland completed a 240-foot segment of bicycle path near the Oakland International Airport, moving the San Francisco Bay Trail one step closer to connecting Oakland and San Leandro along the waterfront. The new segment of path is located off of Airport Dr, near Ron Cowan Pkwy, and connects to a previously constructed path along the southern edge of Metropolitan Links Golf Course to Oyster Bay Slough. In July, the City of San Leandro will break ground on the Oyster Bay Slough Bridge with construction scheduled for completion in 2010. The bridge will connect the paths in the vicinity of the airport to those in the Oyster Bay Regional Shoreline. This new connection will provide a significant improvement to waterfront access over the existing on-street routes via Doolittle Dr and Williams St in San Leandro. 

Bike to Work Day—May 14, 2009

The City of Oakland's 16th annual Bike to Work Day event at City Hall drew over 664 cyclists—a 33% increase over last year. Alameda County energizer stations showed a 44% increase over 2008 with over 9,600 cyclists riding on Bike to Work Day! Seven Oakland City Council members rode downtown in “Pedal Pools” with their constituents plus Alameda County Supervisor Nate Miley biked downtown to join the annual celebration.

Organic pancakes and syrup donated by Whole Foods Market were prepared by staff at Palapas Taco Bar (conveniently located next to the bike parking corral, where EBBC parked a record 320 bikes). With Tully's Coffee to wash the pancakes and speeches down, a good time was had by all. General merriment ensued as people won raffle prizes ranging from BikeLink eLocker access cards to round-trip tickets for two on Amtrak to Santa Barbara. Bike shop owners Clay Wagers (Bay Area Bikes, 2424 Webster St) and Justice Baxter (Wheels of Justice Cyclery, 2024 Mountain Blvd) generously donated their time and expertise to tune up a whole bunch of bikes for people who pedaled downtown.

Special thanks go out to the East Bay Bicycle Coalition for providing valet bike parking and event promotion, and Walk Oakland Bike Oakland for organizing the Pedal Pools. 


Photos: Wagers and Baxter, free tune-ups; Alameda County Supervisor Nate Miley at the podium; queuing for cakes. More at www.oaklandbikes.info/btwd.

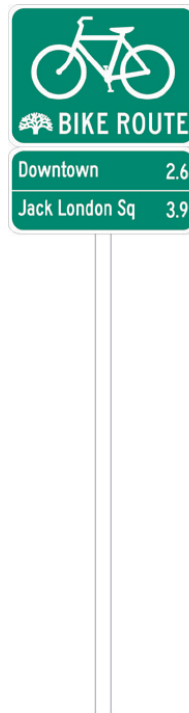


Way!

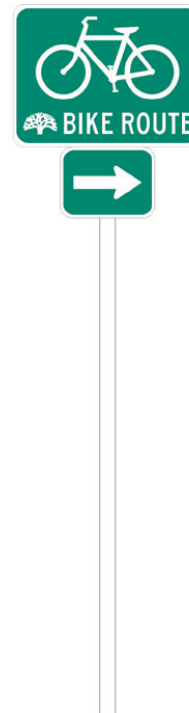
The City of Oakland's Bicycle Master Plan (2007) calls for the development of "an informative and visible signage system for the bikeway network, building on existing bikeway signage, that includes directional and distance information to major destinations" (2007, p. 55).

As reported in the Winter 2009 edition of this publication, staff developed a proposal for a new system, based on the traditional green BIKE ROUTE sign. In addition to soliciting input on the written guidelines, bicyclists were invited to review a pilot installation along the new Market Street Bikeway (3rd St to the Berkeley border) and provide feedback. Thanks to input from numerous individuals plus eight agencies, the guidelines are now complete.

The new system supports 100 destinations: downtown, adjoining jurisdictions, transit stations, commercial districts, major parks, colleges, hospitals, high schools, and other landmarks. New bikeways will be signed as they are developed, and the system is designed so that supplemental signs can easily be added as the bicycle network expands. Look for the new signs next in the vicinity of the MacArthur BART Station (a project in partnership with BART). 



Confirmation Sign



Turn Sign



Decision Sign



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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://tinyurl.com/mhrd99>)

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。
(<http://tinyurl.com/nozr6v>)

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://tinyurl.com/ma9n7q>)