

WE OAKLAND

Bi-annual newsletter reporting progress implementing Oakland's Bicycle Plan from the City of Oakland, Department of Transportation

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NEW BIKE PLAN APPROVED

2019 PLAN COMMITS TO EQUITY, SAFETY, PROGRAMS



Photo: Clane Gessel Photography

Celebrating Twenty Years of Oakland's Bicycle Plan

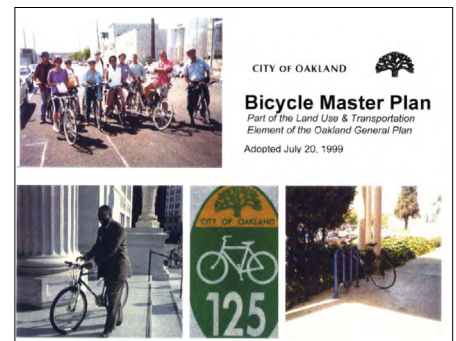
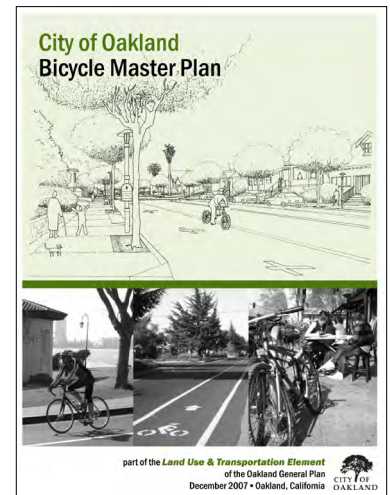
July 2019 marks the adoption of Oakland's third Bicycle Plan and the 20th anniversary of Oakland's first Bicycle Plan that was adopted by City Council in July 1999. The 2019 Bicycle Plan charts the course by committing to social equity and quality bikeways, working with underserved communities to scope and deliver projects and programs that deliver on residents' needs and help fuel their dreams.

Download the plan at www.letsbikeoakland.com.

While Oakland's first bikeways and bike advocacy date to the 1970s, the 1990s were an early turning point with a major citywide planning effort to create a Land Use and Transportation Element for Oakland's General Plan. This forward-looking document called for the creation of both Bicycle and Pedestrian Plans for Oakland. To undertake this effort, City staff created a committee composed of advocates, residents, and staff who met monthly. This committee was the precursor to the City's Bicyclist and Pedestrian Advisory Commission which, in its various forms, has met continuously on a monthly basis since 1995. The Bicycle and Pedestrian Plans were split into separate projects with the Bicycle Plan adopted in 1999 and the Pedestrian Plan adopted in 2002.

When the first Bicycle Plan was adopted, Oakland was in the midst of the first "Dot Com" boom, Yahoo was the hot new thing, and Oakland had a total of five lane miles of bike lanes on parts of Bancroft Ave, Broadway, Fruitvale Ave, Telegraph Ave, and West St. Two decades later, Oakland has 118 lane miles of bike lanes and the number of bicyclists has more than tripled. The supply of publicly available bike parking has increased from 500 spaces to more than 10,000 spaces. Along the way, Oakland adopted its second Bicycle Plan in 2007 with the objective to "become a Bicycle Friendly Community by 2012, as recognized by the League of American Bicyclists." Oakland was awarded Bronze in 2010, Silver in 2014, and Gold in 2018.

What might the next two decades bring? Oakland's land uses will be denser and more mixed, responding to rising land and energy costs. That density will catalyze more people biking and walking and even more emphasis on BART stations and AC Transit's major corridors. Technological advances with electric motors and batteries will continue to drive innovation in micro-mobility, with very small and lightweight vehicles becoming major users of Oakland's bikeways. The quality and connectedness of those bikeways will increase with physical separation and traffic calming. And the next generation of bicycle advocates and transportation professionals will have new insights, enthusiasm, and dedication to push the limits of what's possible. Here's to 1999, 2019, and 2039 – ride on!



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.

Oakland Call Center

- Via phone: 311 (510-615-5566 outside Oakland) | online: 311.oaklandca.gov mobile: OAK 311 (app). Please report:
 - ▶ roadway 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

OakDOT Bicycle & Pedestrian Program

- Jason Patton, Program Manager
- David Lok, Data Analyst
- David Pené, Assistant Engineer
- Noel Pond-Danchik, Coordinator
- Jennifer Stanley, Coordinator

Program Interns

- Ankitha Doddanari, Pierre Gerard, Jun Tanabe, Emanuel Ulloa

Volunteers: Peggy Mooney, and ...you? Info at www.oaklandbikes.info/volunteer.

The projects described herein are funded partially or wholly by Oakland's share of voter-approved countywide transportation sales taxes. Five percent of Measure B funds, and 8% of Measure BB funds, are dedicated to bicycle/pedestrian projects and programs throughout the county.

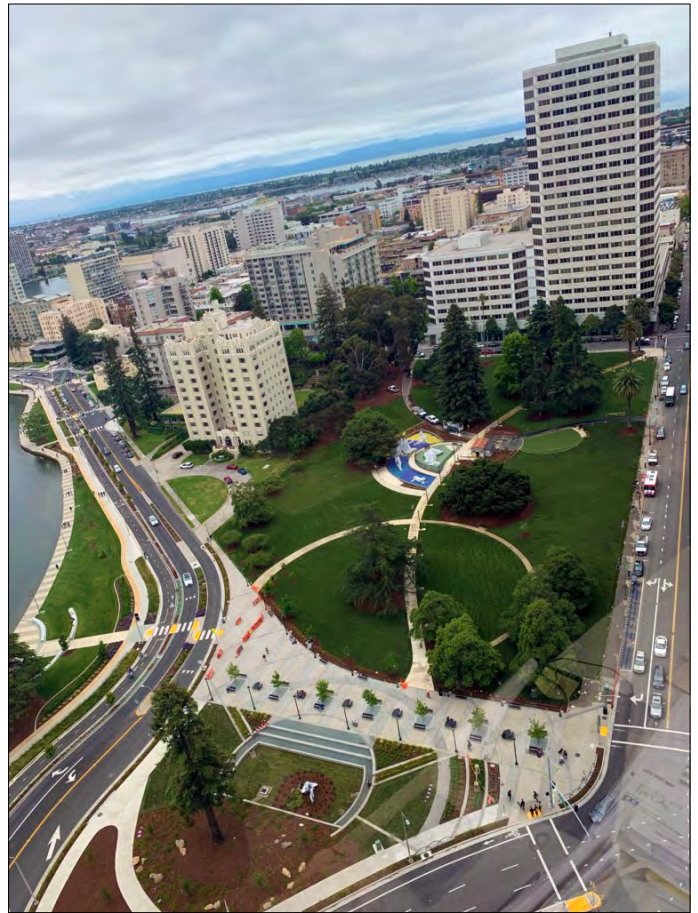
For more information, see www.oaklandca.gov/topics/measure-b-bb-and-vehicle-registration-funds.



Measure DD Works: Lakeside Streets are Green

In June, the Lakeside Green Streets Project, a multi-year effort to transform the west side of Lake Merritt, was completed. The project expanded Snow Park into what was previously a tangle of intersections. New trees and walkways, renovated bathrooms, new play structures, and, of course, Oakland's most handsome separated bikeway to date, are now in place for all to enjoy. Following the curve of Lake Merritt's west bank, the new separated bike lanes are two-way between 19th and 21st Sts, and (currently) one-way northbound to W Grand Ave, with buffered bike lanes on Harrison St in the other direction connecting to the westbound bike lanes on Thomas Berkley Wy (aka 20th St). The project also closed gaps in the lakeside path between Madison St and 19th St. These snazzy new bicycle connections serve bicyclists traveling to and from the Adams Point, Oakland Avenue, and Grand Lake neighborhoods, Lake Merritt, the Uptown and Downtown business districts, and the 19th Street BART station. Designed for people of all ages and abilities, the ½-mile separated bikeway features a wide planter strip between bicyclists from moving vehicles. Other improvements include new and/or shortened crosswalks, new sidewalks, lakeside benches, and bike racks galore!

The City leveraged local, voter-approved Measure DD funds to bring in millions for this project from the Federal Highway Administration, Statewide Measure F (Vehicle Registration Fund), regional Metropolitan Transportation Commission, and countywide Measure B/BB Local Streets and Roads sales tax.



Birds-eye view of the renovated Snow Park



Embarcadero Bridge ribbon-cutting

Re-Embarcadero

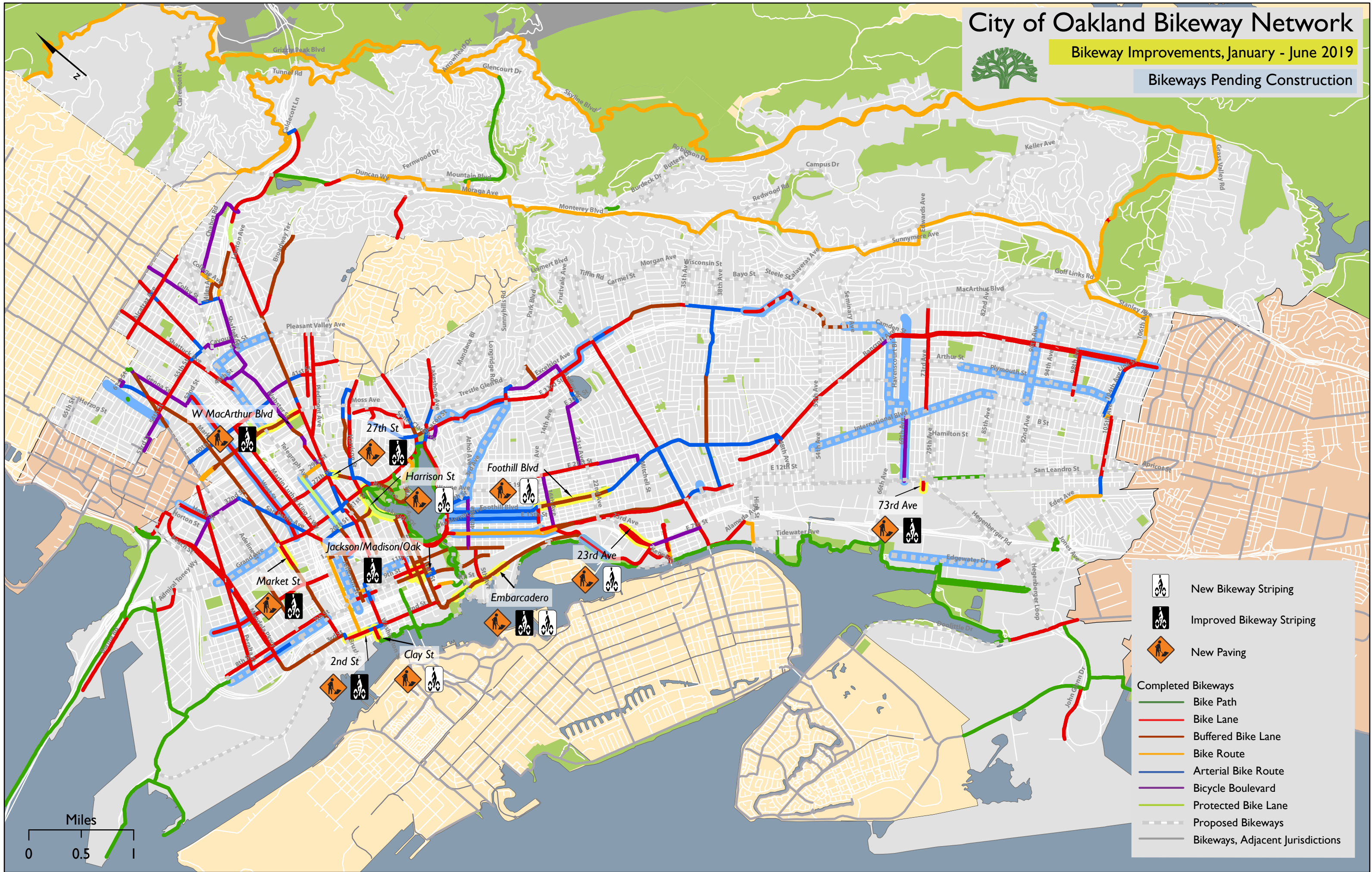
The Embarcadero Bridge over the Lake Merritt Channel, a major bridge replacement project four years in construction, is now complete, restoring the best bikeway connection from downtown to the Fruitvale district and city of Alameda. The bridge was widened, making room for buffered bike lanes in both directions. (Previously the bridge, part of the San Francisco Bay Trail, was designated for bicyclists with signage only.) The project narrowed travel lanes from 14 to 11 feet, consistent with the configuration on either side of the bridge. Sidewalks were added on the north side and, on the south, were more than doubled in width forming a multi-use path. Along this waterfront side, two lookout areas create space to contemplate the Oakland-Alameda estuary (and cut ribbons, photo, left). The project was primarily funded by the U.S. Department of Transportation's Federal Highway Bridge Program (HBP), California's Proposition 1B, and Alameda County Measure B. At around the same time, the bikeway east of the bridge was upgraded as part of the Brooklyn Basin Development Project. Wide buffered bike lanes were installed between 4th Ave and the 10th Ave on-ramp. Now back to your regularly-scheduled commute.



City of Oakland Bikeway Network

Bikeway Improvements, January - June 2019

Bikeways Pending Construction



- New Bikeway Striping
- Improved Bikeway Striping
- New Paving
- Completed Bikeways**
 - Bike Path
 - Bike Lane
 - Buffered Bike Lane
 - Bike Route
 - Arterial Bike Route
 - Bicycle Boulevard
 - Protected Bike Lane
- Proposed Bikeways
- Bikeways, Adjacent Jurisdictions



Bicycling, briefly . . .

Bike to Work Day Next Quarter of a Century.

On Thursday May 9, OakDOT—in partnership with OPW, Walk Oakland Bike Oakland, and Bike East Bay—hosted Oakland’s 26th annual Bike to Work Day, with a pancake breakfast and transportation tabling fair at City Hall from 7:00-9:30am. More than 800 bicyclists passed through Frank Ogawa Plaza on their way to work, including five members of the City Council and seven members of Oakland’s Bicyclist & Pedestrian Advisory Commission (BPAC). Members of the Original Scraper Bike Team (one of whom is a BPAC commissioner) biked from the Martin Luther King Jr Library on International Blvd at 69th Ave, meeting up with Councilmembers at BART stations: Loren Taylor at Coliseum and Noel Gallo at Fruitvale. Photos at malcolmallacephotography.pixieset.com/biketowork2019.



Walk Oakland Bike Oakland Director Chris Hwang and OakDOT Director Ryan Russo on Bike to Work Day.

Urban Cycling 101 Report. Between January and June, Bike East Bay offered six in-classroom Urban Cycling 101 classes at six different Oakland Public Libraries.

These classes are funded by grants to the City from the Transportation Development Act Article 3 statewide funding program (revenues from statewide gas tax)—and a new allocation was approved by City Council in May, keeping these courses available throughout Oakland for the coming year and beyond. Spread the word and register at bikeeastbay.org/education.



Intersection Innovations.

In late June, pedestrian safety-focused changes to five intersections around the Lake Merritt BART Station were completed. The project installed painted bulb-outs along with reflective bollards, and signal changes were made to reduce pedestrian vehicle conflicts. At Madison St/8th St and Madison St/9th St, protected intersection design elements were installed to better separate bicyclist and vehicle turning movements and increase vehicle yielding to bikes. The project also lengthened loading zones to allow for pick-ups/drop-offs away from bus stops and bike lanes. More information at www.oaklandca.gov/projects/lake-merritt-intersection-improvements.

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BPAC Vacancies. In anticipation of three vacancies, the Bicyclist & Pedestrian Advisory Commission is encouraging those interested in serving to submit applications by September 13. BPAC has appointed a committee to encourage a diverse applicant pool and to make recommendations to the Mayor for commissioners to serve three-year terms beginning January 2020. More information at www.oaklandca.gov/services/become-a-bpac-commissioner.



Happy Mapiversary!

In May, the 10th edition of Oakland’s annual bikeways map hit the stands, with initial distribution through bike shops and on

Bike to Work Day. Bikeways

in Oakland and adjacent cities are color-coded by type of bikeway (lanes, paths, etc.). For its first decade, the map was designed and updated by Jake Coolidge, who created the very first map as an intern in the Bicycle & Pedestrian Program.

Developer-Built Separated Bike Lane on 27th St.

In May, a parking-and-bollard separated bike lane was installed on 27th St between Broadway and Valdez St. The bike lane was installed by the developer in conjunction with a new condo development at the corner of Broadway. The updated bike plan recommends separated bike lanes on 27th St between San Pablo Ave and Harrison St, and this is the first piece to be constructed, replacing buffered bike lanes installed in 2014, replacing basic bike lanes installed in 2011. Progress!



Raving About Paving

In spring 2019, a citywide paving project installed 4.6 lane miles of bike lanes on six streets, including 3.1 miles of buffered bike lanes. On Foothill Blvd (15th Ave to 23rd Ave), pictured, the project converted the four-lane roadway to two lanes plus buffered bike lanes to improve safety along San Antonio Park and at Garfield Elementary School. The other five projects

updated existing bikeways, including W MacArthur Blvd where buffers were added to the existing bike lanes between Telegraph Ave and Manila Ave. These buffered bike lanes are now continuous on W MacArthur Blvd from Market St to Manila Ave, a distance of 1.5

miles. At the Coliseum Amtrak station, bike lanes were restriped on 73rd Ave from San Leandro St to the station entrance. In West Oakland, bike lanes were restriped on Market St from 18th St to W Grand Ave. In Jack London Square, bike lanes were installed on 2nd St from Brush St to Jefferson St replacing sharrows on this part of the San Francisco Bay Trail, and improvements were made on Clay St between 2nd St and the ferry terminal.



Council Approves New Three-Year Paving Plan

In April, the City Council approved a new three-year pavement prioritization plan. Funding from Oakland voter-approved Measure KK is allowing the City to pave more local streets than in the past as typical funding sources available for paving

required an emphasis on busy streets.

About one third (35 miles) of the plan's mileage is on bikeway streets.

Ten street

miles are existing bikeways and recommended for upgrades (such as from standard to buffered or separated bike lanes). Another 25 miles are on streets proposed as bikeways in Oakland's 2019 Bicycle Plan. Learn more at www.oaklandca.gov/resources/draft-final-3-year-paving-plan.

Yacking About Racks

Between January and June 2019, 526 new bike parking spaces were installed, bringing the total number of publicly accessible bike parking spaces to 10,663. Of these new spaces:

- 208 are located in a new self-serve bike station at MacArthur BART (the station with the highest bike access mode share systemwide) that opened in May.
- 16 are new bicycle eLockers, eight at the corner of Lake Park and Lakeshore Aves and eight in the Rockridge Branch Library parking lot (both pictured below). These were funded by Measure B Bicycle/Pedestrian funds matched by a grant from the Bay Area Air Quality Management District's Transportation Fund for Clean Air (TFCA) Program.
- over 300 are sidewalk racks, with more than half installed as part of private development projects (not counting what was required and installed inside for tenants) and the others funded by a TFCA grant from the Alameda County Transportation Commission.

To get access to the cage and lockers, go to www.bikelink.org.



In other bike parking news: in May, City Council approved an allocation from the Transportation Development Act Article 3 funding program to continue installing bike parking. This will launch the 14th phase of Oakland's CityRacks Program. Request racks at www.oaklandbikes.info/bikerack.





Bikes Share Adapts

On a sunny Wednesday, May 22, a pilot adaptive bike share program was launched on the shores of Lake Merritt (photo, left). This program is a partnership between the Bay Area Outreach and Recreation Program (aka BORP) and the regional bike share operator (now Lyft). These shared bikes allow people with disabilities to bicycle by offering bikes in a variety of shapes and sizes including handcycles, recumbent handcycles, recumbent leg trikes and a side-by-side tandem with supportive leg pedals, quad grip hand pedals, plus straps, seatbelts, and pads. Rentals include fitting and training, a helmet, and storage of mobility devices and service animals.

Based on the pilot, Lyft is considering expanding the service into San Francisco.

Learn more at www.borp.org/lyft-bay-wheels-borp-adaptive-bike-share-pilot.

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Summer 2019

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City of Oakland, Bicycle & Pedestrian Program
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Oakland, CA 94612
Phone: (510) 238-3983
Email: bikeped@oaklandca.gov
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/newsletter

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/newsletter 查詢。

Để lấy một tờ bản tin bằng tiếng Việt về chương trình đi xe đạp của Thành Phố Oakland, xin gọi số 238-3983 tới trang mạng hoặc www.oaklandbikes.info/newsletter



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