


# I OAKLAND

**Bike news from the Bicycle & Pedestrian Facilities Program of the City of Oakland, California**  
**Winter 2009 | Circulation 1,002** [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

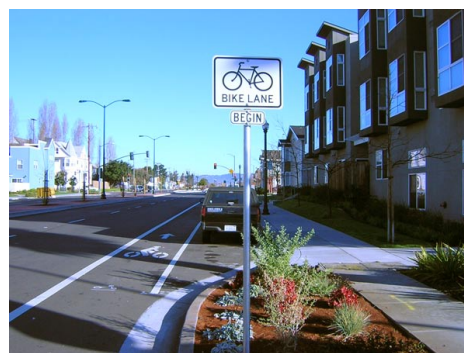
### **Program Staff**

- Jason Patton, Bicycle & Pedestrian Program Manager
- Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator
- Jake Coolidge, Planning Intern
- Andrea Potter, Engineering Intern

## *Closing Gaps on Bancroft, Mandela, Doolittle, and Market*

### **Bancroft Ave: Oakland's Longest Bikeway**

The Bancroft Avenue Bikeway is now complete, stretching 4.6 miles from 49<sup>th</sup> Ave to the San Leandro border (online map at [tinyurl.com/buvt6d](http://tinyurl.com/buvt6d)). The most recent segment was completed in December 2008, closing a one-mile gap between 67<sup>th</sup> and 82<sup>nd</sup> Aves. Funded by the TDA Article 3 funding program, the bikeway is mostly bike lanes with some connecting sharrow segments. The Bancroft Bikeway is now the longest continuous single-street facility in Oakland, and it extends well into neighboring San Leandro, facilitating intercity bicycling trips. The project is also calming motor vehicle traffic along the corridor, enhancing neighborhood quality of life and improving the safety of pedestrian crossings.



### **Mandela Pkwy: Just 300 Feet Finishes the Job**

With the reconstruction of one block of Mandela Parkway (7<sup>th</sup> to 8<sup>th</sup> Sts—online map at [tinyurl.com/dmctvd](http://tinyurl.com/dmctvd)) in October 2008, continuous bike lanes now stretch 2.7 miles from 3<sup>rd</sup> St and Brush St in Jack London Square to 40<sup>th</sup> St and Horton St at the Emeryville border. The project also improved bicycle and pedestrian accommodations on 8<sup>th</sup> St from Union St to Mandela Pkwy. Both segments feature new sidewalks, crosswalks, wheelchair ramp upgrades, pedestrian lights, street trees and traffic signal improvements. Because of these connecting projects, the West Oakland BART Station has the distinction of being the BART station in Oakland with the best bicycle access.

### **Doolittle Drive: Connecting the Bay Trail, Airport, and San Leandro**


In November 2008, bike lanes were added to Doolittle Dr from Eden Rd near the San Leandro border to Airport Access Rd in Oakland (online map at [tinyurl.com/b57s23](http://tinyurl.com/b57s23)). This segment is now part of a continuous facility that extends from the Martin Luther King, Jr Regional Shoreline at Swan Way to Davis St in San Leandro. These bike lanes connect to other bikeways that provide continuous connections along the Oakland Estuary from High St to the Oakland International Airport via the Martin Luther King, Jr Regional Shoreline, Doolittle Dr, Airport Dr, and John Glenn Dr. The new bike lanes are part of the Airport Gateway Streetscape Project, a joint project of the City of Oakland Redevelopment Agency and the City of San Leandro, with additional funding from the US Department of Housing and Urban Development's Economic Development Initiative grant program. *(cont.)*

## Market St: North Oakland to West Oakland, Bay Trail to Berkeley

In December 2008, the City of Oakland completed the Market Street Bikeway Project, constructing a two-mile bikeway on Market St from 3<sup>rd</sup> St to West MacArthur Blvd. This new bikeway connects with a one-mile bikeway on Market St between West MacArthur Blvd and Aileen St, to form a continuous three-mile bicycle facility. A recent supplemental project installed sharrows on Market St from 57<sup>th</sup> to 61<sup>st</sup> St/Occidental St (online map at [tinyurl.com/dht7uo](http://tinyurl.com/dht7uo)).

The now-complete Market Street Bikeway spans 3.3 miles from the Bay Trail to the Berkeley border. As linked to existing facilities at each end of the Market Street Bikeway (the West Oakland Bay Trail in the south, and Berkeley's California Street Bicycle Blvd in the north), the bikeway now forms a route of regional significance, facilitating—to pick just one example—a ride from Oakland's Fruitvale District to Solano Ave in Berkeley, all on designated bicycle facilities.

Additionally, traffic signal video cameras were reprogrammed to detect bicyclists at the intersection of Market St and San Pablo Ave. Bicycle warning signs were installed on San Pablo Ave at Market St to alert motorists that bicyclists should be expected to cross this skewed intersection. Wayfinding signage was installed along the entire bikeway (see accompanying article, at right) guiding cyclists to a variety of destinations.


The project also improved pedestrian safety and access by installing: advance limit lines at intersections where the significant diagonal skew of the intersections constrains sight lines; new continental crosswalk markings at five existing crosswalk locations; and pedestrian crossing and school zone signage. See project photos at [tinyurl.com/ch4qgd](http://tinyurl.com/ch4qgd). 

## City Proposes New Bicycle Wayfinding Signage

As part of the Market Street Bikeway, the City

installed new bicycle wayfinding signage as a demonstration project for public input. The new signs build on the common "Bike Route" sign to provide directions and distances to key destinations. The system is composed of three sign types. **Confirmation signs** indicate that the street is a bike route and provide distances in miles to destinations along the route. **Turn signs** mark where a bike route turns from one street onto another street. **Decision signs** are located at the intersection of bikeways and indicate where each bikeway goes. The signs follow the general conventions used by highway guide signs to communicate information in a clear, consistent, and space-efficient format.

In recent years, the City used the "Bicycle Route Number Marker" signs that include a route number, the bicycle symbol, and the City oak tree. However, some members of the public have noted that the numbering system is not intuitive, the signs can be difficult to see, and they provide limited wayfinding information. The new signs on Market St are a demonstration project to solicit input on how Oakland should proceed with bicycle wayfinding signage.

In the coming months, the Bicycle and Pedestrian Facilities Program will be gathering input on these two approaches to bicycle wayfinding signage. Go for a ride and let us know what you think. The new signs are located on Market St in both directions between 3<sup>rd</sup> St and 61<sup>st</sup> St plus a connection to the California St Bicycle Blvd in Berkeley. The older numbered route signs are also installed on Market St between West MacArthur Blvd and Adeline St. Take a look at both signage systems and send your comments to [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) or to the address on the back of this newsletter. Based on the public feedback, we will finalize the City's bicycle wayfinding guidelines and move forward with signing other bikeways around Oakland. 



Confirmation sign



Turn sign



Decision sign



Bicycle route number marker



The Market Street Bikeway was funded by grants from the Alameda County Transportation Improvement Authority (ACTIA) and State Transportation Development Act Article 3 (TDA Article 3) funding program, matched by Oakland's share of Measure B Local Streets and Roads funding.



Bicycle detector pavement marking

### New Bicycle Detection at Three Traffic Signals

The City recently upgraded three traffic signals on important bikeways to ensure that bicyclists are detected. The intersections are:

- Colby St and Forest St at Claremont Ave on the Webster/ Shafter bikeway
- Market St at San Pablo Ave on the Market St bikeway
- Excelsior Ave at Beaumont Ave on the MacArthur Blvd bikeway that is under development

Oakland has over 600 traffic signals, two-thirds of which are “fixed time”

signals. These traffic signals cycle through their phases giving a fixed amount of green time to each movement, regardless of whether or not anyone is waiting. The other traffic signals in Oakland are “actuated,” meaning that detectors monitor waiting vehicles and then the signals allocate green time dynamically to reduce overall delay.


In Oakland, two types of detectors are used at actuated signals: inductive loops (coils of wire in the pavement) that detect the metal of waiting vehicles; and video cameras that optically recognize waiting vehicles. Most of the loop detectors in Oakland are incapable of recognizing the comparatively small amount of metal in a bicycle. In contrast, video cameras can detect bicyclists if configured properly. All new traffic signals in Oakland are being equipped with video detection and the older signals are being upgraded to include this technology.

On Colby St/Forest St and on Excelsior Ave, the inductive loops were replaced with video detection. On Market St, the video cameras were already installed and the detection was adjusted to recognize bicyclists. At these three locations, note the bicycle detector pavement



City crews install video detection camera on street light.

markings that indicate where bicyclists should wait in order to call the green light. These markings are also

located to encourage bicyclists to position themselves in the travel lane and away from the curb to reduce conflicts between through bicyclists and right-turning vehicles. 


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**Is there a traffic signal on one of your regular routes that doesn't detect bicyclists? Send the location information to [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) or to the address on the back of this newsletter. The City will upgrade the detection with priority given to traffic signals on existing bikeways.**  
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Existing lockers at the Lake Merritt BART station are now BikeLink-compatible.

### More eLockers at Oakland BART Stations

In October 2008, BART unveiled nearly 200 new bicycle eLockers, including 110 in Oakland at the Rockridge, Lake Merritt, MacArthur, and West Oakland stations. Including the 16 installed by the City of Oakland to serve the 12<sup>th</sup> and 19<sup>th</sup> St BART stations, there are now 126 bicycle eLockers that provide secure, convenient, and affordable bicycle parking at Oakland's major transit hubs. BART plans to install eLockers at the remaining Oakland stations in 2009.


Unlike conventional lockers that are rented by the year to one person only, eLockers can be used by any cyclist with a Bike Link card. This wallet-sized card is pre-purchased like a BART ticket and used to access any unoccupied locker. Bike parking costs just pennies a day. (The City's lockers cost \$0.05/hr with the first five hours of every rental free. BART's lockers cost \$0.03/hr.) An innovative and secure locking technology coupled with the Bike Link card allows for locker access by multiple consecutive users, an improvement over conventional lockers which remain empty much of the time (a consequence of annual rental agreements). eLockers have been installed throughout the Bay Area and beyond. For more information, including card purchase options (online and a list of locations) and videos demonstrating how to use the eLockers, go to [www.bikelink.org](http://www.bikelink.org). 

## A New Dry Look for Tunnel Road

Thanks to a Caltrans Hazard Elimination Safety grant, water now flows under—not over—Tunnel Rd, preventing slippery slime build-up from threatening unsuspecting cyclists. A 300-foot segment of Tunnel Rd near Charring Cross Rd was redesigned and reconstructed, and a new catch basin and guard rails were installed. New bicycle warning and guide signs on Tunnel Rd from Hiller Dr to Skyline Blvd will also alert drivers to the presence of cyclists on the road. 



### Thank you, Lisa!

The effort to identify locations for new bike racks to replace defunct parking meters (see all previous editions of this publication) got a boost from volunteer Lisa Schrag. As shown in the photo, Lisa helped evaluate sidewalks throughout Oakland's commercial districts and, based on criteria in the City's Neighborhood Bicycle Parking Plan, sited new bicycle parking racks. Over 350 racks will be installed this winter. (Just like you, we can't wait!) Thank you, Lisa! 



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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) (<http://tinyurl.com/cxo34d>)

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。  
(<http://tinyurl.com/ce3dmo>)

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) (<http://tinyurl.com/b6sqls>)