

# I OAKLAND

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

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## The Golden Age

On December 6, 2018, Oakland was designated as a Gold Level Bicycle Friendly Community (BFC) by the League of American Bicyclists (LAB), joining San Francisco as one of only 34 cities nationwide so designated. In this round, 61 cities received awards, and Oakland was one of only three to improve upon their 2014 Silver designation. Oakland was first designated as Bronze in 2010.

The award reflects the steady progress Oakland has made to make the city more supportive of bicycling and recognizes investment in bicycling infrastructure, promotion, education programs, and pro-bicycling policies by City departments, other public agencies, Oakland bike shops, and the many community-based organizations with bicycle-related missions and interests. LAB produces a report card for each jurisdiction detailing the scoring and steps cities can take to get to the next level; see [www.oaklandca.gov/resources/bicycle-friendly-community](http://www.oaklandca.gov/resources/bicycle-friendly-community).

For a national comparison, consider that of 464 BFC cities, Oakland is the only one with a population between 400,000 and 680,000 to be ranked Gold. (Five cities are much larger—averaging 825,000 in size, and 26 much smaller—averaging 74,000 in size.) There are currently five Platinum rated (and no Diamond rated) cities. Of these, all are home to major universities, and only Portland, Oregon is a large city. The other four (Davis, CA, Boulder, CO, Fort Collins, CO, and Madison, WI) have between 63,000 and 237,000 residents. Size is significant due to complexity and needed resources (including passion and commitment, year after year) required to foment change in cities with larger areas and populations.

On learning of the designation, OakDOT Director Ryan Russo said, “Oakland is grateful and humbled to receive this honor from LAB. It reflects the cumulative impact of the diligent work by City staff and community partners. We still have much work to do, and this will help inspire us to continue improving conditions so that more people can choose to travel by bicycle—affordable, sustainable and fun transportation.” You can take that to the bank.





## We Bike Port of Oakland

In October, Port of Oakland-owned sections of **Embarcadero** were repaved and striped, from 9<sup>th</sup> Ave to 16<sup>th</sup> Ave, and from Dennison St to roughly 300 feet west of Kennedy St. During project development, OakDOT provided final striping plans to the Port. These added bike lane buffers between 9<sup>th</sup> and 16<sup>th</sup> Aves, green conflict zone striping at two locations, and widened the bike lanes east of Dennison St. (Coincidentally, in December, PG&E construction work between 16<sup>th</sup> Ave and Dennison St resulted in that section’s repaving, and bike lane striping restoration.) All segments are part of the on-street San Francisco Bay Trail, and are well used by bicyclists traveling between Alameda and Oakland.

In September 2018, the last segment of bikeway in the former Oakland Army Base area was installed: bike lanes along 0.8 miles of the reconstructed **W Burma Rd** between the path segment west of Maritime St and the Bay Bridge Path. The first segments (a path on Maritime St and bike lanes on E Burma Rd, now called Admiral Tomey Wy) were completed in December 2017 (see article in the Winter 2018 newsletter).

## Less Mysterious Ways

In October 2018, the City installed new bicycle wayfinding signs at 70 locations along 5.7 miles of roadway, highlighting key destinations along four bikeway corridors. Maintenance work at 103 locations included replacing, removing, or repairing damaged signs or poles, and updating destinations on signs to reflect the 2017 update to the City’s wayfinding sign guidelines. The recently-signed bikeway corridors include:

**E 12<sup>th</sup> St** (1<sup>st</sup> Ave to Fruitvale Ave), intersecting with signed bikeways on 1<sup>st</sup> Ave, 4<sup>th</sup> Ave, 16<sup>th</sup> Ave, and Fruitvale Ave, complementing the existing bikeway between 14<sup>th</sup> Ave and Fruitvale Ave, and anticipating the bikeway between 1<sup>st</sup> and 14<sup>th</sup> Aves to be installed later this year as part of AC Transit’s Bus Rapid Transit project.

**W MacArthur Blvd** (San Pablo Ave to Broadway), intersecting with four existing signed bikeways on Market St, West St, Webster St, and Broadway.

**Broadway** (41<sup>st</sup> St to Ocean View Ave), closing the sign gap on the Broadway bikeway corridor. The continuously signed bikeway now extends from 14<sup>th</sup> St & Franklin St to Tunnel Rd/Skyline Blvd (a distance of 6.7 miles and to the Berkeley border via westbound Tunnel Rd.

**Broadway Ter** (Broadway to Clarewood Dr), replacing old numbered bike route signs, following the installation of bikeway striping in 2017, and removing signs along the unride-ably steep stretch above Clarewood Dr (per bike plan recommendations).



Highlighting bikeable destinations, eastbound E 12<sup>th</sup> St.

Now, over 130 lane miles of Oakland’s bikeway network have wayfinding signs with destinations, distances, and directions. Of signed bikeway miles, 85% feature the current standard.

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

#### Oakland’s Bicyclist and Pedestrian Advisory Commission (BPAC)

- Meetings are held the 3<sup>rd</sup> Thursday of the month and are open to the public. More info at [www.oaklandbikes.info/bpac](http://www.oaklandbikes.info/bpac).

#### Oakland Call Center

- Via phone: 311 (510-615-5566 outside Oakland) | online: [311.oaklandca.gov](http://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
- Jennifer Stanley, Coordinator
- David Pené, Assistant Engineer
- Noel Pond-Danchik, Coordinator

#### Program Interns

- Former: Joshua Ekstedt, Eric Wilhelm;
- Current: Pierre Gerard

#### Volunteers

Peggy Mooney, and ...**you?** Info at [www.oaklandbikes.info/volunteer](http://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](http://www.oaklandca.gov/topics/measure-b-bb-and-vehicle-registration-funds).





## Lakeside Thrives

In October 2018, a new, two-way separated bike lane was opened on **Lakeside Dr** from Madison St to Harrison St along Lake Merritt. The lanes were constructed as part of “Lakeside Green Streets,” a complete streets project that is rebuilding the public realm along the west shore of Lake Merritt. (The project, in construction, will also extend the bikeway north on Harrison St to W Grand Ave, connect with existing bike lanes at each end, and intersect with bike lanes on W Grand Ave, 20<sup>th</sup> St, and Madison St.) The separated lanes, the City’s most ambitious to date, feature a planted median between cyclists and vehicular traffic, bicycle signals providing safe and inviting points of entry, and fresh pavement that will be spared from the stresses posed by cars and trucks and thus remain free of potholes. Plus, bicyclist-only turn pockets!



*A relaxing ride: separated bike lanes on Lakeside Dr between Madison and Harrison Streets.*

## Paving the Ways

Between July and November, the City paved 8.3 miles of bikeways on nine different streets. This included 3.6 miles of new buffered bike lanes and an additional 1.2 miles of new bike lanes. The longest stretch of work—on **Market St** between W Grand Ave and 61<sup>st</sup> St—removed the two-way center turn lane to make room for buffers between 24<sup>th</sup> St to 55<sup>th</sup> St. On **Fruitvale Ave** in the Dimond District, an uphill bike lane was striped from Montana St to MacArthur Blvd, extending the work of a 2017 paving project that added an uphill bike lane from Foothill Blvd to Harold St. Another climbing bike lane was installed on **Moraga**

**Ave** from the Piedmont city line to Estates Dr. The severely deteriorated road surface on **Piedmont Ave** from Randwick Ave to MacArthur Blvd was



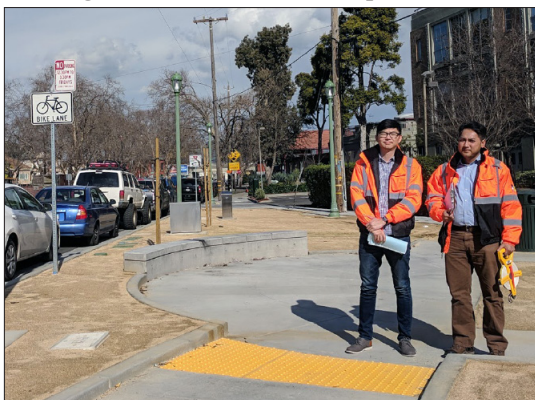
*New traffic circle on the Webster/Shafter bicycle boulevard.*

repaved, and upgraded bike lanes were installed (replacing those originally

installed by Kaiser Hospital in 2014). Much-needed new pavement was also installed along the nearby I-580 undercrossing at **Webster St**, between 34<sup>th</sup> St and 36<sup>th</sup> St, along with new buffered bike lanes connecting Pill Hill and the Mosswood neighborhood. Further up the Webster St/Shafter Ave bicycle boulevard, new pavement, rebuilt speed humps, and three new traffic circles were installed on **Shafter Ave** between 51<sup>st</sup> St and Forest St. Additional locations with new pavement and bike lanes include short stretches of **4<sup>th</sup> St** (Oak St-Fallon St), **E 8<sup>th</sup> St** (5<sup>th</sup> Ave-7<sup>th</sup> Ave), and **Edgewater Dr** (Pendleton Wy-Hegenberger Rd).

## Peralta Streetscape Completes Bikeway

In August, 2.4 miles of new bike lanes were striped on **Peralta St** to create a continuous bikeway from 7<sup>th</sup> St to 36<sup>th</sup> St across the length of West Oakland, as part of a streetscape project. The new facility connects to existing bike lanes on 7<sup>th</sup> St, 14<sup>th</sup> St, Mandela Pkwy, and Hollis St, plus a bike boulevard on 32<sup>nd</sup> St. (Bike lanes were previously installed on Peralta St between 24<sup>th</sup> St/Mandela Pkwy and 32<sup>nd</sup> St in coordination with a 2015 paving project.)



*OakDOT Designer, Najjun Zhang, and OPW Engineer, Sophea Sem, at the new pedestrian plaza created by narrowing the Union St intersection.*

In addition to striping bike lanes (and paving the street), the project replaced sidewalks, added bulbouts, and installed pedestrian-scale lighting from 7<sup>th</sup> St to 10<sup>th</sup> St and from Hollis St to Haven St. It also transformed the awkward intersection of Peralta St/Union St into a pedestrian plaza. City crews lent a helping hand and repaved part of 20<sup>th</sup> St at Peralta St that was in particularly poor shape due to aging railroad tracks. A similar but more complicated condition remains on 18<sup>th</sup> St and Peralta St, where the 18<sup>th</sup> St railroad tracks and the immediately adjacent pavement are owned by a private party. OakDOT is seeking a comprehensive solution to the railroad tracks along 18<sup>th</sup> St—from Wood St to Poplar St.



# City of Oakland Bikeway Network



Bikeway Improvements, July-December 2018

Bikeways Pending Construction, 2019



- New Bikeway Striping
  - Improved Bikeway Striping
  - New Paving
  - New Bike Path
  - New / Improved Signs
- Completed Bikeways (type)
- Bike Path (Class 1)
  - Bike Lane (Class 2)
  - Buffered Bike Lane (Class 2B)
  - Bike Route (Class 3)
  - Arterial Bike Route (Class 3A)
  - Bicycle Boulevard (Class 3B)
  - Protected Bike Lane (Class 4)
  - Proposed Bikeways (all classes)
  - Bikeways, Adjacent Jurisdictions

See Oakland bikeway class definitions at [www.oaklandca.gov/resources/bikeway-types](http://www.oaklandca.gov/resources/bikeway-types).





# Bicycling, briefly . . .

## Oakland Welcomes Three New Commissioners

The Bicyclist and Pedestrian Advisory Commission (BPAC) was convened in September 2014 to advise the City Council on all programs, projects, and policies related to walking and bicycling. Monthly meetings held on the third Thursday of the month are open to the public. On December 12, 2018, based on recommendations from the Mayor's office, the City Council appointed three new BPAC commissioners—Jesse Jones, Phoenix Mangrum, and Zachary Norris—and reappointed Commissioner Reginald Burnette, Jr. At BPAC's December meeting, the two outgoing commissioners—Chris Kidd and Rosa Villalobos—were recognized for their accomplishments and thanked for their commitment. Find current commissioners at [www.oaklandca.gov/teams/bicycle-and-pedestrian-advisory-commission](http://www.oaklandca.gov/teams/bicycle-and-pedestrian-advisory-commission).

## Waterfront Trail Improvements

Two short but sweet segments of Oakland's Waterfront Trail, part of the San Francisco Bay Trail, adjacent to Embarcadero north of the Livingston Pier, were improved in December. Visitors will note some charmingly rustic connections behind boats and across the British Marine & Industrial parking lot, with custom green and blue pavement markings. Some of the surface area remains wood planking. Bay Trail and Public Shore signs mark the route.



Dots connect new trail segments

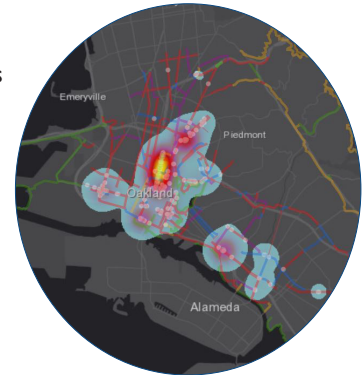
## The 10K Plan

Oakland reached a significant milestone with over 10,000 publicly accessible bicycle parking spaces installed as of December 31, 2018—10,098 to be exact, up from the 9,955 reported in the last newsletter. Most of the racks installed over the last six months were installed by the City via the 13<sup>th</sup> cycle of Oakland's CityRacks Bicycle Parking Program, funded by a grant from the Transportation Fund for Clean Air, a Bay Area Air Quality Management District program administered by the Alameda County Transportation Commission. To meet our grant obligation (and honor our commitment to providing services to Oaklanders), we need to install 131 more bike racks. So, please keep those requests coming! See [www.oaklandbikes.info/bikerack](http://www.oaklandbikes.info/bikerack) for details.



## Ticketing Bike Lane Blockers

The City's Parking Control Technicians ticket drivers blocking bike lanes. (It is a violation of California Vehicle Code 21211.B.) OakDOT is actively tracking high-frequency violation areas and focusing efforts to discourage this behavior over time. A new interactive online map at [arcg.is/14yjfr](http://arcg.is/14yjfr) shows where tickets were issued in 2017, and highlights where tickets were most frequently issued. (For those interested, the data can be downloaded for further exploration and analysis.) OakDOT Mobility Management Division staff presented this information to the BPAC in December. See presentation starting on page 30 of that meeting's agenda packet at [tinyurl.com/DecBPAC](http://tinyurl.com/DecBPAC).



Online map shows zeroes in on blocked bike lane areas.

## PedalFest #8

Jack London Square's eighth annual PedalFest on July 28 drew over 20,000 attendees. Sponsored and organized by Jack London Square, the heavy lift was by Bike East Bay who turned out 140 volunteers! OakDOT tabled for the bike plan update, presenting the draft bikeway network and program recommendations, and offering commenters a prize wheel spin to win Let's Bike Oakland! branded swag. The Oakland Library bike mobile was also on hand, lending their creative touch to engaging youth in books and bikes. Event photos at [pedalfestjacklondon.com](http://pedalfestjacklondon.com).



Many like bikes.

## Bike East Bay Urban Cycling 101

Between July and December 2018, Bike East Bay taught seven bike street skills courses to a total of 63 attendees. Six in-classroom sessions were offered at Oakland's libraries and one on-the-road course was held at the International Community School. These classes are made possible by a City of Oakland grant from the Transportation Development Act Article 3 fund source. For future classes, go to [bikeeastbay.org/UCI01](http://bikeeastbay.org/UCI01).

## Bike Plan Update

Let's Bike Oakland!, Oakland's bike plan update, finished up 8+ months of community outreach in late September. Staff spent 480 hours in the community, engaged more than 2,900 residents in person, and gathered 1,046 comments on the online input map. Since September, OakDOT:



- **updated** City Council, Bicyclist and Pedestrian Advisory Commission, Partner Advisory, Community Advisory and City Advisory Committees
- **released** the draft bike network on the online community input map for more feedback
- **teamed** up with the Scrapper Bike Team on a bike ride to see the recommended bike network and refined it to maximize connectivity
- **worked** with the Oakland Public Library on combining bike programs with existing services at the 81<sup>st</sup> Ave and Martin Luther King Jr Branch Libraries

OakDOT is preparing for a third round of Community Workshops to get feedback on the entire plan before it goes to City Council for adoption. Get project updates and provide feedback at [letsbikeoakland.com](http://letsbikeoakland.com).

## Rollin' in Tradition

On July 26, 2018, Oakland's Original Scrapper Bike Team held an event to celebrate the installation of two bike-themed murals on the upright BART columns facing the intersection of 75<sup>th</sup> Ave and San Leandro St. The murals were designed by local artist Desi Mundo, founder of the Community Rejuvenation Project, "a pavement to policy organization that cultivates healthy communities through public art, beautification, education, & celebration."



*OakDOT Director, Ryan Russo celebrates the new murals with members of the Original Scrapper Bike Team, BART Director Robert Raburn, Bike East Bay Director Ginger Jui, and Matt Nichols from Oakland Mayor Libby Schaff's office.*

The murals are named "Rollin' in Tradition" and feature scrapper bike wheels rendered in Dubs blue and yellow and As green and gold. Funded by a grant from Rails-to-Trails Conservancy, the murals are adjacent to the first completed segment of the East Bay Greenway, a multi-jurisdiction trail project being implemented by the Alameda County Transportation Commission. More information at [www.alamedactc.org/programs-projects/bicycle-and-pedestrian/eastbaygreenway](http://www.alamedactc.org/programs-projects/bicycle-and-pedestrian/eastbaygreenway).



*Plus e-bikes now part of the Ford GoBike fleet.*

## Ding-ding! The Bike Share Electric

In December, Ford GoBike, the regional bike sharing system, added its first fleet pedal-assist electric bikes to the 127 East Bay stations. The new e-bikes, branded "Plus," were inaugurated on December 14 at a ribbon cutting and ride with OakDOT Director Ryan Russo, the mayor of Emeryville, and representatives from Bike East Bay, Ford GoBike, and Lyft (which bought Ford GoBike's parent company Motivate in July).

During a pilot of 250 e-bikes in San Francisco last April, Plus bikes were used for nearly three times as many rides as regular pedal bikes. A similar trend is underway in Oakland. Within their first month on the ground in Oakland, Plus bikes were ridden 10,753 times, roughly 60% of total trips despite only accounting for one quarter of the total bike fleet. Oaklanders took a total of 245,121 bike share trips in 2018.

E-bikes add a boost to conquer hills and arrive less sweaty, and help make biking accessible to people with a wider range of physical abilities. Plus bikes can reach speeds of 18 mph, and can be used by Ford GoBike members for the same price as pedal bikes. Learn more at [fordgobike.com/plus](http://fordgobike.com/plus). Partial funding for OakDOT bike share staff support was provided by the Bay Area Air Quality Management District and the Alameda County Transportation Commission.



# Bike the Numbers

Year (Ending)	Bikeways (Centerline Miles)	Bike Lanes (CL Miles / % of Network)	Wayfinding (CL Miles / % of Network)	Bike Parking (Spaces)
2007	104	28 (26%)	0 (0%)	3,224
2008	107	31 (29%)	3 (3%)	3,492
2009	111	34 (30%)	3 (3%)	4,428
2010	112	33 (29%)	11 (10%)	4,772
2011	121	36 (29%)	22 (18%)	5,303
2012	134	42 (31%)	36 (27%)	6,315
2013	141	47 (33%)	50 (35%)	7,072
2014	146	52 (35%)	55 (38%)	8,023
2015	151	54 (36%)	61 (41%)	8,841
2016	155	62 (40%)	64 (41%)	9,519
2017	161	69 (43%)	64 (40%)	9,900
<b>2018</b>	<b>166</b>	<b>73 (44%)</b>	<b>72 (43%)</b>	<b>10,098</b>



City of Oakland, Bicycle & Pedestrian Program  
 OakDOT, Safe Streets Division  
 250 Frank Ogawa Plaza, Suite 4344  
 Oakland, CA 94612  
 Phone: (510) 238-3983  
 Email: [bikeped@oaklandca.gov](mailto:bikeped@oaklandca.gov)  
 Web: [www.oaklandbikes.info](http://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](http://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](http://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](http://www.oaklandbikes.info/newsletter)



Save a tree! Email [bikeped@oaklandca.gov](mailto:bikeped@oaklandca.gov) to request electronic-only newsletter delivery.