

WE OAKLAND

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

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The Scrapper Bikeway on 90th Ave

In June, OakDOT marked a milestone in the transformation of 90th Ave into the 90th Ave Scrapper Bikeway. From International Blvd to MacArthur Blvd, the street was paved and restriped from four lanes to two lanes with a median and shoulders. In collaboration with the Original Scrapper Bike Team, OakDOT is reducing speeding and making it safer to walk and bike in the neighborhood. In September, the Scrapper Bike Team partnered with Walk Oakland Bike Oakland to install a Paint the Town mural at 90th Ave and Plymouth St (photo below). In October, OakDOT began the installation of a decorative treatment in the median that showcases East Oakland's bike culture. Two blocks of this treatment were completed by the end of 2019 (see DOT crews in action, below). The remaining length along 90th Ave is planned for completion in 2020. For more information, see oaklandca.gov/projects/90th-ave-repaving-redesign.



Dear Fellow Oaklanders,

Welcome to the latest edition of your OakDOT “We Bike Oakland” newsletter!



This is a tremendously exciting time for bicycling in Oakland. It has been six months since our City Council adopted the Let’s Bike Oakland Bicycle Plan, giving our department, our community and our partners a vision for “new projects and programs ... to enhance existing communities and their mobility needs.” This newsletter highlights our latest progress toward this vision, including:

- **Scraper Bikeway on 90th Ave (cover story):** The design of this first-of-its-kind bikeway embodies the bicycle style of East Oakland—developed with our community, and for our community. Not your typical paving and bikeway project.
- **Let’s Bike Oakland’s programs for people:** Examples include the pedal-powered Bike Library with the Oakland Public Library, earning a bike with Cycles of Change, and urban cycling classes with Bike East Bay.

You’ll also see updates on projects east of High St—LAMMPS and Havenscourt Blvd—plus West Oakland’s 7th St Streetscape project, and newly paved bikeways on Mandana Blvd and MacArthur Blvd. Follow the citywide progress through our “Bike the Numbers” performance measures and a new web map that puts all of Oakland’s bike facilities at your fingertips. Making a more bike-friendly Oakland gives residents, workers, and visitors more affordable, fun, safe, and healthy choices for getting from A to B. Thank you



for staying engaged as we endeavor on this challenging but rewarding work! Drop us a line at bikeped@oaklandca.gov to let us know how we’re doing, ask any questions, make suggestions, or learn how you can get more involved.

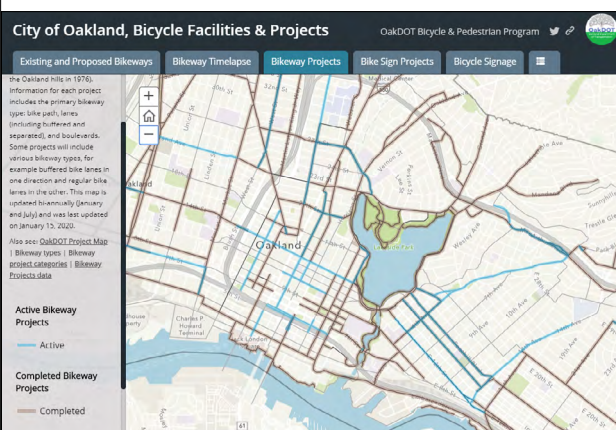
Sincerely,

Ryan Russo, Director, OakDOT

Go to tinyurl.com/OaklandBikePlanMap

In October, the Bicycle & Pedestrian Program published an online map that shares the status of Oakland’s bikeway facilities and projects; see tinyurl.com/OaklandBikePlanMap. The map is tabbed to show a variety of bike plan related subject matter in a single window, and includes a tab displaying active and completed bikeway path and striping projects.

To be updated twice annually in January and July, the map is a key strategy for keeping the public informed on the City’s progress implementing Oakland’s bicycle plan.



Stay In E-touch

The Bicycle & Pedestrian Program maintains three email distribution lists: one for this newsletter, one for Bicyclist & Pedestrian Advisory Commission (BPAC) agendas, and one for general announcements. The subscription page for all three has been consolidated into one form. Go to oaklandca19202.activehosted.com/f/20 to get the emails you want.

RESOURCES

Suggest a Bike Rack Location

- Review guidelines and either request a rack online or contact us (info on mailing panel). See 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 oaklandbikes.info/bpac.

OAK311 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
 - ▶ any traffic-related issue (will be referred to correct organization)

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 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 oaklandca.gov/topics/measure-b-bb-and-vehicle-registration-funds.



LAMMPS Lighting the Ways

In November, the bikeways proposed in Phase 1 of the Laurel Access to Mills, Maxwell Park & Seminary Project (aka, the “LAMMPS Project,” tinyurl.com/LAMMPS-Plan) were completed. These changes improve bicyclist and pedestrian access between the Laurel commercial district, Mills College, and Maxwell Park, installing 1.1 lane miles of new path and upgrading 1.1 lane miles of on-street bikeways. The off-street multi-use path parallels I-580 between Greenacre Rd and the entrance to Mills College at Richards Rd, providing a lower stress bicycling alternative to the adjacent on-street bike lanes (which were restriped with buffers as a part of the project).

New features include crossing improvements at Richards Rd with a bike box and signage to guide southeast-bound bicyclists towards Seminary Ave and Millsmont. Bulbouts at the north side of the I-580 underpass narrow the crossing distance significantly, minimizing potential conflicts with motor vehicles. At the project’s west end, the path starts with a semi-circular approach that angles bicyclists perpendicular to traffic for improved visibility to oncoming motorists. The adjacent sidewalk was widened and the addition of a center median safety island narrowed the street and created an accessible crossing. Push-button flashing beacons, shark teeth advance yield markings, and corresponding signs warn motorists to yield to pedestrians and bicyclists. All bike crossings are further emphasized with green conflict zone/crosswalk markings. Still to come in future projects: the next section of path (Richards Rd to Seminary Ave) and bike lanes on Camden St to create a continuous route to the bikeways on Bancroft Ave and Havenscourt Blvd.



Semi-circular approach to path, looking west; photo Robert Raburn.

Transport on Havenscourt

Also in November, bike lanes were installed on Havenscourt Blvd between Foothill Blvd and International Blvd as part of a citywide paving project. These bike lanes are the first in Oakland to have scooter pavement markings as well as bike lane markings. Havenscourt Blvd is one of six streets included in the “East Oakland Planning for Paving Project” (oaklandca.gov/topics/east-oakland-planning-for-paving), an effort to incorporate more traffic safety strategies and community input in the process of repaving Oakland’s streets. Project work on Havenscourt Blvd continues with the installation of traffic circles, bollards, and signs. The new bikeway intersects with the existing bike lanes on Bancroft Ave and to those pending construction on International Blvd as part of AC Transit’s BRT Project. Together with planned bike lanes on Camden St, pending construction in 2020, the result will be a continuous bike lane (or better) connection between MacArthur Blvd/High St and Havenscourt Blvd/International Blvd—a distance of 2.4 miles.



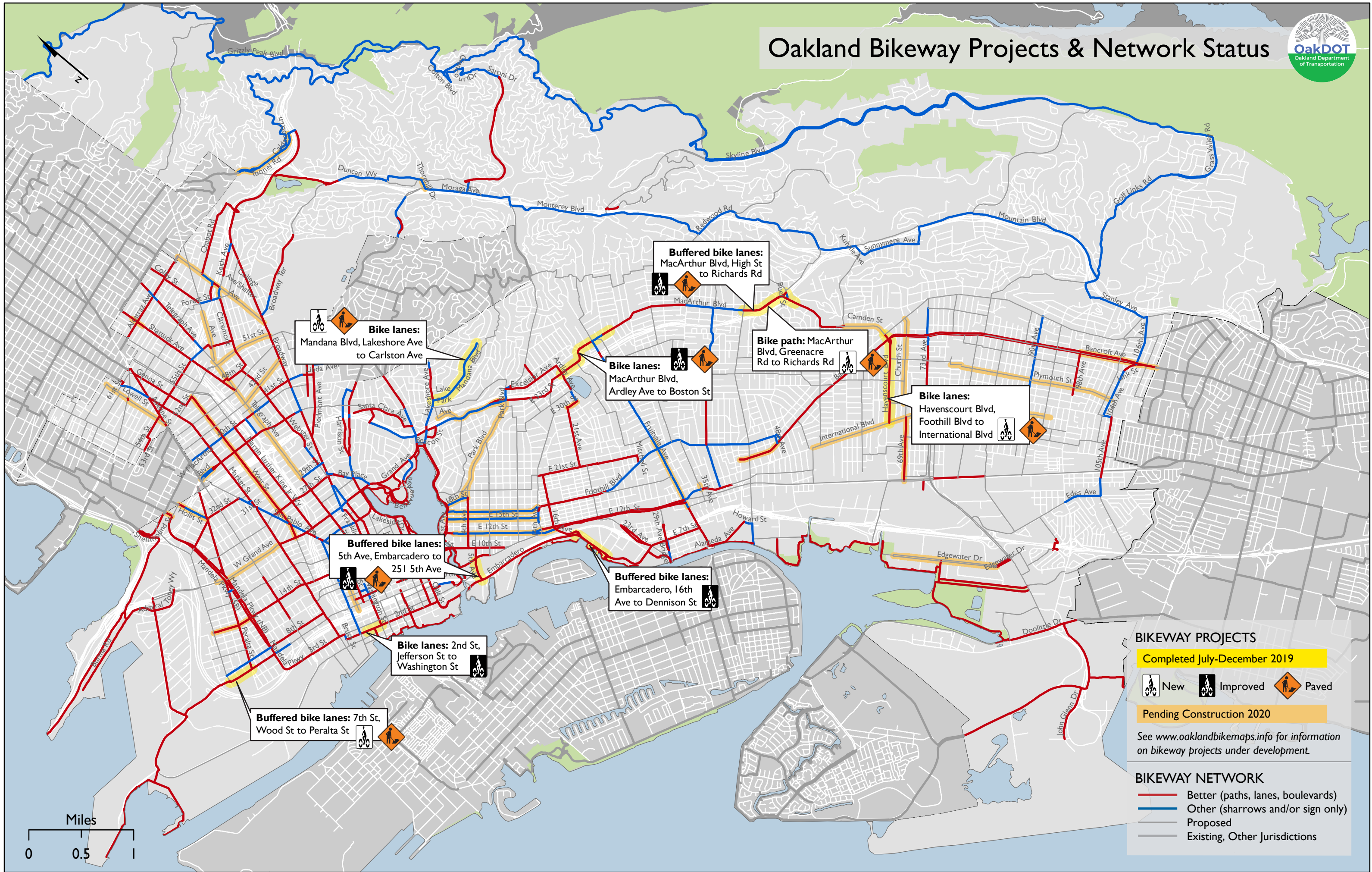
7th St Goes West

In August, buffered bike lanes included in Phase II of the 7th St West Oakland Transit Village Streetscape Project were completed. The new lanes between Wood and Peralta Streets extend the bike lanes installed as part of Phase I (Mandela Pkwy to Peralta St, 2012) west to Wood St by about 1/3 mile. In addition to bike lane striping, the project includes paving, high visibility crosswalks, and new/wider sidewalks, plus, still in construction, new trees and landscaping, pedestrian lighting, benches and trash cans, improved stormwater management, and walk-of-fame plaques to commemorate 7th Street’s musical history as the “Harlem of the West,” see everettandjones.com/saucy-sisters-blog/7th-street-oakland-walk-of-fame. A related paving project planned for completion in 2020 or 2021 will extend the bikeway east to Market St, installing mostly buffered bike lanes, replacing sharrows installed in 2012.



City staff inspects the new bike lanes on 7th St.

Oakland Bikeway Projects & Network Status



Buffered bike lanes:
MacArthur Blvd, High St
to Richards Rd

Bike lanes:
Mandana Blvd, Lakeshore Ave
to Carlston Ave

Bike lanes:
MacArthur Blvd,
Ardley Ave to Boston St

Bike path: MacArthur
Blvd, Greenacre
Rd to Richards Rd

Bike lanes:
Havenscourt Blvd,
Foothill Blvd to
International Blvd

Buffered bike lanes:
5th Ave, Embarcadero to
251 5th Ave

Buffered bike lanes:
Embarcadero, 16th
Ave to Dennison St

Bike lanes: 2nd St,
Jefferson St to
Washington St

Buffered bike lanes: 7th St,
Wood St to Peralta St

BIKEWAY PROJECTS

Completed July-December 2019

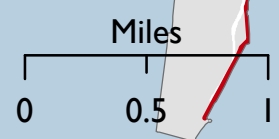
New Improved Paved

Pending Construction 2020

See www.oaklandbikemaps.info for information on bikeway projects under development.

BIKEWAY NETWORK

- Better (paths, lanes, boulevards)
- Other (sharrows and/or sign only)
- Proposed
- Existing, Other Jurisdictions





Bicycling, briefly . . .

The Shed Moves Ahead

The Oakland Public Library has been refining conceptual designs to expand The Shed, a community bike repair facility at the Martin Luther King Jr Branch Library installed in 2016. The design (front view below) takes advantage of underused outdoor space to create a bicycle-focused multi-use area for repair, teaching, and other bike-related programming.



Conceptual rendering of a redesigned MLK Jr Branch Library.

Bike and Scooter Share Update

In July 2019, the popular pedal-assist electric bikes were removed from all regional bike share stations to deal with a technical issue. (They are expected back in March 2020.) In July, the City issued permits to four scooter sharing companies, who can deploy up to 3,500 shared scooters and are required to educate users on safety. Stay tuned at oaklandca.gov/topics/shared-mobility-programs.

Disembark and Park

As of December 31, 2019, there were 10,916 publicly accessible bike parking spaces installed in Oakland, an increase of 299 since the last newsletter. Of these new spaces, 210 were funded by a Transportation Fund for Clear Air grant from the Alameda County Transportation Commission, and 44 were installed as part of private development projects. Request racks at oaklandbikes.info/bikerack.



Urban Cycling 101 Classes

Between July and December 2019, Bike East Bay taught six bike street skills courses to a total of 74 attendees at five Oakland library branches. A Spanish-language class in September provided attendees with free helmets provided by Bird scooters. These classes are made possible by ongoing grants to the City of Oakland from the Transportation Development Act Article 3 fund source (a portion of the statewide sales tax). For future classes, go to bikeeastbay.org/UC101.

Oakland BPAC Transitioners

Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC) advises the City Council on all programs, projects, and policies related to walking and bicycling. On November 19, 2019, based on recommendations from the Mayor's office, the City Council appointed three new BPAC commissioners—Grey Gardner, Patricia Schader, and Dianne Yee. They replace (pictured left to right) Kenya Wheeler, Midori Tabata, and Zachary Norris. OakDOT staff deeply appreciate Kenya and Midori for their six years of service, including multiple years of leading the Commission. Staff thank Zachary for his expertise in human rights and social

justice, and for bringing this expertise to the Commission's work. Find current commissioners at oaklandca.gov/teams/bicycle-and-pedestrian-advisory-commission. Monthly meetings are on the third Thursday of the month, 6:00-8:00pm, in City Hall. Members of the public are encouraged to attend, get involved in the BPAC's committees, and participate each summer in the annual process to appoint new commissioners.



BPAC: Now a Minor Motion Picture

A recent episode of KTOP's "Inside City Hall" series featured the Oakland BPAC. Check it out at tinyurl.com/KTOP-BPAC.

The Ninth Life of PedalFest

Amazing! Jack London Square's annual PedalFest celebration has been held nine years in a row. On August 3, 2019, over 20,000 attendees converged at the foot of Broadway to revel in shared bike fervor with a wide range of activities and a total of 73 vendors. Sponsored by Jack London Square and



co-organized with Bike East Bay, 126 volunteers kept the event running. OakDOT staff and members of the BPAC were on hand to answer questions about Oakland's bike related plans, projects, and programs. Don't just imagine what this event is like. Check out

this short video: youtu.be/_cupkK3HG3M. Then, mark your calendars for the 10th annual PedalFest on August 1, 2020.

Bikes, Books, and Community

Oakland Public Library's Bike Library pedaled their wares at 18 events between July and December 2019, including monthly appearances at the Oakland Museum of California's First Friday events and at the Golden Gate Branch for Women Bike Book Club meetings. Other events included the 40th St Block Party, PedalFest, a Back-to-School Health & Resource Fair at Willie Wilkins Park, Lincoln Summer Nights at Lincoln Park, Oakland Pride, and Piedmont Ave Halloween Parade. In November, the Bike Library led a bike tour in East Oakland to coincide with a screening of the film *Motherload* (a crowd-sourced documentary about the benefits of cargo bikes). The route included a tour of the new Scrapper Bikeway on 90th Ave.

Oakland Public Library "Recycle a Bicycle" Program

In October, the Oakland Public Library received a \$15,000 grant from the Pacific Library Partnership to implement a "Recycle a Bicycle" program.

Recycle a Bicycle is an earn-a-bike program for adults in East Oakland that will be implemented through a partnership with Cycles of Change, a community-based bicycle education organization.

The grant will also fund the purchase of bike tools for checkout at OPL branches. Cycles of Change offers beginners' ride safety training, advanced bicycle adventures, bicycle restoration workshops, and environmental science programs in the East Bay. "Recycle a Bicycle" participants will learn basic bike riding and maintenance skills, get personalized route and riding guidance, and—upon successful completion of the program—earn a refurbished used bike, helmet, lock, and lights. Participants will also have the opportunity to teach the next cohort of participants, as OPL and Cycles jointly refine the curriculum and dynamically shape the Recycle a Bicycle program.



The OPL Bike Library on the move.



Green conflict zone, MacArthur Blvd at Canon Ave, makes complex intersection more visible. Photo: David Coleman.

More Moving Experiences

In July, OakDOT striped new bike lanes on **Mandana Blvd from Lakeshore Ave to Carlston Ave** as part of a repaving project. The project includes 0.7 miles of bike lane in the uphill direction and sharrows plus some bike lane in the downhill direction. The project is part of a connection between the Grand Lake and Oakmore neighborhoods, included in both the City of Oakland's and City of Piedmont's Bicycle Plans. In November, a separate project paved **MacArthur Blvd from Ardley Ave to Boston Ave**, upgrading 1.4 miles of bike lanes that were originally installed in 2011. The project closed a gap in the bike lanes between Fruitvale Ave and Lincoln Ave, and added green bike lanes at two complicated intersections (one pictured left). Finally, in summer 2019, two striping-only projects along the on-street Bay Trail have resulted in continuous bike lanes (buffered and basic) between Emeryville and the Park St Bridge for all but the one-block jog on Brush St, 3rd St to 2nd St: (1) bike lanes were striped on **2nd St between Jefferson St and Washington St**, closing a two block gap; and (2) on **Embarcadero between 16th Ave and Dennison St**, a combo buffered and basic bike lane facility was striped, upgrading the bikeway from sign-only in the southeast direction. These two projects cap a series of construction and maintenance efforts dating back several years that disrupted travel along the Bay Trail.

Bike the Numbers

Year Ending	Centerline miles			Bike Parking Spaces
	Bikeway Miles	Bike Lanes as % of Existing Bikeways	% of Existing Bikeways with Wayfinding	
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
2018	166	73 (44%)	72 (43%)	10,098
2019	171	77 (45%)	72 (42%)	10,916



City of Oakland, Bicycle & Pedestrian Program
 OakDOT, Safe Streets Division
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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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