

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4344 . OAKLAND . CALIFORNIA . 94612
 Public Works Agency TEL: (510) 238-3466
 Transportation Planning & Funding Division FAX: (510) 238-7415

Bicycle and Pedestrian Advisory Committee, Monthly Meeting
Thursday, July 17, 2014; 5:30-7:30 pm
Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor

AGENDA

Time	Item #	Topic	Topic Type
5:30	1	Introductions, appointment of note taker (5 minutes)	Ad
5:35	2	Approval of meeting minutes (5 minutes)—Seek motion to adopt the June meeting minutes.	A
5:40	3	Oakland Bicyclist & Pedestrian Advisory Commission appointments (10 minutes)—Melissa Vargas from the Mayor’s Office will present the Mayor’s recommended appointments for the new Commission and answer questions.	A
5:50	4	Market/Adeline Sts HSIP-funded project design review (25 minutes)—Transportation Services Division staff will share the draft design for the Market/Adeline Sts project and take comments from the committee.	A
6:15	5	Proposal to remove requirement for bicycle registration in Oakland Link (20 minutes)—Robert Prinz, Bike East Bay, will share a proposal to remove the bicycle registration requirement from the Oakland municipal code and get feedback from the committee.	A
6:35	6	Bicycle Friendly Communities application review <i>Attachment</i> (45 minutes)—The committee will review the draft application and provide feedback to staff. (The application is due to the League of American Bicyclists on August 14, 2014.)	A
7:20	7	Announcements, suggestions for next meeting topics (10 minutes)	Ad

*** Topic Types:**

I=informational; A=action item; Ad=administrative

Agenda online at: www2.oaklandnet.com/n/OAK044959

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Question	Answer
Name of Community	
* Name of Community	Oakland
*County	Alameda
* State	CA
* Has the community applied to the Bicycle Friendly Community program before?	Yes
* If yes, what was the result of the last application?	Bronze
* If designated, what year was your community first awarded a Bronze or higher award?	2010
* Mayor or top elected official (include title)	Mayor Jean Quan
* Phone	510-238-3141
* Email	jquan@oaklandnet.com
* Address	1 Frank Ogawa Plaza, 3rd Floor, Oakland, CA 94612
* Website	www.oaklandnet.com
BFC CONTACT PROFILE	
* Name of BFC contact	Jason Patton
* Title	Bicycle & Pedestrian Program Manager
*Department	Public Works Department
* Employer	City of Oakland
* Address	250 Frank Ogawa Plaza, Suite 4344
* City	Oakland
* State	CA
* Zip	94612
* Phone	510-238-7049
* Email	jpatton@oaklandnet.com
* Is the BFC contact also the Bicycle Program Manager?	Yes
* If no, does your community have a Bicycle Program Manager?	N/A
* If different from above, what is the Bicycle Program Manager's contact information (email and phone)?	N/A
* Applicant name and email, if different from BFC contact or Bicycle Program Manager contact	N/A

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Community Profile	
* 1. Type of Jurisdiction (check one)	Town/City/Municipality
Town/City/Municipality	
County	
Metropolitan Planning Organization or Council of Governments	
Regional Planning Organization	
Rural Planning Organization	
Census Designated Place	
Indian Country	
Military Base	
Other	
2. For purposes of comparison, would you describe your community as largely	urban
urban	
suburban	
rural	
3. Climate	
* Average temperature for January (in °F)	51
* Average temperature for April	58
* Average temperature for July	64
* Average temperature for October	62
* Average precipitation for January (in inches)	4.71
* Average precipitation for April	1.42
* Average precipitation for July	0.0
* Average precipitation for October	1.33
4. Square mileage of community (sq. mi.)	
* Total area	78.01
* Water area	22.22
* Land area	55.79
5. Total Population	400,740
5a. College/University student population (during semester)	
10% or less	10% or less
*10-25%	
*25-50%	
*50-75%	
*More than 75%	
*N/A	
6. Population Density (Person per sq. mi.)	7,183
7. Median Household Income (whole number)	48196

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Community Profile (cont'd)	
8. Age distribution	
* % under 5	6.9%
* % age 5-17	14.6%
* % age 18-64	67.2%
* % age 65+	11.3%
* Totals (Total should equal 100)	100.0%
9. Race	
* % White	41.02%
* % Black or African American	25.57%
* % American Indian and Alaska Native	0.63%
* % Asian	16.14%
* % Native Hawaiian and Other Pacific Islander	0.64%
* % Some other race	10.38%
* % Two or more races	5.62%
* Totals (Total should equal 100)	100.0%
* % Hispanic or Latino (of any race)	26.77%
*10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?	4
*11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?	75-100%
<i>10% or less</i>	
<i>10-25%</i>	
<i>25-50%</i>	
<i>50-75%</i>	
<i>75-100%</i>	
*12. Do you have an officially recognized Bicycle Advisory Committee?	Yes
<i>Yes/no</i>	
*12a. How often does it meet?	Monthly or more frequently
<i>Monthly or more frequently</i>	
<i>Every two months</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Other (describe- 50 word limit)</i>	
* 12b. How many members serve on the committee?	9

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Community Profile (cont)	
* 12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? (Check all	
<i>User group</i>	Yes
<i>Law enforcement</i>	No
<i>Chamber of commerce</i>	No
<i>Public health</i>	No
<i>Planning department</i>	Yes
<i>Transportation department</i>	Yes
<i>School board</i>	No
<i>Parks department</i>	No
<i>Recreation department</i>	No
<i>Transit agency</i>	Yes
<i>Other (describe- 50 word limit)</i>	
* 12d. Name and email of Bicycle Advisory Committee Chair	Chris Hwang, chris@wobo.org
*13. List all bicycle advocacy groups in your community	Bike East Bay; Walk Oakland Bike Oakland; Bicycle Trails Council of the East Bay; TransForm; Bay Area Bicycle Coalition; CalBike
*13a. List the name and email of the primary contact for each bicycle advocacy group. If a primary contact is the applicant or BFC contact, list an alternative contact.	Bike East Bay (Renee Rivera, renee@bikeeastbay.org); Walk Oakland Bike Oakland (Chris Hwang, chris@wobo.org); Bicycle Trails Council of the East Bay (Mike Udkow, mikeudkow@gmail.com); TransForm (Nora Cody, nora@transformca.org); Bay Area Bicycle Coalition (Mai Le, maile@bayareabikes.org); CalBike (ryan@calbike.org)
*13b. Do you contract with any advocacy groups for services or programs? Check all that apply	
Paid	X
Volunteer	X
No	
* 13c. List all advocacy groups that are working with you on this application	Bike East Bay; Walk Oakland Bike Oakland; Bicycle Trails Council of the East Bay; TransForm
*14. What are the primary reasons your community has invested in bicycling? Check all that apply	
<i>Improved quality of life</i>	Yes
<i>Improving public health</i>	Yes
<i>Community connectivity</i>	Yes
<i>Transportation options</i>	Yes
<i>Reduce car-parking demands</i>	No
<i>Climate change/environmental stewardship concerns</i>	Yes
<i>Decrease traffic congestion</i>	Yes
<i>Increase tourism</i>	No
<i>Increase property values</i>	No
<i>Cooperation with adjacent communities</i>	No
<i>Public demand</i>	Yes
<i>Economic development</i>	Yes
<i>Support Smart Growth or other growth management goals</i>	Yes
<i>Traffic and bicycle/pedestrian safety</i>	Yes
<i>Meet local or state requirements</i>	No
<i>Other (describe- 50 word limit)</i>	

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Community Profile (cont)	
<p>*15. What was your community's most significant investment for bicycling in the past year? (500 word limit)</p>	<p>In September 2013, the Alex Zuckerman Bicycle/Pedestrian Path opened as part of the new Eastern Span of the San Francisco-Oakland Bay Bridge. The path is 15.5 feet wide and delineated for two-way bicycle travel with separate space for walking. It extends for 2.2 miles from the bridge touchdown in Oakland to Yerba Buena Island in the middle of San Francisco Bay. The path is named after Alex Zuckerman, one of the Bay Area’s foremost bicycle advocates. Zuckerman was a founder of the East Bay Bicycle Coalition in 1972 and he worked for the Oakland Planning Department for many years. In addition to the path on the bridge, there is an additional 2.7 miles of paths that provide access to the bridge touchdown. These paths include an innovative design allowing cyclists to access bicycle lanes on both sides of 40th Street/Shellmound Road without having to cross the roadway. This is achieved with a fork in the path where one leg crosses under the roadway, providing seamless transitions for travel in all directions between the path and the connecting on-street bike lanes. Interpretive displays, belvederes, seating, landscaping, and wayfinding signage complete the facility. The project was completed by the California Department of Transportation (District 4), culminating a decade of work. The new bridge has become a major cycling destination because of its monumental architecture, stunning views, and 4.7 miles of car-free bike path. It is attracting an especially broad range of cyclists because the facility accommodates all levels of ability.</p>
<p>*16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)</p>	<p>Over the past four years, Oakland’s bikeway network has expanded by 25% - from 113 miles to 142 miles. Not only did the total mileage expand, but the quality of the overall network improved: bike lane mileage increased by 40% while bike route mileage decreased by 20%. In other words, many new bikeways were built while at the same time existing bikeways were upgraded to provide a higher level of accommodation. Over the same four year, period, the number of bike parking spaces rose from 4,566 to 7,738 – an increase of almost 70%.</p> <p>Since the previous BFC application, the following design treatments have become standard practice: sharrows, buffered bike lanes, green bike lanes, and bike corrals. Oakland also experimented with super sharrows – standard sharrows plus a continuous band of green pavement to delineate the cyclists’ path of travel. Design work was completed for a cycle track that will include Oakland’s first bicycle traffic signal. Two highly successful parklets were installed by removing car parking in front of neighborhood-serving businesses.</p> <p>The City of Oakland and Bike East Bay partnered to offer monthly bicycle safety classes as part of the standard enrichment activities of the City’s Parks and Recreation Department. The number of LCIs active in Oakland increased from eight to fifteen through trainings and a more aggressive class schedule.</p> <p>PedalFest, an annual bicycle festival, was initiated in 2011 with 20,000 people attending each year. Bike share was funded for Oakland, Berkeley, and Emeryville, with \$8.7 million to fund an initial rollout of 750 bikes. Oakland’s free bike map, initiated in 2010, has become an institution over five years of annual updates with 90,000 copies in print.</p> <p>The City of Oakland hosted a Cities for Cycling Road Show with the National Association of City Transportation Officials. Experts from New York, Chicago, and Boston provided training to City staff and helped educate decision-makers on the value of high-quality bikeways for making American cities vital and relevant in the 21st century.</p>

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Community Profile (cont)	
<p><i>Question 16 cont.</i></p>	<p>The Oakland City Council passed anti-harassment ordinance that creates civil penalties for threatening or endangering bicyclists and pedestrians on Oakland’s streets. The City Council also passed a Complete Streets policy that was recognized by Smart Growth America as one of the best such policies in 2013.</p>
<p>*17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)</p>	<p>In the coming year, Oakland is on track to stripe 10 miles of bikeway and install new wayfinding signs along an additional 10 miles of bikeway. These projects include 9 miles of new bikeways, 1.3 miles of striping upgrades to existing bikeways, and 10 miles of signage upgrades to existing bikeways. The first segment of the East Bay Greenway will open at the Coliseum BART Station, an historically underserved neighborhood. The East Bay Greenway is a proposed 12-mile bicycle and pedestrian path following the BART right-of-way in East Oakland and adjoining cities. Oakland’s second Bike Station will open at 19th Street BART with secure parking for 130 bicycles. [Timeline for Bike Station at MacArthur pending confirmation by Transit Village developer.]</p> <p>Funding for bicycle projects may increase dramatically. A countywide transportation sales tax – Measure BB – will be on the November ballot. The measure proposes to increase the current countywide sales tax from one-half percent to one percent and extend the life of the tax for 30 years. The current tax – already progressive – dedicates 5% of total revenues to bicycle and pedestrian projects. The new expenditure plan would more than triple the total funding for bicycle and pedestrian projects. Due to California state law requiring two-thirds voter approval of new taxes, the measure failed in 2012 with 66.53% of voters in favor. There is a strong chance that the measure will pass in 2014 due to changes in the measure’s language and continuing broad-based support.</p> <p>[BPAC: What other improvements should be highlighted, especially those that aren’t facilities?]</p>

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Engineering	
*18. Does your community currently have any of the following policies in place? Check all that apply	
<i>Local complete streets policy</i>	Yes
<i>Local bicycle accommodation policy</i>	Yes
<i>Neither</i>	No
*18a. When was it adopted	2013
*18b. Provide a link or attach a copy of this legislation or policy.	https://oakland.legistar.com/View.ashx?M=F&ID=2344394&GUID=9918B922-A1F8-481F-A4F9-66F426E0B1C9
*18c. What tools are in place to ensure implementation? Check all that apply	
<i>Implementation Guidance</i>	Yes
<i>Design Manual</i>	No
<i>Training</i>	Yes
<i>Oversight by Bicycle Program Manager</i>	Yes
<i>Implementation checklist</i>	No
<i>None of the above</i>	No
19. Does your community currently have any of the following additional policies in place? Check all that apply	
<i>Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project</i>	No
<i>Streetscape design guidelines</i>	Yes
<i>Mixed-use zoning</i>	Yes
<i>Form-based/design-based codes</i>	Yes
<i>Connectivity policy or standards</i>	Yes
<i>Policy to preserve abandoned rail corridors for multi-use trails</i>	Yes
<i>Other</i>	Yes
<i>None of the above</i>	No
<i>If other, describe (50 word limit)</i>	Routine Accommodation Policy (Bicycle Master Plan, 2007), Transit First Policy (City Council Resolution, 1996), Pedestrianways and Bikeways (Comprehensive Plan, 1972)
20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO, MUTCD or NACTO standards? Check all that apply	
<i>Offer FHWA/NHI Training Course</i>	No
<i>Hire Outside consultants to train staff</i>	Yes
<i>Send staff to bicycle-specific conferences/training</i>	Yes
<i>APBP webinars</i>	Yes
<i>Require project consultants to have bike/ped qualifications</i>	Yes
<i>Internal training or design manual</i>	Yes
<i>Other</i>	
<i>None of the above</i>	
<i>If other, describe (50 word limit)</i>	The City of Oakland is an affiliate member of the National Association of City Transportation Officials (NACTO), one of 35 member cities in North America. Oakland staff is regularly participating in webinars and technical meetings on best practices for bikeway design.

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Engineering (cont)	
21. Which of the following significant physical barriers to cycling exist in your community? <i>Check all that apply</i>	
<i>Major highways</i>	Yes
<i>Bridges that are inaccessible or unsafe for cyclists</i>	Yes
<i>Tunnels that are inaccessible or unsafe for cyclists</i>	Yes
<i>Large body of water (e.g. river)</i>	Yes
<i>Roads with bicycle bans</i>	
<i>Railroad corridors</i>	Yes
<i>Other</i>	
<i>No significant physical barriers</i>	
<i>If other, please describe (100 word limit)</i>	
22. How do you ensure that there are end-of-trip facilities for bicyclists? <i>Check all that apply</i>	
<i>Bike parking ordinance for existing buildings specifying amount and location</i>	
<i>Bike parking ordinance for all new developments specifying amount and location</i>	Yes
<i>Ordinance requiring showers and lockers in existing non-residential buildings</i>	
<i>Ordinance requiring showers and lockers in new non-residential buildings</i>	Yes
<i>Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)</i>	
<i>On-street bike parking/bicycle corrals</i>	Yes
<i>Ordinance that allows bike parking to substitute for car parking</i>	Yes
<i>Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher</i>	
<i>Developers are eligible for density bonuses for providing end-of-trip facilities</i>	
<i>Other, describe (250 word limit)</i>	New construction must meet CALGreen (state) and Build It Green (Bay Area) standards, which are similar to LEED standards. Also, developers are required to provide end-of-trip facilities.
<i>None</i>	

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Engineering (cont)	
* 23. Do your standards for bicycle parking conform with APBP guidelines?	
<i>Yes/ No/ No standards</i>	Yes
*24. What is the total number of public and private bike parking spaces in your community?	[Wait August 1 to calculate and reply; will include publicly accessible spaces only as data for private spaces not available.]
**24a. What percentage of bike racks conform with APBP guidelines?	More than 75%
<i>10% or less</i>	
<i>11-25%</i>	
<i>26-50%</i>	
<i>51-75%</i>	
<i>More than 75%</i>	
**24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:	
<i>Bike lockers</i>	[Wait until August 1 to calculate and reply—if corrals are installed as predicted, percent in corrals will increase from 2% to 3% 😊]
<i>Bike depot (i.e. Bikestation)</i>	
<i>In bike corrals (on-street bike parking)</i>	
25. Approximately what percentage of the following locations has bike racks or storage units? Answer all that apply (in percent)	
<i>Public & private schools</i>	[Wait until August 1 to calculate and reply: pending information from City Revenue Division for GIS analysis.]
<i>Higher Education Institutions</i>	
<i>Libraries</i>	
<i>Transit stations and major bus stops</i>	
<i>Parks & recreation centers</i>	
<i>Other government owned buildings and facilities</i>	
<i>Event venues (e.g. convention center, movie complex)</i>	
<i>Hotels & restaurants</i>	
<i>Office buildings</i>	
<i>Retail stores</i>	
<i>Multi-family housing</i>	
<i>Public housing</i>	
* 26. Does your community have transit service (bus, light rail, heavy rail)?	
<i>Yes/no</i>	
* 26a. What percentage of buses are equipped with bike racks?	100
26b. Are bikes allowed inside transit vehicles?	Yes
<i>Yes/sometimes/no</i>	
If yes or sometimes, describe (50 word limit)	Permitted on BART at all times (except crowded trains). Allowed inside AC Transit buses after 12:30am if front rack is full and space available; allowed in cargo bays on some transbay routes. Allowed, and storage provided, on Alameda/Oakland Ferry, Capitol Corridor Amtrak, and Oakland-Alameda shuttle.
* 27. What is the centerline mileage of the existing off-road bicycle network within your community?	108

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Engineering (cont)	
<i>* 27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in miles)</i>	
<i>Paved shared use paths (≥10 feet)</i>	26
<i>Natural surface shared use paths (≥10 feet)</i>	48
<i>Singletrack</i>	34
<i>Other</i>	
<i>If other, describe (250 word limit)</i>	
<i>*27b. What percentage of all natural surface trails and singletrack are open to bicyclists?</i>	
<i>None</i>	
<i>1-25%</i>	
<i>26-50%</i>	
<i>51-75%</i>	
<i>76-99%</i>	x
<i>All</i>	
<i>Not applicable</i>	
<i>*27c. What are the exceptions? (100 word limit)</i>	The few that are closed in the City of Oakland’s Joaquin Miller are too dangerous to ride. The East Bay Regional Park District limits riding on single track as a general policy.
<i>*28. What is the centerline mileage of your road network (including state owned and private roads)?</i>	923
<i>*28a. What is the street network density? (centerline miles of road per sq. mi. of land area)</i>	16.5
<i>*28b. What percentage of roads has posted or design speeds of 25mph and lower?</i>	[pending]
<i>*28c. What percentage of roads has posted or design speeds of 35mph and higher?</i>	[pending]
<i>*28d. What percentage of the existing on-street bicycle network meets or exceeds current AASHTO, MUTCD or NACTO standards?</i>	100%
<i>*28e. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD or NACTO standards. Answer all that apply (in centerline miles)</i>	
<i>Conventional bike lanes (ridable surface ≥4feet)</i>	47.8
<i>Shared lane markings</i>	14.5
<i>Contra-flow bike lanes</i>	0
<i>Protected or buffered bike lanes (one-way)</i>	1.5
<i>Protected or buffered bike lanes (two-way)</i>	0
<i>Raised cycle tracks</i>	0
<i>Left-side bike lanes</i>	0
<i>Bike boulevards or Neighborhood Greenways</i>	9.3
<i>Signed bike routes</i>	45.1

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Engineering (cont)	
*29. What other ways have you improved conditions for bicyclists? Check all that apply	
<i>Road diets</i>	X
<i>Area wide traffic calming</i>	X
<i>Speed limits 20 mph or less on residential streets</i>	
<i>Bike cut-throughs</i>	X
<i>Signed bike routes</i>	X
<i>Off-street way-finding signage with distance and/or time information</i>	
<i>On-street way-finding signage with distance and/or time information</i>	X
<i>Shared Space/Home Zone/Living Street/Woonerf</i>	
<i>Roundabouts that accommodate bicycles</i>	
<i>Colored bike lanes outside of conflict zones</i>	
<i>Bike/pedestrian overpasses/underpasses</i>	X
<i>Removal of on-street car parking</i>	X
<i>Speed tables to calm traffic</i>	
<i>Car-free/Car-restricted zones</i>	
<i>Advisory bike lanes</i>	
<i>Other, describe (250 word limit)</i>	
<i>None</i>	
30. What percentage of arterial streets provides designated space for cyclists (e.g. bike lanes or paved shoulders ≥4feet, cycle tracks, etc)?	
<i>None</i>	
<i>1-25%</i>	[pending]
<i>26-50%</i>	
<i>51-75%</i>	
<i>76-99%</i>	
<i>All</i>	
31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply	
<i>Maximum car parking standards</i>	
<i>No minimum car parking standards</i>	
<i>Paid public parking</i>	x
<i>Shared-parking allowances</i>	x
<i>Congestion charges</i>	
<i>Prioritization of active mobility in planning and design processes</i>	x
<i>Other, describe (250 words)</i>	

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Engineering (cont)	
32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe? Select all that apply	
* 32a. Street sweeping	Same time as other travel lanes
<i>Before other travel lanes</i>	
<i>Same time as other travel lanes</i>	
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
<i>Other (describe- 250 word limit)</i>	
* 32b. Snow clearance	No snow
<i>No snow</i>	
<i>Before other travel lanes</i>	
<i>Same time as other travel lanes</i>	
<i>Same time as other travel lanes</i>	
<i>Within 48 hours of storm</i>	
<i>Never</i>	
* 32c. Pothole maintenance	Within one month of complaint
<i>Within 24 hours of complaint</i>	
<i>Within one week of complaint</i>	
<i>Within one month of complaint</i>	
<i>Never</i>	
32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)	Each month, Bike East Bay submits a list of the ten worst/high priority potholes for repair to Oakland Public Works. OPW prioritizes these for repair before other requests. Oakland's proximity to the San Francisco Bay requires the City to sweep streets more often than other cities (to prevent stormwater runoff), with associated robust parking enforcement.
33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? Check all that apply	
* 33a. Path sweeping	Never
<i>Not applicable</i>	
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
* 33b. Vegetation maintenance	Annually
<i>Not applicable</i>	
<i>Weekly</i>	
<i>Monthly</i>	
<i>Quarterly</i>	
<i>Annually</i>	
<i>Never</i>	
* 33c. Snow clearance	No snow

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Engineering (cont)	
* 33d. Surface repair	Never
<i>Not applicable</i>	
<i>Within 24 hours of complaint</i>	
<i>Within one week of complaint</i>	
<i>Within one month of complaint</i>	
<i>Never</i>	
*33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)	OPW responds to path sweeping and surface repair requests that are reported through the Public Works Call Center.
34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? <i>Check all that apply</i>	
<i>Online reporting</i>	Yes
<i>Hotline</i>	Yes
<i>Monthly meeting</i>	Yes
<i>Other</i>	No
<i>None</i>	No
<i>If other, describe (100 word limit)</i>	No
* 35. How do you accommodate cyclists at intersections in your community? Check all that apply	
<i>Most signals are timed</i>	X
<i>Most signals are timed for bicycle speeds</i>	X
<i>Green wave for cyclists in some locations</i>	
<i>Demand activated signals with loop detector (and marking) or bike accessible push-button</i>	X
<i>Video or microwave detection</i>	X
<i>Bicycle Signal Heads</i>	
<i>Advanced Stop Line or Bike Box</i>	
<i>Path crossing with high visibility markings or signs</i>	
<i>Raised path crossings</i>	
<i>Colored bike lanes in conflict areas</i>	X
<i>Other</i>	
<i>None of the above</i>	
<i>No signals</i>	
<i>If other, describe (100 word limit)</i>	The City is making all actuated traffic signals detect bicyclists. The program prioritizes cyclist complaints while also working proactively to address all signals citywide. Deficient hardware is upgraded; the configuration is verified; and bicycle detector pavement markings are installed for all legal bicycle movements. Of Oakland’s 277 actuated traffic signals, 46% have been addressed. An additional 17% are currently in process. The City is replacing loop detectors with video cameras and in-pavement radar pucks, working closely with the vendors to ensure reliable operations. The program includes field meetings with City staff, cyclists, and the vendors to troubleshoot issues.

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Engineering (cont)	
<p>*36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). (500 word limit)</p>	<p>[BPAC: Please suggest ideas that are not already described in the answers above.]</p>

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Education	
37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?	
37a. Elementary	
None	
1-25%	X
26-50%	
51-75%	
76-99%	
All	
Not applicable	
37b. Middle School	
None	
1-25%	X
26-50%	
51-75%	
76-99%	
All	
Not applicable	
37c. High School	
None	
1-25%	X
26-50%	
51-75%	
76-99%	
All	
Not applicable	
* 38. Outside of schools, how are children taught safe bicycling skills? (Check all that apply)	
Youth bike clubs	Yes
Bike clinics or rodeos	Yes
Youth recreation programs	Yes
Helmet fit seminars	Yes
Safety town	Yes
Trail riding classes	Yes
Other (describe- 500 word limit)	No
None of the above	No
* 39. Do you have a ticket diversion program? Check all that apply	
For motorists	No
For cyclists	No

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Education (cont'd)	
* 40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply	
<i>Public service announcements</i>	
<i>Share the Road educational videos on community website/TV channel</i>	
<i>Community newsletter/magazine article</i>	Yes
<i>Information in new resident packet</i>	
<i>Utility bill insert</i>	
<i>Flyer/handout</i>	
<i>Info sessions/lunch seminars</i>	Yes
<i>Bicycle ambassador program</i>	?
<i>Newspaper column/blog on bicycling</i>	Yes
<i>Dedicated bike page on community website</i>	Yes
<i>Billboards</i>	No
<i>Share the Road Signs</i>	Yes
<i>Share the Road information in driver's education</i>	No
<i>Other, describe (250 word limit)</i>	
<i>None of the above</i>	
* 41. How many times per year are the following adult bicycling education classes held within your community? Answer all that apply (in numbers)	
<i>Traffic Skills 101 (or equivalent) classes -- including classroom and on-bike instruction.</i>	1
<i>Cycling Skills classes -- three to four hour classroom training courses</i>	18
<i>Commuter classes - one/two hour classes</i>	6
<i>Bicycle maintenance classes or workshops</i>	41
*42. Do you offer regular Smart Cycling courses for your city engineers and planners that include on-bike instruction and in-traffic cycling?	
Yes/No	No
* 43. Has your community hosted a League Cycling Instructor seminar in the past two years?	Yes
* 43a. How many League Cycling Instructors are there in your community?	28
43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)	Clare Gordon, Charlie Fernandez, Bonnie Wehmann, Robert Prinz, Willion Wu, Roy (Siu Hei) Chim, John Ciccarella, Diane Serafini, Anthony DiSalvo, Rachel Davidman, Carolyn Richardson, Maya Carson, Rose Johnson, Mark Ballock, Dan Hernandez (15 total)

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Education (cont)	
44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply	
<i>City staff</i>	No
<i>Taxi drivers</i>	No
<i>Transit operators</i>	Yes
<i>School bus operators</i>	No
<i>Delivery drivers</i>	No
<i>Other (describe- 100 word limit)</i>	A yearly bicycle safety education training is provided for employees at the Caltrans District 4 office in Oakland, many of whom drive vehicles as part of their job. These 2-3 hour trainings regularly see over 100 participants every year.
<i>None of the above</i>	
45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities of all ages. (250 word limit)	The City of Oakland-funded bicycle education classes taught by Bike East Bay are programmed at various park locations including the historically underserved West Oakland and East Oakland. Bike education classes in Downtown Oakland are offered several times per year in Cantonese, and are also taught in Spanish in the Fruitvale neighborhood. Bike champions in these neighborhoods are encouraged to attend the classes as well as LCI certification training with financial support from Bike East Bay, then participate in future classes as an instructor. Women-only classes have been hosted in Oakland, as well as LGBTQ-friendly sessions.
46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)	The City of Oakland has sponsored yearly bike light giveaways in multiple locations (North Oakland, Downtown, East Oakland), usually in the fall around the Daylight Savings time change. Coordinating with Bike East Bay, the city distributes hundreds of high-quality, reliable front and rear lights with replaceable batteries at streetside outreach locations. Bike riders who pass by without lights are encouraged to stop so volunteers can install a set on their bike, and talk to them about upcoming safety class opportunities and bikeway planning efforts. Kaiser Permanente also sponsors Street Skills courses through Bike East Bay's program.

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Encouragement	
47. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply	
<i>Official Proclamation</i>	Yes
<i>Community Rides</i>	Yes
<i>Mayor-led/Council-led Ride</i>	Yes
<i>Public Service Announcements</i>	Yes
<i>Videos promoting bicycling on community website/TV channel</i>	
<i>Publish a guide to Bike Month Events</i>	Yes
<i>Bike Month Website</i>	Yes
<i>Commuter Challenge</i>	Yes
<i>Bike Commuter energizer stations/breakfasts</i>	Yes
<i>Car-free days</i>	
<i>Open Streets/Ciclovia/Sunday Parkways</i>	
<i>Mentoring program for new riders</i>	Yes
<i>Bike valet parking at events</i>	Yes
<i>Bike to School Day</i>	Yes
<i>Bicycle-themed festival/parade/show</i>	Yes
<i>Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)</i>	Yes
<i>Trail construction or maintenance day</i>	[pending]
<i>Other</i>	X
<i>No promotion</i>	
<i>If other, describe (250 word limit)</i>	<p>The City contributes \$15,000/year to support a bicycling lifestyle campaign in May (California’s Bike Month), coordinated by Bike East Bay. The campaign—as of 2014 in its 7th year—features transit ads and street banners focusing on bicycling to work, school, play, and shop. The City donates bus shelter space for the ads, and local consulting firms also fund the program.</p> <p>Bike East Bay publishes a 16-page, full-color insert in the East Bay Express (local news-weekly, 50,000 circulation) which promotes Bike Month activities (including Bike to Work Day) with an events calendar, commuter spotlight, etc. Local shops purchase ads to support the insert. The guide includes tips for getting started riding and various support programs. Further promotion is done via social media and at events in the weeks leading up to Bike to Work Day.</p> <p>Regional Bike Month programs include: (1) Bicycle Commuter of the Year Awards, recognizing individuals in every county with inspiring commutes; (2) Bicycle Friendly Business Awards; and (3) the Team Bike Challenge, a competition to encourage novices to try bike commuting, to reward more experienced cyclists, and as to entice public officials and other “bigwigs” to bike publicly.</p> <p>In partnership with Oakland’s bike shops, the City prints discount coupons (aka “Bike Bucks”) that provide 15% off on parts and accessories during May. The coupons list shop names, addresses, and hours, and promote Bike to Work Day/Month. These coupons are distributed to bicyclists on Bike to Work Day and by shops.</p>

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Encouragement (cont'd)	
* 47a. What percentage of the population participate in Bike Month events?	10%
47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?	<p>In addition to the promotion discussed in the previous question, on Bike to Work Day Energizer Stations across Oakland treat bicyclists to food and drink, distribute goody bags stuffed with cool schwag, and cheer on bicyclists. In Oakland in 2014, there were 24 Energizer Stations with 5,460 bicyclists in attendance. Oakland Bike to School Day, which generally occurs the same week as Bike to Work Day, had 19 schools participating in 2014.</p> <p>Ahead of Bike to Work Day, mailings with bike-specific commute toolkits are sent out by Bike East Bay to over 600 employers in Alameda County and Bike to Work Day posters are distributed around Oakland. Bike East Bay also offers commuter workshops to a limited number of companies ahead of Bike to Work Day.</p> <p>The City of Oakland, other government agencies, businesses, and local user groups participate in a morning “alternative transportation” fair in front of City Hall. The City posts an event banner above the City Hall steps a week before the event. The fair highlights alternatives to driving alone to work, bicycle advocacy, and bike-inspired art and clothing. The event coincides with the annual pancake breakfast—the biggest event Energizer Station in Oakland (in 2014, almost 700 bicyclists were counted). The event is supported by donations from businesses, non-profit organizations and agencies, and includes a free raffle with prizes ranging from T-shirts to bicycles. “Pedal Pools” with groups of cyclists depart from each of Oakland’s seven City Council districts to bike to City Hall. The Pedal Pools are coordinated by community volunteers and promoted by staff and Council members. Three to six of Oakland’s eight City Council members bike in. The Mayor and Council members speak to assembled bicyclists in the morning. Bike East Bay provides all-day valet bike parking at City Hall.</p> <p>On Bike to Work “night,” Bike East Bay sponsors a Bike Happy Hour Party in Oakland (the largest and most populous city in the county). Winners of the Bicycle Friendly Business and Bicycle Commuter of the Year are announced at the event.</p>
<i>Yes, describe (500 word limit) /No</i>	
47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?	
<i>None</i>	
<i>1-25%</i>	X
<i>26-50%</i>	
<i>51-75%</i>	
<i>76% or more</i>	

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Encouragement (cont)	
* 48. How do you promote bicycling outside of your official Bike Month? Check all that apply	
<i>Community and charity rides</i>	Yes
<i>Mayor-led/Council-led Rides</i>	
<i>Videos on bicycling on community website/TV channel</i>	
<i>Public Service Announcements</i>	
<i>Trail construction or maintenance day</i>	Yes
<i>Open Streets/Ciclovía/Sunday Parkways</i>	Yes
<i>Commuter Challenge</i>	
<i>Business program that provides discounts for customers arriving by bicycle</i>	Yes
<i>Triathlons and bicycle races</i>	Yes
<i>Bike commuter events</i>	
<i>Car-free days</i>	
<i>Publish a guide to community bicycle events</i>	
<i>Mentoring program for new riders</i>	Yes
<i>Bike valet parking at events</i>	Yes
<i>Bike to School Day</i>	Yes
<i>Bicycle-themed festivals/parades/shows</i>	Yes
<i>Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)</i>	Yes
<i>Community celebration/ride each time a bicycle project is completed</i>	
<i>Other</i>	
<i>No promotion</i>	
<i>If other, describe (250 word limit)</i>	The City promotes bicycling by sponsoring Bike East Bay’s Bike Education program which offers Street Skills courses. The City has donated lights for Bike East Bay’s autumn giveaways. The City’s bi-annual newsletter gives updates on the progress implementing the Bicycle Master Plan, promoting bicycling by cheerfully reporting on new facilities. The City distributes bike tube stickers, and other schwag at various events. An annual “I [bike] Oakland” branded wayfinding map (now in its 5 th edition with 90,000 copies in circulation) is published each year in time for Bike Month. The map is given to bicyclists on Bike to Work Day and distributed throughout the year at Oakland bike shops, the Oakland Main Library, and at Visit Oakland (tourist/convention bureau). The Mayor brings the map and newsletter to distribute at community events. Staff have a booth at PedalFest, an annual bike celebration at the waterfront that draws tens of thousands of visitors. The City promotes projects online, accessible via the URL alias www.oaklandbikes.info , and provides open source data in GIS and KML formats.
* 49. List the signature cycling events that occur in your community. (250 word limit)	[Request Bike East Bay to complete]

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Encouragement (cont'D)	
* 49a. How does the municipality sponsor or actively support these events? Check all that apply	
Organize the event	X
Fund event	X
Contribute in-kind funding (i.e. police presence, closing roads, etc)	X
Assist in promoting the event	X
Other, describe (100 word limit)	
No support/ Not applicable	
* 50. Does your local tourism board or chamber of commerce promote bicycling in your area?	Yes
Yes/no	
* If yes, describe (250 word limit)	VisitOakland (local tourism board) promotes bicycling by distributing the City's bikeways map, by advertising Bike to Work Day on its website, and by directing visitors to the nearby bike rental shop. The organizations director spoke at the Bike to Work Day event at City Hall in 2013.
* 51. Are there cycling clubs in your community? Check all that apply	
Recreational Bike Clubs	Yes
Mountain Bike Clubs	Yes
Friends of the Trail Groups	Yes
National Mountain Bike Patrol	
Racing Clubs or Teams	Yes
Other (describe- 100 word limit)	[This information needs a home! Businesses by bike: Bicycle Coffee, El Taco Bike, Pedal Express, Feelmore Delivery Service by Bike, Bike Man Dan, B Spoke Tailor, Sheila Moon, Bike makers: Defthouse Bikes, Defthouse BMX Club,], Broakland, Xtracycle, Rock The Bike, Michael Cleaver Bikes, Mar's Cycles, Pop's Fabrication]
* 51a. List the names of the clubs. (500 word limit)	Bay Area Easy Riders, Bicycle Trails Council of the Easy Bay, East Bay Velo Club, Escuelita Bilingue Ride, Grizzly Peak Cyclists, Krooz Bicycle Club, O'Dowd Cycling Club, , Oakland Composite High School Mountain Bike Team, Oakland Yellowjackets, Team Oakland, Veloraptors
* 52. How many for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?	16
* 52a. List their names. (250 word limit)	Bay Area Bikes, Bay Area Bikes—Forefront Storefront, Bay Area Bikes—Rentals, Cosmic Cycles, Cycle Sports, Fruitvale Bikestation, Hank & Frank Bikes, King Kog, Lakeview Bicycle, The Laurel Cyclery, Manifesto Bicycles, Montano Velo, Pioneer Bike Shop, Public Bikes, The Spoke Cyclery, Tip Top Bike Shop

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Encouragement (cont'd)	
* 53. Which of these bicycling amenities do you have in your community? (Check all that apply)	
<i>BMX track</i>	
<i>Velodrome</i>	
<i>Cyclocross course</i>	
<i>Mountain bike park</i>	
<i>Pump Tracks</i>	
<i>Themed Loop route(s) around the community</i>	Yes
<i>Other (describe- 100 word limit)</i>	Popular mountain bike routes: Joaquin Miller Park, Redwood Park
* 53a. Is there a skate park in your community?	Yes
<i>Yes/no</i>	
* If yes, do bikes have access to the skatepark?	Sometimes
<i>Always/Sometimes/Never</i>	
* 54. Are there opportunities to rent bicycles in your community?	Yes
<i>Yes/no</i>	
* 55. Does your community currently have a bike sharing program that is open to the general public?	Launching this year
<i>Yes/no/Launching this year</i>	
* 55a. If yes, please provide details about the system below.	
<i>How many bikes are in the system?</i>	450
<i>How many stations are in the system?</i>	40
<i>How many trips are being made annually?</i>	0
* 56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?	No
<i>Yes/no</i>	
If yes, list the names of the businesses and their award level. (250 word limit)	
* 57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?	
<i>Yes</i>	
<i>No</i>	X
<i>No institutions of higher education</i>	
If yes, list the names of the institutions and their award level. (250 word limit)	

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Encouragement (cont'd)	
*58. Does your community have a bike co-op or non-profit community bike shop? Yes/No	Yes
If yes, describe its services (250 word limit)	There are five community bike shops/co-ops in Oakland: Bikes4Life, The Bikery, The Crucible, El Collectivelo, and Spokeland. Their services include free use of tools, volunteer assistance, workshops, training, and Earn a bike programs. El Collectivelo is targeted to Spanish speakers, and The Crucible has a youth focus.
*58a. If yes, does the co-op/non-profit community bike shop receive support from the local government? Check all that apply	
<i>Grants</i>	[pending]
<i>Free or subsidized property/space for a duration of at least 5 years</i>	[pending]
<i>Contracts for services, e.g. bicycle skills or maintenance education, event support, etc</i>	[pending]
<i>Free bicycle safety accessories for distribution, e.g. helmets or lights</i>	[pending]
<i>Provision of abandoned or impounded bicycles for resale</i>	[pending]
<i>Free PSA or advertizing space</i>	[pending]
<i>Other</i>	[pending]
*If other, describe (250 word limit)	[pending]
*If the local government provides grants and/or free/subsidized property/space to the co-op/non-profit community bike shop, please list the annual value for each (in Dollar).	[pending]
* 59. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply	
<i>Trips for Kids chapter</i>	No
<i>Earn a Bike program</i>	Yes
<i>Create a Commuter Program</i>	Yes
<i>Other (describe- 100 word limit)</i>	Cycles of Change has a high school "Bike & Garden Skills" internship program. East Bay Regional Parks District operates after school bike clubs at various locations in Oakland and coordinates youth bike rides and classes on various topics. The Bicycle Trails Council of the East Bay sponsors Youth mtb Adventure, a bike program to reward low-income kids for school/community service. Once a month, kids are given helmets and glasses and taken on a mountain bike adventure. One adult rider is assigned to ride with each kid for a day. Lunch and bikes are provided.

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Encouragement (cont'd)	
* 60. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply	
<i>Online route finding service</i>	Yes
<i>Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities</i>	Yes
<i>Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities</i>	Yes
<i>Printed mountain bike trails map</i>	Yes
<i>Printed greenways and trails map</i>	Yes
<i>Smart phone app</i>	
<i>None of the above</i>	
61. Describe any other programs or policies your community has to encourage cycling. (500 word limit)	[BPAC: Please make suggestions that add to the answers above.]

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Enforcement	
* 62. How does your police department interact with the local cycling community? (Check all that apply)	
<i>A police officer is an active member of bicycle advisory committee</i>	No
<i>Identified law-enforcement point person to interact with cyclists</i>	Yes
<i>No current formal interaction</i>	No
<i>Other (describe- 100 word limit)</i>	Bike East Bay is coordinating with some Oakland police officers on theft prevention activities, but not in an official capacity.
* 63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? (Check all that apply)	
<i>Basic academy training</i>	X
<i>International Police Mountain Bike Association training</i>	
<i>Law Enforcement Bicycle Association training</i>	
<i>National Highway Traffic Safety Administration Law Enforcement Training</i>	
<i>Completion of Smart Cycling course by Police</i>	
<i>Presentation by League Cycling Instructor or local cyclist</i>	
<i>Institute for Police Training and Development bicycle training</i>	
<i>No training currently offered</i>	
* 64. What enforcement programs that target improving cyclist safety are in place? Check all that apply	
<i>Helmet giveaways</i>	Yes
<i>Light giveaways</i>	Yes
<i>Bike lock giveaways</i>	No
<i>Targeting motorist infractions</i>	No
<i>Targeting cyclist infractions</i>	No
<i>Positive enforcement ticketing</i>	No
<i>Share the road campaigns</i>	No
<i>Other (describe- 100 word limit)</i>	
<i>None of the above</i>	No
* 65. What percentage of patrol officers are on bikes?	
<i>None</i>	
<i>1- 10%</i>	
<i>10-20%</i>	X
<i>30-40%</i>	
<i>40-50%</i>	
<i>More than 50%</i>	
* 66. Are there any other public safety (e.g. EMS) employees on bikes?	
<i>Yes, describe (50 word limit)</i>	
<i>No</i>	X

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Enforcement (cont'd)	
* 67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?	
Yes/No	Yes
*68. Which of the following safety services and amenities are available in your community?	
<i>Emergency call boxes/phones along trails</i>	No
<i>Trail watch programs/ Trail patrols</i>	Yes
<i>Street lighting on most arterials</i>	Yes
<i>Street lighting on most non-arterials</i>	Yes
<i>Lighting of most shared-use paths</i>	Yes
<i>Stolen or impounded bikes recovery system or assistance</i>	No
<i>Non-mandatory bike registration</i>	No
<i>None of the above</i>	
* 69. Are there any local or state ordinances that protect cyclists? Check all that apply	
<i>There are specific penalties for failing to yield to a cyclist when turning.</i>	No
<i>It is illegal to park or drive in a bike lane (intersections excepted)</i>	For bike lanes next to parked cars, yes (state law, double parking). For bike lanes along a curb, no (state law) unless the curb is painted red and/or 'no parking' signs are used.
<i>Penalties for motor vehicle users that 'door' cyclists</i>	Yes
<i>Ban on cell phone use while driving.</i>	Yes
<i>Ban on texting while driving.</i>	Yes
<i>Photo enforcement for red lights and/or speed</i>	Yes
<i>Vulnerable road user law</i>	Yes
<i>Safe passing distance law</i>	Yes
<i>It is illegal to harass a cyclist</i>	Yes
<i>Other, describe (250 word limit)</i>	
<i>None of the above</i>	
* 70. Do your local ordinances place any restrictions on cyclists? Check all that apply	
<i>Local law requires cyclists to use side paths regardless of their usability</i>	No
<i>Local law requires cyclists to use bike lanes when provided</i>	No
<i>Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions</i>	No
<i>Local or school policies restrict youths from riding to school</i>	No
<i>Other</i>	
<i>None of the above</i>	
<i>If other, describe (100 word limit)</i>	

Enforcement (cont'd)	
<p>* 71. Describe any other enforcement programs or policies relating to cycling. (500 word limit)</p>	<p>In April 2014, the City adopted a vulnerable road users ordinance (Ordinance) that created legal prohibitions against intentional attempts to assault or injure a bicyclist or pedestrian. The Ordinance allows victims to seek civil remedies of up to \$1,000, as well as reasonable attorney and litigation fees for each incident.</p> <p>The Ordinance declares that motorists shall not engage in the following behaviors based on the fact that they are interacting with a pedestrian or bicyclist (aka "Vulnerable User"):</p> <ul style="list-style-type: none"> • assault a Vulnerable User; • intentionally inflict emotional distress upon a Vulnerable User; • commit a battery upon a Vulnerable User; • intentionally pass a Vulnerable User in an unsafe manner (as defined in California Vehicle Code section 21760). <p>It further states that motorists and bicyclists shall not intentionally fail to yield the right of way to a pedestrian because they are a pedestrian, in a manner which is contrary to California Vehicle Code Chapter 5 of Division 11 (Pedestrians'-Rights and Duties).</p> <p>The Ordinance was advanced by Walk Oakland Bike Oakland and championed by Council Member Libby Schaff.</p>

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Evaluation & Planning	
* 72. Does your community have a comprehensive bicycle master plan or similar section in another document?	
<i>Yes/no</i>	Yes
* 72a. If yes, please provide details about the plan below.	
*Provide a link to the plan or describe. (250 word limit)	www2.oaklandnet.com/OAK024597
*When was it passed or most recently updated?	2012
*Is there a dedicated funding source for implementation? Yes	
<i>Yes, describe the funding source and designated amount (250 word limit)</i>	The City of Oakland’s Capital Improvement Program allocates \$350,000 per year in dedicated funding for Bicycle Master Plan implementation. The funding source is Measure B, a countywide sales tax dedicated to transportation improvements. Five percent of revenues are reserved for bicyclist and pedestrian projects with a portion of the funds going directly to local jurisdictions. Another portion is allocated through a countywide competitive grant program. The City also receives approximately \$315,000 per year in Transportation Development Act Article 3 funds, a portion of the State sales tax that is dedicated to bicyclist and pedestrian projects. Roughly half of these funds are used for Bicycle Master Plan implementation. These two sources – in excess of \$500,000 per year – are used to leverage various competitive grants.
<i>No</i>	
*What percentage of the current plan has been implemented?	48%
*Are you meeting annual target goals for implementation? Yes/No	Yes
* 73. Do you have a trails master plan that addresses mountain bike access?	Yes, the East Bay Regional Park District has such a plan, their master plan, to develop more single track trails in Chabot Park, but the City does not. In the City of Oakland’s Joaquin Miller Park the supervisor and a citizens group does the planning.
<i>Yes, provide the link to the plan or describe. (250 word limit)/no</i>	
* 74. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?	No
<i>Yes (describe- 100 word limit)/no</i>	

City of Oakland League of American Bicyclists Bicycle-Friendly Communities Application -- DRAFT

Evaluation & Planning (cont'd)	
* 75. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?	
Yes/No	Yes
If yes, please describe the most recent results. (250 word limit)	The Bicycle Facilities Program launched an annual program in fall 2011 to count the number bicyclists at 36 locations. The purpose is to create consistent data over the long term on city-wide bicycle usage. The chosen locations are "gateways" because of their proximity to downtown and major transit stations and because of how the street grid channelizes users through these intersections. The locations are geographically dispersed throughout Oakland. They include a mix of roadway conditions to capture a range of bicyclists: existing and proposed bikeways, commuter and recreational bicyclists, arterial streets and local streets. All locations are the intersection of existing and/or proposed bikeways. The 2013 results show a 16% increase in cycling from 2011 and a 9% increase from 2012. Information on the program is available at: http://www2.oaklandnet.com/OAK033011 . To augment the annual counts program, the Bicycle Facilities Program is gathering bicyclist counts that have been completed over the years for various traffic studies. To date, the effort has organized and logged 1,600 counts. The results are publicly available through an interactive web map at www.oaklandbikemaps.info/counts .
* 75a. If yes, do the counts capture the gender of cyclists?	
Yes/No	No
* 76. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?	
Yes/No	No
If yes, please describe the results. (250 word limit)	
* 77. Does your community establish target goals for bicycle use, e.g. a certain bicycle mode share level?	
Yes, please describe (250 word limit)	The City's Bicycle Master Plan has a target of 10% bicyclist mode share for all transportation trips with the development of the proposed bikeway network and associated education, encouragement, and enforcement programs. This figure is derived from the available research on the correlation between bikeway mileage and bicyclist mode share in US cities. The analysis assumes larger than average increases in Oakland due to the mild climate, level terrain (in many neighborhoods), mixed land uses, availability of public transit, and the large population of young adults.
No	
* 78. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100.	
Bicycling (in %)	2.74%
Percentage of bicycle commuters who are women (See topic B08006. Choose the most recent data set available for your community. Divide the total number of women bicycle commuters by the total number of bicycle commuters and multiply the result by 100.)	47.10%
Walking (in %)	4.28%
Transit (in %)	19.20%

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Evaluation & Planning (cont'd)	
* 79. What is the average commuting distance to work for residents of your community? Tip: This data is not available nationally and needs to be collected locally (or estimated).	
Less than 2 miles	
2-5 miles	
5-10 miles	X
Above 10 miles	
* 80. What percent of children commute to school by bicycle? Tip: This data is not available nationally and needs to be collected locally.	
Elementary (in %)	1%
Middle School (in %)	n.a.
High School (in %)	n.a.
* 81. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?	836
* 81a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?	8
* 81b. Do you have a specific plan or program to reduce these numbers?	
Yes, describe (250 word limit)/No	The City of Oakland analyzes crash data on an annual basis with an emphasis of bicyclist- and pedestrian-involved collisions. The analysis includes the identification of intersections and corridors with the largest numbers of bicyclist-involved crashes. The analysis informs decision-making on the planning and design of capital improvements. High crash intersections are prioritized for traffic signal installations and upgrades. High crash corridors are prioritized for capital improvements through Federal grants from the Highway Safety Improvement Program. Information on fatal crashes is communicated by the Oakland Police Department directly to the Transportation Services Division to determine if the crashes are correctable with engineering solutions. The fatal crashes involving cyclists are reviewed in collaboration with staff from the City's Bicycle Facilities Program.

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Evaluation & Planning (cont'd)	
82. Do you measure the Bicycle Level of Service of roads and/or intersections?	
<i>Yes/No</i>	Yes
<i>If yes, please describe your methodology and recent results. (250 word limit)</i>	The City is using the Level of Traffic Stress (LTS) methodology developed by Maaza Mekuria, Peter Furth, and Hilary Nixon in “Low-Stress Bicycling and Network Connectivity” (Mineta Transportation Institute, 2012). Recently the methodology was used successfully for evaluating a road diet that compared project performance for pedestrians, cyclists, and motorists. We are now building a citywide model to understand traffic stress for cyclists in a comprehensive manner. The project has four goals. First, we seek to understand how much of the City’s network is available to cyclists based on the traffic stress that those cyclists are willing to tolerate. Second, the results will identify key roadway segments that – through design improvements – would better connect Oakland for more cyclists. Third, the methodology will inform the next update to the City’s Bicycle Master Plan in which will focus on improving the quality of existing bikeways. Fourth, the analysis will help communicate to the public that the weakest link in a bikeway is decisive in how many people are willing to use that bikeway. In the past, the City experimented with other Bicycle Level of Service measures, namely the Bicycle Compatibility Index and the bicycle component of Multimodal Level of Service. In both cases, staff was disappointed because the models are data-intensive and the results did not match professional judgment. Instead, staff focusing on the LTS methodology and the reform of traditional Level of Service to deemphasize the importance of motorist delay at signalized intersections.
* 83. Do you have community-wide trip reduction policies or programs?	The City covers the administrative cost of “Commuter Checks” that allow City employees to purchase transit tickets tax-free through payroll deduction. The City also participates in the countywide Guaranteed Ride Home program. Major development projects are required to have transportation demand management (TDM) programs that reduce motor vehicle trip generation by enhancing transit, pedestrian, and bicycle access.
<i>Yes, describe the policy/program and the results. (250 word limit)/No</i>	
* 84. Have you done an economic impact study on bicycling in your community?	No
<i>Yes, describe the results. (250 word limit)/no</i>	

Evaluation and Planning (cont)	
<p>* 85. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?</p>	<p>Oakland’s bikeway network is responsive to underserved communities given the city’s topography and demographics. These neighborhoods are the Oakland Flatlands (in contrast to the Oakland Hills), and the Flatlands have the greatest potential for increased bicycling due to level terrain, dense development, mixed land uses, and the best transit service in the East Bay. Regional growth policies are directing the overwhelming majority of transportation funding to the Flatlands because of the in-fill opportunities offered by downtown, major transit corridors, the waterfront, and seven of Oakland’s eight BART stations.</p> <p>Organizations with bicycle-related programming are primarily located in underserved communities. These organizations include Bikes4Life (West Oakland), Cycles of Change (multiple middle schools), El ColectiVelo (East Oakland), Rock Paper Scissors Collective (Northgate neighborhood), The Bikery (San Antonio neighborhood), and The Crucible (West Oakland).</p> <p>Bike East Bay’s bicycle education classes are programmed at park locations including the historically underserved West Oakland and East Oakland. Classes in downtown are offered several times per year in Cantonese, and are also taught in Spanish in the Fruitvale neighborhood. The Bicycle Trails Council of the East Bay sponsors Youth Mountain Bike Adventures, monthly outings to reward inner city kids who have participated in school/community service.</p> <p>In 2001, Oakland became the first United States city to adopt an “Equal Access to Services” Ordinance, removing barriers that limited-English speakers encounter when using City services. Translation services are available for all public documents. The City’s biannual “I [BIKE] Oakland” newsletter is made available in four languages: English, Spanish, Chinese, and Vietnamese.</p>
<p><i>Yes (describe- 250 word limit)/no/not applicable</i></p>	

Evaluation & Planning (cont'd)	
<p>* 86. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)</p>	<p>Oakland is included in both the Alameda Countywide Bicycle Plan and the Regional Bicycle Plan for the San Francisco Bay Area. The countywide plan is produced by the Alameda County Transportation Commission. The plan was originally adopted in 2001 with updates in 2006 and 2012. The regional plan is produced by the Metropolitan Transportation Commission, the metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area. The regional plan was originally adopted in 2001 and updated in 2009. Both plans include analyses of existing conditions, proposed facilities, priorities for funding, and best practices in bicycle facility design.</p> <p>The City of Oakland’s Transportation Impact Study Guidelines require that all land use development projects with traffic studies consider the needs of bicyclists. The analysis includes the collection of bicyclist turning movement counts for all study intersections, the project’s impact on bicyclists, and consideration of the project’s overall consistency with the Bicycle Master Plan. (Separately, the Oakland Municipal Code requires bicycle parking in new development.)</p> <p>The planning and evaluation of bicycling is central to Oakland’s initiatives on climate change and oil independence. In 2006, the Oakland City Council created the Oil Independent Oakland Task Force to develop recommendations for reducing the community’s dependence on fossil fuels. In 2009, the Oakland City Council adopted a greenhouse gas reduction target for the year 2020 of 36% below 2005 levels. Adopted in 2012, the City’s Energy and Climate Action Plan calls for a 20% reduction in total vehicle miles traveled. Both plans identify the implementation of Oakland’s Bicycle Master Plan as a key strategy for reducing oil dependence, vehicle miles traveled, and greenhouse gases.</p> <p>The City of Oakland has also been a full participant for the 2007, 2010, 2012, and 2014 Benchmarking Reports prepared by the Alliance for Biking and Walking. Staff has invested considerable time in compiling accurate and complete information. The City has used the results to understand local trends in national perspective and to promote local interest in walking and bicycling.</p>

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FINAL OVERVIEW	
87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?	
* Reason One (250 word limit)	[BPAC: Outline of answer to be written: (a) Oakland consistently has amongst the highest bike mode share of medium and large US cities; (b) substantiate this claim with data from the American Community Survey and Oakland’s bicyclist counts program; (c) reference the 2014 benchmarking report from the Alliance for Biking and Walking.]
* Reason Two (250 word limit)	[BPAC: Outline of answer to be written: the advocacy community is flourishing and is amongst the strongest in the nation; ask Bike East Bay to write this answer.]
* Reason Three (250 word limit)	[BPAC: Outline of answer to be written: bike facilities are expanding rapidly (bikeways, bike parking). Augment the answer in question 16 on what has been accomplished since the last BFC application. Consider using a time frame other than the past four years to emphasize progress more clearly. Check the 2014 benchmarking report by the Alliance for Biking and Walking for analysis to substantiate this progress as significant in national comparison.]
88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?	
* Aspect One (100 word limit)	While Oakland has constructed 142 miles of bikeways, there remain critical gaps over the city’s 56 square miles of land area. The most significant gaps are in downtown and in East Oakland. Many existing bikeways need to be upgraded with buffered bike lanes, green bike lanes in conflict zones, and bicycle guide signs. Currently 30 roadway miles of bikeway striping and 35 roadway miles of bikeway signage are under development. Implementation is constrained by available staffing and funding. Bikeway gaps and challenging locations on existing bikeways are widely regarded as the biggest barriers to cycling in Oakland.
* Aspect Two (100 word limit)	The rapid growth of cycling in Oakland is exacerbating the need to address bicycle-related infractions. This is in part to ensure the safety of cyclists and other roadway users, as well as to dispel the perception that all cyclists are scofflaws. The Oakland Police Department is seriously understaffed and thus there needs to be partnerships and collaboration. Likely solutions include adopting bicycle-related enforcement priorities and developing a diversion program to provide bicycle safety training to people receiving tickets. More well-designed bikeways and ongoing educational efforts can help offset the resource constraints that are limiting enforcement.
* Aspect Three (100 word limit)	Oakland faces significant challenges in maintaining the pavement on its roadways. Bad pavement affects cyclists more acutely than other roadway users. Deteriorated roadways take the joy out of cycling and create safety issues, especially in low-light conditions and on fast descents. For the City, the problem is structural: in recent years the funding available for paving is roughly one quarter of what is needed. To make the most of limited resources, the selection of streets for paving projects is closely coordinated with existing and proposed bikeways. Grant funding is also being leveraged to address the worst streets for cyclists.
* 89. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?	[BPAC: Outline for an answer to written: Explain how the last application solidified the need for a holistic approach and that this application is a reminder of that. We now have large quantities of work in multiple areas that we are systematically working through. The work is known, but the rate of delivery is constrained by available resources. Thus what we need to do is continue to seek additional resources and continue to increase efficiencies in the use of resources we already have. A key strategy is growing the movement by making it more publicly inclusive and making the work increasingly compelling to staff through better policies and design guidance.]
<i>Yes (describe- 250 word limit)/no</i>	

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FINAL OVERVIEW (cont'd)	
<p>* 90. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?</p>	<p>[Outline for an answer to be written: Describe how the last application led to new initiatives (annual counts program, annual crash analysis, etc). We now have programs in many key areas: bikeway design, bike parking, education classes, encouragement (two major events, maps, promotional materials, safety giveaways). The necessary work is continuing these programs to bring them to maturity.]</p>
<p><i>Yes (describe- 250 word limit)/no</i></p>	
<p>* Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) here. You can submit up to 5 files at the time and there is no limit on how many files can be submitted. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.</p>	<p>[BPAC: See attached images. Please contribute additional ideas or photos.]</p>
<p>* We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?</p>	<p>Yes</p>
<p><i>Yes/No</i></p>	
<p>How have you heard about the BFC program?</p>	<p>Oakland staff in the Bicycle Facilities Program are members of the League of American Bicyclists. We read news about the program in the League’s “American Bicyclist” magazine and have watched the program grow in scope and stature. In 2007, the City’s Bicycle Master Plan established an objective for Oakland to become a bicycle friendly community as recognized by the League. This objective was realized in 2010. We continue to use the program for benchmarking with other cities; to build local enthusiasm for cycling improvements; and to assess Oakland’s progress.</p>

Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) . . . By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling.

Possible documents:

- Timelapse .pdf
- Counts map
- Bay Bridge Path map
- Buffered bike lane and green bike lane conflict zone detail
- Newsletter

Possible photos:

- Attached; need more from PedalFest, Oaklavia, volunteer events (from Bike East Bay/WOBO), etc







