

I OAKLAND

Bike news from the Bicycle & Pedestrian Facilities Program of the City of Oakland, California

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www.oaklandbikes.info

I  OAKLAND is a biannual newsletter of the City of Oakland's Bicycle and Pedestrian Facilities Program. This newsletter provides an overview of accomplishments in the previous six months on the implementation of Oakland's Bicycle Master Plan.

RESOURCES

Suggest a Bike Rack Location

• Review guidelines at www.oaklandbikes.info/Page127.aspx and either request a rack online from that page, or contact us (info on mailing panel).

Oakland's Bicycle and Pedestrian Advisory Committee

• Meetings are held the 3rd Thursday of the month and are open to the public. More info at www.oaklandbikes.info.

Public Works Call Center

• Call (510) 615-5566 or go to www.oaklandpw.com/Page808.aspx to report:

- ▶ hazards such as glass, potholes, unsafe drainage grates, or other obstructions
- ▶ malfunctioning traffic signals
- ▶ abandoned bikes that need removal from bike racks, signs and/or meter poles
- ▶ speeding, or to request traffic calming or another roadway improvement

Program Staff

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Measure DD in action: Lakeshore Avenue! Lakeside Drive!

In November, the City of Oakland reconfigured Lakeshore Ave from El Embarcadero to E 18th St to include bicycle lanes. The project is arguably the most important new bikeway in Oakland since bikeways were installed on Grand Ave and upper Telegraph Ave in 2001. The new bikeway on Lakeshore Ave connects to existing bikeways on Grand Ave and MacArthur Blvd. The Lakeshore Avenue project also includes



a new multi-use path that will eventually encircle the lake and connect to the Oakland Estuary.



In August, another Measure DD project reconfigured Lakeside Dr from 14th St to Madison St to include bicycle lanes in conjunction with renovating the Municipal Boat House as a restaurant. The Lakeside Dr project also includes a new segment of multi-use path along the lake. Next up for

construction starting in 2010: reconstruction of the 12th St Dam which will connect the bike lanes and the path from Lakeshore Ave to Lakeside Dr around the southern end of the lake. 

Measure DD is a \$198 million bond measure that was passed by Oakland voters in 2002 for many improvements, including major investments around Lake Merritt and along the Oakland waterfront. For more information on the Measure DD projects, see www.tinyurl.com/jdpmx4.



See a bikeway projects location map at www.tinyurl.com/mmvd9x. This map is now updated every six months to geographically show progress implementing the City's Bicycle Master Plan.

Four more bikeways! Four more bikeways!

The City installed the following four new bikeways (the first three of which are listed as priority projects in the Bicycle Master Plan) between July and December 2009:

- **5th Ave, Embarcadero to E 10th St** (0.3 miles connecting to the Embarcadero Bay Trail to the south, and bike lanes on E 10th St, currently under development, to the north)
- **14th St, Wood St to Mandela Pkwy** (0.4 miles connecting to the West Oakland Bay Trail)
- **55th St, Adeline St to Telegraph Ave** (0.7 miles, the first east-west bikeway in North Oakland)
- **Oakland Ave, Harrison/Orange to Santa Clara Ave** (pictured, 0.4 miles, motivated by neighborhood interest in traffic calming)



The project on 55th St also upgraded traffic signals to detect bicyclists at Market St and Telegraph Ave (more information in boxed article, below). The bikeways were funded by Alameda County Transportation Improvement Authority Measure B Bicycle/Pedestrian funds. 

Stanford Median Crossing

A well-used connection between Berkeley's King St Bicycle Boulevard and Oakland's Genoa bike route (future bicycle boulevard) was upgraded in December. The project widened three existing ramps that allow bicyclists and pedestrians to cross Stanford Ave at King St, and installed a new bike-only ramp onto Adeline St. A bollard was



installed at the foot of this ramp to prevent motorist access into the pocket park.

New bicycle wayfinding signage marking the connection, pedestrian warning signage, and crosswalk striping were also installed.

The project was funded by Transportation Development Act Article 3 funds, state gas tax revenues dedicated to bicycle and pedestrian improvements. 

An Oakland-bound bicyclist traverses the widened ramps at the Stanford Median. Look for new wayfinding signage and sharrow markings on Genoa and 52nd Sts in the coming year!

More bike-sensitive traffic signals

New traffic signal video cameras were installed at the following five intersections from July-December 2009:

- Market St and Stanford Ave
- 55th St and Market St
- 55th St and Telegraph Ave
- Fruitvale Ave and Alameda Ave
- Mandela Pkwy and W Grand Ave

The bicycle detector pavement marking (right) will be installed at all locations to indicate where bicyclists should position themselves to be detected.

If there is already a video camera (see page 3 of this newsletter, Winter 2009 edition, at www.tinyurl.com/y9rko2j) but no pavement marking, bicyclists should position themselves behind the limit line or crosswalk. (Cameras aren't looking for bicyclists in the middle or in front of the crosswalk!)

Email requests for bicycle detection at traffic signals to bikeped@oaklandnet.com.



New bicycle parking (with a little help from our friends)

The best locations for bike parking aren't always on City-owned property. To meet the demand for bicycle parking where it's needed, the City needs help from the private sector and other agencies. Two recent examples illustrate these opportunities:

The **Actual Café**, 6334 San Pablo Ave (at Alcatraz), which opened in November may be the first retail business in Oakland to provide indoor bike parking for their customers. Hoist your bike onto one of 11 wall hooks (photo below) and bask in the security of it while you dine. Many thanks to trendsetting owner Sal Bednarz for helping Oakland meet the demand for secure bike parking amongst the hungry and thirtsy café set. (So trendsetting, in fact, as to be reported in *The New York Times*; see www.tinyurl.com/yg4epjr.)



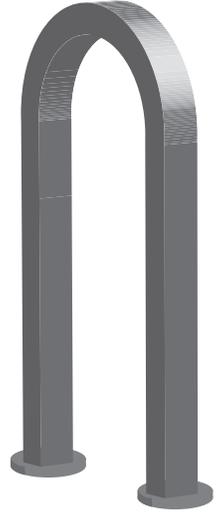
Individual chain-link storage lockers (photo below) were recently installed at **Edna Brewer Middle School**, where the non-profit Cycles of Change will begin an after-school bicycle skills and adventure program this fall. The project was shepherded by the East Bay Bicycle Coalition which credits school Vice Principal Cliff Hong and Glenview neighborhood activist Hugh Morrison for securing funding. 



Photo: East Bay Bicycle Coalition

Bicycle Parking Rack Guidelines

The City released new bicycle parking rack guidelines in September 2009 (online .pdf at www.tinyurl.com/yeu77o7). The guidelines include criteria for rack design, placement, and layout. Example layouts illustrate required setbacks for different configurations and sidewalk widths. A companion online layout tool was developed to help others configure bicycle parking installations.

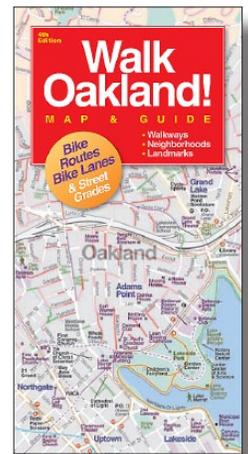


The guidelines also explain the process to install racks on public property (for those who wish to provide racks that are different than the City standard or who do not wish to wait for the CityRacks Program). Information about Oakland's Bicycle Parking Ordinance is included to assist developers in complying with the 2008 law. 

Twelve new bicycle racks accommodating 28 bikes were installed in the last six months for a record-setting total of 858 spaces installed in 2009 (28% of the total installed citywide since 1999). The City has racks in stock to meet ongoing demand. Thirty new racks are slated for installation in January 2010. Keep those location requests coming! (See cover for location submission instructions.)

Now available: 4th edition of the Walk Oakland! Map & Guide

The fourth edition of the Walk Oakland! Map & Guide was released by publisher Rufus Graphics over the summer to meet ongoing demand for this popular resource. There are now 53,000 copies of the map in print, 10,000 from the most recent printing. The map shows bikeways throughout Oakland (including those completed through July 2009 plus other recommended routes), and highlights neighborhoods, historic landmarks, and walkways. As of the third edition, the map includes chevrons on bikeways that show the direction of hills with each chevron marking a fifty foot gain in elevation.



Go to www.oaklandbikes.info/Page129.aspx for a list of bike shops and bookstores throughout Oakland that carry the map and a view-only .pdf version. 

European bicycling delegates visit Oakland

In September, bicycling experts from Belgium, Denmark, and the Netherlands visited Oakland to discuss opportunities for making Oakland into a world class cycling city. Events included a bicycle tour of Oakland plus workshops for community-based organizations and government officials. An evening workshop on bicycling in Copenhagen attracted a standing-room only crowd to learn how 34% of residents bicycle to work, with more people traveling into downtown by bicycle than by car.

One key lesson from the workshops is that the demand for bicycling will increase with sustained investment in bicycle infrastructure. The City of Oakland thanks the delegates for sharing their expertise: Adelheid Byttebier, former member of the Brussels Regional Parliament; Niels Jensen, senior transportation planner for the City of Copenhagen; Hans Voerknecht, international coordinator for Fietsberaad, the Dutch think tank on cycling and related subjects; and Geert-Pieter Wagenmakers, supervisor and senior advisor of the traffic and transport division at the Chamber of Commerce Amsterdam.

The events were organized by the German Marshall Fund of the United States with support from the City of Oakland and the Bay Area Air Quality Management District. Additional information—including the presentations by the delegates—is available at www.tinyurl.com/ya223kk. 



From Copenhagen to Oakland. Above, Niels Jensen, City of Copenhagen, makes a presentation at a community workshop; below, Jason Patton (right), City of Oakland, prepares bicyclists for a tour.



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Si desea un ejemplar del boletín del programa ciclista de la Ciudad de Oakland en español, por favor llame 238-3983 o visite www.oaklandbikes.info (www.tinyurl.com/ydpl7hm)

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 查詢。
(www.tinyurl.com/yb66t9c)

Để lấy một tờ bản tin bằng tiếng Việt về chương trình đi xe đạp của Thành Phố Oakland, xin gọi số 238-3983 hoặc tới trang mạng www.oaklandbikes.info (www.tinyurl.com/yd8d8cj)