

WE OAKLAND

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



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Caldecott Tunnel Fourth Bore Settlement Brings Bikeways

Tunnel's Vision

In June, the City installed new bikeway striping along an existing signed bike route (most of which was first installed in 1976) along the westmost portion of Tunnel Rd in Oakland. A short but impactful section of off-street path east from the Berkeley border was installed to separate eastbound bicyclists and all pedestrians from traffic accessing the Highway 13 on-ramp. Continuing east to the T-intersection with Caldecott Ln, new bike lanes (buffered where width allows) were striped, and on Caldecott Ln, new bikeway striping was installed, mostly bike lanes with sharrows marking the narrow roadway east to where the street ends in a cul de sac. Other improvements at the intersection of Tunnel Rd, Hiller Dr, and the Highway 13 on-ramp include pavement resurfacing, new high-visibility crosswalks, green bike lane conflict zone striping to highlight the bicyclist path of travel, and, still under construction, an upgraded traffic signal and reconstructed median islands. The project is one of several funded by City of Oakland's \$8 million Settlement Agreement with Caltrans over potential impacts from the Caldecott Tunnel Fourth Bore Project.



Green striping helps highlight potential conflicts for cyclists traversing the Hwy 24 ramp en route to Skyline Blvd.



Green conflict zone striping and high-visibility crosswalks improve safety on College Ave.

Bike Lanes Go to College

In June, the City completed bikeway striping on College Ave, part of a project to improve access to the Rockridge BART Station. Bike lanes were installed on most of College Ave between Broadway and Claremont Ave. Corner bulb-outs are being installed near Rockridge BART to shorten crossing distances, and a short slip lane at Miles Ave was removed to reduce motorist speeds and create new pedestrian space. High-visibility crosswalks and green conflict zone striping were also installed. And, last but certainly not least, College Ave was repaved resulting in the smoothest ride in years. (Still to come: bike lanes on Shafter/Keith Aves between Forest St and the BART parking lot, completion of concrete work, and signage.) The project was funded by a Regional Measure 2 "Safe Routes to Transit" Program grant from the Metropolitan Transportation Commission and by the Caltrans Fourth Bore Settlement Agreement.

Dear Fellow Oaklanders,

Welcome to the latest edition of the “We Bike Oakland” newsletter that reports twice-yearly on the implementation of Oakland’s Bicycle Plan. We have tremendous progress to share at this two-year anniversary of the Let’s Bike Oakland Bicycle Plan, adopted in July 2019.

OakDOT’s Measure KK-funded paving is breaking records with big benefits to the bikeway network. Over the past six months OakDOT built 14 lane miles of Neighborhood Bike Routes (NBRs), 10 miles of which are new bikeways. This is part of a record-setting year in which OakDOT paved 40 miles of streets, working citywide to repair pavement and improve neighborhood connectivity. With the pandemic changing travel patterns, neighborhood trips became all the more important, and this was seen in Bike to Work Day becoming Bike to Wherever Day.

We are building community partnerships for bicycle education and planning, supporting Bike East Bay in offering remote classes during the pandemic and Cycles of Change in equipping San Antonio residents with the bikes and skills to ride for transportation and health. These equitable partnerships are helping OakDOT secure major grants for our priority neighborhoods, like recent awards from California’s Active Transportation Program for East Oakland Neighborhood Bike Routes and for 7th Street in West Oakland.

As we begin to cautiously emerge from the pandemic, check [covid-19.acgov.org](https://www.covid-19.acgov.org), get out-and-about on your bikes to reconnect with friends and family and to see the many improvements made during shelter-in-place. Thanks for encouraging, supporting, and partnering with us to do great work. We welcome your suggestions and questions at bikeped@oaklandca.gov.



Sincerely,

Ryan Russo
OakDOT Director



Telegraph Avenue Updates

In July 2020, City Council directed the City Administrator’s Office, the Oakland Department of Transportation (OakDOT), and the Oakland Department of Race & Equity to “engage residents and merchants” and “co-create improvements” to the Telegraph Ave Complete Streets Project. On June 2, 2021, OakDOT released the outcome of that process and recommended replacing the existing interim protected bike lane with buffered bike lanes. The recommendation was presented to the Bicyclist & Pedestrian Advisory Commission on June 17, the City Council’s Public Works Committee on June 22, and to a subcommittee of the Mayor’s Commission on Persons with Disabilities on July 1. On July 6, the City Council voted to move forward with the original plan to improve the existing separated bike lanes by installing concrete islands, work now forthcoming. More information at www.oaklandca.gov/projects/telegraph-avenue-complete-streets-redesign.

Further north on Telegraph Ave, a Highway Safety Improvement Program grant is funding the installation of concrete bus-boarding islands to facilitate bus operations along the separated bike lane striped in 2020 in the Temescal neighborhood.



Bicyclists cross behind bus-bulb on Telegraph Ave north of W MacArthur Blvd.

RESOURCES

Suggest a Bike Rack Location

- Go to oaklandbikes.info/bikerack to review guidelines and request a rack.

Key Online Maps

- Bike Plan Implementation Status: arcg.is/IPfvcI
- Three-Year Paving Plan: www.oaklandca.gov/resources/2019-paving-plan

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)

Oakland’s Bicyclist & 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.

Bicycle Plan Implementation Contacts

- Jennifer Stanley, Transportation Planner III
- Pierre Gerard Transportation Planner I

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.



Neighborhood Bike Routes Ramp Up

Nearly 14 lane miles of neighborhood bike routes (“NBRs,” aka bicycle boulevards) were installed on 17 streets between January and June 2021. Over 10 of these miles are new bikeways, with all but one street built by Measure KK-funded paving projects. Most notable among these was an upgrade to the NBR on 69th Ave, San Leandro St to International Blvd, first installed in 2012. In addition to new pavement, the project installed new and upgraded curb ramps at all intersections (some of this work is still underway), new and more evenly spaced speed humps, and high visibility crosswalks. See centerfold map for all locations.

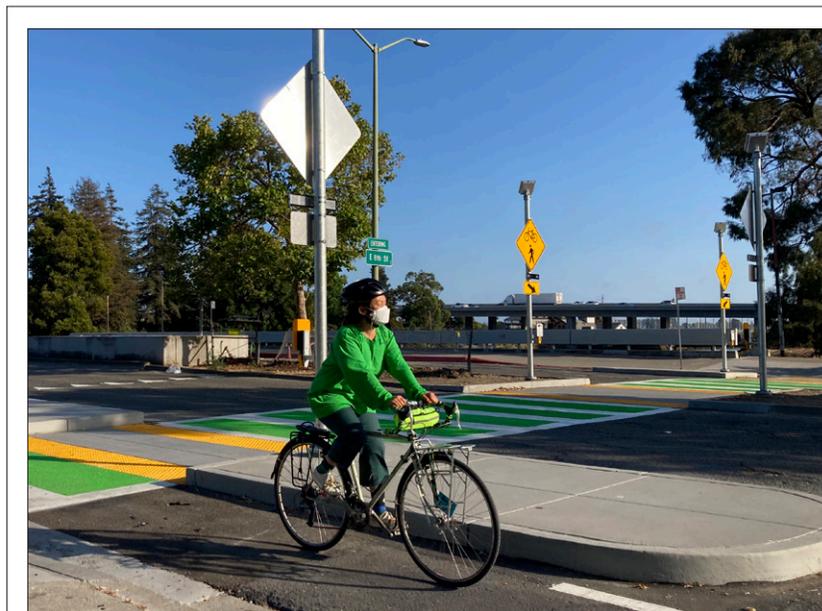
With Measure KK’s rapid rollout of routes, the need for consistent design standards emerged. Does painting sharrows on a local street meet the bike plan’s definition of an NBR, or are other traffic calming elements required, and if so, when, what, and where? To help answer these and other questions, OakDOT staff developed a guide that sets standards for NBRs which was published in June; see [tinyurl.com/OakDOT-NBR](https://www.oakland.gov/tinymce.com/OakDOT-NBR). The guide was completed by OakDOT’s Bicycle & Pedestrian Program with significant review and input from the Infrastructure Committee of Oakland’s Bicyclist & Pedestrian Advisory Commission and other OakDOT sections.



Improvements (other than new pavement) on 69th Ave included more speed humps to slow traffic.



New NBR on 22nd Ave near Garfield Elementary.



Green-striped crosswalk marks at-grade crossing of Lake Merritt Channel.

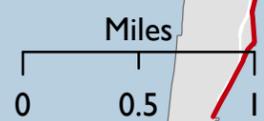
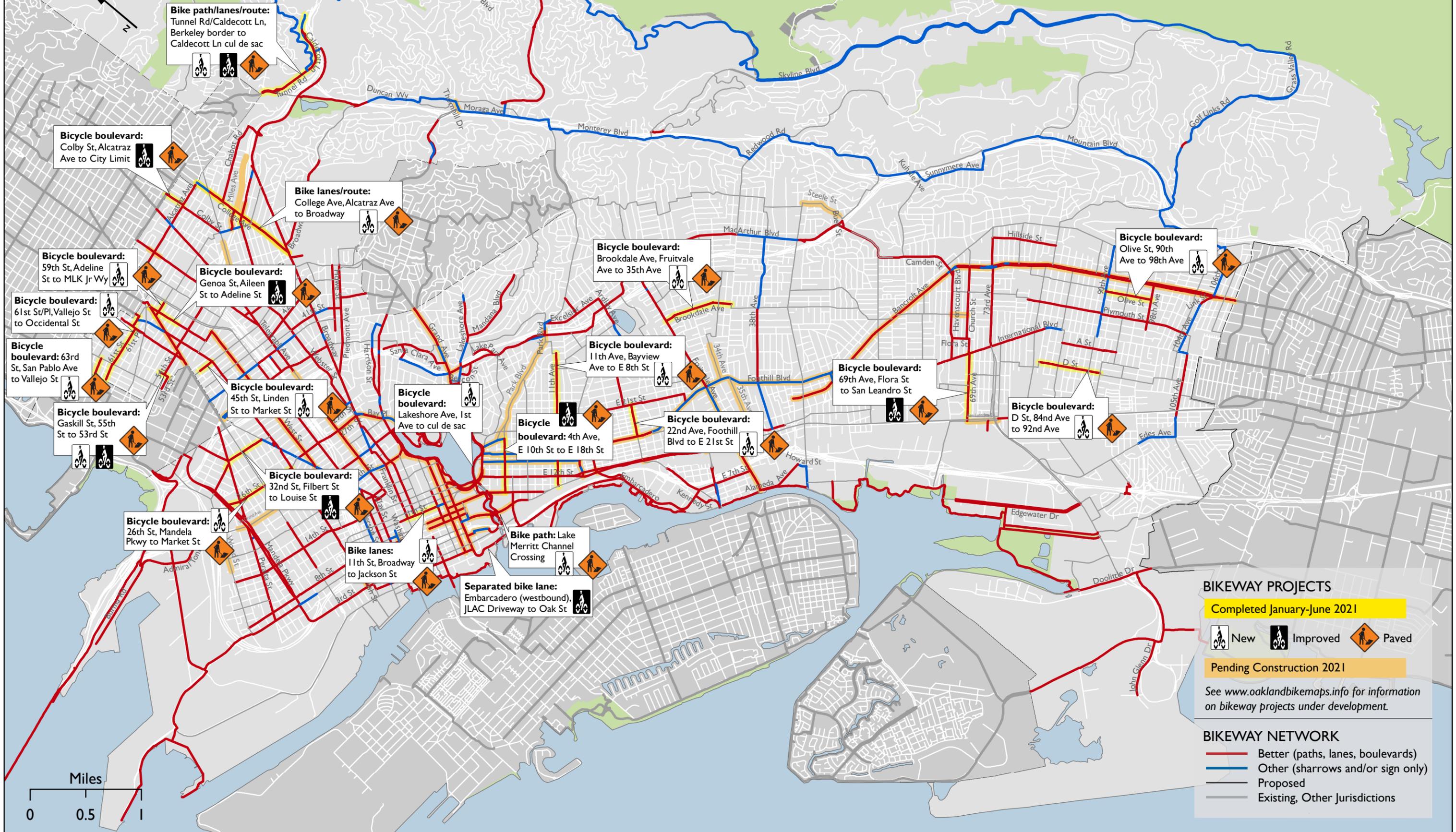
Lake Merritt Channel Path Crossing at 7th St

A short but quite sweet bicyclist and pedestrian connection across 7th St near Laney College was completed in June. The new connection is mid-block between Fallon St and 5th Ave (a very long block) and allows for a seamless ride at street level between existing path segments along the Lake Merritt Channel Path, providing an alternative to the flood-prone under-street tunnel. Bicyclist ramps were installed that connect directly to the high-visibility crosswalk, where solar-powered, audible- and push-button activated, rectangular rapid flashing beacons were installed to alert motorists to stop when bicyclists and pedestrians are crossing. Short segments of the existing bike lanes on 7th St approaching the crossing were

converted from buffered to separated behind concrete medians. The medians shorten the crossing distance, reducing potential conflicts with motorists. The project was implemented by Oakland Public Works and funded by Oakland’s voter-approved bond Measure DD, the Oakland Trust for Clean Water and Safe Parks.



Oakland Bikeway Projects & Network Status





Bicycling, briefly . . .

Bike to Wherever Day Take 2

Due to the COVID-19 pandemic, the annual Bike to Work Day was transformed for two years running into Bike to Wherever Day. The most recent event was held on Friday, May 21, 2021. There were several rides and events to celebrate, including Pedal Pools from City Council districts to the Lake Merritt Pergola where Walk Oakland Bike Oakland, Bike East Bay, Higher Ground in partnership with the Scraper Bike

Team, and OakDOT were stationed to greet bicyclists. Goodies including bags, bike maps, patch kits,

and stickers were distributed to bicyclists at the Lake and at Oakland Public Library branches. View beautiful portraits from the event by photographer Malcolm Wallace at malcolmwallacephotography.pixieset.com/biketoanywhere2021.



Getting ready to ride to the Lake Merritt Pergola from the Fruitvale BART BikeStation with District 5 Councilmember Noel Gallo. Photo: Malcolm Wallace.

Racks on a Roll

As of June 30, 2021, there were 11,518 publicly accessible bike parking spaces installed in Oakland. Between January and June, 298 spaces were installed. Of these new spaces, 194 were funded by Transportation Development Act, Article 3 grant for the 14th Phase of Oakland's CityRacks Program, 50 were installed as part of private development projects, and 54 were existing racks relocated as part of the Telegraph Ave repaving/separated bikeway project in Temescal. Site inspections at another 25 locations were conducted with 90 spaces pending installation, 68 of them east of the lake. Request racks at oaklandbikes.info/bikerack.

Citywide Bicycle/Pedestrian Rapid Response Enhancements Project

A grant from the Alameda County Transportation Commission matched by \$75,000 in local Measure B sales tax funds allowed the City to design and construct key safety improvements at six locations. One of these was

upgrading a buffered bike lane to a separated bike lane along westbound Embarcadero from the Embarcadero Bridge to Oak St. For more information, see www.oaklandca.gov/projects/citywide-bicycle-pedestrian-rapid-response-enhancements-project.



Million Dollar E-Bike Library

In June, OakDOT was awarded \$1,000,000 to create an electric bike (E-bike) library, an idea proposed during community outreach for the 2019 Bike Plan. The City heard that people wanted an E-bike sharing program that provided a variety of bike types, let users take bikes for longer time periods than the current bike share program, and that helped to support local bike shops and bike programs.



OakDOT used this input to apply for the "Clean Mobility Options Voucher" grant program of CALSTART, a national non-profit focused on clean transportation.

The library will consist of 500 E-bikes, including cargo bikes, adaptive bikes, and electric scooters. Bikes will be checked out online and users will pick bikes up from a participating rental service provider (local bike shop or bike-related program) in West Oakland, Chinatown, Fruitvale, or East Oakland. Users will be able to keep the bike for a similar period of time as a library book and then return it to a local service provider. These service providers will also fit each rider to their bike and ensure bikes are in good shape. The library aims to provide the bike rentals at low cost, and very low cost for low-income Oaklanders. A logistics provider, GRID Alternatives Bay Area, will purchase, store, and deliver the bikes and is expected to begin in early 2022.



12th Annual Oakland Bikeways Map

The 12th annual edition of Oakland's Bikeways Map hit the stands in May 2021. The map shows bikeways in

Oakland and in parts of our neighboring cities, symbolizing them by type of bikeway (lanes, paths, etc.). Pick one up at an Oakland bike shop or Oakland Branch Library (call first to confirm availability, oaklandlibrary.org/using-library/locations-hours), email bikeped@oaklandca.gov to get a copy via mail, or download at tinyurl.com/OaklandBikeMap2021.



Vertical delineators separate bike lane from motor vehicles.

A Record-Setting \$35 Million for Bike Infrastructure

Between January and June 2021, OakDOT was awarded \$34,783,754 in competitive regional/state grants to fund new bike infrastructure. In February, OakDOT received \$31,449,000 in Active Transportation Program (ATP) grants for two projects: the **East Oakland Neighborhood Bike Routes Project**, www.oaklandca.gov/projects/east-oakland-neighborhood-bike-routes, six miles of neighborhood bike routes in East Oakland on four corridors, and the **7th Street Connection Project**, www.oaklandca.gov/projects/7th-street-connection, which will extend the bikeway on 7th St east from Mandela Pkwy to downtown.

Two projects received \$1 million each from the regional Safe and Seamless Mobility Quick Strike grant program to help construct the following partially funded projects: **Segment II of the East Bay Greenway**, www.oaklandca.gov/projects/east-bay-greenway-phase-2, a multi-use pathway adjacent to San Leandro St from Seminary Ave to 69th Ave, and bike lanes on San Leandro St between 69th and 75th Aves (connecting to the original East Bay Greenway segment between 75th and 85th Aves installed in 2016); and the **14th St Safety Project**, www.oaklandca.gov/projects/14th-street, a separated bikeway between Brush St and Oak St.



East Oakland Neighborhood Bike Routes Project, six miles of safer, calmer neighborhood streets designed to prioritize people walking and biking to local destinations.

The City was awarded \$1 million from the CALSTART Clean Mobility Options program to create an **E-Bike Lending Library** (see *Bicycling Briefly*), \$184,754 from the Sustainable Transportation Equity Project (STEP) to fund the **East Oakland Sustainable Access to MLK Shoreline Study**, and \$75,000 from the Alameda County Transportation Commission to fund the **Citywide Bicycle/Pedestrian Rapid Response Enhancements Project**, a project that was completed in June (see *Bicycling Briefly*). Additionally, OakDOT programmed \$75,000 in California Transportation Development Act (TDA) Article 3 to fund **Phase 15 of CityRacks Bicycle Parking Program**.

Thanks Wlad! Welcome Fred!

OakDOT bids a fond farewell to Wlad Wlassowsky, a giant in Oakland's transportation work, who retired in March after 39 years of public service of which 31 years were to the City of Oakland. Wlad served as the Transportation Division Manager since 2003 and when OakDOT was created he served as its first Assistant Director and City Engineer. In addition to notable projects too many to list, Wlad's contributions include integrating transportation engineering and transportation planning; developing an internship program to introduce local high school students to public service and engineering; launching the new department; and institutionalizing equity in OakDOT's vision and day-to-day operations. A long-time Oakland resident with a deep love for the Town, Wlad is held in high esteem for his professionalism, his sincerity in hearing others, his calm when the going gets tough, and his generosity in making people welcome. Throughout his tenure he provided strong leadership for active transportation informed by his own experiences of the joys and challenges of biking and walking in Oakland. On Wlad's watch, Oakland's bikeway network grew from 73 to 183 miles. Thanks Wlad, and we'll be seeing you around Oakland's bikeways.

OakDOT is very pleased to welcome Fred Kelley as the department's new Assistant Director. Fred brings 25 years of experience to OakDOT, serving most recently as the City of Hayward's Transportation Division Manager where he was responsible for many of the same services that OakDOT provides. Welcome Fred!



Continuing Education

Between January and June, four bicycling street skills classes were offered by Bike East Bay via Zoom to a total of 83 attendees. These classes are made possible by a City of Oakland grant from the Transportation Development Act Article 3 fund, a portion of the state sales tax dedicated to bicycle and pedestrian projects. For a schedule with future classes, go to bikeeastbay.org/UC101. In March, the City began a partnership with the non-profit Cycles of Change to conduct the San Antonio Active Transportation Outreach Program. The program will educate and mentor area residents on how to bicycle, walk, and take transit safely as convenient and affordable ways to travel. Services will focus on residents of a recently-opened housing development in the San Antonio area which has 26 units for low-income, five units for homeless, and five units for individuals in the Housing Opportunities for Persons With AIDS (HOPWA) Program. The program is funded by a grant from the Affordable Housing Sustainable Communities Program and will serve as a model for future similar endeavors.

In May and June, the Oakland Public Library (OPL) conducted youth Earn-a-Bike Programs at the 81st Ave and Martin Luther King Jr library branches. To earn a bike, kids could decorate and write about a bike, compose a bike-related story, or make a bike-themed video. Thirty bikes were given away, all of which were donated, the majority by Bay Area Bicycle Rescue (an Oakland-based non-profit, www.baybikerescue.com). In May OPL staff took their mobile bike repair pop-up to Lion's Creek Crossing, repaired seven bikes, and rode with residents to the Coliseum BART parking lot to participate in Bike East Bay's Family Bike Day and bike safety class. Also in May, repair services restarted at the 81st Ave Branch informally, with the official relaunch of the pre-pandemic Friday afternoon Bike Fix-It Clinic on June 25. OPL's activities were made possible, in part by bike mechanic tools and an Xtracycle cargo bike purchased with funds from OakDOT.



OPL's youth-focused bike programs were tailored to the pandemic and transitioned to continue serving the community.



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