

Page: Application Tips

- **A word version of this application is available for download, at <https://bit.ly/BFCapp2022> (<https://bit.ly/BFCapp2022>)** - that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected.
- Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1IK31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleaeu.org.
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>).
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics - are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation**. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.
- If you need help with the online application, visit our Application Portal FAQs page here (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at bfa@bikeleaeu.org.

Page: Application Intro

Community Name:

Oakland

Has the community applied to the Bicycle Friendly Community program before?

Returning Application > Applying for Higher Award Level

What year was the community's most recent BFC application?

2018

What was the result of the community's most recent BFC application?

Gold

If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (<http://bikeleague.org/bfa/search/map?bfaq=>) and used to promote your community through League social media channels.

Community Website:

<https://www.oaklandca.gov/departments/transportation> (<https://www.oaklandca.gov/departments/transportation>)

Community's Twitter URL:

<https://twitter.com/Oakland> (<https://twitter.com/Oakland>)

Community's Facebook URL:

Community's Instagram URL:

<https://www.instagram.com/oakdotgram?hl=en> (<https://www.instagram.com/oakdotgram?hl=en>)

Community's Flickr or other public photo sharing URL:

Page: Contact Information

Applicant First Name

Jason

Applicant Last Name

Patton

Job Title

Bicycle and Pedestrian Program Supervisor

Department

Department of Transportation

Employer

City of Oakland

Street Address (No PO Box, please)

250 Frank H Ogawa Plaza, Suite 4314

City

Oakland

State

California

Zip

94612

Phone #

510-238-7049

Applicant Email Address

jpatton@oaklandca.gov

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

David Pene
City of Oakland, Department of Transportation, Safe Streets Division
Assistant Engineer II
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Pierre Gerard
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Craig Raphael
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Senior Transportation Planner
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Nicole Ferrara
City of Oakland, Department of Transportation, Major Projects Division
Transportation Manager
nferrara@oaklandca.gov

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Chris Hwang
Walk Oakland Bike Oakland
President, Board of Directors
chris@wobo.org

Robert Prinz
Bike East Bay
Advocacy Director
robert@bikeeastbay.org

Charlie Lenk
Walk Oakland Bike Oakland
Outreach Fellow
charlie@wobo.org

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

Yes

Please list the primary contact for each organization or group.

Additional Advocacy Contacts

Phoenix Mangrum
Cycles of Change
Educator, Collective Member
phoenix@cyclesofchange.org

Denise Turner
TransForm
Safe Routes to Schools Program Manager
dturner@alamedactc.org

Senay Dennis
Red Bike & Green
Director
senaydennis@gmail.com

Tyrone "Champ" Stevenson
The Original Scaper Bike Team
Founder, Chief Visionary Officer
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Binky Brown
Spokeland
Program Director
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Susan Mernit
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Executive Director
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Candice Elder
East Oakland Collective
Founder, Executive Director
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Margaretta Wan-Ling Lin
Just Cities
Executive Director
margaretta@justcities.work

Rue Mapp
Outdoor Afro
Founder, Chief Executive Officer
engage@outdoorafro.org

Jerott King
Bicycle Trails Council of the East Bay
President
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(For internal use only.)

Name:
Libby Schaaf

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LSchaaf@oaklandca.gov

Street Address

1 Frank Ogawa Plaza

City

Oakland

State

California

Zip

94612

Page: Community Profile pt. 1

Please note: The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Oakland

A2. Name of County/Borough/Parish:

Alameda County

A3. State:

California

A4. Link to map of community boundaries:

<https://goo.gl/maps/dUvcVjZ4UZk> (<https://goo.gl/maps/dUvcVjZ4UZk>)

A5. Type of Jurisdiction

Town/City/Municipality

A6. Size of community

55.8

A7. Total Population:

422575

A8. Population Density:

7573

For definitions, see FHWA Bikeway Selection Guide (page 20)
(https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf).

A9a. Rural

0%

A9b. Rural Town

0%

A9c. Suburban

1-24%

A9d. Urban

76-100%

A9e. Urban Core

1-24%

A10. What is the street network density of the community?

More than 15.0

A11. What is the average intersection density?

101-160

A12. Do any of the following significant physical barriers to cycling exist in your community?

Major highways or divided arterials with no or limited crossings, Topographical challenges (e.g. very hilly community), Railroad corridors

Page: Community Profile pt. 2

Find the following information for your community at: <https://data.census.gov/cedsci/> (<https://data.census.gov/cedsci/>)

Click here for detailed instructions to find answers to each question below:

(Click here to view or hide detailed instructions)

How to search:

We highly recommend that you do this on a desktop computer as the tables are easier to read on that screen. However, you can still find them from the dropdown menu on your phone or tablet.

A13. Census Profile Link:

From the main search field at <https://data.census.gov/cedsci/> (<https://data.census.gov/cedsci/>), enter your community's name and click the search icon.

From the search results, click "View Profile" on the right hand side.

(e.g. See the profile pages for Madison, WI: <https://data.census.gov/cedsci/profile?g=1600000US5548000> (<https://data.census.gov/cedsci/profile?g=1600000US5548000>) ; or for Athens – Clarke County, GA: <https://data.census.gov/cedsci/profile?g=0600000US1305990138> (<https://data.census.gov/cedsci/profile?g=0600000US1305990138>) ; or for Jamestown S'Klallam Tribe, WA: <https://data.census.gov/cedsci/profile?g=2500000US1655> (<https://data.census.gov/cedsci/profile?g=2500000US1655>))

IF YOUR COMMUNITY DOES NOT FALL NEATLY INTO A CENSUS PLACE: *Please use A13 to provide the link to your best source of the following data for all of the following questions below. For questions A14-A22, please provide best estimates for each question. Use the space provided in question A23 to provide any additional information or context about your community to help our reviewers better understand your socioeconomic and demographic details for your community.*

A14. Age distribution

Tip: This data is available under the "Populations and People" section of your community's census profile page. Click on "Populations and People" on the left hand side of the profile and you should see a simplified graph with the following fields. You can also click on Table "S0101" for a more detailed breakdown of the age categories in your community.

A15. Percent of the Population that Speaks a Language Other Than English at Home

Tip: Click on the "Populations and People" section of your community's census profile page, and then scroll down to "Language Spoken at Home". Enter the number listed above "Language Other Than English Spoken at Home in (your community)" on the left in question A15.

You can also click on Table "S1601" for a more detailed breakdown of the languages spoken at home in your community.

A16. Percent of population that is Foreign Born

Tip: Click on the "Populations and People" section of your community's census profile page, and then scroll down to "Native and Foreign Born". Enter the number listed above "Foreign Born population in (your community)" on the left in question A16.

You can also find this information on Table "DP02" under PLACE OF BIRTH for this information, as well as under WORLD REGION OF BIRTH OF FOREIGN BORN for a more detailed breakdown.

A17. Median Household Income

This data is listed at the top of your community's census profile page, or can be found by clicking on the "Income and Poverty" section and then on Table "S1901". Once on table S1901 scroll to the section "Median income (dollars)" to find the information for this question.

A18. Poverty Rate

This data is available under the "Income and Poverty" section of your community's census profile page. Click on "Income and Poverty" on the left hand side of the profile, and scroll down to "poverty".

A19. Bicycle Commute Rates by Sex

From your community's census profile page, click on the "Employment" section and then scroll down to "Commuting" and click on **Table S0801: COMMUTING CHARACTERISTICS BY SEX**. On table s0801, find "Means of Transportation to Work" and scroll down to the row that says "Bicycle". Scroll to the right to find the percentages for Total Estimate, Male Estimate, and Female Estimate in the "Bicycle" row.

A20. Percent of Household with No Vehicles Available

From your Census profile link, click on the "Housing" section and then click on Table "DP04". Once on table DP04, scroll to the section "VEHICLES AVAILABLE" to find the information for this question. **Scroll to the right to find the percentage for your community next to "No vehicles available"**.

A21. Disability Characteristics

From your Census profile link, click on the "Health" section and then the "Disability" section. Enter the number listed above "Disabled Population in (your community)" on the left in question A21a. Questions A21b-e can be found on the bar graphs on the right in this same section.

A22. Racial & Ethnicity distribution

Tip: From your community's census profile page, click on the "Race and Ethnicity" section and then click on Table P1 and then DP05 "ACS Demographic and Housing Estimates" and then scroll down to "RACE". **Scroll to the right to find the Percent column.**

For the first six categories below, enter the percentage numbers found for that category under "One Race" and then enter the total percentage listed for "Two or more races". Scroll down to the "HISPANIC OR LATINO AND RACE" section to find the total percentage for "Hispanic or Latino (of any race)".

A13. Census Profile link:

<https://data.census.gov/cedsci/table?q=Oakland%20city,%20California&tid=DECENNIALPL2020.P1> (<https://data.census.gov/cedsci/table?q=Oakland%20city,%20California&tid=DECENNIALPL2020.P1>)

A14a. Under 5 years:

6

A14b. Under 18 years:

19

A14c. 18 years and over:

81

A14d. 65 years and over:

13

A15. Percent of the Population that Speaks a Language Other Than English at Home:

39.6

A16. Percent of population that is Foreign Born:

26.5

A17. Median Household Income:

80143

A18. Poverty Rate:

14.6

*Enter numbers only - answer must be in ##.## format.***A19a. Total Bicycle Commuters:**

2.33

A19b. Male Bicycle Commuters:

2.78

A19c. Female Bicycle Commuters:

1.86

A20. Percent of Household with No Vehicles Available:

15

***Note:** *The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.*

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!"

(<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A21a. Total percent of "Disabled Population":

11

A21b. Percent of population with a hearing difficulty:

2.6

A21c. Percent of population with a vision difficulty:

2.2

A21d. Percent of population with a cognitive difficulty:

5

A21e. Percent of population with an ambulatory difficulty:

5.8

*Enter numbers only - answers must be in ##.## format.***A22a. White:**

34.4

A22b. Black or African American:

22.7

A22c. American Indian and Alaska Native:

0.9

A22d. Asian:

15.8

A22e. Native Hawaiian and Other Pacific Islander:

0.6

A22f. Some other race:

17.3

A22g. Two or more races:

8.4

A22h. Hispanic or Latino (of any race):

27

A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.

Oakland is a diverse yet geographically segregated community. Some neighborhoods have many residents have low-English proficiency. Bicycling rates vary significantly by census tract. See Oakland's "Zone Analysis for Bicycle Planning": <https://oaklandca.s3.us-west-1.amazonaws.com/oakca1/groups/pwa/documents/report/oak068239.pdf>.

Page: Engineering

B1. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets resolution

B1a. What year was the local Complete Streets resolution passed?

2013

B1b. Please provide a link to the local Complete Streets resolution.

<http://www2.oaklandnet.com/n/OAK039959> (<http://www2.oaklandnet.com/n/OAK039959>)

B1c. Since the passing of the local resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

Yes

B2a. Please describe.

The City's Bicycle Plan, adopted in 2019 recommended a network of low-stress bikeways, with facility types selected based on traffic volumes, speeds, and feedback from residents in a statistically representative survey indicating which facility types most Oakland bicyclists, including young and cautious riders, would feel very comfortable using. Furthermore, when planning and designing particular facilities, the City consults NACTO Guidance on protected intersections and Designing for All Ages & Abilities, and OakDOT Design Details for bike lanes and buffers, among others.

B3. Has your community adopted a design manual or guidelines that establishes minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

Yes

B3a. Please provide a link to your community's bicycle facility design manual or guidelines.

<https://www.oaklandca.gov/resources/oakland-bicycle-facility-design-guidelines> (<https://www.oaklandca.gov/resources/oakland-bicycle-facility-design-guidelines>)

B3b. Do/es the manual or guidelines incorporate, reference, or follow any of the following standards? Select all that apply

NACTO Guide for Designing for All Ages & Abilities, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?

Mixed-use zoning or incentives, Transit Oriented Development ordinance or program, Form-based/design-based codes, Connectivity policy or standards, Affordable Housing policy or plan, Infill development incentives

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

Maximum car parking standards , No minimum car parking standards , Paid public car parking , Shared-parking allowances

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?

Requirements to accommodate of bicyclists through construction sites in the public right-of-way, Policy to preserve abandoned rail corridors for multi-use trails

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?

None of the above

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?

Bike parking ordinance for all new developments specifying amount and location , Ordinance that allows on-street bike parking/bicycle corrals , Ordinance that allows bike parking to substitute for car parking, Subsidy program for private bike parking installation, Public or private program that provides grants for bike racks or free bike racks upon request, System in place that allows residents to request the installation of new public racks

B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

Yes

B9a. Please provide a link to your community's bicycle parking design standards.

<https://www.oaklandca.gov/resources/bicycle-parking-resources-and-requirements> (<https://www.oaklandca.gov/resources/bicycle-parking-resources-and-requirements>)

B9b. Do your community's bicycle parking design standards meet any of the following?

Conform with APBP guidelines

B10. What percentage of public and private bike racks conform with APBP guidelines?

More than 75%

B11. What, if any, end-of-trip facilities are available to the general public in your community?

Public uncovered bike racks, Public covered bike racks, Public bicycle lockers or similar individual secure bike parking spaces, Public secure bike cages, rooms, or pods for communal secure bike parking spaces (e.g. Oonee Pods), On-street bike corrals

B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?

Basic inventory conducted for end-of-trip facilities (e.g. identifying gaps in availability)

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach (https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf) and Small Town and Rural Design Guide (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf), as well as NACTO's Designing for All Ages and Abilities contextual guide (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf) and Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, *Benchmarking Bike Networks* (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).

B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.

I would like to link to an online map

B13a. Bicycle Network Map URL:

<https://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=e778c7f232c8400182a7f11e7449b9b2>
(<https://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=e778c7f232c8400182a7f11e7449b9b2>)

B13a1. Secondary Bicycle Network Map URL:

https://cao-94612.s3.amazonaws.com/documents/Bikemap_2022_web.pdf (https://cao-94612.s3.amazonaws.com/documents/Bikemap_2022_web.pdf)

B13b. Optional comment field to provide more information about link(s):

B14. Bicycle Network Worksheet

9/23/22

Download File (https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/27516c05-a80a-4139-a91c-829e10c3f82f?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22BFC_Fall%202022_B14%20BFC%20Network%20Worksheet_Oakland.xlsx%22&response-content-type=application%2Fvnd.openxmlformats-officedocument.spreadsheetml.sheet&Signature=zbKefGIwDI8tQzc27EPbWd1x7lc%3D)

The following answers for B15a-e should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

B15a. Total current Roadway Network:

881.4

B15b. Percentage of Roadway Network that is high-speed:

0.57

B15c. Percentage of Roadway Network that is low-speed:

0

B15d. Percentage of Roadway Network where speed limit is unknown:

0

The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B16a. Total current mileage of on-street bike facilities:

162.31

B16b. Total current mileage of off-street bike facilities:

83.96

B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):

246.27

B16d. Total current mileage of other markings and features:

55.44

B16e. Ratio of Total Current Bicycle Network to Roadway Network:

28

B16f. Percentage of Roads with ANY on-street bike facilities:

18

B16g. Percentage of Roads with LOW-STRESS on-street bike facilities

6

B16h. Percentage of Total Bicycle Network that is Low-Stress:

57

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B18a. Planned On-Road Bike Facilities:

164.79

B18b. Planned Off-Road Bike Facilities:

22.5

B18c. Planned LOW-STRESS Bike Facilities:

119.4

B18d. Planned other markings & features:

10.54

B18e. Plans to upgrade any existing bike facilities:

66.25 centerline miles of existing bikeways, as of 6/30/2022, are proposed to be upgraded to a higher-quality bikeway class type. Of these upgrades, the proposed bikeway types are: 6.33 miles of bike lanes, 31.16 miles of buffered bike lanes, 4.9 miles of bicycle boulevards, and 23.86 miles of protected bike lanes.

B18f. Plans to lower speed limits or design speeds of any existing roads:

The Proposed Slow Streets Network, based on the Proposed Bikeway Network where the proposed class is Class IIIB (AKA bicycle boulevards, neighborhood bike routes, etc.), will include a design speed of 15 miles per hour, where possible.

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?

Bike/pedestrian overpasses/underpasses, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs), Narrowing motor vehicle traffic lane widths (lane diet), Car-free/Car-restricted zones, Temporary "pop-up" bike infrastructure or traffic calming /tactical urbanism, Designated "Slow Streets", Speed feedback signs/cameras

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

"Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Contra-flow bike lanes (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street), Conflict zones are marked with colored bike lanes, Shared bicycle/bus lanes, Removal of on-street car parking, Reverse angle parking, Bicycle-friendly storm sewer grates, On-street wayfinding signage with easily visible distance and/or riding time information for bicyclists, Off-street wayfinding signage with easily visible distance and/or riding time information for bicyclists, Parallel but separated paths for bicyclists and pedestrians, Signage or markings to designate right-of-way on shared-use paths

B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?

Efforts to provide shade, Street lighting on most arterials, Street lighting on most non-arterials, Lighting on most shared-use paths, Benches or other seating options added along bike routes/facilities, Drinking fountain or water bottle filling stations added along bike routes/facilities, Public art or murals, Historical or cultural information, Placemaking efforts to develop interesting or engaging places along the route

B22a. Please describe any efforts to incorporate public art or murals along your community's bicycle network.

Paint the Town is a program that facilitates community initiated murals directly on Oakland's streets. Many of them are on the City's bicycle network.

B22a. Optional File Upload:

Volunteers painting a Paint the Town mural

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/838d1a57-d4f6-402e-9da5-99a0bf702b61?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22MicrosoftTeams-image%20%2812%29%20%281%29.png%22&response-content-type=image%2Fpng&Signature=ATtk%2F2sz1C%2F5awO%2Fr%2BGyPUx86oc%3D>)

B22b. Please describe any efforts to incorporate historical or cultural information in your community's bicycle network.

Bicycling wayfinding signs point to cultural sites. The portion of the Bay Trail that goes through Oakland has interpretive signage describing local history.

B22b. Optional File Upload:

No File Uploaded

B22c. Please describe any placemaking efforts to develop interesting or engaging places along your bicycling network.

The bicycle wayfinding signage point to local points of interest like parks, libraries, etc. The Bay Trail follows parks along the bay. A street was recently closed to create a parklet along a popular bike route. The Slow Streets program during Covid restricted access to vehicles along neighborhood bike routes and encouraged neighbors to activate their streets by putting out chalk art and lawn chairs, and playing in them, making the streets their own interesting and engaging places.

B22c. Optional File Upload:

No File Uploaded

B23. Are there any signalized intersections in your community?

Yes

B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Video or microwave detection for demand-activated signals, Leading Pedestrian Intervals, Demand activated signals with loop detector (and marking), Push-buttons that are accessible from the road or trail/side path, Push-buttons are designed and located at an accessible height for a variety of users, Timed signals, Signals timed for bicycle speeds, Bicycle Signal Heads, Advanced Stop Line or Bike Box, Protected intersection, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Refuge islands, Right corner islands ("pork chops"), Right-on-red restrictions in certain signalized intersections

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?

Accessibility audit for one or more segment or project within the bike network, Bollards and control access barriers have been removed or (re)designed at appropriate widths or angles to accommodate non-standard cycles such as hand cycles or adult tricycles, Bikeway lane widths have been (re)designed to accommodate wider non-standard cycles, Separated bike lanes or cycle tracks have been (re)designed to provide curb access to pedestrians using wheelchairs or other mobility aids, Construction or roadway maintenance detours for cyclists are designed with ramps and appropriate widths for non-standard cycles

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?

Online reporting system (e.g. SeeClickFix or local 311 website), Mobile app (e.g. local 311 app), Hotline, Regular meetings

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes), Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance), Policy or set schedule for repaving roads, Other

B26a1. Sweeping

Same time as other travel lanes

B26a2. Pothole maintenance/ surface repair

Within one month of complaint or longer

B26a3. Restriping/ repainting markings

As needed

B26b1. Sweeping

As needed

B26b2. Vegetation maintenance

As needed

B26b3. Surface repair

Within one month of complaint or longer

B26b4. Restriping/ repainting markings

As needed

B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?

More than every 15 years

B26d. If other, please describe what policies, standards or mechanism are currently in place to support the ongoing maintenance of bicycle facilities.

Every 2-4 years, the City of Oakland performs a citywide pavement condition survey, which is then used along with other factors including geographic equity, identified complete streets improvements, and the City's bicycle plan to develop multi-year pavement prioritization plans. Due to Measure KK, Oakland's voter-approved Infrastructure Bond, the City has dramatically more resources to invest in paving than any previous time in recent decades. Over many years a structural deficit in available funding resulted in a massive backlog of deferred maintenance - \$538 million as of 2018 and \$432 million as of 2021. The City of Oakland's 2019 Three Year Pavement Prioritization Plan made a \$100 million investment to begin rectifying this backlog (including 35 miles of bikeways), and the 2022 Plan proposes an additional \$300 million investment (including 145 miles of bikeways). The majority of new funding is from Measure KK (2016), with significant contributions from CA Senate Bill 1 (2017), and Alameda County Measure BB (2014). These plans have been recognized for their careful prioritization of limited resources to improve the City's overall pavement condition, prioritizing improvements in historically underserved neighborhoods, and incorporating complete streets design elements serving the most vulnerable roadway users.

B27. Does your community have a rail transit, bus, or other public transportation system?

Yes

B27a. Which of the following types of public transportation are offered in your community?

Public buses, Bus Rapid Transit (BRT), Paratransit, Commuter rail, Ferry or water taxi

What percentage of your community's public buses are equipped with bike racks?

100%

Are bikes allowed inside public buses?

Only outside of rush hour service in buses, Folding bikes are allowed in folded position in buses, Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed on buses

What percentage of bus stops are equipped with secure and convenient bike parking?

11-25%

Are bikes allowed inside BRT Vehicles?

Yes, at all times, Folding bikes are allowed in folded position, There is specialized space (e.g. hooks or luggage space) for bikes inside BRT Vehicles, On-vehicle bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.) , Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed

What percentage of BRT buses are equipped with bike racks?

None

What percentage of BRT bus stops are equipped with secure and convenient bike parking?

51-75%

What percentage of Paratransit vehicles are equipped with accessible bike racks?

None

Are adaptive cycles allowed inside Paratransit vehicles?

Other

If other, please describe.

All mobility devices, including adaptive cycles, are permitted in paratransit vehicles, and would be secured in the wheelchair securement area, as long as the device can board using the lift and does not obstruct aisles or doorways.

B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?

Yes

B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.

There are 10 rail stations and one ferry station in Oakland. Bikeways connect to all 11 stations with additional connections planned for a bikeway connection from each quadrant around each station. Serving these stations are two attended bike stations for 330 bikes, the first installed in 2004, and 428 multi-user, electronic bike lockers and 20 keyed lockers. Another station has a secure bike cage with 197 spaces. There are well over 1,000 bike rack spaces at the rail stations and directly adjacent (within 20 feet) to major bus stops. Oakland's first BRT line, operated by AC Transit, opened in 2020 with 38 stations in Oakland. Twenty-one of the 38 BRT stations have bicycle parking, with a total of 48 spaces.

B27c. How are residents and visitors encouraged to combine cycling and public transportation?

Bike share and public transportation accounts or payment systems are synced, Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Video(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Information on bike racks/storage provided on transit schedules

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B28. Does your community currently have a community-wide bike sharing program that is open to the general public?

Yes

Click "Add Bike Share Program" below to answer questions B28a-g for each bike share program in your community. You may add up to three (3) community-wide bike share programs below.

Bike Share Programs

Bike Share Programs

Program Name: BayWheels

URL: <https://www.lyft.com/bikes/bay-wheels>

Year Launched: 2017

Status: Permanent/long-term {704a936e-9835-4fa7-9909-43953705772e}

Groups Involved: Local Government (Applicant Community), Neighboring Jurisdiction(s) (including MPO or other regional agencies), Private Company

Number of Bikes: 850

System Type: Automated kiosk-style bike share system

Number of Stations: (if applicable) 83

Average Station Density: (if applicable) 1.6

Adaptive Cycle Program Details, if applicable:

Program Name: Oakland Electric Bike Library

URL: <https://www.oaklandca.gov/projects/electric-bike-library>

Year Launched: 2023

Status: Pilot/temporary {704a936e-9835-4fa7-9909-43953705772e}

Groups Involved: Local Government (Applicant Community), Private Company, Non-Profit Organization, State DOT or other statewide agency

Number of Bikes: 500

System Type: Short-term bike rentals, Long-term bike rentals, Electric/pedal assist bikes are available, Adaptive cycles are available, Cargo bikes are available, This bike share provider also offers scooters in the community

Number of Stations: (if applicable)

Average Station Density: (if applicable)

Adaptive Cycle Program Details, if applicable:

B28h. How many trips were made in the last calendar year?

80931

B28i. What specific efforts, if any, have been made to make the bike sharing program more equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?

Cash or non-credit card dependent payment system, Subsidized bike share memberships, Community outreach, Walkable station spacing in low-income neighborhoods, Instructions for the bike share program are available in multiple languages

B28j. Do(es) your bike share program(s) make ridership publicly available online?

Yes

B28j. If Yes, please provide a link to your publicly available bike share data.

<https://www.lyft.com/bikes/bay-wheels/system-data> (<https://www.lyft.com/bikes/bay-wheels/system-data>)

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?

Cyclocross course, Pump tracks, Bicycle-accessible skate park, Signed loop route(s) around the community

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.

Berkeley (N/A), Piedmont (N/A), Alameda (Silver), San Leandro (N/A), Emeryville (Silver)

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

The East Bay has a long history of bicycle planning with most of Oakland's adjoining jurisdictions having adopted multiple bicycle plans (or active transportation plans) over the years. The adjoining cities are Berkeley, Emeryville, Piedmont, Alameda, and San Leandro. These multiple plans have provided an iterative process, bringing the cities' networks into increasingly closer alignment. Additionally, the Alameda County Transportation Commission (countywide transportation agency) and the Metropolitan Transportation Commission (MPO for the San Francisco Bay Area) have each adopted multiple bicycle plans with an emphasis on connections between adjoining jurisdictions. Because the inner East Bay is a built-out urban area, it is often not obvious where one city ends and the next begins because of the continuity in the urban fabric. When a bikeway does end at a city limit, it is easy to identify because it stands out: why did the bikeway end when other street characteristics continue on? Oakland staff have a history of working closely with staff in adjoining jurisdictions on bikeway projects at Oakland's city limits. In multiple instances Oakland has done construction into an adjoining jurisdiction so that a bikeway reaches a natural endpoint (e.g., an intersecting bikeway, the next intersection rather than a mid-block endpoint). Oakland has also fabricated bicycle guide signs for installation in other jurisdictions to help connect bicyclists coming from other jurisdictions to Oakland's bikeway network. The connections between jurisdictions is also improved through the work of Bike East Bay, advocating across jurisdictional lines to connect planning efforts and construction projects.

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

Yes

B32a. If yes, please describe.

OakDOT is a founding member of the California Cities Transportation Initiative (CACTI), which incorporated As a non-profit in 2022, and functioned as a coalition for over five years prior. Through this partnership of the DOTs of the eight largest cities, we've successfully addressed policy issues at the State level, including lowering speed limits, and shared mobility policy. We've continued to advocate for automated speed enforcement, but have not yet been successful.

B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

Oakland has adopted and implemented a full suite of forward-looking bicycle design elements: protected bike lanes, protected intersections, buffered bike lanes, bicycle signal heads, bike boxes, two-stage turn boxes, green conflict zones, bikeway markings through intersections, bus boarding islands, bike corrals, eLockers, and bike stations. While significant work remains to implement these design elements citywide, each of these design elements has multiple examples that were constructed with permanent materials and are working successfully. These completed projects are providing important precedents and examples for the design of current projects, with these design treatments now regularly part of design discussions.

In 2016, Oakland was recognized by the Federal Highway Administration as a national leader for coordinating bikeway implementation with routine resurfacing projects ("Incorporating On-Road Bicycle Networks into Resurfacing Projects", 2016, pp. 18-19). The report noted the City's multi-year paving plans that have provided time for early coordination. Following the creation of Oakland's Department of Transportation in 2017, the City's paving program was renamed as the Complete Streets Paving & Sidewalks Section. A 10-year infrastructure bond with \$350 million for paving and transportation projects began delivering new funding in the 2017-18 fiscal year. The outcome is unprecedented, both in the amount of complete streets improvements being delivered through routine paving projects and in the miles of roadways being paved.

While the infrastructure bond is providing huge benefits, Oakland still has deteriorated pavement due to multiple decades of underfunding for roadway rehabilitation. In an innovative maintenance program, the City of Oakland partners with Bike East Bay to identify and repair potholes that adversely affect bicyclists. Each month, Bike East Bay identifies 10 potholes through its Hazard Reporting Program (<https://bikeeastbay.org/HazardReporting>). The priority list is submitted directly to City of Oakland staff for expedited processing. A shared spreadsheet tracks progress and ensures that the identified potholes are resolved. Since the creation of the program in 2012, over one thousand potholes of priority to bicyclists have been identified, prioritized, and resolved. Oakland continues to be successful in requiring the construction of new bike lanes as part of major development projects. This is particularly notable given that Oakland is an already developed city where almost all development is in-fill development. To ensure continuity of the bikeways, development projects have been required to build bikeways that extend beyond their property frontages. Developers are now building protected bike lanes as well as implementing road diets with buffered bike lanes.

In 2018 we wrote that Oakland's commitment to protected bike lanes was best demonstrated through its recent successes with grant funding for protected bike lane projects. The most notable of these – Telegraph Ave – is now in construction, following extensive public debate culminating in strong support from the Oakland City Council. The 14th St project – funded in part by a \$10 million grant for one mile of protected bike lane across the core of downtown– attracted extensive public debate. Earlier this year it received strong support from City Council when the Council approved the project's construction.

B34. If this is a renewing application, please summarize the biggest changes to your community's bicycle-related Engineering efforts or investments since your last BFC application.

Continuing progress reported in 2018, and following the adoption of the 2019 Bicycle Plan, Oakland has integrated best practices for low stress bikeways into its planning and project development processes, with several miles of protected bikeways and tens of protected intersections advancing into various stages of development between the 2018 application and now. The construction standard for bikeway improvements has also improved, with a higher proportion of bikeways under current construction and design implementing permanent rather than interim/plastic materials.

Of particular note is Oakland's embrace of bike boulevards, which are an integral part of the community's low-stress bike network. Since the last application, Oakland has expanded its proposed mileage of bike boulevards, published an implementation guide to set uniform standards for high quality facilities, and initiated a data-driven analysis of all existing and proposed bike boulevards to apply the guidelines.

Furthermore, coordination between the City and our regional bus transit agency (AC Transit) has also grown, with both agencies embracing and finding ways to integrate transit and active transportation improvements. In addition to the bus boarding islands noted in the previous response, the agencies are collaborating on designs to improve the experiences of cyclists and transit riders where bikeways overlap with transit signal priority improvements. Oakland has also continued to grow its internal capacity, developing a library of design guidelines and details for transportation improvements, a methodology to standardize and facilitate road diet feasibility studies, and filling positions dedicated to traffic signal operations.

Page: Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

26-50%

C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.

Learn to ride, ABC Quick Check, Bike handling skills, Traffic safety/rules of the road

C1c. Are there any on-bike learning opportunities for students at these elementary schools?

Yes

C1c1. What type of on-bike cycling education is offered?

Other

C1c1a. If other, please describe.

The Safe Routes bike education is offered during the school day, so it would be opt-out. It's not mandatory, but neither is it just a small subset of the school population. Alameda County SR2S offers on-bike cycling education to elementary school students via Bike Rodeos, which are fun-filled courses that focus on introducing elementary and middle school students to safe bicycle handling skills and riding techniques on the road. More information on these services is available here: <https://alamedacountysr2s.org/our-services/>

C1c2. Approximately how many elementary school students receive on-bike education annually?

1858

C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C1c3a. If yes, does the fleet include adaptive bikes for elementary school students with disabilities?

No

C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?

Language translation, learn-to-ride support

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

51-75%

C2b. What kinds of bike education/curriculum is offered in middle schools? Check all that apply.

Learn to ride, ABC Quick Check, Bike handling skills, Traffic safety/rules of the road

C2c. Are there any on-bike learning opportunities for students at these middle schools?

Yes

C2c1. What type of on-bike cycling education is offered?

Other

C2c1a. If other, please describe.

The Safe Routes bike education is offered during the school day, so it would be opt-out. It's not mandatory, but neither is it just a small subset of the school population. Alameda County SR2S offers the following on-bike cycling education options to middle school students: - Bike Rodeos, which are fun-filled courses that focus on introducing elementary and middle school students to safe bicycle handling skills and riding techniques on the road. - The Drive Your Bike program supports PE teachers who want to provide intensive bike safety education and training to middle and high school students. More information on these services is available here: <https://alamedacountysr2s.org/our-services/>

C2c2. Approximately how many middle school students receive on-bike education annually?

4657

C2c3. Are bicycles provided to middle school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C2c3a. Does the fleet include adaptive bikes for middle school students with physical or cognitive disabilities?

Yes

C2c3a. If yes, please describe.

Tandem bicycles that can be piloted by a paraeducator.

C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?

Adaptive bicycles, language translation, prioritization of Title I schools.

C3. Do any public or private high schools offer regular bicycle education to students?

Yes

C3a. What percentage of your public and private high schools offer bicycle education?

1-25%

C3b. What kinds of bike education/curriculum is offered in high schools? Check all that apply.

Learn to ride, ABC Quick Check, Bike handling skills, Traffic safety/rules of the road, Bicycle maintenance, Multi-modal/Mobility education

C3c. Are there any on-bike learning opportunities for students at these high schools?

Yes

C3c1. What type of on-bike cycling education is offered?

Optional on-bike education

C3c2. Approximately how many high school students receive on-bike education annually?

459

C3c. Are bicycles provided to high school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C3c3a. If yes, does the fleet include adaptive bikes for high school students with disabilities?

Yes

C3c3a. If yes, please describe.

Tandem bicycles that can be piloted by a paraeducator.

C3d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all high school students?

Adaptive bicycles, language translation, prioritization of Title I schools.

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Learn to ride classes, Bike clinics or rodeos, Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component), Recreational classes (e.g. trail riding classes, mountain biking clinics, etc.), Bike maintenance classes, Helmet fit seminars, Summer camps, Bicycle-related after school programming

C4a. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?

130

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Classroom-only based classes , Information sessions/workshops, Online live/virtual classes

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics, Other

C5b1. If other, please describe.

Additional workshop types provided include: Adult Earn-a-Bike workshops; Bicycle theft prevention workshops; Bike share basics workshops; Bike-friendly driver classes, including sessions for bus and shuttle operators. Bike East Bay conducts bike lights and reflective gear giveaways, some with fiscal sponsorship by the City of Oakland. The City uses a portion of its bike-specific Capital Improvement Program (CIP) funding to fund adult streets skills and Earn-a-Bike workshops.

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Local bike shop employee, Local bicycle advocate

C5d. On average, how often are these classes offered?

Monthly or more frequently

C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?

Yes

C5e1. Does the fleet include adaptive bikes for adult students with disabilities?

No

C5f. Please estimate how many total adults are reached annually in your community through these classes?

143

C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?

Classes are hosted by or offered for certain affinity/identity groups (e.g. Women's-only, BIPOC-only, etc.), Classes are free or subsidized for low-income residents, Classes are regularly offered in historically underserved neighborhoods , Instructors are compensated directly by the community or another local entity so that classes can be offered free-of-charge or below-cost to all residents, Incentives are available for attending local classes

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Educational group rides, Bike-specific website or social media accounts for community, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Permanent signage, displays, or information kiosks, Table or booth at community events

C6c. If checked, please provide up two 3 links to your community's bike-specific website and/or social media account(s):

<https://bikeeastbay.org/> (<https://bikeeastbay.org/>)

C6c. optional second link:

<https://wobo.org/resources/biking-resources/> (<https://wobo.org/resources/biking-resources/>)

C6c. optional third link:

www.oaklandbikes.info (<http://www.oaklandbikes.info>)

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Traffic Skills/Rules of the Road/Sharing the road with vehicles, Sharing trail or path or pedestrians (e.g. path or trail etiquette) , Route planning, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?

Bicycle Friendly Driver classes offered by a local League Cycling Instructor, Tabling Events, Pop-up events, or similar, Community newsletter/magazine article/blog, Community maps (print or digital), Information for students and parents from the school system, Flyer/handout , Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?

Transit operators

C10. Are any of the following educational materials provided to community residents and/or businesses?

Smart Cycling Quick Guide in English, Smart Cycling Quick Guide in language(s) other than English , Smart Cycling Education videos, Smart Cycling electronic tips & resources, Online learning (learn.bikeleague.org) , Other local, statewide, or national bike safety resource

C10a. If other, please list or describe.

"Bike Smart Quick Tips" postcard available in English, Spanish, and Chinese distributed in community (by Bike East Bay - <https://bikeeastbay.org/tips>) - Also other postcards/flyers on bike theft prevention, biking after dark, family cycling, and other topics

C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?

21

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

In the last 2 years

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?

Smart Cycling classes or other bike safety education learning opportunities are subsidized or incentivized for any public employees

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?

Women , People of Color, Low-income populations , LGBTQIA+ community

C14a. Please provide an example or describe how educational efforts have focused on reaching women.

Spokeland's free Mechanic Mentor Program allows underrepresented persons to learn bicycle mechanics and repair in a comprehensive and understandable way. Hard Knox Bikes is a specialty bike shop that provides workshops and clinics on topics like bike safety and maintenance for "all those who identify as women, people of color, trans, and all other gender rebels and allies."

C14b. Please provide an example or describe how educational efforts have focused on reaching people of color.

Spokeland's free Mechanic Mentor Program allows underrepresented persons to learn bicycle mechanics and repair in a comprehensive and understandable way.

C14e. Please provide an example or describe how educational efforts have focused on reaching low-income populations.

Free bike mechanics classes are offered via Bike East Bay, Cycles of Change, The Crucible, Spokeland, and the Oakland Public Library in the City of Oakland.

C14g. Please provide an example or describe how educational efforts have focused on reaching the LGBTQIA+ community.

Spokeland's free Mechanic Mentor Program allows underrepresented persons to learn bicycle mechanics and repair in a comprehensive and understandable way. Hard Knox Bikes is a specialty bike shop that provides workshops and clinics on topics like bike safety and maintenance for "all those who identify as women, people of color, trans, and all other gender rebels and allies."

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

No

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?

Bike East Bay pays all LCI registration fees for up to 16 individuals, via countywide bike ed funding provided by Alameda CTC (three such trainings so far in 2016, 2019, and 2022 - The purpose of these trainings was to increase the number of women, non-binary individuals, and people of color teaching bicycle education programs in the Bay Area, with a secondary focus on expanding the number of instructors who can teach in-language Spanish, Cantonese, or Tagalog classes. Candidates were recruited from partner organizations throughout the East Bay, and 80 applications were received for 16 spots at the 2022 training. Direct support was given to each candidate to assist them in overcoming technical, accessibility, and language barriers to participation in the seminar.

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

Cultural competency or anti-bias training , Training or certification about teaching or working with neurodiverse (e.g. autistic, ADHD, etc.) students (youth or adults) , Training or certification about teaching or working with people with cognitive disabilities (youth or adults), Training or certification about teaching or working with people with physical disabilities or limited mobility (youth or adults)

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

Intentional efforts to ensure that imagery, photos, and videos used in educational resources reflect the diversity of the community , Intentional efforts to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in educational materials

C19. Describe any other education efforts in your community that promote safe cycling.

Additional workshop types provided include: Adult Earn-a-Bike workshops; Bicycle theft prevention workshops; Bike share basics workshops; Bike-friendly driver classes, including sessions for bus and shuttle operators. Bike East Bay conducts bike lights and reflective gear giveaways, some with fiscal sponsorship by the City of Oakland. The City uses a portion of its bike-specific Capital Improvement Program (CIP) funding to fund adult streets skills and Earn-a-Bike workshops.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application.

Oakland's 2019 Bicycle Plan was developed through partnerships with five community-based organizations to advance Oakland's work for racial equity. These partnerships led Oakland staff to the power of direct services in reaching disadvantaged groups. We are rethinking bicycle education as a social service and have found inspiration in progressive public libraries that – in addition to books – lend tools, offer legal and tax services, and give away hygiene kits. Working with the Oakland Public Library (OPL), we now have toolkits for specific bike repairs available for checkout at the libraries. We are working to increase OPL's physical capacity for bike education by supporting a major renovation and expansion of The Shed, a space for bike repair and education at a branch library. Following the Bike Plan's partnership model, we are growing the number of CBOs we fund to provide bicycle education. We have ongoing programming with Cycles of Change and Bike East Bay. Two new grant-funded programs are starting with The Original Scraper Bike Team and with The Crucible, respectively. We are in discussion with more organizations like Red Bike & Green and Spokeland for how we can support their work. We are also working to get bike education into the portfolios of social services organizations to get synergies with their other services and to reach high-need populations. While this vision is a work in progress, this shift to partnership-based social services is Oakland's most significant change in bicycle education since 2018.

Page: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?

Trip reduction ordinance or incentive program, Guaranteed Ride Home program

D1a. Please provide a link to your trip reduction ordinance or incentive program.

https://library.municode.com/ca/oakland/codes/code_of_ordinances/283553?nodeId=TIT10VETR_CH10.68EMSETRREPR
(https://library.municode.com/ca/oakland/codes/code_of_ordinances/283553?nodeId=TIT10VETR_CH10.68EMSETRREPR)

D1a. Please provide a link to your Guaranteed Ride Home program.

<http://grh.alamedactc.org/> (<http://grh.alamedactc.org/>)

D2. What other groups actively promote bicycling in the community? Check all that apply.

None of the above

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

No

The Bicycle Friendly Business (<https://bikeleague.org/business>) and Bicycle Friendly University (<https://bikeleague.org/university>) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs at bikeleague.org/bfa/toolkit (<https://bikeleague.org/bfa/toolkit>).

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?

Celebrate National Bike Month (and/or a state-specific Bike Month), Bike to Work Day(s), Bike To School Day(s), Bike Anywhere Day(s) or Week(s), Bicycle-themed festivals/parades/shows, Affinity or identify-based group rides or cycling events, Mentoring/Bike Buddy program for new riders, Family-friendly group rides or events (e.g. riding with young children), Bike commuter events, Commuter Challenges, Challenges aimed at students biking to school, Trail construction or maintenance days, Non-competitive, no-drop group rides, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, Bike valet parking at events

D5a. Provide a link to your community's Bike Month or Bike to Work Day website:

<https://bikeeastbay.org/events/bike-wherever-day-2022> (<https://bikeeastbay.org/events/bike-wherever-day-2022>)

D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Organize event(s), Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?

Women , People of Color, Non-English speakers, Low-income populations , College/University students , LGBTQIA+ community, People with disabilities, Homeless/unhoused people

D7a. Please provide an example or describe how encouragement efforts have focused on reaching women.

Bike East Bay has a monthly feminist, bike, book club. Radical Adventure Riders Bay Area chapter leads women and femme BIPOC focused rides.

D7b. Please provide an example or describe how encouragement efforts have focused on reaching people of color.

Many, many organizations in Oakland encourage BIPOC riders including Red Bike & Green, "a community-building collective of Black urban cyclists seeking to improve the physical and mental health, economy and local environment of African Americans by creating a relevant and sustainable Black bike culture" Red Bike & Green hosts rides for Black bicyclists and supports Black owned bike shops. Other organizations focused on BIPOC riders include: The Original Scraper Bike Team, Cycles of Change, the Mini Flyers, Black Girls Do Bike, the Major Taylor East Bay Bicycling Club, La Clinica de la Raza, the American Indian Health Center, and the Black Cultural Zone.

D7d. Please provide an example or describe how encouragement efforts have focused on reaching non-English speakers.

Bike East Bay provides bike skills classes in Spanish and family cycling rodeos in Chinatown with Chinese speakers onsite.

D7e. Please provide an example or describe how encouragement efforts have focused on reaching low-income populations.

Bay Area Bike rescue takes salvaged bikes, fixes them, and gets them to low-income riders.

D7f. Please provide an example or describe how encouragement efforts have focused on reaching college/university students.

The Mills Women's College has a Cycling Club that leads rides for students.

D7g. Please provide an example or describe how encouragement efforts have focused on reaching the LGBTQIA+ community.

FWB Oakland (Friends With Bikes) does two rides a month for Femme/trans/Women/NB riders.

D7h. Please provide an example or describe how encouragement efforts have focused on reaching people with disabilities.

The City of Oakland was the first city to partner on a bike share pilot of adaptable bikes for people with disabilities of different kinds to use. We partnered with Ford GoBike and BORP, a sports organization for people with disabilities.

D7j. Please provide an example or describe how encouragement efforts have focused on reaching homeless/unhoused people.

Camp Mobility promotes cycling for unhoused people in Oakland by providing bikes, maintenance, training, and bicycle education.

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

Promotional information, maps, calendars, and other resources are available in language(s) other than English, Partnerships with local community groups or other government agencies to reach new audiences (Please see question F4 under Equity & Accessibility to provide more details), Intentional efforts to ensure that imagery, photos, and videos used in promotional resources reflect the diversity of the community, Intentional efforts to "normalize" cycling and to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in encouragement materials

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

Yes

D9a. Please provide details for each cycling club, group, or team that is active in your community.

Social or Recreational Clubs or Groups

Bike East Bay

<https://bikeeastbay.org/>

Type: Bike advocacy or activist group

Contact:

Ginger

Jui

ginger@bikeeastbay.org

Grizzly Peak Cyclists

<https://www.grizz.org/>

Type: Recreational bike club

Contact:

Tom

Duncombe

president@grizz.org

Oakland Yellowjackets

<https://oaklandyellowjackets.wildapricot.org/>

Type: Recreational bike club

Contact:

oaklandyellowjackets@gmail.com

Outdoor Afro

<https://outdoorafro.org/>

Type: People of Color/BIPOC bike club or ride group

Contact:
Rue
Mapp
program@outdoorafro.org

Scraper Bike Team

<https://scraperbiketeam.com/>
Type: Other Youth bike club

Contact:
Tyrone "Champ"
Stevenson
info@scraperbiketeam.com

Red, Bike, and Green

<https://www.facebook.com/redbikeandgreenoakland/>
Type: People of Color/BIPOC bike club or ride group

Contact:

VeloRaptors

<http://www.veloraptors.com/>
Type: Recreational bike club

Contact:

veloraptors@gmail.com

Walk Oakland Bike Oakland

<https://wobo.org/>
Type: Bike advocacy or activist group

Contact:
Christine
Hwang
info@wobo.org

Major Taylor East Bay Bicycling Club

<https://www.majortaylorestbay.com/>
Type: People of Color/BIPOC bike club or ride group

Contact:
Kellie
Scott
majortaylorestbaycyclingclub@gmail.com

FWB Oakland

https://www.instagram.com/fwb_oakland/
Type: LGBTQIA+ bike club or ride group

Contact:

D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?

Oakland is home to a diverse range of cycling clubs/groups including recreational bike clubs, mountain bike clubs, friends of the trail groups, racing clubs, kidical mass, family bike party, women-only ride groups, people of color ride groups, and more.

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?

Safe Routes to School program, Youth cycling club(s), Youth mountain biking club/team, Earn-a-Bike program or similar, Bicycling-related summer camp, Bike giveaway program for children or youth

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Helmet giveaways or subsidy program, Bike light giveaways or subsidy program, Reflector giveaways or subsidy program, Lock giveaways or subsidy program, Bicycle giveaways or subsidy program, Low-cost or no-cost bicycle tune-up/maintenance program, Mobile bike repair services are available in the community, Other bicycle-related giveaway or subsidy programs

D11a. If other, please describe.

The Crucible Bike Shop has long been the community outreach arm of The Crucible. It serves West Oakland youth through their Earn-A-Bike program and supports the West Oakland community at large with free bike maintenance during our Bike Fix-A-Thons. Regular classes and camps allow adults and youth students to learn skills in welding and mechanics with opportunities for creative exploration in their designs.

Oakland Upcycle (managed through Cycles of Change) connects low-income East Bay residents with free bicycles each year. Participants get everything they need to start using the bicycle as their primary transportation— a lock, helmet, rack and other essentials, a personalized transportation plan, and urban riding training from Oakland Upcycle instructors.

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?

Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529), Bike racks in well-lit, visible locations, Promotion of national or global bike registration system (e.g. Bike Index, Project 529)

D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 15,001-30,000 residents

D14. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

Yes

D14a. Please provide the name and contact information for each co-op/non-profit community bike shop in your community.

Name: The Bikery

Website: <https://bikery.org/>

Primary Contact:

Email: thebikery@cyclesofchange.org

Additional Details (optional):

Name: Spokeland

Website: <https://spokeland.square.site/>

Primary Contact: Binky Brown

Email: spokeland@gmail.com

Additional Details (optional):

Name: The Crucible Bike Shop

Website: <https://www.thecrucible.org/youth-programs/youth-bike-program/>

Primary Contact: Cathasach O'Neill

Email: cathasach@thecrucible.org

Additional Details (optional): The State of California Air Resource Board (CARB) is in the process of completing a grant agreement with the City of Oakland for a Sustainable Transportation Equity Project that involves The Crucible's Bike Program in West Oakland. CARB will provide funds for planning and implementing a bike resource hub in West Oakland. This project builds on existing community ideas, programming, and relationships to bring bike resources to residents and visitors of West Oakland, with a focus on youth, working-class people, and lower-income families.

D14b. Does the local government provide any of the following types of support for the bike co-op/non-profit community bike shop(s).

Contracts for services, e.g. bicycle skills or maintenance education, event support, etc.

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.), Telecommuting policy, Other

D15a. If other, please describe.

Discounted bike share membership available to employees, secure bike parking available at some work sites.

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.

Oakland has a wealth of community-based organizations providing bicycle-related services and encouragement to the city’s diverse communities. The Original Scrapper Bike Team is nationally known for its youth programs, fixing and riding bikes, and its distinct visual style. Bikes 4 Life is a community bike shop with a social justice mission that fixes bikes, provides mentoring, and organizes community rides. Bike kitchens include The Bikery and Spokeland. The Bikery is affiliated with Cycles of Change, a 25-year old bicycle education program for youth that provides extensive programming. Red Bike & Green was founded in Oakland to grow Black bike culture and improve the health, economics, and environments of African-American communities. Bike Rescue saves bikes from the solid waste stream, giving them new life in communities of need. The Crucible, a non-profit industrial arts organization, offers extensive bike programming. East Bay Bike Party is huge: <https://eastbaybikeparty.wordpress.com/about/>.

In 2022, Oakland celebrated its 29th annual Bike to Work Day. The event began as a pancake breakfast at City Hall and has grown and evolved into a collection of events and activities throughout the month of May – Bike Month.

The City publishes an annual “We [bike] Oakland” bikeways map showing existing bikeways and the destinations shown on bike wayfinding signs. Now in its thirteenth edition, there are 186,000 copies in print. City staff help update the Walk Oakland! Map & Guide, now in its sixth edition. This private publication includes bikeways information and it is available at bike shops and bookstores throughout Oakland.

The City publishes the twice yearly “I [bike] Oakland” Newsletter to document and report progress on implementing Oakland’s Bicycle Plan. The twenty-third edition was published this summer with a digital circulation of over three thousand. It has been published in four languages – English, Spanish, Chinese, and Vietnamese – since its very first edition in 2007.

Oakland arguably has the best recreational road cycling of any major city in the United States. The Oakland Hills and adjacent East Bay Hills provide incredible rural roads that traverse redwood forests and provide unparalleled views of San Francisco Bay. This Google streetview link gives a feel for the quality of the roads and views: <https://goo.gl/maps/fEimoaHN6i52>. There is a vibrant club culture to support and encourage this recreational road cycling. The largest and most established of the recreational road clubs are the Oakland Yellow Jackets, Grizzly Peak Cyclists, and the VeloRaptors.

The Oakland Public Library is a champion for bicycling with electric cargo bikes and trailers that take library programming to communities. They are also deeply involved in helping people repair their bikes with regular bike repair clinics and toolkits available for checkout. The Library partners with The Original Scrapper Bike Team to operate The Shed, a community-based bike repair shop at the Martin Luther King, Jr. Branch Library in East Oakland. The Library, OakDOT, and others are partnering on a major capital improvement to expand The Shed.

D17. If this is a renewing application, please summarize the most significant changes to your community’s bicycle Encouragement efforts or investments since your last BFC application

The COVID-19 pandemic characterized much of the most visible changes in bicycle riding encouragement since 2018. The City of Oakland Slow Streets program was the most widely publicized example of those changes, with 21 miles of neighborhood streets—most on the Proposed Bikeway Network as proposed neighborhood bike routes (AKA bike boulevards)—closed to through-traffic to support physically distant walking, wheelchair rolling, jogging, and bicycling. While the street closure program was phased out by February 2022, the removal of the temporary materials has allowed City staff to shift their attention to the new program components focusing on permanent pedestrian and bicyclist safety and neighborhood traffic calming improvements.

In 2020, 2021, and 2022, the annual Bike to Work Day event successfully pivoted to “Bike to Wherever Day,” (with the 2020 event occurring later in the year than usual, due to the timing of the countywide Shelter-in-Place order,) acknowledging that many people were no longer traveling to work and recognizing the importance of gathering the bike community to celebrate cycling.

Despite pandemic-related challenges, the Spokeland bike collective/kitchen, located in West Oakland's Longfellow neighborhood, launched a Mechanic Mentor program in June 2021, allowing underrepresented people to learn bicycle mechanics and repair in a comprehensive and understandable way.

Page: Evaluation & Planning

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

Yes, a full-time, paid position

E2. Is there a Safe Routes to School Coordinator position?

Yes, there are one or more part-time, paid position(s) (can include a FT employee with SRTS as partial responsibility)

E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

12.4

Please download the FTE worksheet by clicking here (https://bit.ly/BFC_E3_FALL22) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC_Fall 2022_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.

E3a. Please upload your completed FTE worksheet here:

Download File (https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/179ae370-8b85-407b-85b8-7babf44b9266?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22BFC_Fall%202022_E3%20FTE%20Worksheet_Oakland.xlsx%22&response-content-type=application%2Fvnd.openxmlformats-officedocument.spreadsheetml.sheet&Signature=jnrZVBg%2FZ1ereEEnN0IEYOzP2D8%3D)

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?

Association of Pedestrian and Bicycle Professionals (APBP) membership, Other professional memberships/accreditations related to bicycles , Regularly attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences , Racial Equity or Anti-racism training, General cultural competency or anti-bias training

E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years?

Local, State, or Regional Bike Summit, NACTO Designing Cities Conference, Transportation Research Board (TRB) Annual Meeting, Other

E4a1. Please list any other relevant conferences attended in the last 4 years:

Untokening Conference, Mobility Justice by the Dignity Institute

E4b1. Please list or describe the Racial Equity or anti-racism training(s) received, and how it has informed bicycling efforts in the community, if at all.

All City staff take a training on cultivating anti-bias. About half of all OakDOT staff have taken a four-session Advancing Racial Equity Academy put on by the Oakland Department of Race and Equity. Six staff attended a Mobility Justice training on engagement by the Dignity Institute. There have been many additional one-off trainings. Staff have been working on deeper community engagement with Oakland's most affected residents; considering the potential negative impacts of installing bike facilities; making culturally relevant and specific changes to design; and prioritizing projects and engagement in areas of disinvestment.

E4b5. Please list or describe the general cultural competency or anti-bias training(s) received, and how it has informed bicycling efforts in the community, if at all.

The department has an internal Racial Equity Team with about 50 active members out of the approximately 350 staff in the department. One committee on equitable engagement encourages best practices for reaching out to and prioritizing the voices of marginalized community members in the planning process for projects. Another committee on Data Analytics created a tool to prioritize where work like the Paving Plan which paves a lot of bike lanes gets done.

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

E5a. How often does the committee meet?

Monthly or more frequently

E5b. First Name:

Patricia

E5b. Last Name:

Schader

E5b. Email:

sahann1@gmail.com

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?

Other

E5c1. If other groups are represented, please describe.

The City of Oakland has a Bicyclist & Pedestrian Advisory Commission with nine Commissioners who are appointed by the Mayor and confirmed by City Council. They serve as individuals, and thus groups are not represented on Oakland's BAC. There is regular participation by local bike (and pedestrian) advocacy organizations, Transportation Department, Planning Department, Transit Agency, County/MPO/RPO transportation officials, Person(s) with disabilities, and Law Enforcement.

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?

The Bicyclist and Pedestrian Advisory Commission (BPAC) stresses equity and inclusivity in terms of race, age, income, housing status, geography, and ability in their advocacy and recommendations to staff and the makeup of their body. They strive to represent all council districts for geographic representation. They do outreach citywide to encourage residents from underrepresented neighborhoods to attend Commission meetings. Many of the commissioners are themselves representing or working with organizations to represent underserved and homeless youth, Black bicyclists, Deep East Oakland bicyclists, Chinatown residents, and other communities underrepresented in transportation planning.

E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?

Public Engagement Plan(s) for bicycle project(s) or plan(s), Dedicated website, Social media accounts

E6c. Please provide a link to the dedicated website:

<https://www.oaklandca.gov/resources/bicycle-plan> (<https://www.oaklandca.gov/resources/bicycle-plan>)

E6d. Does your dedicated website include any of the following information, tools, or features?

Project-level status updates, Implementation status updates for bike plan, complete streets policy, or similar, Contact information and/or online form to provide feedback, Accessibility Features

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?

Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government, Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations), Public Meetings , On-site user surveys , Online surveys, 311 app or website or similar, Other mobile app crowdsourcing, Tabling at other community events/destinations

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?

In-person tabling, canvassing, or other face-to-face engagement efforts have intentionally focused on underrepresented or disadvantaged neighborhoods, Public meetings and other engagement opportunities are offered at a variety of times to accommodate a variety of work schedules, Public meetings are recorded and made available on the community's website, Engagement opportunities are offered in languages other than English, or translation services are always available, Language translation services are made available upon request, Sign language interpreters and/or captioning is/are made available upon request, Maps and images are described verbally for low-vision participants, Partnerships with local community groups or other government agencies to reach new audiences

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

E9a. What year was the plan originally adopted?

1999

E9a1. Has the plan been updated or revised since it was first adopted?

Yes

E9a2. If yes, what year was the plan most recently updated?

2019

E9b. Provide a link to the current plan.

<https://www.oaklandca.gov/resources/bicycle-plan> (<https://www.oaklandca.gov/resources/bicycle-plan>)

E9c. Is there a dedicated budget for implementation of the plan?

Yes

E9c1. What is the designated annual budget or funding allocated?

868172

E9c2. List or describe funding source(s).

The funding sources are: Measure KK, a citywide parcel tax (infrastructure bond), and Measures B and BB, a countywide sales tax dedicated to transportation improvements. Five-to-eight 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 \$400,000 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 Plan implementation. State and federal grants (including from the Active Transportation and Highway Safety Improvement Programs) bring in many millions more.

E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?

Yes

E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.

The 2019 Bike Plan proposed a complete bikeway network of 343 miles with 219 miles of new and upgraded bikeways (as of July 2019). The Plan also proposed three strategies to guide future bikeway investments: 1) Make it comfortable: 1a) Move streets that share a bikeway recommendation to the front of the line in Oakland's repaving schedule, 1b) involve the community in bikeway design process early and often to help weigh the benefits and tradeoffs that may be needed to create as much separation from moving vehicles as possible; 2) Make it local: 2a) Prioritize bikeways that connect residents within established neighborhoods to destinations like grocery stores, schools, parks, libraries, recreation centers, commercial districts, and popular bus stops, 2b) find opportunities for bikeway designs and wayfinding to reflect the existing local culture within Oakland's neighborhoods; 3) Make it connected: 3a) Build continuous cross-town corridors that help people bicycle safely to Lake Merritt and downtown from as many parts of Oakland as possible, 3b) evaluate design changes at intersections so that crossing a street is not a barrier to bicycling, and 3c) continue to provide directional signs to help bicyclists find their way and secure bicycle parking to protect their property once they reach their destination. Neighborhood bike routes (AKA bike boulevards) are proposed more than any other type of bikeway in a majority of Oakland's Priority Neighborhoods, with the following related actions: 1) improving major street crossings, 2) reducing or preventing speeding, 3) preventing high car volumes, and 4) increasing pavement quality.

E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?

51-75%

E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:

<http://arcg.is/1PfvC1> (<http://arcg.is/1PfvC1>)

E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?

Oakland's 2019 Bicycle Plan put a major emphasis on racial equity both in its planning and the community outreach process. Oakland staff partnered with community-based organizations to connect with under-represented groups and have their interests and concerns addressed in the plan's content. The community-based organizations were paid for their participation. Staff working on the plan completed a series of racial equity trainings. OakDOT's Racial Equity Team developed and maintains the "Geographical Equity Toolbox" which maps Oakland's social disparities by seven demographic factors. This map is used extensively to prioritize how resources are used and where outreach is undertaken. The City's bi-annual newsletter reporting on progress implementing the Bike Plan is made available in Spanish, Chinese, and Vietnamese as well as English. Oakland's Bicyclist & Pedestrian Advisory Commission is committed to amplifying the voices of disadvantaged groups, both in its membership and in the items heard by the Commission. The Bicyclist & Pedestrian Advisory Commission has had an ongoing relationship with the Mayor's Commission on Persons with Disabilities. OakDOT is putting a growing amount of resources into bicyclist education through partnerships with community-based organizations to get resources directly to disadvantaged groups.

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

Yes

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

The Capital Improvement Program (CIP) is the City of Oakland's process for gathering community input on funding for capital projects. Every two years, the City seeks feedback to identify and select priority projects. Capital projects improve and maintain Oakland's public facilities and infrastructure. They can range from restoring aging public buildings to improving streets and sidewalks to creating or improving our parks. More information on the Capital Improvement Program can be found here: www.oaklandca.gov/topics/capital-improvement-program;

E10b. Please upload the most recent transportation budget for your community.

Download File (https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/5b1c8791-4f1d-44f6-bd9d-ad4fee77c011?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22OaklandCIP_Attachment.pdf%22&response-content-type=application%2Fpdf&Signature=tKzFSDMkLvuFQQLRlrseU9C6rtc%3D)

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?

15%

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?

We used the transportation section of Oakland's Capital Improvement Program as a proxy for Oakland's "total annual transportation budget". We itemized the funding for all CIP projects over the five-year period. We then assigned a percentage value to each CIP project representing the percentage of that project that could reasonably be considered an investment in bicycle projects.

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?

Yes

E11a. Please describe.

Oakland's Capital Improvement Program (CIP) prioritization process CIP incorporates community and City values and offers additional social factors such as equity, economic opportunity and public health. This process aligns CIP investments with City values and priorities emphasizing equitable and transparent decision making. Each project included in the CIP is prioritized according to rank, based on the factors listed above. This process helps to prioritize funds for bicycle-related improvements in historically underserved neighborhoods in Oakland.

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

Yes

E12a. Has your community used any of the following analysis methods or measures to evaluate your bicycle network?

Network Completeness – e.g. How much of the transportation network is available to bicyclists and pedestrians?, Access to Destinations – e.g. What destinations can be reached using the transportation network?, Network quality – e.g. How does the network support users of varying levels of experience, ages, abilities, and comfort with bicycling or walking?

E12b. If yes, which of the following connectivity measures has your community used?

Bicycle Level of Traffic Stress

E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network.

Please see the following documents. Oakland's "Zone Analysis for Bikeway Planning" (<https://oaklandca.s3.us-west-1.amazonaws.com/oakca1/groups/pwa/documents/report/oak068239.pdf>) examines socioeconomics, geography, and infrastructure across eight zones (i.e., geographical areas) to inform Oakland's bicycle planning. Oakland's 2019 Bike Plan examines how many people can use a bicycle to access key needs, including grocery stores, commercial areas, transit, schools, libraries, and recreation centers (pp. 30-34, https://cao-94612.s3.amazonaws.com/documents/LBOakland_FinalDraft_20190807_web.pdf). Oakland has built a draft citywide Level of Traffic Stress model. The model assigns a stress level (1-4) to every block of Oakland's street network. It also includes analyses of access areas (i.e., the catchment area of a major destination not exceeding a specified stress level) and islands (i.e., an area not exceeding a certain stress level that is isolated from adjacent areas by higher stress connections). The LTS model is a work-in-progress.

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

Yes

E13a. What are the goals of your community's performance measurement program?

- (1) Access: Increase access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops, and BART.
- (2) Health & Safety: Empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy.
- (3) Affordability: Reduce the burden of household transportation costs.
- (4) Collaboration: Foster an increased role for the community in the planning process and improve trust that the City will fulfill its promises.

E13b. Which of the following bicyclist and pedestrian performance measures have been used to evaluate and inform decision-making around your bicycle network?

Access to Community Destinations, Access to Jobs, Average Trip Length, Connectivity Index, Crashes , Crossing Opportunities, Density of Destinations, Miles of Pedestrian/Bicycle Facilities, Mode Split, Network Completeness, Population Served by Walk/Bike/Transit, Retail Impacts, Route Directness, Transportation-Disadvantaged Population Served, User Perceptions, Vehicle Miles Traveled (VMT) Impacts, Volume

E13c. How have these performance measures informed your community's planning efforts or supported the goals listed above?

At the citywide level, the focus on community destinations has created a finer grained network which is complementing previous work to establish connections to transit and jobs. Emphasizing community destinations is also part of Oakland's racial equity discussion as the bikeway network evolves to serve a broader range of people and trip types. At the street level, volumes and speeds are becoming increasingly important considerations as Oakland works to upgrade basic bikeway connections to be accessible to more people. For communications, level of traffic stress (LTS) analysis has been invaluable for sharing in easily understood terms that bicyclists have a range of comfort levels and that superior bikeways support a broader range of bicyclists.

E14. How does your community collect information on bicycle usage? Check all that apply.

Permanent automated /electronic bicycle counters, Temporary or mobile automated /electronic bicycle counters, Household travel surveys that include bicycle trips, App-based or other opt-in electronic data collection (e.g. Strava Metro, Dero Zap, etc.), Regular manual counts of bicyclists on the road, Any other type of count that includes bicyclists

Additional files may be uploaded at the end of the application.

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

Multi-modal, mid-week turning movement count at annually sampled location.
Download File (https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/cd2413cb-d1fe-48ba-8173-d27d0a566ef6?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22E14A_GrandAve_BayPl_PM_2021.csv%22&response-content-type=text%2Fcsv&Signature=fS7qRaFzI4GIptgQX5UFeo5ojLI%3D)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

Multi-modal, weekend turning movement count at annually sampled location.
Download File (https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/32a8f406-d303-484f-9827-6a3a5f5ae984?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22E14B_SkylineBlvd_JoaquinMillerRd_MD_2021.csv%22&response-content-type=text%2Fcsv&Signature=78D3FDc8Bkw37U5v4sMjRdKpg0g%3D)

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

Crosstabs from statistically significant community survey for 2019 Bike Plan.
Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/27b569c3-efdd-4279-9606-03f7654fba29?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22F14C-Let%27s%20Bike%20Oakland%20Survey%20Crosstabs.xlsx%22&response-content-type=application%2Fvnd.openxmlformats-officedocument.spreadsheetml.sheet&Signature=t4H%2BsvcodF49qS2uh067Zlb1ltQ%3D>)

E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

No File Uploaded

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

Screenshot from data dashboard for automated counters.

Download File (https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/d0348a37-0942-43dd-878f-fdc913bd8444?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22E14_E_LakesideCycletrackAutomatedCounter.pdf%22&response-content-type=application%2Fpdf&Signature=I1rWrOYSR9FniUZDUrvHRGO1%2FhY%3D)

E15. What is your best estimate for your community's current bicycle mode share?

Here is a three-part answer: (1) 3% of Oaklanders commute to work by bike as their primary means of transportation; (2) 5% commute by bike and transit; and (3) 29% bike at least once per month. The first figure is from US Census/ACS data; the second combines the US Census/ACS data with BART data; and the third is from the 2019 Bike Plan's statistically significant survey of Oakland residents. (Note: We do not yet understand how the pandemic and telecommuting have affected these figures.)

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

Yes

E16a. Please list or describe these goals.

Double the overall share of bicycle commuters from 5% to 10%.

E17. Does your community collect and track bicyclist crash data?

Yes

E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

148

E18. Does your community collect and track bicyclist "near misses"?

No

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

1

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?

Yes

E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.

There is a HIN for each mode (bike, ped, motor vehicle) which is used to prioritize which projects get chosen for both grant funded, internal capital improvement program funded projects, and safety treatment requests.

E20b. Please upload any associated data, visualizations and/or maps.

Maps of the high injury networks by mode.

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/4023706b-ce51-4b22-93d3-7508904ba970?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22ALL-HINs.pdf%22&response-content-type=application%2Fpdf&Signature=0WNvLvV3lJuQd7YNIQHYSOoqItE%3D>)

E20c. Has this analysis included any demographic or socioeconomic details or overlays to better understand who/what neighborhoods of the community are most impacted by traffic violence?

Yes

E20c1. If yes, please describe your process and findings.

We used the Priority Neighborhoods layer that the Data Analytics Committee of the OakDOT Racial Equity Team made. Analysis has been done to show that the High Injury Network is almost completely in Oakland's flatlands, in priority neighborhoods where higher concentrations of low-no-income and BIPOC residents live.

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

Yes

E21a. If yes, please state or summarize the goal, including timeframe.

OakDOT has a Safe Oakland Streets (SOS) Initiative that aims to eliminate traffic deaths in 20 years by 2042. Additional goals for SOS include: 1. Prevent severe and fatal crashes and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities, and low-income populations; 2. Eliminate severe and fatal injury inequities including racial disparities impacting BIPOC communities that exist today in Oakland; and 3. Inform effective and equitable safety strategies that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations

E21b. What is the primary method or mechanism the community has implemented to achieve this goal?

SOS has taken an interdepartmental-, equity-, and efficacy-focused approach to achieving our SOS goals. We conducted an equity and efficacy assessment to first identify the most effective strategies, and also assess whether they advance equity, or if they have the possibility of being inequitable we have identified thought and sought mitigations in order to weigh whether they merit the City's attention.

We worked in partnership with the City Administrator's Office, the Oakland Police Department, and the Department of Race and Equity to review data on crash patterns and demographics, and discuss these potential strategies in detail in order to propose strategies with the greatest impact. After many months of collaboration and foundation setting, the SOS initiative launched in 2021 with a commitment to report on progress to City Council annually. In 2022, staff assessed how we're doing against our goals to continue measuring progress.

E21c. Please provide a link to any associated plan, policy, or program.

<http://www.oaklandca.gov/SOS> (<http://www.oaklandca.gov/SOS>)

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?

It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' bicyclists, Ban on cell phone use while driving , Ban on texting while driving, Vulnerable road user law, Safe passing distance law

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?

Restrictions on sidewalk riding outside of the Central Business District, Restrictions on sidewalk riding inside the Central Business District

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.

Safe Oakland Streets (SOS) is a Citywide initiative to prevent serious and fatal traffic crashes and eliminate crash inequities on Oakland's streets. Oakland's Department of Transportation is working with the Police Department and the Department of Race and Equity to equitably implement effective enforcement strategies. Our goal is to focus traffic operations on the most dangerous driving behaviors within high injury corridors. In addition to quarterly stop data, a yearly SOS report evaluates the traffic stops including their severity, location, pervasiveness and their disparate impact on specific populations.

<https://www.oaklandca.gov/topics/safe-oakland-streets>

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

Yes

E25a. If yes, please describe.

The Oakland Police Department is working to reduce racial profiling in traffic stops. In recent years, there has been a significant decrease in bicyclist-involved traffic stops which had disproportionately involved people of color and, in particular, African-Americans.

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?

Officials are required to report all traffic enforcement stops made of motor vehicle drivers, Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Demographic information is collected as part of all traffic stop data that is reported, Demographic information is collected for all traffic-related citations and arrests

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?

Raw data is published and made available to the public on a regular basis, Data summaries, analysis, or reports are published and made available to the public on a regular basis, Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports, Demographic data including sex or gender identity are included in publicly-available datasets, summaries, and/or reports, Demographic data including physical and/or cognitive disabilities are included in publicly-available datasets, summaries, and/or reports, Other

F23a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.

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alias091bc56c99064d05be990b0b424aa779

No File Uploaded

URL:

<https://www.oaklandca.gov/resources/stop-data> (<https://www.oaklandca.gov/resources/stop-data>)

URL:

<https://data.oaklandca.gov/Equity-Indicators/Stops/nuxz-xe4e> (<https://data.oaklandca.gov/Equity-Indicators/Stops/nuxz-xe4e>)

E27b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.

Oakland's 2019 Bike Plan addresses the effects of policing on bicyclists. This includes a performance measure: "Decrease police stops for people biking in Oakland and percentage of stops of people of color by 50%" (p. 8); and an objective: "Eliminate discrimination or racially-biased policing of bicyclists", with four associated action items (p 9). On pp. 28-29, the Bicycle Plan includes the results of an analysis of bicyclist-involved police stops by race and geography. See https://cao-94612.s3.amazonaws.com/documents/LBOakland_FinalDraft_20190807_web.pdf.

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

The following information can be found in the Appendix to the 2021 Safe Oakland Streets Informational Report:

- OPD now collects, analyzes, evaluates and uses more stop data than is required by state mandates (AB 953) which trailed OPD initiatives by 10 years. Where disparity is probable or known (e.g., due to disparities in suspect descriptions or location demographics), risk management requires evaluation and mitigation of the extent to which the surrounding community is affected - both by crime as well as by responses to crime and public safety need. Where a disparity is evident, decision-making and outcomes are assessed by supervisors and command to determine the causes and reasons. Where disparity is probable or known (e.g., due to disparities in suspect descriptions or location demographics), risk management requires evaluation and mitigation of the extent to which the surrounding community is affected - both by crime as well as by responses to crime and public safety need. Where a disparity is evident, decision-making and outcomes are assessed by supervisors and command to determine the causes and reasons.

From 2016-2019, there was a 63% reduction in the total number of African Americans stops, for all reasons, from 20,410 to 7,516 stops. A 43% reduction in the total number of Hispanic stops, for all reasons, was also realized, from 6,685 to 3,809 stops. From 2016 to 2019, the overall percentage of African Americans stopped, for all reasons, decreased by 11% from 62% to 51%.

- In September 2020, Council President Rebecca Kaplan requested that the City make an official request that the California Legislature to enact legislation that would give municipalities the flexibility to adopt more effective methods for automated speed enforcement and to add this issue to the State Legislative lobbying agenda. The resolution was passed by the Oakland City Council in October 2020 with unanimous approval. Although the speed safety bill was unsuccessful in 2022, the City continues to pursue automated speed enforcement and red-light cameras as they are shown by our equity assessment to reduce implicit and explicit biases in enforcement.

- In July 2020, the Oakland City Council created the Reimagine Public Safety Taskforce with a goal to "rapidly reimagine and reconstruct the public safety system in Oakland by developing a recommendation for Council consideration to increase community safety through alternative responses to calls for assistance, and investments in programs that address the root causes of violence and crime (such as health services, housing, jobs, etc.), with a goal of a 50% reduction in the OPD General Purpose Fund (GFP) budget allocation." OPD, DRE and OakDOT staff as well as OakDOT Equity Team members have been supporting this work and look forward to adding findings and potential solutions from the Safe Oakland Streets initiative as a resource.

For more information on these efforts please see the following resources:

o <https://www.oaklandca.gov/topics/reimagining-public-safety>

o <https://www.oaklandca.gov/documents/oakland-police-discipline-disparity-study>

o <https://www.oaklandca.gov/resources/police-oversight>

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

NACTO Cities for Cycling, NACTO Member City or Affiliate Member City

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.

In 2019 Oakland adopted its third-generation Bicycle Plan, with the original plan adopted in 1999 and a major update completed in 2007. In addition to going big on separated bike lanes, the 2019 Plan incorporated multiple new approaches: a statistically significant survey of Oaklanders to understand people's experiences biking; a race and equity framework that guided the outreach, analysis, and recommendations; contracting with community-based organizations to reach underrepresented Oaklanders and help guide the plan recommendations; and outreach strategies to meet people where they are at.

OakDOT completed a data-intensive report to understand Oakland's social and geographic disparities, and to have that understanding inform bicycle planning. Known as the "Zone Analysis for Bicycle Planning," the second edition is available at www2.oaklandnet.com/oak068239. The project analyzes Oakland as a collection of eight zones to reveal differences in the city's socioeconomics, geography, infrastructure, and bicycle use. It helps visualize these differences across Oakland with the goal of shaping proposals and investments that are responsive to the needs of different peoples and areas.

OakDOT is slowly but cumulatively building a level of traffic stress (LTS) model of Oakland. This effort dovetails with the citywide resident survey of the 2019 Bike Plan which provides insights on how Oakland's population falls into the four categories of bicyclists used in LTS analysis. Developing the model is a significant undertaking, involving roughly 14,000 line segments in GIS that represent Oakland's street network. The model development process revealed multiple shortcomings in Oakland's data on roadway characteristics. While Oakland's bikeway datasets are robust, these other data gaps have led Bicycle & Pedestrian Program staff into new areas of data management, including federal functional classification, posted speed limits, traffic volumes, and the number of travel lanes by roadway segment. While in one sense this work strays from bikeway planning, it is simultaneously a profound opportunity to rework the operational characteristics of Oakland's streets to support bicycling.

Most recently OakDOT initiated a process to get serious about bike boulevards which – over the years – have trailed behind Oakland's aggressive work implementing road diets with bike lanes. This initiative was prompted by three developments: (1) the 2019 Bike Plan sparking renewed interest in this bikeway type (which the Plan calls neighborhood bike routes); (2) a new Five-Year Plan which includes 50 miles of these streets (fully two-thirds of the 75 miles proposed by the Plan); and Oakland's Slow Streets Program that was catalyzed by the Covid-19 pandemic. OakDOT is consolidating work to date on bike boulevards and neighborhood bike routes into a permanent Slow Streets program, keeping all the benefits of bike boulevards while adding program components that benefit pedestrians and residents. The initiative is working to make speed hump installation, traffic circle installation, and stop-control changes a routine part of the paving for these 50 miles of streets. Improvements at major street crossings are being identified for future grant opportunities. Extensive data collection is underway to monitor traffic volumes and speeds and identify locations where more assertive traffic calming is needed.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application.

Oakland's most significant bicycle evaluation and planning efforts include an update to the Bicycle Plan in addition to the Neighborhood Bike Route Implementation Guide and Oakland's Paving Plans.

Oakland's Bicycle Plan was comprehensively updated then unanimously adopted by City Council in July 2019. The "Let's Bike Oakland!" plan reflects the thoughtful participation of over 3,500 Oaklanders during the planning process, whose input was critical in making sure this plan reflects the needs of all Oaklanders. The plan's policies focused on equity and organized around four goals – access, health and safety, affordability, and collaboration. <https://www.oaklandca.gov/resources/bicycle-plan>

The Neighborhood Bike Route Implementation Guide provides guidance pertaining to the planning and implementation of neighborhood bike routes for selected streets due to receive pavement rehabilitation. This effort ensures that Oakland's neighborhood bike routes receive adequate traffic calming treatments and crossing improvements. https://cao-94612.s3.amazonaws.com/documents/OaDOT_NBR_Guidance.pdf

Oakland's 2019 3-Year Paving Plan and 2022 5-Year Paving Plan include 35 miles and 145 miles of bikeways respectively. Paving priority is evaluated by weighing equity and street condition while dedicating a majority of the funding to local streets. The 5-Year Paving Plan categorizes local streets into two groups—preventative maintenance and neighborhood bike routes, with funding set aside for the implementation of neighborhood bike routes. <https://www.oaklandca.gov/projects/20225yp>

The League defines (<https://bikeleague.org/content/equity-initiative>) "**Equity**" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"**Accessibility**" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.

-Amelia Neptune, Bicycle Friendly America program director
June 2022

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

Yes

Please provide contact information for your community's DEI position or primary contact:

F1a. DEI Contact First Name:

Darlene

F1b. DEI Contact Last Name:

Flynn

F1c. DEI Contact Email:

DFlynn2@oaklandca.gov

F1d. Please describe how, if at all, the DEI initiative, department, or position supports equitable bike planning or outreach in the community.

The City of Oakland created a Department of Race & Equity, the timing of which coincided with the creation of Oakland's new Department of Transportation (OakDOT). In building OakDOT, there has been a major focus on social justice and the identification and rectification of historically rooted disparities. OakDOT has a Racial Equity Team to be proactive on pursuing equity goals and for institutionalizing these goals in the day-to-day work of the department. At the outset of OakDOT, the new department developed a Strategic Plan that has received national attention for its commitment to equity. Within this organizational context, OakDOT launched a major update to its citywide Bicycle Plan, the first comprehensive update in 12 years. The Bicycle Plan Update made a deep commitment to advancing more equitable outcomes. It included a community process that partnered with community-based organizations to engage proactively with underserved communities. The organizations were paid for their work. The director of the Department of Race & Equity was involved in scoping the Bicycle Plan Update and its community process. The City staff and consultant teams for the Plan Update underwent a multi-session diversity training as part of kicking off the project. In sum, Oakland's bike planning and outreach is being deeply shaped by The City's and OakDOT's equity goals. The Bicycle Plan Update was a major, high-profile, and timely project by which OakDOT demonstrated its commitment to more equitable outcomes.

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?

Yes

F2a. What is the name of this committee or working group?

OakDOT Racial Equity Team

F2b. Primary Contact First Name:

Jasmine

F2c. Primary Contact Last Name:

Zamora

F2d. Email address for Primary Contact:

jzamora@oaklandca.gov

F2e. How, if at all, has this advisory committee or working group informed or influenced bike planning, infrastructure and/or programming in your community?

The community engagement committee of the team created a standard way of doing engagement equitably for projects, programs, and policies. The Data Analytics committee of the team created a tool to prioritize projects including bike infrastructure and programming in neighborhoods with higher concentrations of BIPOC residents, low-income residents, residents with disabilities, residents with low-educational attainment, seniors, residents paying over 50% of their income on rent, and single parent families.

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

Yes

F3a. If yes, please list the name(s) of the department(s) and a primary contact for each.

Americans with Disabilities Act (ADA) Programs Division, Anh Nguyen, Disability Access Coordinator (ANguyen2@oaklandca.gov)

F3b. If yes, please describe how, if at all, these departments or individuals have been involved in improving accessibility for cyclists with physical or cognitive disabilities in the community.

The City's Americans With Disabilities Act Programs Division promotes equity for persons with disabilities by coordinating physical and programmatic access compliance in all city programs, activities, and services. This division has been involved in improving accessibility for disabled cyclists through publishing information and resources related to the ADA and programs, services, and organizations serving people with disabilities, receiving formal ADA complaints, staffing the Mayor's Commission on Persons with Disabilities, providing detailed design review for transportation projects, and working with other City divisions to develop a six-month pilot adaptive bike share program (the first of its kind administered by a Bay Area city) which provided key lessons learned for future efforts.

F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?

BIPOC affinity bike club or community group(s), Femme/Trans/Women affinity bike club or community group(s), Disabled cyclist affinity bike club or community group(s), Bicycle co-op or non-profit community bike shop, Disabled people and/or disability advocates/activists, Affordable housing agency or advocacy/support group, School District and/or public or private K-12 schools, Office on aging, senior services agency, or related affinity groups , Public library, Public health agency or local healthcare provider, Transit agency or similar, Bike share provider or similar, Business or commercial districts or similar

F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.

The Alameda County Transportation Commission Safe Routes to School (SR2S) program has established a number of ongoing partnerships, including with: 1) the Center for Independent Living to include accessibility info in travel training, 2) Oakland Unified School District to address SR2S and sustainability in schools, 3) senior centers for rail safety, 4) the Alameda County Public Health Department regarding the SR2S program and sustainability, and 5) the Alameda County Transit agency when developing transit training modules on taking the bus.

Black Girls Do Bike is a community of women of color, especially Black women and girls, who share a passion for cycling; this group has a chapter in the Bay Area, with some members based in Oakland.

Red, Bike, and Green, established in Oakland, is a collective of Black urban cyclists improving the health, economy & local environment of African Americans by creating relevant & sustainable Black bike culture.

Hard Knox Bikes is a specialty bike shop that provides workshops and clinics on topics like bike safety and maintenance for "all those who identify as women, people of color, trans, and all other gender rebels and allies."

The Crucible Bike Shop serves West Oakland youth through an Earn-A-Bike program and supports the West Oakland community at large with free bike maintenance during Bike Fix-A-Thons, all free to the public.

Cycles of Change is a bicycle non-profit organization whose mission is to improve the health and sustainability of low-income neighborhoods (many in East Oakland) by increasing the use of bicycles as transportation. The San Antonio Active Transportation Outreach Program, implemented via Cycles of Change in 2021 and 2022, included an Earn-a-Bike program and focused on residents of the Camino 23 affordable housing complex in Oakland's San Antonio neighborhood.

The Oakland Public Library offers free minor bicycle repair at the 81st Avenue Branch, located in a Highest Priority Neighborhood as defined by the City of Oakland's Geographic Equity Toolbox.

Bay Wheels, a regional bike share program that operates in Oakland, allows San Francisco Bay Area residents who qualify for public food, transit, and utility assistance programs to access bike share for \$5 for the first year (and \$5 per month thereafter). Bay Wheels also partnered with the Bay Area Outreach & Recreation Program to bring adaptive bikes to the bikeshare system for a pilot in Oakland in 2019.

The City of Oakland's CityRacks public bicycle parking program relies upon Business Improvement Districts (BIDs) to monitor maintenance and supply/demand issues regarding sidewalk racks.

F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?

Yes

F5a. If yes, please describe your methodology and findings.

The City of Oakland conducted a statistically significant survey of City residents for the 2019 Bike Plan update and found that 1) a fifth of Oakland residents regularly bike for transportation, 2) there are significant differences in cycling behavior and attitudes about cycling by zone, 2a) Eastlake, Fruitvale, West Oakland, and North Oakland (Adams Point) have the highest concentrations of people who regularly bike for transportation, 2b) East Oakland Hills, North Oakland Hills, and Glenview (Redwood Heights) have the highest barriers to cycling, 3) levels of interest in biking, comfort with biking, and current cycling behavior also vary by gender, age, and ethnicity, 4) 47% of Oakland residents are interested in biking more for transportation, but only feel comfortable biking when physically separated from traffic, 5) dealing with aggressive drivers, having a bicycle stolen or vandalized, getting in an accident, and having secure bike parking near destinations are major concerns when deciding whether to ride a bike, 6) the logistics of biking for transportation are a common barrier, 6a) most say it would not be easy to travel by bike to and from most of the places they regularly go, 6b) those least likely to bike for transportation are more concerned about carrying the things they need, distance, time, and transporting others, and 7) just over half say their neighborhood would be a better place to live if more people rode bikes.

F5b. Optional file upload:

Oakland Bike Plan Update: Web Survey of Residents of Oakland, California (January 2017) (n=800)
Download File (https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/cdd71179-b754-49aa-82a2-f1d438cf6bc7?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%22EMC-Research-Survey_Jan2017_190603_231248.pdf%22&response-content-type=application%2Fpdf&Signature=BkYBK3351HYXVtHG%2FwFutrK4jPs%3D)

F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling?

Yes

F6a. If yes, please describe or list the goals.

The City of Oakland's 2019 Bike Plan proposed several equity-specific performance measures: 1) increase the share of women bicycle commuters to at least 50% of all bicycle commuters, 2) increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025, 3) increase outreach and education events in disadvantaged neighborhoods by 20%, and 4) decrease the percentage of police stops of people of color biking in Oakland by 50%.

The Safe Routes to Schools (SR2S) Program has a goal of allocating staff resources to support school communities based on equity need. The goals of the Access Safe Routes Program with respect to under-resourced schools are: to encourage greater participation in the Program in the near term, to understand how to build sustainable programs in the long term, and to deepen the Program's usage of effective engagement and results-oriented methods and strategies.

F6b. Please describe or list any plans or systems in place to help the community meet these goals.

In 2016, the City of Oakland created the Department of Race & Equity (DRE), the timing of which coincided with the creation of Oakland's new Department of Transportation (OakDOT). OakDOT has a Racial Equity Team to be proactive on pursuing equity goals and for institutionalizing these goals in the day-to-day work of the department. At the outset of OakDOT, the new department developed a Strategic Plan that has received national attention for its commitment to the identification and rectification of historically rooted inequities. The Strategic Plan includes a goal of equitable access to jobs and housing which aligns with the framework used for the 2019 Bike Plan. In 2020, OakDOT developed via its Racial Equity Team a Geographic Equity Toolbox; the toolbox includes a Priority Neighborhoods GIS dataset, in which seven key demographic factors were used to give each census tract in Oakland a level of priority between lowest and highest (<https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>).

OakDOT's 2019 3-Year Paving Plan and 2022 5-Year Paving Plan have both prioritized program funding primarily by planning area, weighing equity factors and street condition equally (<https://www.oaklandca.gov/projects/20225yp>). The 2022 5-Year Paving Plan also identified and prioritized existing and proposed neighborhood bike routes, many of which are located in High and Highest Priority Neighborhoods as per the Geographic Equity Toolbox, for coordinated traffic safety improvements and pavement maintenance.

The 2019 Bike Plan update itself included a community process that partnered with (and paid) community-based organizations to engage proactively with underserved communities. The director of the DRE was involved in scoping the plan update and its community process. The City staff and consultant teams for the update underwent a multi-session diversity training as part of kicking off the project. Racial equity training is now made available by the DRE on a regular basis to all City employees through the Advancing Racial Equity Academy. In sum, Oakland's bike planning and outreach is deeply shaped by The City's and OakDOT's equity goals.

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

Yes

F7a. If yes, please provide a brief description of assessment or efforts and any relevant links.

See section 1: Vision of the 2019 Bike Plan: https://cao-94612.s3.amazonaws.com/documents/LBOakland_FinalDraft_20190807_web.pdf

See also the Safe Oakland Streets initiative (rebranded from a Vision Zero Action Plan with the goal of being more equitable and focusing less on enforcement): <https://www.oaklandca.gov/topics/safe-oakland-streets>

F7b. If yes, please summarize the ways this assessment has influenced the decision-making process for the implementation of the related plan or effort?

An equity framework that prioritizes those most disadvantaged and local community input is one of the top ways the bike plan is being implemented through the 2019 Bike Plan.

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?

Age, Income/poverty status, Race/Ethnicity, Language/English proficiency, Disability status, Education Level, Other

F8a. If other, please describe.

Severely rent burdened people (spending over 50% of their income on housing rent), single parent households.

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.

A subcommittee of the internal Racial Equity Team developed the Geographic Equity Toolbox (<https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>) with the goal of prioritizing projects and engagement in underinvested neighborhoods where concentrations of disadvantaged residents live. A tool at the City level was determined necessary and our own city's values rather than use the MTC Community of Concern which sites almost all of Oakland as a Community of Concern which is less helpful for prioritizing limited time and resources. This tool is used to prioritize nearly everything that has a citywide reach including paving (which is how many bikeways are marked), publicly submitted traffic safety service requests, school safety measures, and more.

F9. Has your community adopted any of the following types of equity-related action plans?

ADA Transition Plan or similar, Climate Equity Plan

F9c. Has the ADA Transition Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9c1. If yes, please describe.

All paving projects (how many bikeway projects are built) also include sidewalk repair and curb ramp upgrades to ADA standards across the length of the paving per the curb ramp transition plan.

F9c2. Provide a link to the ADA Transition Plan or similar plan:

<https://www.oaklandca.gov/projects/transition-plans> (<https://www.oaklandca.gov/projects/transition-plans>)

F9e. Has the Climate Equity Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9e1. If yes, please describe.

The transportation and land use section of the Equitable Climate Action Plan promotes bicycling infrastructure and advocacy as a way to reduce GHG emissions and address ways for low-income residents to have better access to bicycles and bicycle facilities.

F9e2. Provide a link to the Climate Equity Plan or similar plan:

<https://www.oaklandca.gov/topics/transportation-and-land-use> (<https://www.oaklandca.gov/topics/transportation-and-land-use>)

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

No, but the community has taken other steps to mitigate or avoid displacement

F10c. If other steps are being taken to mitigate or avoid displacement in your community, please describe these efforts, including how you are documenting or measuring their impact.

There is an anti-displacement effort at the City level that is not paired with specific projects.

<https://www.oaklandca.gov/resources/anti-displacement-resources-covid-19>

Some specific projects like the Bus Rapid Transit line have stipends for business owners along the corridor.

The Affordable Housing Sustainable Communities grant pairs affordable housing projects with transportation projects.

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?

In Summer 2019, several local private and public agencies collaborated on a six-month pilot for adaptive bike-share in Oakland, which expanded to Golden Gate Park in San Francisco in 2021; five adaptive bikes were made available: upright handcycles, recumbent handcycles, recumbent leg trikes, recumbent trike tandems, and side-by-side tandem bicycles. While the pilot revealed upscaling issues, it contributed along with a 2018 City Ordinance to a first-ever shared adaptive electric scooter program launch in January 2020.

Adaptive bikes, which serve persons with disabilities, are particularly expensive. The Oakland E-bike Library will provide priority communities with access to affordable medium and long-term rentals with approximately 500 e-bikes, cargo bikes, and adaptive bikes, while supporting community-run bike shops to perform maintenance and educate users. This five year project is funded by a \$1,000,000 grant from the Clean Mobility Options (CMO) Voucher Program. The project will be operated by GRID Alternatives Bay Area, in partnership with local bike shops. See the following link for this information: <https://www.oaklandca.gov/projects/electric-bike-library>

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?

The City of Oakland's Geographic Equity Toolbox contains a Priority Neighborhoods dataset based on American Community Survey data; the dataset indicates correlations between low income, people of color, people with disabilities, and single-parent households, among other correlated factors. To view the methodology document for the Priority Neighborhoods dataset, use the following link: <https://cao-94612.s3.amazonaws.com/documents/Methodology-Literature-Review-FINAL-Update.pdf>. Free bike mechanics classes are offered via Cycles of Change, The Crucible, Spokeland, and the Oakland Public Library in Priority Neighborhoods in West and East Oakland. Spokeland's free Mechanic Mentor Program allows underrepresented persons to learn bicycle mechanics and repair in a comprehensive and understandable way. Hard Knox Bikes is a specialty bike shop that provides workshops and clinics on topics like bike safety and maintenance for "all those who identify as women, people of color, trans, and all other gender rebels and allies." Red, Bike and Green (RBG) "is a community-building collective of Black urban cyclists seeking to improve the physical and mental health, economy and local environment of African Americans by creating a relevant and sustainable Black bike culture." Bay Wheels, a regional bike share program that operates in Oakland, allows San Francisco Bay Area residents who qualify for public food, transit, and utility assistance programs to access bike share for \$5 for the first year (and \$5 per month thereafter).

F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application.

Oakland's 2018 application noted the following four areas for improvement: 1) pursue deep community-based planning in underserved neighborhoods; 2) acknowledge that facilities may not be wanted or appreciated; 3) leverage transportation funding into transportation-related social services to address social needs; and 4) pursue enforcement with extreme caution due to racial disparities in many enforcement outcomes. These areas for improvement continue to be relevant to the City's bicycle-related planning priorities. In October 2016, the City launched the Department of Race and Equity concurrently with the Department of Transportation (OakDOT); in December 2018, OakDOT finalized a charter document for an internal Racial Equity Team that has since developed tools for staff to pursue equity-related goals, including: a web-based Geographic Equity Toolbox to guide City investments, an internal set of community outreach Standard Operating Procedures, and a racial equity-focused hiring analysis. Effort is currently underway for the City to perform racial equity impact analyses of existing and proposed Citywide projects and programs, with assistance from the Department of Race and Equity and developing Racial Equity Teams in other City departments.

Page: Final Overview

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Climate change/environmental stewardship concerns, Traffic and bicycle/pedestrian safety

G2. Briefly describe the most positive outcome of your community's support for bicycling.

In 2018 we wrote, "Simply put, bicycling has become accepted, legitimate, and common in Oakland." This continues to ring true in 2022 as the most positive outcome of Oakland's enduring support for bicycling. Bicyclists are a common sight on Oakland's streets, and Oakland's bicycle mode share compares favorably at the national level. This proliferation of bicyclists also reflects Oakland's dramatic diversity. According to the 2019 Bike Plan's community survey, the majority of Oaklanders – across all categories of race and ethnicity – responded that they see people similar to them bicycling in Oakland. Oakland's bike cultures continue to flourish with numerous community-based organizations advocating and educating, plus informal groups simply gathering to ride and socialize. The acceptance and legitimacy of bicycling has also taken hold within city government, with OakDOT recently celebrating its fifth birthday and bicycling receiving consistent support from the Mayor and the Oakland City Council. This social, cultural, and institutional momentum is the new base from which more ambitious projects are being launched. The common theme to these new projects is making bicycling more accessible to more Oaklanders and thereby more inclusive and more common.

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?

The City of Oakland partners with numerous community groups to provide education about how the benefits of biking align with the broader goals of the community. OakDOT's mission is to envision, plan, build, operate and maintain a transportation system for the City of Oakland—in partnership with local transit providers and other agencies— and to assure safe, equitable, and sustainable access and mobility for residents, businesses and visitors. Oakland provides this education through classes, educational group rides, a community newsletter, community maps, handouts or brochures, permanent signage, displays, or information kiosks, and tabling at community events.

The City of Oakland partners with community groups to provide free bicycle safety, skills, and Earn-a-Bike classes.

<https://www.oaklandca.gov/resources/bicycle-skills-safety-and-commuting> Additional workshop types provided include: Adult learn-to-ride classes; Bicycle theft prevention workshops; Bike share basics workshops; Bike-friendly driver classes, including sessions for bus and shuttle operators. Bike East Bay conducts bike lights and reflective gear giveaways, some with fiscal sponsorship by the City of Oakland. The City uses a portion of its annual Transportation Development Act Article 3 (TDA) funding allocation every two years to fund adult streets skills courses. (TDA is a statewide sales tax and Article 3 dedicates a portion of revenues to bicycle and pedestrian projects at the local level.)

Bike map resources including maps of Oakland's bicycle facilities and annual pedestrian and bicyclist count data.

<https://www.oaklandca.gov/resources/bicycle-related-maps-and-data>

The "(Bike) Oakland" newsletter is published twice a year by Oakland's Bicycle & Pedestrian Program. The newsletter reports progress implementing Oakland's Bicycle Plan.

<https://www.oaklandca.gov/resources/i-bike-oakland-newsletter>

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?

In the last 12-months, Oakland built 19 bikeway lane-miles. This year's bikeway projects are notable for raising the standard of improvements Oakland delivers through routine paving projects, including the first two fully concrete-protected intersections in Oakland, drainage-neutral corner extensions, refuge islands, raised intersections, miles of successful road diets, bike boulevard traffic calming, and a bike passageway through a legacy traffic diverter (protecting a highly valued community asset).

The design approaches and lessons learned from this year's projects have not only expanded Oakland's paving project toolbox, but Oakland's design approach for bikeways overall. This is timely, as in 2022 Oakland adopted a Five-Year Paving Plan that will spend \$300M to pave an ambitious 350 roadway miles, including 145 miles of bikeways, and the City continued to secure tens of millions of State and Federal grant dollars for active transportation improvements.

Beyond bikeways, over 500 bike parking spaces were installed, and Oakland continued to expand its extensive bike wayfinding system citywide.

Finally, Oakland's vibrant bike culture continued to grow and thrive over the last year, with a growing number of community groups contributing in a growing number of ways, including bike-related education and earn-a-bike programs, and organizing diverse and inclusive bike-related events. In addition to community-based events, Oakland hosted the biennial CalBike California Bicycle Summit, with City staff attending the conference, leading local bike tours, and closing/pedestrianizing a block of Telegraph Ave for the event.

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

Oakland is pursuing two complementary strategies to make bicycling safer, more enjoyable, and more convenient. First, Oakland is expanding the bikeway network and improving the quality of its bikeways. In addition to engineering, this involves planning and evaluation to identify the gaps and locate the existing bikeways of higher stress that create barriers. Oakland has prided itself on having high-quality data on its bikeway network, and we appreciate the League recognizing Oakland's data management efforts in its report "Benchmarking Bike Networks" (2022). These data allow us readily to identify network gaps and how those gaps have evolved through time.

Paving continues to be the single best delivery mechanism for building new bikeways and improving existing bikeways, and the new pavement itself is often a major improvement. In 2021 Oakland adopted a new Five-Year Paving Plan which includes 145 miles of bikeways and, for the first time, included a dedicated allocation for bike boulevards (typically on local streets, which traditionally are lower priority in pavement management). This work has been funded by an infrastructure bond passed by voters in 2016, and City leaders are advancing a follow-on infrastructure bond to continue making up for multiple decades of deferred maintenance.

The second strategy is making a greater investment in social services to support and promote bicycling. The strategy is complimentary to building bike infrastructure because it allows resources to be provided directly to populations in need. Rather than building infrastructure for the general population, it seeks to build trust with disadvantaged groups that may be skeptical of government to due past neglect and explicit wrongs. Seeking to rectify inequities by race, class, and gender, we are pursuing partnerships with social services providers to reach target populations (e.g., homeless, formerly incarcerated, unemployed, youth transitioning out of the foster care system). We have a long way to go to realize this vision, but we see this as a key opportunity area for restructuring the bicycle work of a transportation department for more equitable outcomes.

The two strategies are connected because a disadvantaged community may respond to a bikeway proposal with skepticism (or hostility) as a symbol of gentrification and for not meeting more pressing needs. The bikeway proposal may say more about the vision of downtown planners and engineers than of residents' hopes for their neighborhood. The situation is complicated because of residents' lack of trust in government, their lack of self-determination over their own neighborhood, and the views and biases of City staff who typically are not from the neighborhood. In addition to hiring transportation staff who do represent Oakland, we are seeking to build trust by partnering with community-based organizations to provide services. While being less threatening than a construction project, successful partnerships for bike-oriented social services are a way to develop trust and mutual understanding. This increases the possibilities for developing projects that arise from residents' needs and help realize their visions for their neighborhoods.

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?

The greatest challenges to improving Oakland's bikeway network and providing bike-oriented social services to disadvantaged populations are staffing limitations and government contracting. While Oakland has more resources for transportation and bicycling than anytime in living memory, the vision (and expectation) for high-quality bikeways has grown more quickly than the resources available to build them. (It takes significant effort to build a successful separated bike lane in a built-out urban area with storefronts, cross streets, bus service, fire code roadway clearance requirements, and ADA-accessible parking.) Since the department's creation, OakDOT's vacancy rate has hovered around 20% due to an increase in the number of positions, baby boomer retirements, pandemic disruptions, and the "great resignation" of the current economy. Second, with the admirable goals of fairness and transparency, government contracting is an ugly affair. A high-capacity community-based organization can make it through the process. Smaller, more grassroots organizations do not, except with the support of a high-capacity organization serving as a fiscal sponsor. Furthermore, a bidding process on the open market may work for government to purchase services from a for-profit consulting firm. It does not work for partnering with a community-based organization where a scope of work needs to be developed jointly to meet the City's needs while matching the organization's mission and fitting within the organization's capacity. (In the traditional contracting model, this type of collaboration is called "collusion".)

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

It is difficult to accurately predict what will be constructed by September 2023, so the following figures are based on projects with construction anticipated through the end of the 2023 Calendar year. These projects include 42 lane miles of bikeways, with 30 miles being new bikeways and the remaining 12 miles being redesigned and upgraded bikeways. By facility type, the anticipated projects include 2 miles of multi-use trail, 2 miles of bike lanes, 8 miles of buffered bike lanes, 23.5 miles of bike boulevards, and 6.5 miles of protected bike lanes. The next year's projects are anticipated to install 10 protected intersections, and routine examples of the full suite of engineering best practices listed in our responses to questions B33 and B34.

For bike parking, many new bike racks are anticipated to be installed through the City's by request program for individual racks and corrals, which installs an average of about 530 publicly accessible bicycle parking spaces per year.

Finally, over the coming year the City will launch an electric bike library. The program, funded by the Clean Mobility Options Project Voucher, will provide priority communities with access to affordable medium and long-term rentals of approximately 500 e-bikes, cargo bikes, adaptive bikes, and scooters, while supporting community-run bike shops to perform maintenance and educate users.

G8. Optional: What other communities do you look to as peers or comparable role models for your community?

Minneapolis, Portland, Sacramento, San Francisco, Washington, DC

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G10. How did you hear about the Bicycle Friendly Community program?

From the League of American Bicyclists in the mid-2000s

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

A photo album showing Oakland's growth as a bicycle friendly community from 2005 to 2022

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/d28f4c8c-fd04-4595-9dcc-8129b1aec0a4?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1750718910&response-content-disposition=inline%3B%20filename%3D%2201-Attachments-complete-reduced.pdf%22&response-content-type=application%2Fpdf&Signature=BvNcJMs1AC3%2BtL8HfV4ibObW%2F%2Fk%3D>)

File 2

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File 3

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File 4

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File 5

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Optional:

Page: Funding Resources

This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.

This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the links on this page to learn more (<https://bikeleague.org/content/federal-funding-resources>), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact bfa@bikeleague.org (<mailto:bfa@bikeleague.org>) with any questions.

Last updated 6/30/22.

H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?

Yes

H1a. Does your MPO designate funding for bicycling and walking in their long-range plan?

Yes

H1b. Does the MPO's Transportation Improvement Plan (TIP) include bicycling and walking projects?

Yes

H1b1. If yes, has your community advocated for getting priority bicycling projects into the TIP?

Yes

H2. States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?

Yes

H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants.

H3a. Has your community requested technical assistance from your state DOT to help with TAP projects?

No

H3b. Has your community received technical assistance from your state DOT to help with TAP projects?

No

H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?

Federal Funding, State Funding, County/Regional Funding, Local Government Agency Funding

What sources of Federal Funding are used?

Formula Funding (federal funding distributed by the state), Discretionary Infrastructure Grant Programs (communities apply directly to US DOT)

What Federal Formula Funding sources are used?

Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant program funds (through MPO)

What Federal Infrastructure Grant Programs are used?

RAISE Grant

What sources of State Funding are used?

State Department of Transportation

What sources of County or Regional Funding are used?

Other County/Regional Funding

If other County/Regional Funding source, please list.

countywide transportation sales taxes

What sources of Local Government Funding are used?

Other Local Agency Funding

If other Local Agency Funding source, please list.

bond funds

H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.

Federal funds tend to have long lead times and extensive paperwork, making them only suitable for large projects (e.g., millions of dollars). Local funding (i.e., countywide sales tax, bonds) enable the City of Oakland to be nimble in delivering timely and lower-cost projects. State funds are a mix of restrictive and flexible funding programs, depending on the particular source. Staffing continues to be the primary bottleneck - not funding - for delivering bicycle projects. Thus formula funds are the most helpful because they can be used to hire staff or fund capital projects. Grant funds cannot be used to fund permanent staff, and it is generally not worth the effort (or time-efficient) to hire temporary staff to work on particular grants. Additionally, when temporary staff leave, they take with them their gained knowledge and experience. Dependable ongoing funding sources are needed to hire, develop, and retain skilled staff for the long-term work needed to build bikeway networks.