



Photo: Clane Gessel Photography





01

The Vision

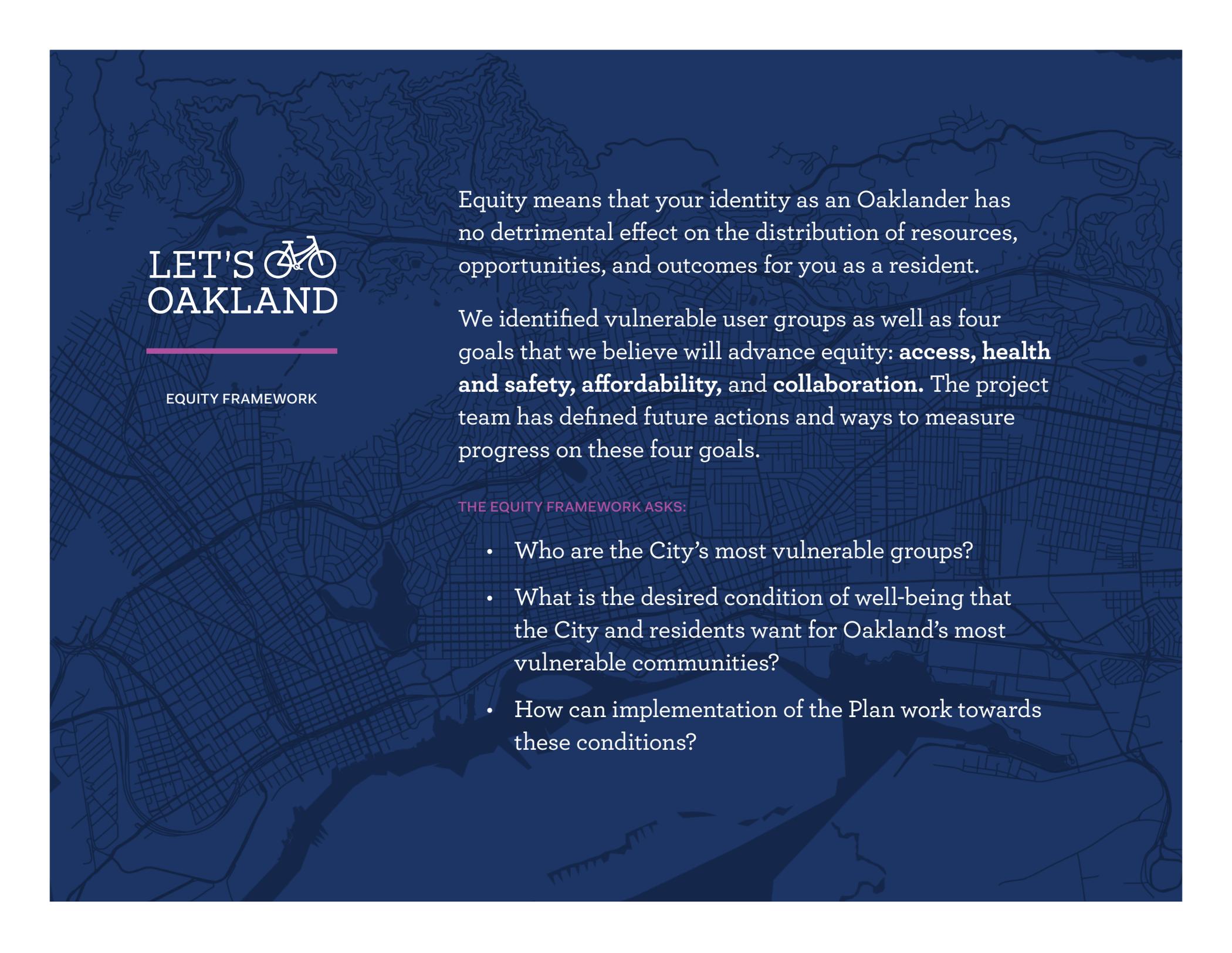
Oakland will be a bicycle-friendly city where bicycling provides **affordable, safe, and healthy mobility** for all Oaklanders.

New projects and programs will work to enhance existing communities and their mobility needs.



This Plan's New Approach

- **A representative survey** to learn about Oaklanders' experience biking
- **An Equity Framework** to guide plan analysis, plan recommendations and engagement
- **New engagement strategies** including partnering with community-based organizations to reach underrepresented Oaklanders, host community workshops, and help guide the plan recommendations
- **New outreach strategies** including the use of digital engagement tools and in-person mobile workshops to meet people where they're at, across the city



LET'S OAKLAND

EQUITY FRAMEWORK

Equity means that your identity as an Oaklander has no detrimental effect on the distribution of resources, opportunities, and outcomes for you as a resident.

We identified vulnerable user groups as well as four goals that we believe will advance equity: **access, health and safety, affordability, and collaboration**. The project team has defined future actions and ways to measure progress on these four goals.

THE EQUITY FRAMEWORK ASKS:

- Who are the City's most vulnerable groups?
- What is the desired condition of well-being that the City and residents want for Oakland's most vulnerable communities?
- How can implementation of the Plan work towards these conditions?



Focusing on Disadvantaged Groups

Some groups of Oaklanders face greater vulnerabilities and disparities in the transportation system.

The more groups a person identifies with, the greater the disparity.

These groups include:

- People of color
- Women
- People of no- and low-income
- People with limited English proficiency
- People with disabilities
- Children and seniors
- Single parents
- People who don't own cars or do not drive



“

Bicycling is about more than just commuting. It has a wide array of uses and benefits.”

OUTDOOR AFRO LISTENING
SESSION PARTICIPANT



GOAL

Access

Let's Bike Oakland will support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops and BART.

ASKING THE RIGHT QUESTIONS

- Does the Plan prioritize the needs and trip patterns of vulnerable users?
- Does the Plan address barriers so that vulnerable populations can take part in or enjoy the improvements?
- Does the Plan help support and not impede public transit service?
- Does the Plan serve people with disabilities?

HOW DO WE MEASURE PROGRESS?

- Increase the density of low-stress bikeways so that 90% or more of Oakland lives within 1/4 mile of a low stress bikeway
- Double the overall share of bicycle commuters from 5% to 10%
- Increase share of women bicycle commuters to at least 50% of all bicycle commuters





OBJECTIVE

ACTIONS

A Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations

- 1 Build low-stress bicycle facilities that provide access to local destinations in every neighborhood in Oakland.
- 2 Increase the supply of bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices.
- 3 Evaluate the potential to combine transportation-impact fees for new developments within the same neighborhood to provide continuous, high-quality bicycle facilities.

B Address barriers so that vulnerable populations can take part in the improvements

- 1 Work to increase local bicycle businesses owned by people of color in underserved neighborhoods, consistent with the City's [Economic Development Strategy \(2018-2020\)](#).
- 2 Provide fix-it and hydration stations at all OPL branches.
- 3 Provide free basic bicycle maintenance training and bicycle tool lending at Oakland Public Library (OPL) branches to empower Oaklanders to fix bicycle issues for minimal cost.
- 4 Make OPL branches neighborhood bike shops by adding staff positions as bike mechanics. OPL will act as a small business incubator to provide skills and job experience.

C Support public transit service

- 1 Design bikeways that provide first and last mile connections to transit.
- 2 Work with AC Transit to increase the percentage of its fleet with racks that accommodate three bicycles.
- 3 Install more secure, long-term bicycle parking at Oakland's BART stations, Amtrak stations, transit center, and ferry terminal.

D Reduce travel times for low-income households

- 1 Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025.

E Prioritize the needs and trip patterns of vulnerable populations

- 1 Prioritize the construction of bikeways that address disparities and close gaps in the bicycle network between neighborhoods.

F Serve people with disabilities

- 1 Ensure that bikeway designs do not create additional barriers for people with disabilities.
- 2 Expand bike share opportunities for people with physical disabilities.



GOAL

Health & Safety

Let's Bike Oakland will empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy.

ASKING THE RIGHT QUESTIONS

- Will the Plan help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations?
- Will the Plan help address discrimination or racially-biased policing?
- Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions within vulnerable populations?

HOW DO WE MEASURE PROGRESS?

- Eliminate severe and fatal bicyclist injuries on Oakland streets
- Increase percentage of K-12 students receiving bicycling education
- Increase outreach and education events in disadvantaged neighborhoods by 20%
- Decrease police stops for people biking in Oakland and percentage of stops of people of color by 50%





OBJECTIVE

ACTIONS

A Reduce bicycle crashes through safe and comfortable bikeways

- 1 Prioritize quick implementation of bicycle facilities on Oakland's high-injury network to rapidly address known safety issues.
- 2 Adopt bikeway design guidelines that guide planners and engineers in designing streets with separation between bicyclists and drivers.
- 3 Fund safety education programs for both people driving and people biking that encourage safe behaviors.
- 4 Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.

B Promote an active lifestyle that includes bicycling

- 1 Dedicate City staff to develop an open streets program, such as Oaklavia, that encourage Oaklanders to walk and bike together on city streets.
- 2 Fund programs that incorporate bicycling into physical education programs at Oakland Unified School District schools.

C Reduce air pollution, asthma rates, and greenhouse gas emissions

- 1 Build a bicycle network that encourages Oaklanders to chose modes of transportation other than driving by providing low-stress facilities and integrating bikes with transit.
- 2 Achieve a 20% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit, consistent with the City's [Energy and Climate Action Plan \(2018\)](#).

D Eliminate discrimination or racially-biased policing of bicyclists

- 1 Continue annual release of police stop data and break out police stops by mode: motor vehicle, bicycle, and pedestrian. Include stop data in all annual bicycling reports, reporting disparities in stops by race and sex.
- 2 Analyze police stop data with added reasons that stops were made. Adopt changes to operational policies that help reduce disparities in who is stopped by Oakland Police while biking.
- 3 Convene conversations about bicycle stops with the Oakland Police Department, Department of Race and Equity, Bicycle and Pedestrian Advisory Commission (BPAC) policing subcommittee, and community partners, based on annual police stop data. Explore racial biased metrics for officers to be used in performance reviews and non-punitive approaches to safety enforcement.
- 4 Configure Oak311 to allow residents to report non-emergency bicycle collisions and near misses for instances that do not need immediate Police attention.



GOAL

Affordability

Let's Bike Oakland will work to reduce the burden of household transportation costs.

ASKING THE RIGHT QUESTIONS

- Does the Plan help reduce the burden of transportation costs?
- Is it likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)?

HOW DO WE MEASURE PROGRESS?

- Increase the density of low-stress bikeways so that 90% or more of Oakland lives within 1/4 mile of a low stress bikeway
- Household transportation costs for Oaklanders decreases or remains stable
- All major transit stops are connected by bicycle facilities





OBJECTIVE

ACTIONS

A Reduce the overall household costs for all Oaklanders

- 1 Build a bicycle network that provides low-stress bicycle facilities for people in low-income neighborhoods, encouraging the use of bicycling as low-cost transportation.
- 2 Build bikeways that provide first and last mile connections to public transit stations and major bus stops.

B Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments

- 1 Update the Oakland Planning Code to eliminate parking minimums.
- 2 Revise menu of Transportation Demand Management options to include bike share passes, fix-it stations, and hydration stations.
- 3 Update Oakland's Bicycle Parking Ordinance to determine whether they reflect the type and quantity of parking needed in new developments and major renovations.
- 4 Update the Oakland Planning Code to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments.
- 5 Revise menu for affordable housing developer options to include discounts for bike sharing or bike purchase from local bike shops.



GOAL

Collaboration

Let's Bike Oakland will foster an increased role for the community in the planning process and improve trust that the City will fulfill its promises.

ASKING THE RIGHT QUESTIONS

- Do vulnerable people have confidence that the government will build what they ask?
- Does government follow through?
- Do vulnerable populations feel like they have adequately participated in the City's plans?
- Were community members consulted from the beginning and throughout the planning process?

HOW DO WE MEASURE PROGRESS?

- City follows outreach guidelines for every major implementation project
- Increase outreach and education events in disadvantaged neighborhoods by 20%
- Conduct and publish results of citywide bicycling survey and all project specific studies





OBJECTIVE

ACTIONS

A Increase the participation of vulnerable groups through the planning process

- 1 Work with community-based organizations to host more outreach events and interact with more people as part of future planning processes.
- 2 Ensure project-based outreach for any Plan recommendations follows inclusive public engagement practices and that all project and program materials are translated.
- 3 Track demographic information at education and outreach events and compare with the demographics of Oakland as a whole.

B Government follows through on project commitments

- 1 Dedicate a percentage of the transportation impact fee program to the implementation of bikeway projects.
- 2 Coordinate the implementation of bicycle facilities with the City's paving program to deliver bicycle enhancements cost effectively and improve roadway condition.
- 3 Develop a maintenance plan that specifies timeline for repainting of roadway markings, sweeping equipment and schedule, specifications for vertical elements, and opportunities for coordination with paving projects.
- 4 Pursue funding for additional staff resources to follow through with community projects.

C Oaklanders believe the City will build what they ask for

- 1 Implement short-term, high visibility bicycle projects in collaboration with community-based organizations that can be applied throughout the Town.
- 2 Prioritize long-term capital investment in vulnerable communities.
- 3 Increase funding for Paint the Town program that includes the community in the design and implementation of pedestrian and bicycle facilities.
- 4 Implement statistically significant citywide survey on a regular basis and study the effectiveness of each program and major bicycle infrastructure projects.



How does transportation infrastructure impact affordability?

In the past, the City has not invested in bike infrastructure in East Oakland at the same rate as other parts of the City. As part of this plan, OakDOT intends to correct the disparity of bike investments in disadvantaged communities. The investment of bike infrastructure in East Oakland is happening as housing unaffordability continues to put pressure on Oaklanders. We heard some Oaklanders voice concerns that investments in bike lanes will contribute to displacement, gentrification, and housing unaffordability. We also heard that improved bike networks can help reduce transportation costs as cost of living in Oakland increases. This plan attempts to be sensitive to these concerns and to promote a transparent and collaborative decision making process.

COMMUNITY CONVERSATIONS



Oakland Bike Plan community partners helped facilitate conversations with Oakland residents around creating an authentic processes of engaging residents, so that bike lanes and other investments in the community serve existing residents and their mobility needs.

More than any other area, half of survey respondents in West Oakland felt that new bike lanes are a sign that a neighborhood is about to get less affordable.

How will this plan respond to this concern:

- 1. Serve the mobility needs of existing and long-term residents*
- 2. Create processes for community-led design that develops projects and programs that are tailored to neighborhood needs*
- 3. Help the City pursue a comprehensive approach to housing and transportation affordability*



“

Seeing other women bike around Oakland is one of the best visual cues that can encourage other women to start biking.”

OAKLAND RESIDENT, OUTDOOR AFRO
LISTENING SESSION