





06

Next Steps

“

The Plan should be implemented equitably. We pay taxes, we want the same benefits as downtown.”

EAST OAKLAND COLLECTIVE
WORKSHOP PARTICIPANT



An artistic rendering for future bicycle and pedestrian safety improvements on Foothill Boulevard in front of Franklin Elementary School.

Implementing the Bike Plan

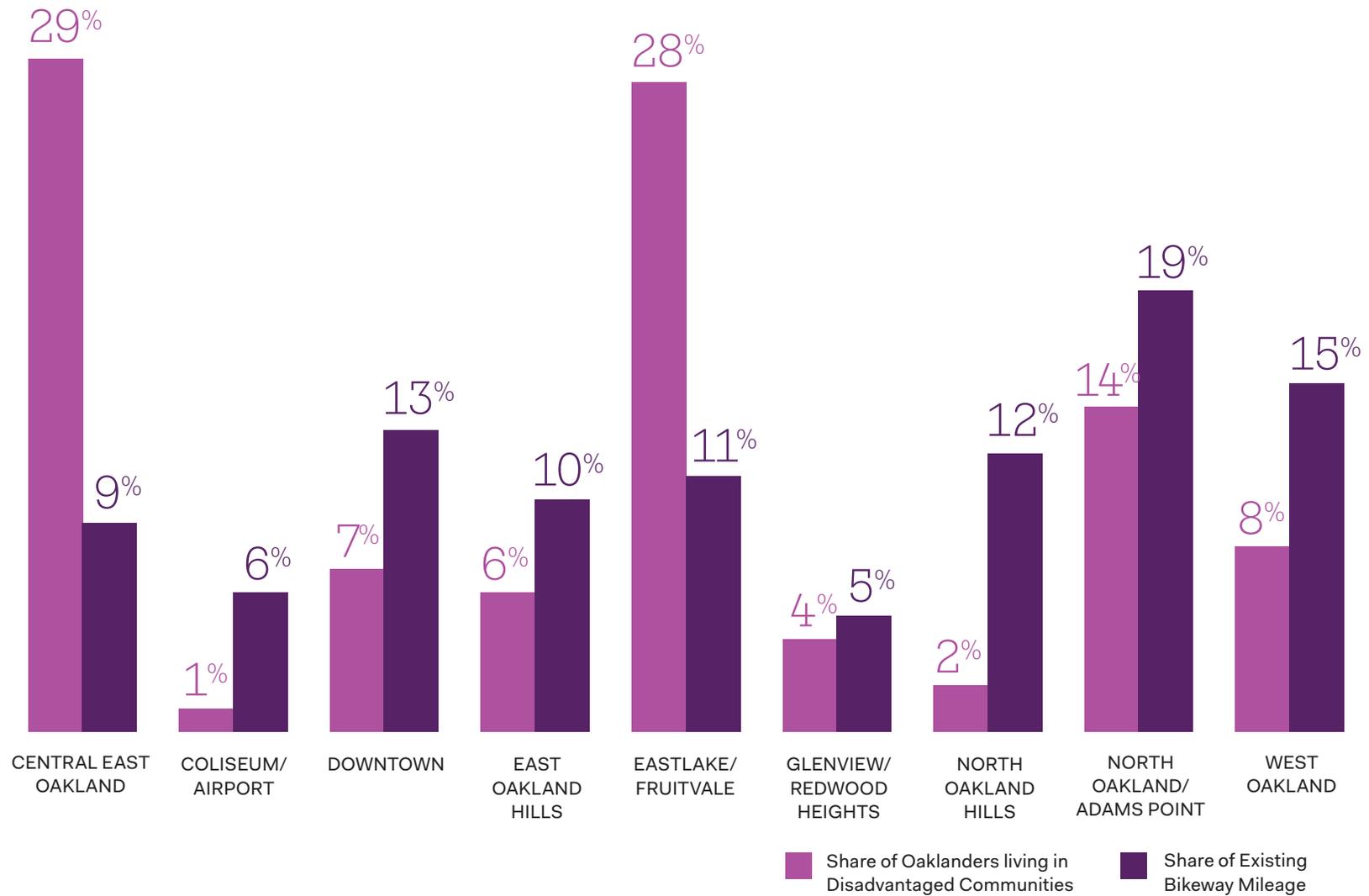
With limited funding, OakDOT has to decide where to prioritize building over 200 miles of bikeways. Some of the projects proposed on this network can be completed more quickly. For instance, projects with minimal trade-offs and community support can be installed as part of a street repaving project. We describe and refer to these projects as **short-term projects** within this chapter. Other projects will be longer-term or "vision" projects

that still need to go through a community design process to evaluate trade-offs, undertake additional study, or require multi-agency coordination. We describe and refer to those as **vision projects** within this chapter.

Chapter Six lays out OakDOT's strategy to invest in an equitable bike network. To do that, the department has determined which projects (both short-term and vision projects) across the nine planning

areas should be prioritized for receiving the most staff resources, funding, and attention. These are referred to in the plan as **priority projects**. Based on the high share of residents living within disadvantaged communities, and low existing bikeway mileage, OakDOT will be focusing most heavily on the Central East Oakland and Eastlake/Fruitvale areas.

SHARE OF EXISTING BIKEWAYS AND
 DISADVANTAGED POPULATION BY ZONE





Principles of Community Collaboration

OakDOT is committed to sustaining the inclusive engagement that went into this Plan as bikeways move from ideas into engineering designs and eventually built infrastructure. OakDOT will consult the following community engagement process when making major bicycle infrastructure decisions:

STEP

1

Prepare an Engagement Plan that identifies desired outcomes and measures for engagement efforts

- ✓ Follow guidelines in the Department of Race and Equity's Inclusive Public Engagement Planning Guide and Operationalizing Equity Worksheet
- ✓ Identify and contact existing residents, employees, business and property owners, neighbors, and other stakeholders
- ✓ Engage the City's Race and Equity Department to review and provide feedback on the proposed plan

STEP

2

Partner with a community-based organization that has experience working with community members in the proposed project area

- ✓ Compensate partnering organization for their time and energy on the project, and for their local expertise
- ✓ Work with partnering organization early in the process to shape the engagement efforts and build shared understanding, accountability, and a sense of value in the project outcomes

STEP

3

Implement an inclusive outreach process

- ✓ Use a variety of outreach methods including pop-up or mobile workshops, design charrettes, regular standing Community-Based Organization meetings, focus groups, and online engagement tools
- ✓ Collect demographic data of outreach participants related to the geographic area, policy, program, or project to understand who is not being reached and tailor remaining engagement accordingly
- ✓ Designate an OakDOT staff member that will act as a community liaison to regularly update stakeholders on the project pipeline as part of their work plan

STEP

4

Evaluate the impact of engagement efforts during and after the process

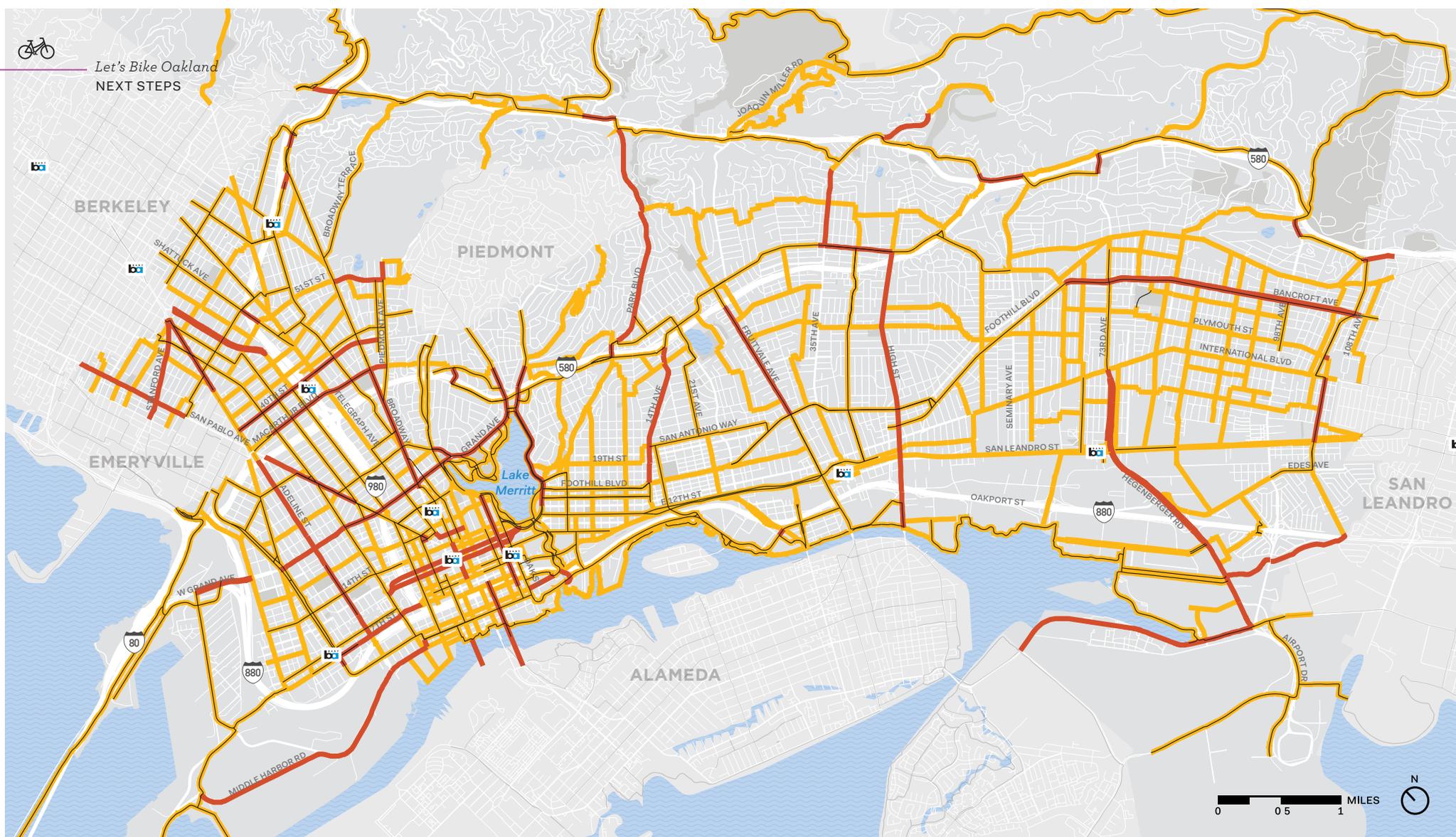
- ✓ Share and learn from the results



“

Building new bicycle facilities is fine, but we need ownership from the start.”

EAST OAKLAND COLLECTIVE
WORKSHOP PARTICIPANT



Let's Bike Oakland
NEXT STEPS

Short Term & Vision Networks

Short term projects, in orange, can be implemented more quickly, and vision projects, in red, are more complicated and require greater collaboration and time.

- Existing Bikeways
- Short Term Network
- Vision Network
- Park
- Oakland City Limits
- BART Station



SHORT TERM PROJECTS

Short term projects are projects that OakDOT strives to build in the next 5-10 years. A few examples include:



1 Bikeways on E 15th Street and Foothill Boulevard in the East Lake Area have a simpler design, and the removal of a travel lane on these lower volume roads will allow for a new bikeway without removing residential parking.



2 The Scrapperway, a proposal for a center-running multi-use lane on 90th Avenue, will be installed more quickly because of established community desire for the project and completed design

VISION PROJECTS

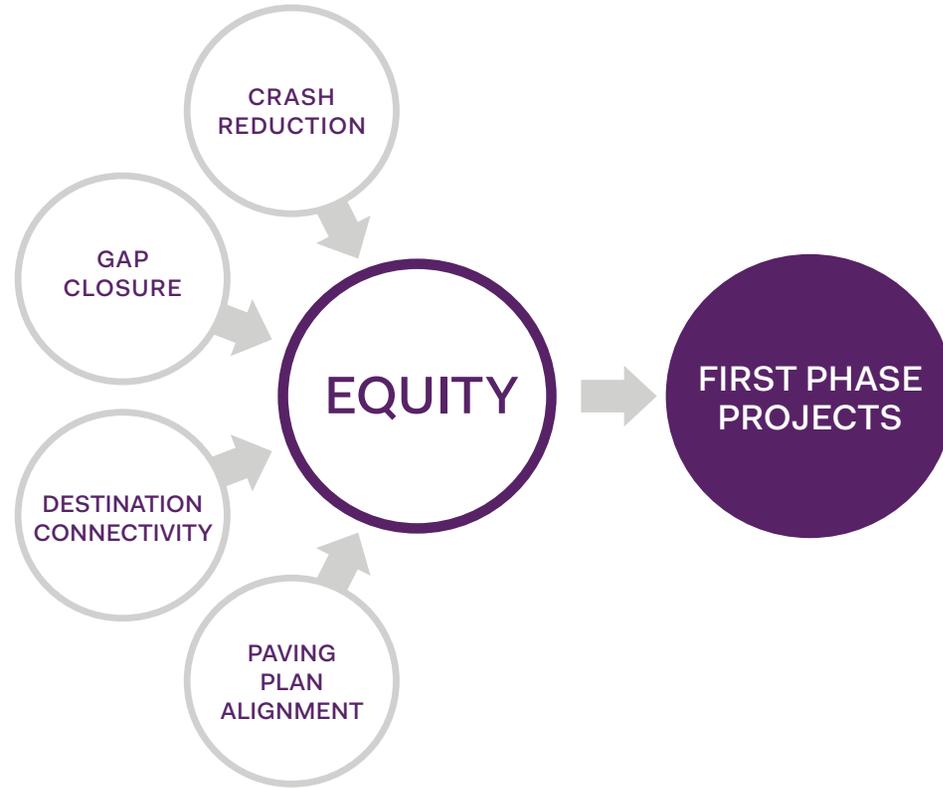
Vision projects are projects that require further study, coordination with stakeholders outside of Oakland, and/or need to be vetted through a community-based design process. A few examples include:



3 The East Bay Greenway which will connect Lake Merritt BART, Fruitvale BART, and Coliseum BART in Oakland is a large, complex mutli-agency project led by Alameda County Transportation Commission.



4 Creating a separated bikeway on San Pablo Avenue could connect people biking in Oakland to Emeryville, Berkeley, and Albany, but will be challenging to design with so many other competing roadway uses and limited space for dedicated bike lanes.



How do we start implementing the Plan?

Through this Plan, OakDOT selected just over 80 miles of bikeway projects (both short-term projects and vision projects) to prioritize within the next 5-10 years. Prioritizing projects helps OakDOT staff best use their time and resources to meet the City's goals. This plan prioritizes projects based on their strategic

impacts and their ability to meet the needs of underserved communities. The prioritization includes projects delineated as short-term and vision projects, as both require near term attention by staff, whether it is planning and implementation, or study and community consensus-building.

HIGH BENEFIT

The first step of the prioritization process identified projects that would provide the greatest benefit to Oaklanders and align with current City goals. Selection criteria included:

Crash Reduction Projects

These projects improve bicycling safety on the High Injury Corridors (or on parallel routes that provide alternatives to a High Injury Corridor)

Destination Connectivity Projects

These projects provide direct bikeway connections to local destinations

including schools, libraries, recreation centers, and major transit stations

Gap Closure Projects

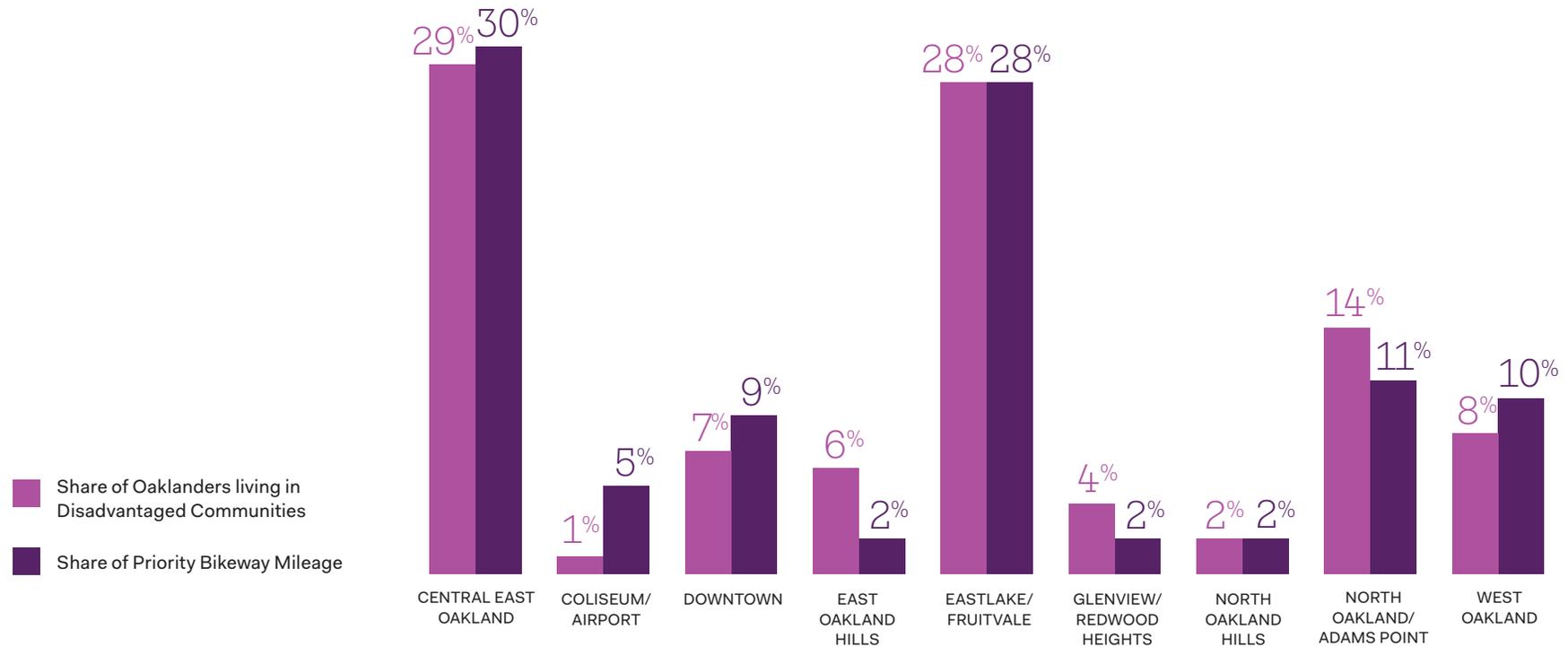
These projects close gaps in the existing bike network

Cost-Savings Projects

These projects align with street segments identified by Oakland's 2019 Three Year Pavement Prioritization Plan

Priority was given to projects that met two or more criteria in terms of safety, access, gap closure, and cost-savings.

DISTRIBUTION OF PRIORITY PROJECTS BY ZONE



EQUITY

OakDOT is working to implement bike projects more equitably by focusing on projects in areas with a greater share of disadvantaged communities. The second step in project prioritization filtered projects so that the share of priority bikeway miles across each zone more closely aligns with the percent of people living in disadvantaged communities. This process centers the mobility needs of vulnerable individuals by

providing these users with greater access to low-stress bikeways. The graph shows the percent of mileage of prioritized projects per planning area, as compared to the area's share of underserved population.

Some areas within Oakland have the highest number of underserved community members as well as the fewest number of miles of existing bikeways. Central East Oakland, for example, has nearly a third of

all Oakland residents living in disadvantaged communities, yet has only 9% of the existing bike network. East Lake/ Fruitvale is another planning area that has a high number of underserved community members and is similarly underserved by Oakland's bikeways. As the graph shows, the City will prioritize bicycle infrastructure in these neighborhoods, with nearly a third of priority bike projects in each of these areas.



The network needs to be visionary, to capture projects that will not be able to be implemented in the short term.”

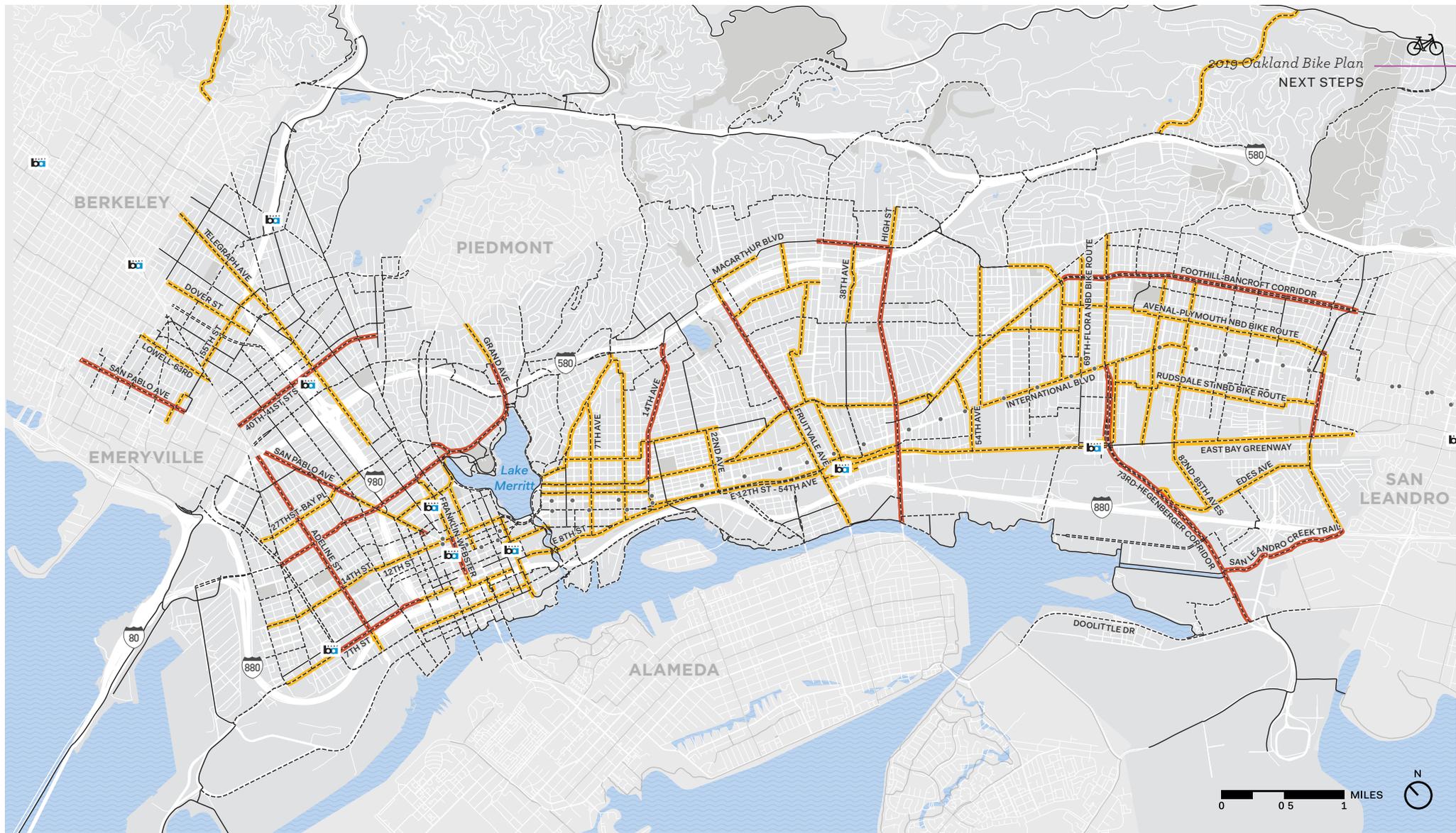
BIKE PLAN
COMMUNITY ADVISORY
COMMITTEE MEMBER



Prioritized projects connect Oaklanders on bikeways to neighborhood destinations, address safety concerns, close gaps in the bike network, and align with the City's 3-year Street Paving Plan.

Prioritizing a project means dedicating staff and City resources, time, and funding towards planning and implementing these projects. For a complete list of prioritized projects, see the Appendix.

Note: Projects that have already received partial or full funding may move forward independent of this prioritization process.



Priority Corridors

Just over 80 miles of bikeway projects have been prioritized to improve connectivity, reduce collisions, close gaps in the network, and leverage the City's investments in road repaving. 58% of priority bikeway miles are located in Eastlake/Fruitvale and Central East Oakland.

- Existing Bikeways
- - - Recommended Bikeways
- Short Term Priority Projects
- Vision Priority Projects
- Park
- Oakland City Limits
- 🚇 BART Station
- East Bay Bus Rapid Transit Stops



“

[The Bike Plan] needs to really focus on intersections and the transitions where there are no bike lanes to get people through.”

WEST OAKLAND RESIDENT



Intersection Prioritization

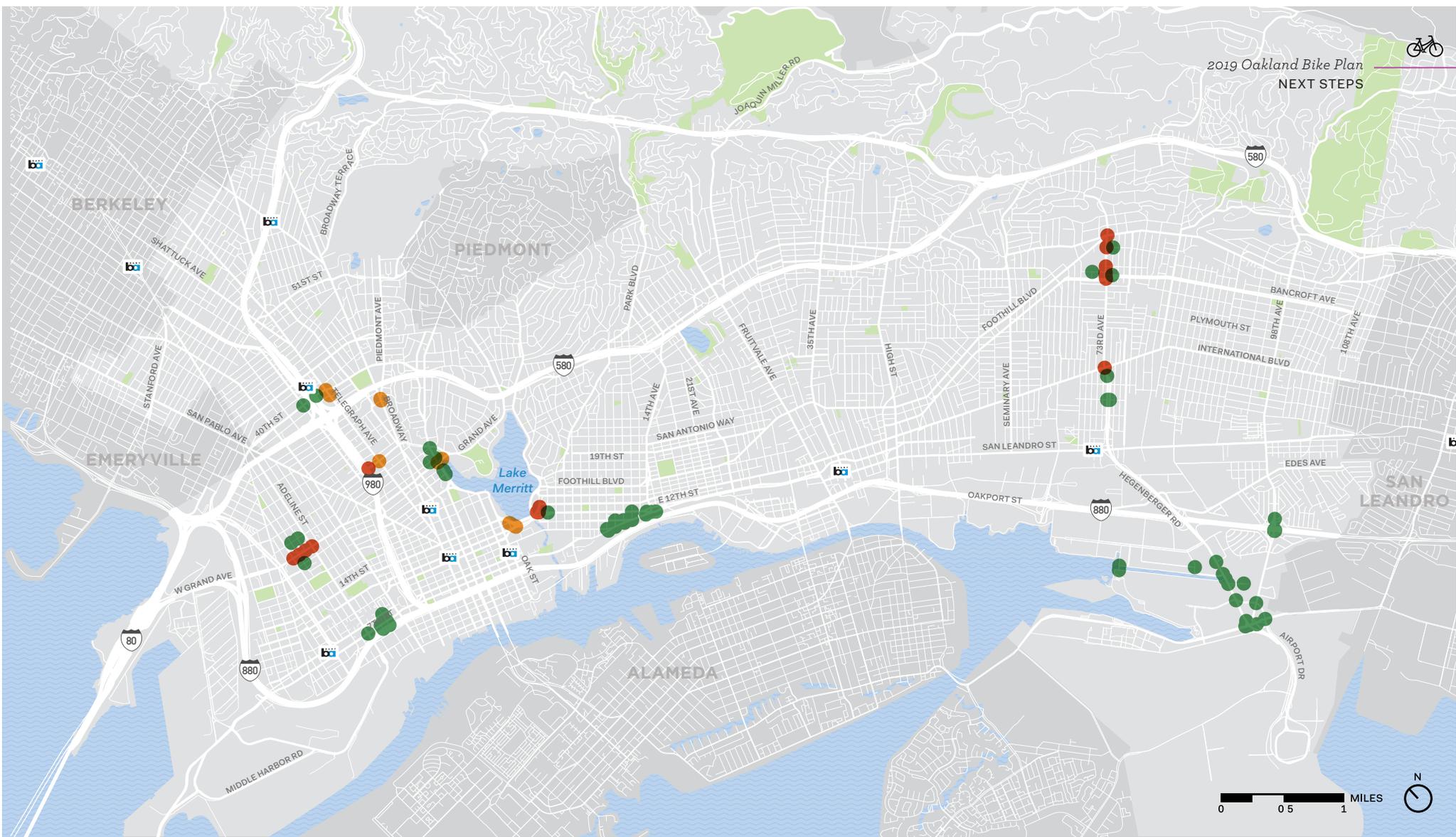
OakDOT evaluated and prioritized intersections in Oakland that would benefit the most from intersection enhancements discussed previously in Chapter 5. Intersections were evaluated based on their relative comfort and safety for bicyclists, and if they are located in a vulnerable community.

There are 88 intersections in the City that scored the highest in

terms of stress for bicyclists (high traffic speeds on a multilane street where bicyclists typically must mix with traffic). Of these high stress intersections, 11 are also on the bicycle High Injury Corridors where the highest prevalence for severe and fatal injuries has taken place. To see a map of the High Injury Corridors turn to Chapter 2.

Finally, 15 are also located within disadvantaged communities. All intersections merit evaluation for improvement as bikeways are upgraded or developed, however these intersections deserve priority attention in order to resolve barriers to low-stress travel.

Priority intersections are shown on the following page and listed in the Appendix.



Priority Intersections

88 intersections have been prioritized for additional engineering analysis and improvement based on high rates of bicycle collisions, level of traffic stress, and location within a disadvantaged community.

- Highest Priority
- Higher Priority
- High Priority
- Park
- Oakland City Limits
- BART Station



Costs

This Plan recommends at least \$46 million in bicycle projects and programs to help Oakland achieve its vision of becoming a bicycle-friendly city.

Costs estimates are provided in 2019. Due to annual inflation, cost estimates will increase in the future.

 PROGRAM TYPE	\$\$\$ COST ESTIMATE (LOW)	\$\$\$ COST ESTIMATE (HIGH)
Support the Local Bicycling Economy	\$135,000	\$375,000
Provide Shared Resources	\$425,000	\$650,000
Promote Hometown Efforts	\$1,650,000	\$4,650,000
TOTAL	\$2,210,000	\$5,675,000

 BIKEWAY TYPE	 RECOMMENDED MILEAGE	\$\$\$ COST ESTIMATE (LOW)	\$\$\$ COST ESTIMATE (HIGH)
Path	24.8	\$17,360,000	\$24,800,000
Protected Bike Lane	48.8	\$12,200,000	\$48,800,000
Buffered Bike Lane	50.3	\$6,539,000	\$21,276,900
Bike Lane	23.1	\$1,848,000	\$9,771,300
Neighborhood Bike Route	64.6	\$4,845,000	\$9,044,000
Bike Route	5.8	\$1,450,000	\$1,450,000
TOTAL	217.4	\$44,242,000	\$115,142,200



Funding Strategies

On average, 12% of Oakland's annual transportation budget is spent on bicycle projects.

The City of Oakland's Capital Improvement Program allocates over \$1.7 million per year in dedicated funding for bicycle plan implementation.

A variety of sources exist to fund bicycle infrastructure projects, programs, and studies. Local and regional funding sources that can be used for construction or maintenance of bicycle or pedestrian improvements, along with competitive grant programs, are described here.

Local and regional funding sources include:

- **Measure KK**
A \$600 million infrastructure and affordable housing bond. Measure KK funds infrastructure projects including roadway maintenance and repaving, sidewalk repair, and bicycle and pedestrian safety improvements.
- **Measure B and Measure BB**
Both measures are one-half cent sales tax in Alameda County to fund transportation projects including active transportation projects, transit, and other local road projects. A portion of funds is set aside to fund innovative bike programming efforts.
- **Private Development**
As new developments continue to make their way through the planning and review process, part of the public benefits package can include payments into accounts that can fund bicycle and pedestrian improvements.
- **Other funding sources** such as the Transportation Funds for Clean Air, Bicycle Facilities Grant Program, and One Bay Area Grant provide regional funding sources for active transportation projects.

State and federal competitive grants provide another opportunity to support the study, design and construction of large bikeway projects and programs. The City has been successful in winning grant funding through these sources in the past, including:

- **California's Active Transportation Program (ATP)**
Funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health.
- **Caltrans Sustainable Transportation Planning Grants**
are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects.
- **Caltrans Highway Safety Improvement Program (HSIP) Grants**
Funds projects on any publicly owned road or active transportation facility, including bicycle and pedestrian improvements.

ON AVERAGE,
12%
OF OAKLAND'S
ANNUAL
TRANSPORTATION
BUDGET

..... is spent on



**BICYCLE
PROJECTS**



Maintenance

The City of Oakland maintains the city's bicycle infrastructure to strive to keep designated bikeways comfortable and free of hazards. This includes ensuring smooth pavement and the removal of debris and encroaching vegetation along bikeways, as well as the maintenance of traffic control devices, striping, and signage that facilitate bike travel.

The City has a number of systems in place to ensure proactive maintenance of bikeways, as well as response to maintenance requests by local residents.

- Local residents can submit requests through the OAK311 platform to report issues that may affect bicycling such as illegal dumping, potholes, and street light outages.
- The City of Oakland Public Works Agency maintains the CityWorks program that routes reported issues internally to the correct department.
- The Bicycle & Pedestrian Program maintains databases for City-installed bike parking and signage, and these databases include information on the maintenance of these assets.

The Bike Plan also proposes strategies to incorporate maintenance concerns as part of planning and design, and collaborate across City of Oakland departments:

- Incorporate maintenance needs into the design of protected bikeways to ensure proper maintenance after construction
- Include other operational issues such as parking, traffic enforcement, and traffic operations during the design of protected bikeways and intersections to ensure the proper operation and maintenance.
- Continue to coordinate planning efforts of the Neighborhood Bike Routes and other low-stress bikeways that coincide with the 3-year Paving Plan to ensure that

an enhanced pavement quality can be attained.

- Identify and regularly update annual maintenance costs for bikeways to ensure proper funding levels and ensure proper funding levels for routine bicycle-related maintenance costs.



“

We already bike.
Just fix the potholes!”

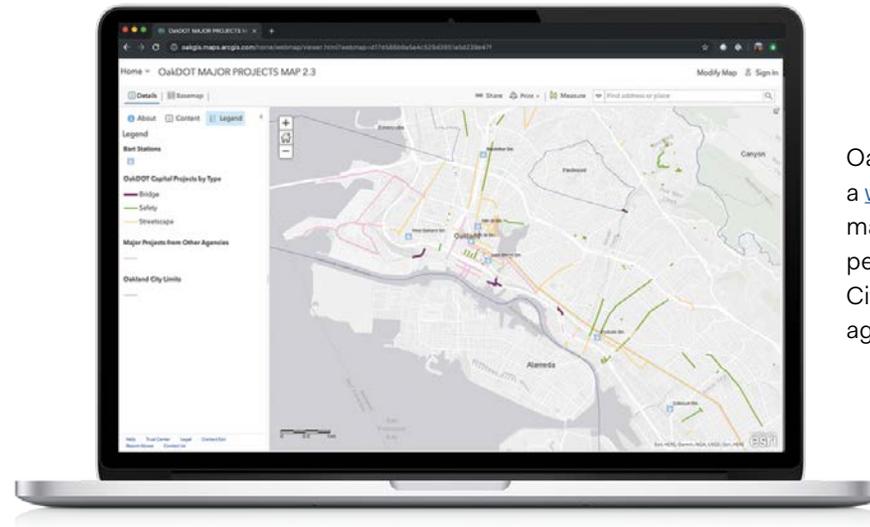
OAKLAND RESIDENT,
SCRAPER BIKE TOUR



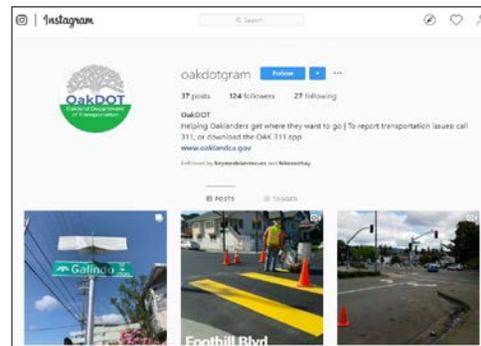
Monitoring and Evaluation

Sustaining community dialogue is critical to achieve the goals of this Plan. Currently, OakDOT has a number of different channels to keep people informed of progress, such as "I (bike) Oakland," a newsletter published twice a year and available in English, Spanish, Chinese, and Vietnamese. OakDOT also maintains an interactive online map detailing major transportation projects citywide. OakDOT also communicates via social media.

We recommend several other activities to understand the implementation progress, and continually evaluate the community benefits and impacts of any infrastructure and programmatic additions.



OakDOT maintains a [webmap](#) showing major active bicycle and pedestrian projects, both City-led and by other agencies.





RECOMMENDATIONS

- 1 Conduct citywide statistically valid survey on a regular basis to track bicycling behavior and issues
- 2 Keep [OakDOT Active Projects Map](#) up to date
- 3 Continue to conduct pre- and post-implementation evaluation of all large bicycle infrastructure projects to understand change in use and community benefits and impacts
- 4 Evaluate the effectiveness of program investments every three years
- 5 Report survey and study results along with plan implementation progress to the Bicycle and Pedestrian Advisory Commission on a regular basis
- 6 Share information publicly on OakDOT's department website, "I (bike) Oakland" newsletter, press releases, and through social media channels

OakDOT's Bicycle and Pedestrian program publishes "[I \(bike\) Oakland](#)" twice a year and is available in English, Spanish, Chinese, and Vietnamese. Visit www.OaklandBikes.info to subscribe by email.

OakDOT has recently released two post implementation studies that evaluated the effectiveness of bikeway projects.