

# WE OAKLAND

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



32<sup>nd</sup> Edition, Winter 2023 | Circulation 3,487 | [www.oaklandbikes.info](http://www.oaklandbikes.info)

## Less Stress on West

In August, the City completed an upgrade to the bike lanes on West Street, from West Grand Avenue to 52nd Street (Oakland's second oldest bike lanes). The project paved the road and removed a two-way center-turn lane, making room to add bike lane buffers, a six-foot wide striped median, pedestrian safety islands, and left turn pockets where needed. The project also updated curb ramps and crosswalks to current standards, and installed the City's first fully concrete-protected intersections at 27th Street and West MacArthur Boulevard. Finally, while road diets and concrete islands have traffic calming effects on their own, the project incorporated additional



Concrete-protected intersection at West Street and West MacArthur Boulevard



Buffered bike lane on West Street at 42nd Street

traffic calming with speed cushions and raised intersections to address concerns over speeding, reckless driving and stop-sign-running identified and observed during pre-project outreach and analysis. The 1.7-mile bikeway has long been a popular route for those biking between West Oakland, North Oakland, Downtown, and beyond. The recent upgrades make this a more comfortable and attractive place for cyclists of all abilities, as well as all other roadway users, thanks to the calmed traffic. When the remainder of West St between West Grand Avenue and 14th Street is paved and converted to a neighborhood bike route in the coming years, the West Street bikeway will provide a continuous low-stress bikeway connection for the neighborhoods west of I-980 into Downtown.

## Oakland Holds onto Gold (2022-2026) – Fourth Bicycle Friendly Community Award since 2010



In December, Oakland was recognized nationally as a Gold-level Bicycle Friendly Community by the League of American Bicyclists. This award renews Oakland’s status as a Bicycle Friendly Community based on the ongoing efforts to promote bicycling by Oakland city government, advocacy groups, community-based organizations, bike shops, and partner agencies. This nationwide program provides comprehensive evaluations of local communities’ efforts to promote bicycling and – for those that make the cut – makes awards at Bronze, Silver, Gold, Platinum, and Diamond levels. Oakland achieved Bronze in 2010, then Silver in 2014, and then Gold in 2018. Each award lasts for four years at which time communities must reapply to maintain their designation and to seek advancement. Currently there are 501 Bicycle Friendly Communities but only 36 have made Gold. No community has achieved Diamond, and only five have achieved Platinum: Davis, Boulder, Fort Collins, Portland, and Madison. Of the 50 largest U.S. cities, Oakland is one of eight cities to be awarded Gold or higher: Portland, Tucson, San Francisco, Washington, Minneapolis, Austin, and Seattle.

The award recognizes Oakland’s ongoing investment in bicycling promotion, education programs, infrastructure, and pro-bicycling policies by City departments, other public agencies, Oakland bike shops, and the many community-based organizations with bicycle-themed missions. Information on Oakland’s current and past awards is available at: <https://www.oaklandca.gov/resources/bicycle-friendly-community>.

## BPAC Holiday Cheer!

In December, members of the Bicyclist and Pedestrian Advisory Commission gathered in person for the first time since February 2020 to celebrate the accomplishments of 2022 and simply to be together. The gathering was held on December 8 at Mad Oak Bar ‘N’ Yard.



This social event was open to all and notable for attracting BPAC members from years past, including Rebecca Saltzman (first at left, 2011-2012 Vice-Chair), Jonathan Bair (sixth from left, 2008-2010 Chair), Mark Dieter (seventh from left, 2007 Vice-Chair), Carol Levine (at far end of table, founding BPAC member in 1994), Kenya Wheeler (seventh from right, 2018 Vice-Chair and 2019 Chair), Midori Tabata (ninth from right, 2008 Vice-Chair and 2018 Chair), and RB (far end of table at right, Commissioner from 2016-2021). Current Commissioners included Grey Gardner (fifth from left), Nick Whipps (third from right), Alex Frank (fifth from right), and Andy Campbell (eighth from right). To learn more about the BPAC, go to [www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission](http://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission). All are welcome to attend meetings.

### RESOURCES

#### Suggest a Bike Rack Location

- Go to [oaklandbikes.info/bikerack](http://oaklandbikes.info/bikerack) to review guidelines and request a rack.

#### Key Online Maps

- Bike Plan Implementation Status: [arcg.is/GGSPX](http://arcg.is/GGSPX)
- Five-Year Paving Plan: [www.oaklandca.gov/projects/20225yp](http://www.oaklandca.gov/projects/20225yp)

#### Oakland’s Bicyclist & Pedestrian Advisory Commission (BPAC)

- Public meetings are held on 3<sup>rd</sup> Thursdays, more info at [oaklandbikes.info/bpac](http://oaklandbikes.info/bpac).

#### OAK311 Call Center

- Via phone: 311 (510-615-5566 outside Oakland) | online: [311.oaklandca.gov](http://311.oaklandca.gov) mobile: OAK 311 (app). Please report:
  - ▶ roadway glass, potholes, unsafe drainage grates, or other obstructions
  - ▶ malfunctioning traffic signals
  - ▶ abandoned bikes that need removal from bike racks, signs and/or meter poles
  - ▶ any traffic-related issue (will be referred to correct organization)

#### OakDOT Bicycle & Pedestrian Program

- Jason Patton, Program Supervisor
- Jason Cook, Transportation Engineer
- David Lok, Data Analyst
- David Pené, Assistant Engineer
- Noel Pond-Danchik, Transportation Planner
- Pierre Gerard, Transportation Planner

#### Program Interns

- Maya Sapienza, Leyla Nergis-Wahedi, Robert Sanlis

The projects described herein are funded partially or wholly by Oakland’s share of voter-approved countywide transportation sales taxes. 8% of Measure BB funds are dedicated to bicycle/pedestrian projects and programs throughout the county. For more information, see [oaklandca.gov/topics/measure-b-bb-and-vehicle-registration-funds](http://oaklandca.gov/topics/measure-b-bb-and-vehicle-registration-funds).



## 27th Street Bikeway Update

In August, the parking separated bike lane on 27th Street was extended from 26th Street to Harrison Street, in conjunction with the mixed-use development at 277 27th Street, which is still in construction. This extension is the second separated bike lane project on 27th Street, extending what was installed upstream by another private development in 2019, and closing an intermittent bike lane gap that existed on the approach to Harrison Street in various forms before and throughout project construction. Stay tuned for more upgrades on 27th Street, as the bike plan proposes separated bike lanes in both directions. The latest plan for Bay Place includes buffered bike lanes in both directions from Harrison Street to Grand Avenue to connect to Lake Merritt. The City has multiple projects in the pipeline, which will continue delivering this important low-stress connection, piece-by-low-stress-piece, in the coming years. Follow this work at <https://www.oaklandca.gov/projects/lakeside-family-streets>.



Parking- and bollard-protected bike lane on Eastbound 27th Street past 26th Street

## Ride On Through 11th Avenue

Construction of a new bicycle passageway through the existing diagonal traffic diverter at 11th Avenue and East 19th Street was completed in July. The Bicycle & Pedestrian Program collaborated with the Complete Streets Paving and OPW Construction Management groups to add the oft requested passageway to an open project that paved 11th Avenue and installed pedestrian curb ramps, among other improvements. The design of the passageway was informed by feedback from the community that the bicycle passageway should not interfere with the community-maintained Buddhist shrine in the location and should be designed to discourage cars from bypassing the traffic diverter. The project has removed barriers to walking and biking along two planned Neighborhood Bike Routes, and improved the predictability of interactions between people driving, walking, and rolling through the intersection. There are seven more diagonal diverters in the surrounding area, three of which coincide with planned Neighborhood Bike Routes, where City staff plan to deliver similar improvements during future construction projects.



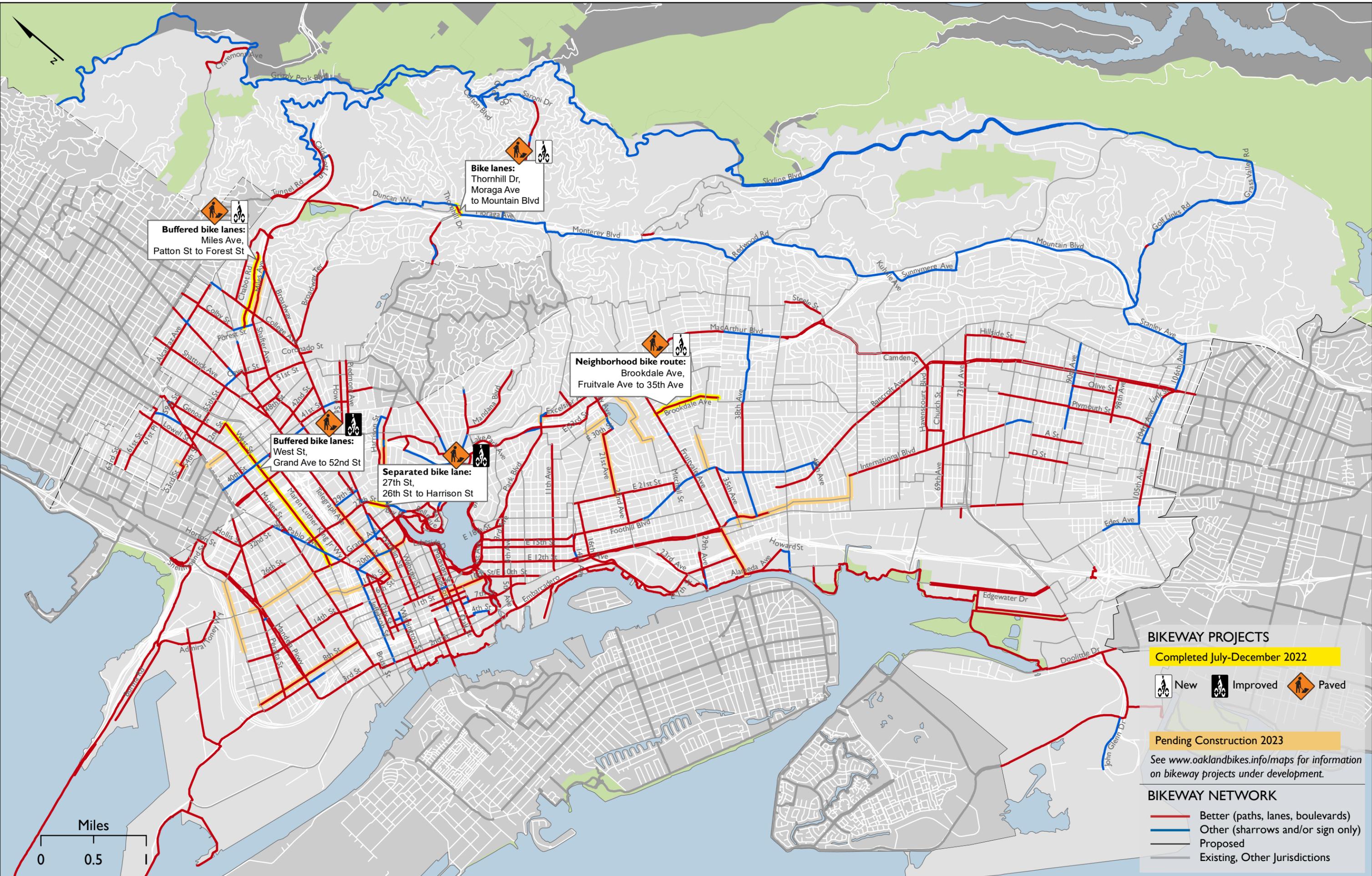
The bicycle passageway through the diagonal diverter at the Buddha of Oakland

## Bonus Bike Lane for Miles Avenue

In September, a paving project updated the buffered bike lane on Miles Avenue between Forest Street and College Avenue (first installed in 2016) and extended this bike lane upstream, to Patton Street. In the existing segment, the project closed gaps by extending the bike lane up to the intersections at both Forest St and College Ave. The new segment, between College Avenue and Patton Street was not proposed in the City's Bike Plan, however, OakDOT identified the opportunity to include this facility in the paving project by removing an un-necessary lane and narrowing other overly wide lanes. The redesign calms traffic on a residential street (formerly designed more like a frontage road), creates extra space between moving vehicles and a sidewalk heavily used by youth at Claremont Middle School, and provides a bonus bike connection for cyclists traveling through the neighborhood.



The buffered bike lane on Miles Avenue provides a connection with Claremont Middle School.



**Buffered bike lanes:**  
Miles Ave,  
Patton St to Forest St

**Bike lanes:**  
Thornhill Dr,  
Moraga Ave  
to Mountain Blvd

**Neighborhood bike route:**  
Brookdale Ave,  
Fruitvale Ave to 35th Ave

**Buffered bike lanes:**  
West St,  
Grand Ave to 52nd St

**Separated bike lane:**  
27th St,  
26th St to Harrison St

**BIKEWAY PROJECTS**

Completed July-December 2022

-  New
-  Improved
-  Paved

Pending Construction 2023

See [www.oaklandbikes.info/maps](http://www.oaklandbikes.info/maps) for information on bikeway projects under development.

**BIKEWAY NETWORK**

-  Better (paths, lanes, boulevards)
-  Other (sharrows and/or sign only)
-  Proposed
-  Existing, Other Jurisdictions



# Bicycling, briefly . . .

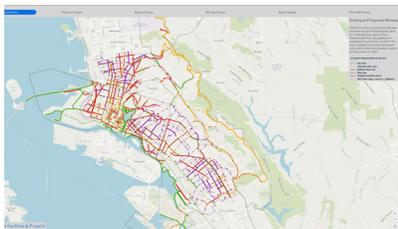
**BPAC at OPD Toys for the Town.** Bicyclist and Pedestrian Advisory Commission (BPAC) Commissioner Phoenix Mangrum participated in the Oakland Police Department's (OPD) holiday toy drive event at the OPD Administrative Building in December. Commissioner Mangrum handed out BPAC flyers, temporary tattoos, and stickers, and encouraged members of the public to participate in BPAC meetings.



**Bike Parking Update.** As of December 31, 2022, there were 11,878 publicly accessible bike parking spaces installed in Oakland. From July through December 2022, 86 spaces were installed. Of these new spaces, 68 were funded by the Parking and Mobility Division of the City's Department of Transportation, and 18 were installed through other public agency or private development projects. Bicycle parking installations are also provided through Transportation Development Act (TDA), Article 3 funds. Site inspections at 17 locations were conducted with 50 spaces pending installation, 20 of them east of Lake Merritt. Request racks at [oaklandbikes.info/bikerack](https://oaklandbikes.info/bikerack).



**I Map Oakland.** Check the status of the bikeway network, bike parking, bike signage, and bike projects on the Bike Facilities Map at [arcg.is/GGSPX](https://arcg.is/GGSPX). This map is updated twice yearly (January & July).



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**Bike Repair and Education in the Town.** Between July and December 2022, 32 City-supported bike repair and education events reached 421 participants. The Oakland Public Library (OPL) offered 28 Bike Fix events at the 81st Avenue and Martin Luther King Junior Branches, one mobile Bike Fix event at the East Bay Asian Local Development Corporation (EBALDC) Family Resource Center at the Oakland Housing Authority's Lion Creek Crossings development, one Bike Family Bike Rodeo, and "The Grinch Who Stole the Bike Lane" community bike ride. OPL offers free bike repair at the 81st Ave Branch every Friday from 3:00 to 5:00pm, and at the MLK Branch on first and third Saturdays from 12:00 to 2:00pm. These events included 382 participants, with 258 bike repairs performed, 38 bikes donated, and 50 bike lights given away. Bike East Bay held one on-the-road bicycle skills class for 14 attendees and one classroom workshop for 25 attendees.



Youth group ride and OPL Bike Library booth at East Oakland Futures Festival



The OPL Bike Library with pedal powered bubbles at the Acorn Woodland Elementary Health and Safety Fair

## Stunning Funding

Between July 2022 and January 2023, OakDOT received \$42 million in funding for projects to create safer conditions for walking and cycling in Oakland. OakDOT was awarded \$10.7 million through the Transit and Intercity Rail Project (TIRCP) grant program to fund the Oakland Waterfront Mobility Hub suite of projects. This funding will be used for the conversion of an existing bus layover facility on 2nd Street into an improved transit center and for active transportation and transit improvements on 2nd Street, 8th Street, and Clay Street. In January, OakDOT was recommended for a \$29.3 million Active Transportation Program (ATP) regional grant award for the Bancroft Avenue Greenway project. This project will construct a multi-use path on the existing median on Bancroft Avenue between 73rd Avenue and 103rd Avenue. Finally, OakDOT received \$2 million in federal earmark funding sponsored by Senator Padilla for the 7th Street Connection project through the Community Project Funding/Congressionally Directed Spending (CPFCDS) program. This project will improve connectivity between West Oakland and Downtown for people walking, biking, and taking transit by installing a road diet, protected bicycle lanes, traffic signal upgrades, curb ramps, accessibility enhancements, transit boarding islands, pedestrian safety islands, sidewalk repairs, and street trees.

# Bike the Numbers

Centerline miles

Year Ending	Bikeway Miles	“Better” Bikeway Miles*	% of Network with Better Bikeways	Bike Parking Spaces
2007	104	46	44%	3,224
2008	107	50	46%	3,492
2009	111	54	48%	4,428
2010	112	54	47%	4,772
2011	121	56	46%	5,303
2012	134	69	51%	6,315
2013	141	82	58%	7,072
2014	146	87	60%	8,023
2015	151	91	60%	8,841
2016	155	99	64%	9,519
2017	161	107	67%	9,900
2018	166	111	67%	10,098
2019	171	116	68%	10,916
2020	184	129	70%	11,090
2021	192	140	73%	11,719
<b>2022</b>	<b>194</b>	<b>143</b>	<b>74%</b>	<b>11,878</b>

\* “Better” bikeways: bike paths, lanes, and boulevards.



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Si desea un ejemplar del boletín del programa ciclista de la Ciudad de Oakland en español, por favor llame (510) 238-6313 o visite [www.oaklandbikes.info/newsletter](http://www.oaklandbikes.info/newsletter)

如需索取屋崙（奧克蘭）市自行車計劃的中文版新聞快訊，請致電(510) 238-6313 或上網 [www.oaklandbikes.info/newsletter](http://www.oaklandbikes.info/newsletter) 查詢。

Để lấy một tờ bản tin bằng tiếng Việt về chương trình đi xe đạp của Thành Phố Oakland, xin gọi số (510) 238-6313 tới trang mạng hoặc [www.oaklandbikes.info/newsletter](http://www.oaklandbikes.info/newsletter)