

WE OAKLAND

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



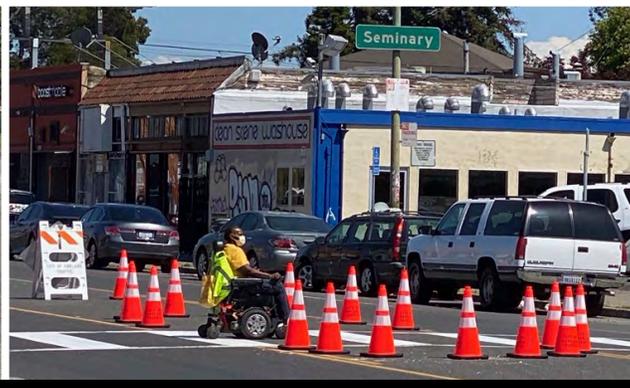
27th Edition, Summer 2020 | Circulation 4,275 | www.oaklandbikes.info

Oakland:
GO SLOW 

It's Essential 

Slow Streets—Essential Places
www.oaklandca.gov/projects/oakland-slow-streets

In April, OakDOT launched the Slow Streets Program to alleviate over-crowding at parks and on trails. By the end of June, the City had closed over 20 miles of residential streets to through traffic. The program created car-lite streets for people to bike and walk outside while maintaining a safe distance. In May, OakDOT expanded the Slow Streets Program into **Slow Streets—Essential Places** with an additional focus on making immediate traffic safety improvements at essential services including grocery stores, health clinics, and food distribution sites in low-income communities of color. While the first Slow Streets arose from the neighborhood bike routes identified in Oakland's Bike Plan, the Program has a vision that is inclusive of but more expansive than bike routes – a vision of developing residential streets as places for people.



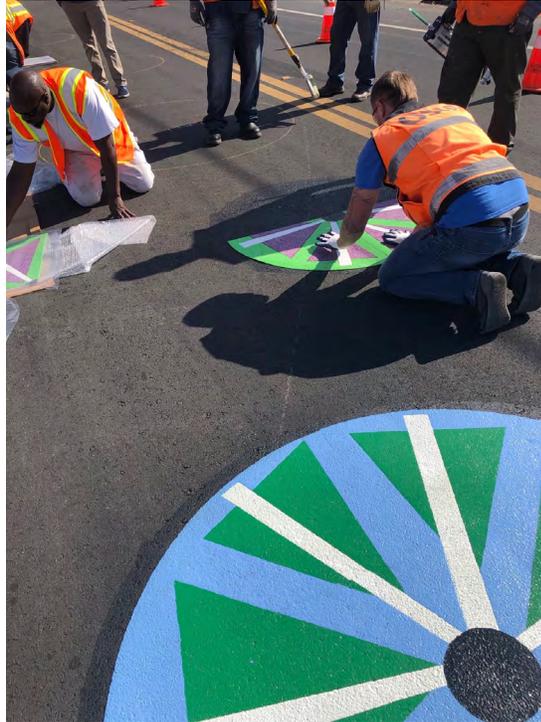
More information at www.oaklandca.gov/projects/oakland-slow-streets.

Taking San Pablo by Stormwater

A demonstration project managed by the San Francisco Estuary Partnership installed a green street retrofit project on San Pablo Ave between 16th and 17th Sts. Bike lanes are the least of it. Drought tolerant landscaping and a rain garden for stormwater filtration were installed, helping the City meet the terms of its permit from the Regional Water Quality Control Board which requires cities to implement green stormwater infrastructure projects to provide runoff treatment. Six other cities are participating in the San Pablo Spine Green Street Project (Emeryville, Berkeley, Albany, El Cerrito, San Pablo and Richmond). The block also features Oakland's first permanent installation of back-in diagonal parking.

90th Ave Scraper Bikeway

The decorative mural along the 90th Ave Scraper Bikeway was substantially completed. The bright orange median with a bicycle wheel motif follows on the 2019 paving and reconfiguration of 90th Ave from International Blvd to Bancroft Ave. In partnership with the Original Scraper Bike Team, OakDOT is delivering this project to improve neighborhood traffic safety and celebrate East Oakland's bike culture. For more information, see www.oaklandca.gov/projects/90th-ave-repaving-redesign.



City crews apply custom paint tiles on 90th Ave.

BPAC Adapting in the Time of COVID-19

Oakland's Bicyclist & Pedestrian Advisory Commission (BPAC) was sidelined from March through May due to Covid-19 and resumed its meetings in June via video/teleconference. Committees of the BPAC were active the whole time. For more information about the BPAC including how to access the next meeting, go to www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons.

New Commissioners Apply By September 9

The City is accepting applications to fill three seats on the Oakland Bicyclist & Pedestrian Advisory Commission (BPAC) for three-year terms starting in January 2021. The role of the BPAC is to advise the City Council on programs and projects related to walking and bicycling in Oakland. If interested in applying, please see www.oaklandca.gov/services/become-a-bpac-commissioner. Applications are due by 5 pm Wednesday, September 9, 2020.

Editor's Note

This 27th edition of the "We [bike] Oakland" newsletter finds OakDOT's bike staff sheltering-in-place, grateful to have jobs, striving to meet community needs created by the Covid-19 pandemic, and, like the rest of the nation, reeling from the horrific murder of George Floyd. A surprising number of "regular projects" got completed this spring, but it is hard to know what regular work means in extraordinary times. Be safe. Go ride a bike. Care for family, friends, neighbors, and your fellow Oaklanders.

RESOURCES

Suggest a Bike Rack Location

- Review guidelines and either request a rack online or contact us (info on mailing panel). See oaklandbikes.info/bikerack.

Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC)

- Meetings are held the 3rd Thursday of the month and are open to the public. More info at oaklandbikes.info/bpac.

OAK311 Call Center

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

OakDOT Bicycle & Pedestrian Program

- Jason Patton, Program Supervisor
- Jason Cook, Transportation Engineer
- David Lok, Data Analyst
- David Pené, Assistant Engineer
- Noel Pond-Danchik, Coordinator
- Jennifer Stanley, Coordinator

Program Interns

- Ankitha Doddanari, Pierre Gerard,
- Volunteers:** Peggy Mooney, and ...you? Info at oaklandbikes.info/volunteer.

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



Bond. Transportation Bond.

Between January and June 2020, 12.7 miles of new and/or improved bikeways were installed by Oakland's paving program, nearly tripling the number of miles installed in the previous six months. These include 5.5 miles of new neighborhood bike routes on **Plymouth St, 79th to 104th Aves** (with traffic circles still under construction), **Church St, Flora St to Bancroft Ave**, and **Lowell St, Adeline to Market St**. A road diet on **Jefferson St, 6th to 19th Sts**, removed one of four travel lanes and installed bike lanes to calm traffic and help pedestrians cross this overly wide street in downtown. Existing bike lanes on **Bancroft Ave, 98th Ave to the San Leandro border**, and on **14th St, Wood St to Mandela Pkwy**, were buffered up, and the gap approaching Mandela Pkwy was removed resulting in continuous bike lanes on 14th St from Wood St to Castro St. On **51st St between Telegraph Ave and Broadway**, bike lanes were installed by narrowing the street's travel lanes. On **Lake Park Ave**, uphill bike lanes and downhill shared lanes were installed, connecting the bike lanes on MacArthur Blvd to the Grand Lake district via the I-580 overpass and Wesley Wy. All of these projects (and others) were funded by Measure KK, the infrastructure bond passed by Oakland voters in 2018.



Measure KK funded bikeways on Bancroft Ave, Lowell St, Jefferson St, and Plymouth St.



Eastbound E 12th St, the merge across 14th Ave is now seamless.

BRT Bikeways

In May, the last stripes marking over 6 lane miles of bikeway (mostly bike lanes) were installed as part of AC Transit's Bus Rapid Transit (BRT) project. The new bikeways were installed on **International Blvd (54th to 85th Aves)**, **E 12th St (2nd to 14th Aves)**, and on **14th Ave (E 8th St to International Blvd)**. The project closed a big gap in the bikeway network on eastbound E 12th St at 14th Ave by installing continuous bike lanes, replacing what was a particularly heinous merge. A short section of separated bike lanes was also installed on **San Pablo Ave, between 23rd St and Martin Luther King Jr Way**, to facilitate related bus layover operations.

The BRT project is the culmination of two decades of work led by AC Transit in partnership with the Cities of Oakland and San Leandro. Working with various constituencies, AC Transit included bike lanes where possible within the street right of way. If you look at a map, you'll see that Oakland's street network lacks continuous parallel streets in many areas. Major streets such as International Blvd and MacArthur Blvd are the only through streets, and buses, cars, and bicyclists must use them or take a route that is indirect, involving many turns on local streets.



Bicycling, briefly . . .



Extra, extra!

OakDOT purchased two Xtracycles to support the Oakland Public Library's Bike Library programs. These sturdy cargo bikes were delivered in June. The bike programming for which they were purchased is on hold due to the workplace safety limits with Covid-19. Library staff has, however,

put them to use with food distribution in East Oakland at the 81st Avenue Library and to deliver surplus meals to homeless encampments.

High Ho Silver

In April, Let's Bike Oakland, Oakland's 2019 bike plan, was awarded a Silver Achievement Award for Best Practice by the American Planning Association (APA). For more than 50 years, APA's national awards program has

recognized outstanding and innovative planning efforts and individuals that are creating stronger, safer, and more just communities. Kudos to the OakDOT team-members who worked so hard on the plan, especially Lily Brown and Manuel Corona, the lead project consultant, Alta Planning & Design, and the many people and groups who contributed to the planning process, including East Oakland Collective, Outdoor Afro, Bike4Life, Cycles of Change, and The Scraper Bike Team. More information at www.planning.org/awards/2020/achievement/lets-bike-oakland.

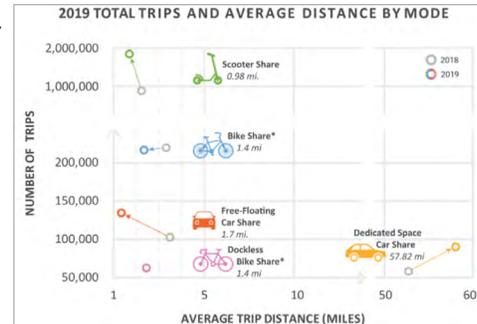


Bike to Work Day Postponed

What would have been Oakland's 27th consecutive annual Bike to Work Day in May was interrupted by the Covid-19 pandemic. (An alternative event to encourage and reward bicycling for everyday transportation and recreation, "Bike to Wherever Day," is planned for September 24.) As the ramifications of the pandemic filter through our culture, what will become of BTWD? What does it mean to bike to work in the era of communicable disease? Yet, according to most sources, the number of people bicycling has increased. Bike to Wherever Day appears to be every day!

Shared Mobility Snapshot

In June, staff from OakDOT's Parking and Mobility Division published a report documenting 2019 as another record-breaking year for shared mobility in Oakland. The car share, bike share and E-scooter share programs



remained popular, with total ridership growing by 57% to 2.1 million trips. These trips covered 4.6 million miles, a 35% increase over 2018's total. These trends are positive and are not expected to continue in 2020 due to the challenges posed by Covid-19. See report at medium.com/oakdot/the-year-in-review-2019-oakdot-shared-mobility-snapshot-64f519aeeb60.

Bike Parking Spaces Grow Slow

Due to Covid-19, only 58 new bike parking spaces were installed by the City from January-June 2020. These were funded by a Transportation Fund for Clear Air grant from the Alameda County Transportation Commission.



Another 52 spaces were installed as part of development projects (including for Brooklyn Basin, photo left) for a total of 110 new spaces. (This is the fewest new bike parking spaces installed during a six-month

period since at least 2007.) A City volunteer reviewed older installed racks using Google maps and found around 50 locations where installed racks had been removed, some of which had been installed over 20 years ago. (These locations have been added to the City's list of sites to inspect for new bike racks.) There are now 10,920 documented bike parking spaces in Oakland, four more than reported at the end of 2019. Request racks at oaklandbikes.info/bikerack.



Better Neighborhoods, Same Neighbors

In June, the City was awarded a multi-year, \$28.2 million grant from the California Strategic Growth Council to fund Oakland's "Better Neighborhoods, Same Neighbors" proposal, a partnership between the City of Oakland, multiple community organizations, and local residents. Of the five projects funded across a five-square-mile area in deep East Oakland, two will deliver key bike plan initiatives: the 1.2-mile San Leandro Creek trail

(a collaboration with the City of San Leandro, in the works since 2014) and construction of The Shed, a community bike teaching and event facility at the Martin



A rendering of The Shed.

Luther King Jr Branch Library. Some of the funding will go directly to the Scraper Bike Team to support bike safety and repair and teach afterschool classes. For more information, see press release at tinyurl.com/oakbssn.



**SAN LEANDRO CREEK
TRAIL MASTER PLAN**

Affordable Housing and Sustainable Communities Grants Fund Bikeways

The City of Oakland was successful with both of its grant applications to the Affordable Housing and Sustainable Communities Program, which combines funding for affordable housing projects with sustainable transportation improvements. The two grant awards are for Mandela Station—West Oakland BART Transit-Oriented Development which will fund a new transportation project (including bike lanes) on 18th St (\$3.26 million) and provides additional funding for the Fruitvale Alive Gap Closure and International Blvd Pedestrian Lighting projects (\$4.55 million).



The Fruitvale Alive Gap Closure Project will construct a separated bikeway and new/improved sidewalks.

In Memoriam – Joe Fermanian

Joe Fermanian was a Resident Engineer in the City of Oakland Public Works Department who oversaw the construction of many bikeway projects including bike lanes on Adeline St, Bancroft Ave, Broadway Ter, Clay St, Foothill Blvd, Fruitvale Ave, Havenscourt Blvd, Market St, and Martin Luther King Jr Wy. We offer our condolences to his family and friends for their loss. Joe was a fantastic colleague with a passion for public service. He excelled at his job, worked hard to get it right, and loved bicycling. His giant smile and easygoing presence made him a joy to work with.

Thank you Joe. You are missed.



Joe on the go.



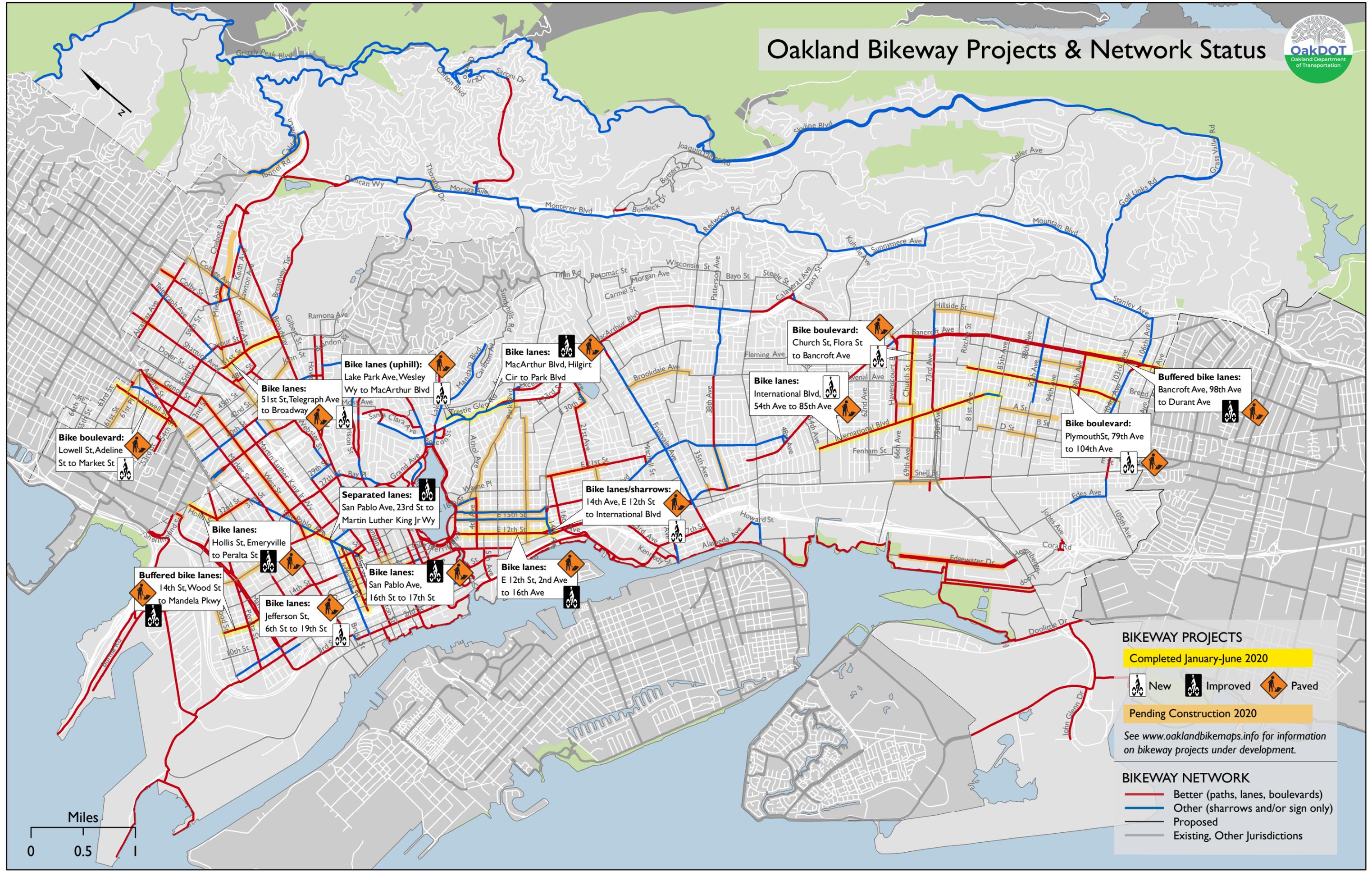
City of Oakland, Bicycle & Pedestrian Program, OakDOT, Safe Streets Division
250 Frank Ogawa Plaza, Suite 4314 | Oakland, CA 94612
Phone: (510) 238-3983 | Email: bikeped@oaklandca.gov | Web: www.oaklandbikes.info

Si desea un ejemplar del boletín del programa ciclista de la Ciudad de Oakland en español, por favor llame 238-3983 o visite www.oaklandbikes.info/newsletter

如需索取屋崙（奧克蘭）市自行車計劃的中文版新聞快訊，請致電 238-3983 或上網 www.oaklandbikes.info/newsletter 查詢。

Để lấy một tờ bản tin bằng tiếng Việt về chương trình đi xe đạp của Thành Phố Oakland, xin gọi số 238-3983 tới trang mạng hoặc www.oaklandbikes.info/newsletter

Oakland Bikeway Projects & Network Status



Bike lanes:
51st St, Telegraph Ave
to Broadway

Bike lanes (uphill):
Lake Park Ave, Wesley
Wy to MacArthur Blvd

Bike lanes:
MacArthur Blvd, Hilgirt
Cir to Park Blvd

Bike lanes:
International Blvd,
54th Ave to 85th Ave

Bike boulevard:
Church St, Flora St
to Bancroft Ave

Buffered bike lanes:
Bancroft Ave, 98th Ave
to Durant Ave

Bike boulevard:
Plymouth St, 79th Ave
to 104th Ave

Bike boulevard:
Lowell St, Adeline
St to Market St

Separated lanes:
San Pablo Ave, 23rd St to
Martin Luther King Jr Wy

Bike lanes/sharrows:
14th Ave, E 12th St
to International Blvd

Bike lanes:
Hollis St, Emeryville
to Peralta St

Bike lanes:
San Pablo Ave,
16th St to 17th St

Bike lanes:
E 12th St, 2nd Ave
to 16th Ave

Buffered bike lanes:
14th St, Wood St
to Mandela Pkwy

Bike lanes:
Jefferson St,
6th St to 19th St

BIKEWAY PROJECTS

Completed January-June 2020

New Improved Paved

Pending Construction 2020

See www.oaklandbikemaps.info for information on bikeway projects under development.

BIKEWAY NETWORK

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