

WE OAKLAND

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



30th Edition, Winter 2022 | Circulation 4,175 | www.oaklandbikes.info

Five Year Paving Plan Adopted

In December, City Council adopted a new five-year paving prioritization plan (5YP) that will spend \$300 million to pave 350 roadway miles, including 145 miles of existing and proposed bikeways. Existing fund sources are Measure KK, Oakland's 2016 Infrastructure Bond, gas tax revenues (Senate Bill 1), and grants. A new voter-approved bond like Measure KK is needed to complete the plan.

Earlier in 2021, a citywide pavement condition survey was conducted. From the survey data, the City learned that the 2019 three-year paving plan (3YP), made possible by Measure KK, had, as intended, quickly improved Oakland's streets. Key findings:

- 28% of local streets are now in good or excellent condition, up from just 16% in 2018.
- The share of local streets in poor condition declined for the first time in 10 years, from 60% to 53%.
- Now nearly 75% of major streets are in good or excellent condition, up from 62% in 2018.
- The average pavement condition for arterials (on a scale of 1—terrible, to 100—new) is now 74, up from 67 in 2012.



Genoa St gets smooth.

In selecting streets to be paved, the City applied the same general criteria used to develop the 3YP: equitable distribution of resources citywide, street condition, traffic safety history, and school proximity. As a result, many local (vs major arterial) streets are included. In addition, with this plan, the City distinctly prioritized neighborhood bike routes for paving, and nearly 50 miles of existing/proposed neighborhood bike routes will be paved. For more information about the 5YP including a map of streets included, see www.oaklandca.gov/projects/20225YP.

More Ways to Bike

Over 12.5 lane miles of bikeways were installed between July and December 2021, more than half as part of paving projects. Of these, over seven miles are new bikeways and over four miles improved existing bikeways, including buffered bike lanes on E 18th St, Park Blvd to Lakeshore Ave (replacing sharrows installed in 2012). Various spot improvements upgraded existing bike lanes on Market St, Shattuck Ave, 16th Ave, and E 12th St. For more detail, on all the projects, see pages 3-6.

Dear Fellow Oaklanders,

Welcome to the 30th edition of the “We Bike Oakland” twice yearly newsletter, an opportunity to look to the future and reflect on the past fifteen years. During this time most of Oakland’s bikeways were constructed by paving projects, which makes a new Five-Year Paving Plan big news for Oakland’s Bike Plan. In December, City Council adopted this new Paving Plan which will pave 145 miles of existing and proposed bikeways. OakDOT staff are gearing up to seize these opportunities for design improvements to support bicyclists across a growing range of ages and abilities. The most recent example (as this newsletter goes to press) is the paving of Telegraph Ave from 29th St to W MacArthur Blvd which is converting travel lanes to buffered bike lanes.

This newsletter originated in 2007, the year in which the City of Oakland adopted its second Bicycle Plan. Over 50 community meetings generated an extensive project contact list, and this newsletter became the means for continuing the outreach following the adoption of the Plan. The grassroots outreach for the 2019 Bicycle Plan led to more contacts and ongoing relationships, with this newsletter now having over four thousand subscribers.

Over these 15 years the bikeway network grew by 85% with the miles of better bikeways (paths, lanes, boulevards) growing by 200%. The number of bike parking spaces is up by 250%. Take a glimpse into the past to see our trajectory into the future with all thirty newsletters available here (and always published in four languages): www.oaklandca.gov/resources/i-bike-oakland-newsletter.



Sincerely,
Ryan Russo
OakDOT Director



BPAC’s Year in Review

From July to December, Oakland’s Bicyclist & Pedestrian Advisory Commission (BPAC) continued to meet virtually and monthly. In December, Commissioner RB Burnette, Jr. reached the end of his two-term service and Mayor Schaaf attended the December meeting to thank Commissioner Burnette for his six years of service and for advocating for better bike infrastructure and services for Deep East Oakland residents.



Also in December, two new commissioners, Alex Frank and Nick Whipps, were appointed to new terms starting in 2022, and Commissioner Phoenix Mangum was reappointed to serve another term.



New commissioners Alex Frank, top, and Nick Whipps, bottom.

The BPAC completed its 2021 Annual Report, summarizing the Commission’s work for the year and making recommendations to City Council and OakDOT. Recommendations from the report include:

- Reduce violence on our roads, including through better coordination OakDOT, Oakland Police Department, and the Office of Violence Prevention;
- Continue the City’s commitment to the most protective infrastructure possible for pedestrians and bicyclists;
- Connect East Oakland to the shoreline; and
- Hire staff and secure future funding for the next 5-year Paving Plan.

Read the report at tinyurl.com/OaklandBPAC2021. To learn more about the BPAC, go to 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 to review guidelines and request a rack.

Key Online Maps

- Bike Plan Implementation Status: arcg.is/IPfvCI
- Five-Year Paving Plan: www.oaklandca.gov/projects/20225yp

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)

Oakland’s Bicyclist & 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.

Bicycle Plan Implementation Contacts

- Jennifer Stanley, Transportation Planner III
- Pierre Gerard Transportation Planner I

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.



Park Blvd Bike Lanes, Take One

The first stretch of road diet+buffered bike lanes on Park Blvd, between E 18th St and McKinley Ave, was installed in July. As of the end of 2021, the project added concrete bulb-outs at key intersections, installed high visibility crosswalk markings, and installed left turn pockets to support access into the adjoining neighborhoods. In coordination with AC Transit, bus stop locations were adjusted to help with bus operations and minimize conflicts with bicyclists. The connecting segment north to Chatham Rd is pending construction due to delays in obtaining a Caltrans permit for the project's work on Park Blvd under I-580. When complete, buffered bike lanes will extend to MacArthur Blvd and bike lanes under I-580, new in the northbound direction, will be striped, and pedestrian safety islands will be installed along the corridor. For more information, see www.oaklandca.gov/projects/lower-park-blvd-e-18th-st-3rd-ave-complete-streets-project.



Buffered bike lanes on lower Park Blvd calm traffic in the Parkway District.

Franklin Elementary School Safety Improvement Project

In December, as part of a paving project, buffered bike lanes were installed on the Foothill Blvd/E 15th St one-way couplet between 1st and 14th Aves. To make room for bike lanes, while maintaining on-street parking in this dense residential area, one travel lane was removed in each direction; the resulting one-lane cross section will slow motor vehicle speeds. Curb ramps were upgraded, high-visibility crosswalks and curb extensions were painted, and bus stops were relocated to safer and more convenient sites. In addition to completing a bike plan recommendation, the project responds to E 15th St being on the City's Pedestrian High Injury Network: 2% of Oakland's streets with 36% of Oakland's pedestrian injuries. For more information, see www.oaklandca.gov/projects/franklin-elementary-school-safety-improvement-project.



The one-lane configuration improves safety near Franklin Elementary.

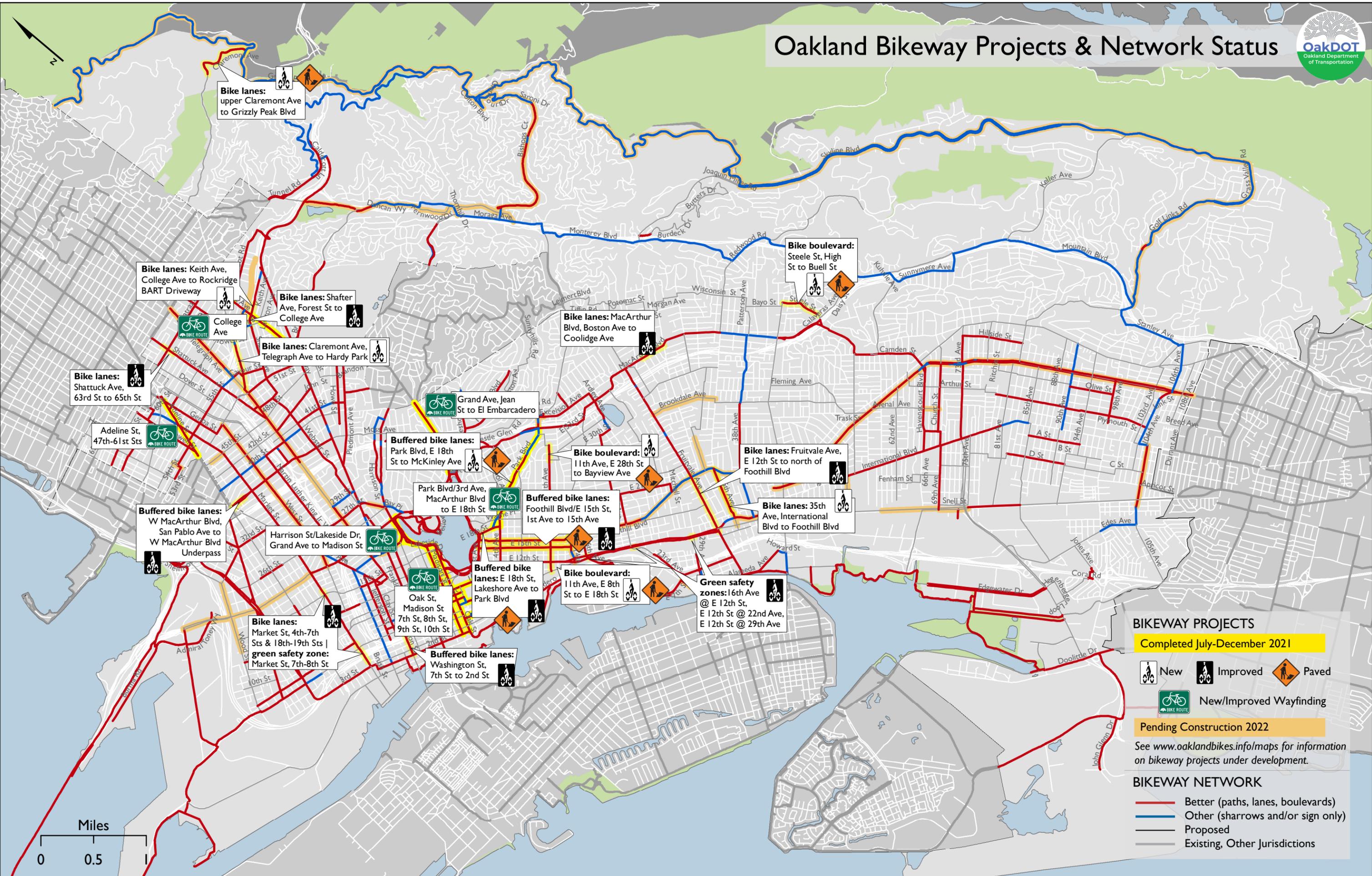
Bike Lanes in the Heart of the Fruitvale

In August, bike lanes were installed on Fruitvale Ave between E 12th St and just north of Foothill Blvd, replacing sharrows installed in 2011. To make room for the bike lanes, a travel lane was removed, plus some on-street parking was removed north of Farnam St to provide turn pockets at key intersections. High visibility crosswalks and flashing lights were installed at three intersections to facilitate pedestrian crossings. The project was funded by a Highway Safety Improvement Program grant that responded to the high number of area collisions. Several blocks further east, in November, new bike lanes were installed on 35th Ave between Foothill Blvd and International Blvd. The bike lanes extend the facility (buffered bike lanes) installed in 2020 between E 12th St and International Blvd to create continuous bike lanes over one mile in length that leads almost directly to the Fruitvale BART Station. This striping-only project followed a traffic calming project funded by a Highway Safety Improvement Program grant.



Room for new bike lanes on Fruitvale Ave was made by removing one of two northbound travel lanes.

Oakland Bikeway Projects & Network Status



Bike lanes:
upper Claremont Ave
to Grizzly Peak Blvd

Bike lanes: Keith Ave,
College Ave to Rockridge
BART Driveway

Bike lanes: Shafter
Ave, Forest St to
College Ave

Bike lanes: Claremont Ave,
Telegraph Ave to Hardy Park

Bike lanes:
Shattuck Ave,
63rd St to 65th St

Adeline St,
47th-61st Sts

Buffered bike lanes:
W MacArthur Blvd,
San Pablo Ave to
W MacArthur Blvd
Underpass

Harrison St/Lakeside Dr,
Grand Ave to Madison St

Bike lanes:
Market St, 4th-7th
Sts & 18th-19th Sts |
green safety zone:
Market St, 7th-8th St

Buffered bike lanes:
Park Blvd, E 18th
St to McKinley Ave

Park Blvd/3rd Ave,
MacArthur Blvd
to E 18th St

**Buffered bike
lanes:** E 18th St,
Lakeshore Ave to
Park Blvd

Buffered bike lanes:
Washington St,
7th St to 2nd St

Bike lanes: MacArthur
Blvd, Boston Ave to
Coolidge Ave

Bike boulevard:
11th Ave, E 28th St
to Bayview Ave

Buffered bike lanes:
Foothill Blvd/E 15th St,
1st Ave to 15th Ave

Bike boulevard:
11th Ave, E 8th
St to E 18th St

**Green safety
zones:** 16th Ave
@ E 12th St,
E 12th St @ 22nd Ave,
E 12th St @ 29th Ave

Bike boulevard:
Steele St, High
St to Buell St

Bike lanes: Fruitvale Ave,
E 12th St to north of
Foothill Blvd

Bike lanes: 35th
Ave, International
Blvd to Foothill Blvd

BIKEWAY PROJECTS

Completed July-December 2021

New Improved Paved

New/Improved Wayfinding

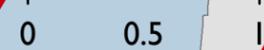
Pending Construction 2022

See 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

Miles



A Tale of Two New Claremont Avenues

The opposite ends of Claremont Ave received upgrades on what feels like completely different roads that happen to have the same name. In August, the lower most portion of Claremont Ave from Telegraph Ave to Highway 24 (near Hudson St) was reconfigured from four travel lanes to two lanes plus bike lanes and a two-way center turn lane. The project included four pedestrian safety islands and bulbout in the vicinity of the Temescal Farmer's Market. The project connects to work recently completed on Telegraph Ave in the Temescal District and to improvements made by the recently completed development project at Telegraph Ave/51st St. The Claremont Ave project was funded by a federal grant from the Caltrans Highway Safety Improvement Program (HSIP).

Also in August, the upper most portion of Claremont Ave was paved from Alvarado Rd to Grizzly Peak Blvd. This



A lower-stress ride on Washington St.

portion of Claremont Ave winds its way up Claremont Canyon through spectacular open space with grades of up to fourteen percent. This challenging climb is popular with recreational road cyclists, and the paving project added an uphill bike lane – known as a “climbing lane” – to separate the slow-moving cyclists from overtaking drivers.



Removing a travel lane = new bike lanes and pedestrian safety islands on Claremont Ave.

Washington St Bike Lanes Buffered Up

In November, buffers were added to the circa 2012 bike lanes on Washington St between 2nd to 7th Sts. Original bike lane striping and markings and crosswalks were refreshed. The extra wide travel lanes enabled a simple retrofit. Together with Clay St, Washington St is a key bikeway connection between Downtown and Jack London Square and the only continuous bikeway that parallels Broadway, now an AC Transit priority street.

Eight Miles of Newly Signed Bikeways

Between July and November 2021, 122 new or updated wayfinding sign assemblies were installed along six bikeway corridors totaling nearly eight miles in length, directing cyclists to destinations along the routes and via intersecting bikeways. Signs were installed on:

- Adeline St between 47th and 61st Sts, complementing existing buffered bike lanes installed in 2015
- College Ave following new bikeway striping installed in June 2021
- Grand Ave between El Embarcadero and Jean St and on MacArthur Blvd between Grand Ave and Lakeshore Ave
- Harrison St and Lakeside Dr between Grand Ave and 19th St facilitating travel along and onto the Lakeside Dr Cycletrack
- Lake Merritt BART Area, including signs on 4th, 7th, 8th, 9th, and 10th Sts, helping navigate the one-way grid between Lake Merritt, Chinatown, and Downtown, and along Oak and Madison Sts
- Park Blvd between MacArthur Blvd and E 18th Sts.



New signs help cyclists navigate to destinations from the Lakeside Dr Cycletrack.



Bicycling, briefly . . .

CalBike Summit in Oakland, April 6-9, 2022.

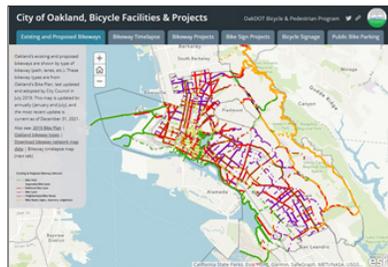
OakDOT is pleased to sponsor and host the next biennial California Bicycle Summit, an event convened by CalBike, the statewide non-profit bike advocacy organization. The four-day event will be held, in person, April 6-9, 2022, includes workshops, and bike rides, and is open to bike enthusiasts of all types, including



bicycle advocates, planners, agency administrators, and more. To learn more, register, apply for a scholarship, offer housing to out-of-area attendees, or to view advance symposia, go to www.calbike.org/events/california_bicycle_summit.

Them Thar Hills. OakDOT published a new web page outlining the rewards and risks of bicycling in the Oakland Hills: www.oaklandca.gov/topics/bicycling-in-the-oakland-hills. To help improve safety, in early spring 2022, the City will be installing new warning signs on hills routes to alert cyclists to unpredictable road conditions and to alert motorists to expect cyclists.

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/IPfvCI. This map is updated twice yearly (each January and July).



Bike Education Update.

Between July and December 2021, Bike East Bay hosted four virtual and one in-person Bicycle Street Skills classes with a total attendance of 56. These classes were made possible by a grant to the City from the Transportation Development Act, Article 3, funding program. During the same timeframe, Cycles of Change led two UpCycle earn-a-bike and bicycle safety education classes at the Camino 23 housing development in the San Antonio Area, reaching 16 residents at no cost to the participants, with funding from the Affordable Housing and Sustainable Communities grant that helped build Camino 23. Last but not least, the Oakland Public Library held a free bike repair clinic at the 81st Avenue Branch in December, offered in both English and Spanish.



A Grating Experience. A Transportation Development Act, Article 3, grant is funding the replacement of storm drain inlet grates without crossbars which have the potential to trap bicycle wheels. Between May and September 2021, Public Works replaced over 180 grates without crossbars or where welded crossbars were bent. The new grates have integrated crossbars and don't pose a risk of trapping thin bike tires. Priority was given to locations with curbside bike lanes.

Bike Share Continues to be Impacted by Pandemic, Vandalism. Ridership on Oakland's bike share program, known as BayWheels, continues to be negatively impacted by the COVID-19 pandemic. About 70,000 trips were taken in 2021, down from 90,000 in 2020 and 235,000 in 2019. This represents a 70% drop from 2019 ridership. Many bike share trips in Oakland begin or end at BART stations. BART ridership in 2021 was down 60-80% from 2019; this may largely explain the decrease in BayWheels trips.

Vandalism also emerged as a major threat to the bike share program, rapidly increasing during the pandemic. In 2020, dozens of stations were vandalized and taken offline for time periods ranging from days to weeks. BayWheels has taken extraordinary actions to prevent theft and vandalism by adding sturdier, steel reinforced plates, alarms and other features. These actions have slowed—but not stopped—the rate of vandalism. Despite these setbacks, bike share remains an important mode of transportation for the Oaklanders that use it. When commute patterns return to pre-pandemic levels, staff expect to see bike share ridership return as well. Funding for staff to support Bike Share is provided by the Bay Area Air Quality Management District's Transportation Fund for Clean Air and the Alameda County Transportation Commission.



Bike Parking Update. As of December 31, 2021, there were 11,719 publicly accessible bike parking spaces installed in Oakland. From July-December 2021, 228 spaces were installed. Of these new spaces, 212 were funded by Transportation Development Act, Article 3 grant for the 14th phase of Oakland's CityRacks Program and 16 were installed as part of private development projects. Site inspections at another 32 locations were conducted with 56 spaces pending installation, 42 of them east of the lake and ten of them at the Camron Stanford House near Lake Merritt (photo, left). Request racks at oaklandbikes.info/bikerack.

More Millions

Between July and December 2021, OakDOT was awarded \$22,885,327 in competitive regional, state, and federal grants to fund projects that include new bike infrastructure. In July, OakDOT received \$720,000 in Alameda County Transportation Commission (ACTC) 2022 Comprehensive Investment Plan (CIP) grants to augment funding for three projects: (1) E 12th St Bike Lanes, tinyurl.com/E12thStBikeway, a bikeway between 35th and 54th Aves and a two-way separated bike lane between 40th and 44th Ave; (2) East Bay Greenway Segment II, tinyurl.com/EBGW-Phase2, a multi-use pathway adjacent to San Leandro St from Seminary Ave to 69th Ave, and bike lanes on San Leandro St between 69th and 75th Aves (connecting to the original East Bay Greenway segment between 75th and 85th Aves installed in 2016); and (3) 14th St Safety Project, tinyurl.com/14thStBikeway, a separated bikeway between Brush St and Oak St. In addition to other grant sources, local match for these projects is funded by ACTC Measure B, BB, and Vehicle Registration Funds. OakDOT was awarded a \$14.5 million federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant for the Reconnecting the Town project, tinyurl.com/ReconnectingTheTown, which will enhance biking, walking, and public transit connectivity between West Oakland, Old Oakland, Chinatown, Downtown, Uptown, Jack London District, and the waterfront with major improvements along the MLK Jr Way and Broadway corridors. Last but not least, \$7,665,327 was awarded through the California Air Resources Board Sustainable Transportation Equity Project (STEP) grant program to fund bike, pedestrian, transit access, and greening improvements in West Oakland.

Bike the Numbers

Year Ending	Centerline miles			Bike Parking Spaces
	Bikeway Miles	"Better" Bikeway Miles *	% of Network with Better Bikeways	
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

* "Better" bikeways: bike paths, lanes, and boulevards.



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