



## Oakland, CA



**Award: Gold | Fall 2022**

### Award History:

Gold since 2018, previously Silver since 2014, Bronze since 2010

The 5 Es Category Scores	Oakland	Max Score this round
Engineering	48%	62%
Education	60%	60%
Encouragement	54%	61%
Evaluation & Planning	54%	64%
Equity & Accessibility	57%	57%

Percentages shown above are the points received out of points available in that category. See pages 2-3 for Oakland's subcategory points earned within each Category.

### Key Outcomes

**Commuter Ridership: 2.33%**

(Bicycle Mode Share among commuters, according to the Census Bureau's American Community Survey 5-Year Estimate)

**Overall Bicycle Mode Share: 29%** of Oakland residents bike at least once per month, according to Oakland's 2019 Bike Plan's statistically significant survey.

(Reported by applicant)

**Annual Average Bicyclist Crashes in last 5 years: 148**

(Reported by applicant)

**Annual Average Bicyclist Fatalities in last 5 years: 1**

(Reported by applicant)

### Oakland's BFA Program Stats

# of Local Bicycle Friendly Businesses: **4**

# of Local Bicycle Friendly Universities: **0**

# of Local League Cycling Instructors: **21**

California's Bicycle Friendly State Ranking: **#4**

### Community Profile

Population: 422,575

Area: 55.8 square miles

Population Density: 7573 people/square mile

Land Classification:

Majority Urban

Poverty Rate: 14.6%\*

Median Household Income: \$80,143\*

Percent of the Population that Speaks a

Language Other Than English at Home: 39.6%\*

Percent with Disability: 11%\*

Percent of Households with No Vehicle Available: 15%\*

\*Source: [https://data.census.gov/profile/Oakland\\_city,\\_California?g=1600000US0653000](https://data.census.gov/profile/Oakland_city,_California?g=1600000US0653000)

### Oakland's Bike Links

**Bike Network Map, if available:**

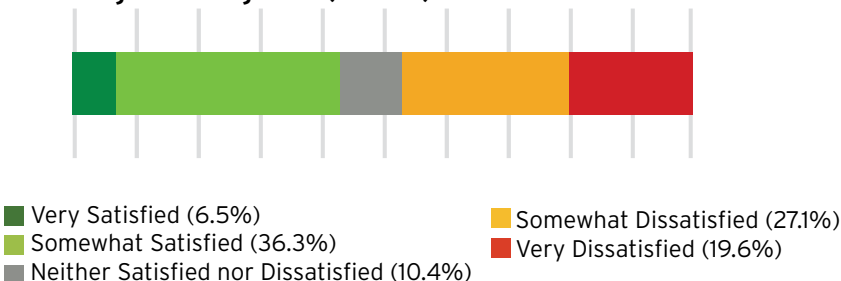
<https://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=e778c7f232c8400182a7f11e7449b9b2>

**Bike Plan, if available:**

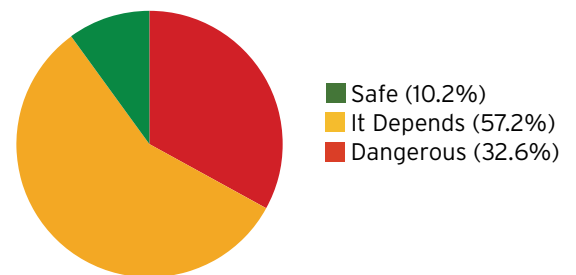
<https://www.oaklandca.gov/resources/bicycle-plan>

## Fall 2022 BFC Public Survey Response Summary for Oakland, CA

**How satisfied are you with how this community is designed for making bike riding safe? (n = 336)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 334)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 333)**

1. Improve existing bike lanes to protected bike lanes (25.5%)
2. Reduce speeds through traffic calming and/or road diets (21.0%)
3. Increase police enforcement of traffic laws for drivers (15.3%)

## About this Report Card

The following scores are based on the online application submitted by Oakland in the Fall 2022 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2022 BFC Report Cards (including this one) will be republished with updated scores if there are changes to the points system after the next round of Bicycle Friendly Community applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Oakland earned 48% of the points available in the Engineering Category. Below is the breakdown of points that Oakland earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Engineering Subcategories	Oakland's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	17 / 38 pts
	End-of-Trip Facilities	17 / 41 pts
	Bicycle Network	55 / 126 pts
	Network Maintenance	11 / 32 pts
	Bicycle Access to Public Transportation	15 / 22 pts
	Bike Sharing	9 / 25 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	14 / 16 pts
Engineering Bonus Points	8 / 9 pts	

<b>EDUCATION</b>	<i>Oakland earned 60% of the points available in the Education Category. Below is the breakdown of points that Oakland earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Education Subcategories	Oakland's Subcategory Points in Education
	Youth Bicycle Education	43 / 71 pts
	Adult Bicycle Education	34 / 47 pts
	Motorist Education	10 / 28 pts
	Bicycle Safety Education Resources	11 / 22 pts
	Inclusive Education	13 / 22 pts
Education Bonus Points	6 / 8 pts	

<b>ENCOURAGEMENT</b>	<i>Oakland earned 54% of the points available in the Encouragement Category. Below is the breakdown of points that Oakland earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Encouragement Subcategories	Oakland's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	6 / 22 pts
	Route-Finding Support	5 / 10 pts
	Bicycle Culture and Promotion	51 / 99 pts
	Access To Bicycle Equipment and Repair Services	35 / 49 pts
	Reducing Work-Related/Fleet VMT	3 / 10 pts
	Encouragement Bonus Points	7 / 8 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Oakland earned 54% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that Oakland earned in each subcategory of the Evaluation &amp; Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Oakland's Subcategory Points in Evaluation & Planning
	Staffing And Committees	22 / 42 pts
	Public Engagement for Bicycle Planning	12 / 33 pts
	Planning, Funding, And Implementation	27 / 46 pts
	Evaluating The Bicycle Network	16 / 21 pts
	Evaluating Ridership	13 / 21 pts
	Evaluating & Improving Safety Outcomes	17 / 38 pts
Evaluation & Planning Bonus Points	7 / 8 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Oakland earned 57% of the points available in the Equity &amp; Accessibility Category. Below is the breakdown of points that Oakland earned in each subcategory of the Equity &amp; Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Oakland's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	28 / 38 pts
	Equity Data Collection & Goals	19 / 20 pts
	Equity & Accessibility Policies & Plans	19 / 38 pts
	Equity & Accessibility in Engineering	11 / 35 pts
	Equity & Accessibility in Education	16 / 35 pts
	Equity & Accessibility in Encouragement	23 / 35 pts
	Equity & Accessibility in Evaluation & Planning	17 / 35 pts
Equity & Accessibility Bonus Points	11 / 15 pts	



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### FEEDBACK TO IMPROVE:

#### To maintain and improve on Oakland's Gold-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Lower speed limits on residential streets to 20 mph or less to further increase comfort and safety on these neighborhood bicycle boulevards. Work to decrease traffic speed through safe system designs and proactively create new designs that naturally calm traffic and incorporate experimental designs or proven methods. Consider bringing back Oakland's COVID-era slow streets program in a more permanent and sustainable traffic calming-focused initiative.
- » BFC reviewers were pleased to see the following updates in Oakland's 2022 BFC application: "Oakland has adopted and implemented a full suite of forward-looking bicycle design elements: protected bike lanes, protected intersections, buffered bike lanes, bicycle signal heads, bike boxes, two-stage turn boxes, green conflict zones, bikeway markings through intersections, bus boarding islands, bike corrals, eLockers, and bike stations. While significant work remains to implement these design elements citywide, each of these design elements has multiple examples that were constructed with permanent materials and are working successfully. These completed projects are providing important precedents and examples for the design of current projects, with these design treatments now regularly part of design discussions." Continue working to implement these designs on all new projects to improve the safety, comfort, and convenience of bicyclists and other roadway users across the city.
- » Update Oakland's design standards for on- and off-road bikeway facilities as well as end-of-trip facilities such as bike parking to more specifically accommodate the use of adaptive cycles and to incorporate Universal Design principles by addressing the needs of all users and mobility types in public rights-of-way. For example, in addition to adhering to APBP guidelines, the City's bike parking design guidance should require the accommodation of cargo bicycles, adaptive cycles, recumbents, tricycles, tandems, and other non-standard cycles.
- » Continue to expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with the school district, local bicycle groups, and interested parents to expand on-bike learning opportunities and Safe Routes to School programming for all K-12 schools.
- » Consider developing a temporary traffic garden program to visit schools, housing complexes, and youth-based organizations, and/or installing a permanent traffic garden in the community to provide a space for children to learn to ride and practice safe cycling behavior. Learn more at [www.trafficgardens.com](http://www.trafficgardens.com).
- » It's great that transit operators in Oakland routinely receive Bicycle Friendly Driver or similar training. Work with other agencies and local employers to expand Bicycle Friendly Driver training opportunities to also be available for other professional drivers, including taxi and ride share operators, law enforcement and emergency responders, delivery drivers, and any city agency staff who are required to drive for work.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other Oakland employers.



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### FEEDBACK TO IMPROVE, CONTINUED:

- » Work on normalizing bicycling as a common and viable transportation mode, including through the city's communications efforts (website and social media) and by partnering with more non-bike specific community groups who share common goals such as equity, sustainability, health, community engagement, and safety. Make sure that while you are building out your low-stress bikeway network and encouraging people to be multimodal, you are giving them safe, reliable, intuitive, and affordable transportation options.
- » Continue efforts to reduce bicyclist crashes and fatalities in Oakland. OakDOT's Safe Oakland Streets (SOS) Initiative and High Injury Network analysis are important tools to address the city's persistent bicyclist crash and fatality rates. Continue to invest in these efforts and to utilize the Safe System Approach to continue identifying specific strategies to address high-injury corridors and networks. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety. Improve Oakland's safety data collection processes by also collecting and tracking information about "near-misses" involving cyclists and pedestrians.
- » Work on creating senior bike education and encouragement activities for the 55+ community. Consider teaming up with AARP or other community groups or agencies who may be good partners for this work.

### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/content/federal-funding-resources>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)