





Biking today in Oakland is fun, it's brave, it's necessary, and a lot people want to bicycle more often.

02

Biking in Oakland Today

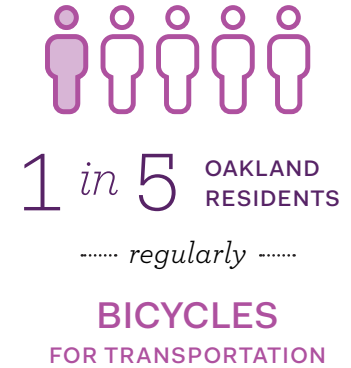


Who bikes in Oakland?

The City surveyed a random sample of Oaklanders to learn about their behaviors and perceptions of bicycling. 1,688 residents took the survey, statistically representative of Oakland demographics, with at least 100 interviews collected in each of 8 geographic zones.



The U.S. Census and BART Station Profile Study tells us that 5% of Oaklanders bike to work regularly. The data from the survey conducted for this Plan confirms that 5% of Oaklanders consider the bicycle their main form of transportation and 6% consider it an additional form of transportation. The survey also shows us that many more Oaklanders (around 20%) bike at least once a month for their transportation needs, including but not limited to commuting to work.



HOW ARE WE USING THIS DATA?

The statistically representative sample of Oaklanders surveyed helped us get a more well-rounded understanding of who is bicycling in Oakland today, and their perceptions of bicycling. At the same time, we understand relying solely on quantitative data over the knowledge and experiences of marginalized communities can lead to incomplete decision-making. We worked closely with community partners through this planning process to clarify, dispute, and enhance the data from this survey in order to prioritize the knowledge and contribution of community residents.



What Oaklanders say about biking...

20%

TYPICALLY RIDE A BIKE

..... to get to



WORK,
SCHOOL,
AND OTHER PLACES

72%

..... feel biking would



REDUCE THE
AMOUNT OF
MONEY

THEY SPEND ON
TRANSPORTATION



ACROSS ALL
CATEGORIES OF RACE
AND ETHNICITY,

..... the

MAJORITY OF
OAKLANDERS

..... see

PEOPLE SIMILAR
TO THEM BIKING
IN OAKLAND

29%

BIKED
IN THE PAST



57%

..... would like to



RIDE A BIKE
MORE

THAN THEY DO NOW

ACROSS ALL
CATEGORIES OF RACE
AND ETHNICITY,

..... Oaklanders believe

THEIR NEIGHBORHOODS
WOULD BE BETTER PLACES
TO LIVE

..... if

MORE PEOPLE
RODE BICYCLES



Types of Bicyclists in Oakland

To better understand the demand for bicycling in Oakland, we've generally classified Oaklanders into groups based both on their current bicycling behavior and their bicycling comfort level on different roadway conditions. This allows us to see who is biking and their current comfort level so we can tailor new bike facilities to encourage more people to ride.

2%
STRONG AND FEARLESS

9%
EXCITED AND CONFIDENT

44%
CURRENTLY NOT INTERESTED

45%
INTERESTED BUT CONCERNED



STRONG AND FEARLESS

This group is willing to ride a bicycle on any roadway regardless of traffic conditions. Comfortable taking the lane and riding in a vehicular manner on major streets without designated bicycle facilities.



EXCITED AND CONFIDENT

This group consists of people riding bicycles who are confident riding in most roadway situations but prefer to have a designated facility. Comfortable riding on major streets with a bike lane.



INTERESTED BUT CONCERNED

This group is more cautious and has some inclination towards bicycling, but is held back by concern over sharing the road with cars. Not very comfortable on major streets, even with a striped bike lane, and prefer separated pathways or low traffic neighborhood streets.



CURRENTLY NOT INTERESTED

This group comprises residents who currently are not interested at all in bicycling, may be physically unable or don't know how to ride a bicycle, and they are currently unlikely to adopt bicycling in any way.



“

Programs, especially in ‘underserved’ areas need to be built with the community not just for the community. We do not want handouts. We want programs that bring long-term benefits to the community. We want ownership.”

OAKLAND RESIDENT,
EAST OAKLAND COLLECTIVE WORKSHOP



Bicycle Facility Types

Existing bikeways in Oakland provide a base from which the City can propose a low stress bikeway network. Read about the low stress bike facilities that this Plan centers on page 80.



Shared Use Path

- Paths shared by people walking and biking completely separated from motor vehicle traffic
- Comfortable for people of all ages and abilities
- Typically located within or along parks, roadway medians, rail corridors, or bodies of water
- Oakland refers to this as Class 1 Bikeway



Protected Bike Lane

- On-street bike lane separated from motor vehicle traffic by curb, median, planters, parking, or other physical barrier
- Oakland refers to this as Class 4 Bikeway



Buffered Bicycle Lane

- Dedicated lane for bicycle travel separated from traffic by a painted buffer
- Adding a buffer provides additional comfort and space from motor vehicles and/or parking
- Oakland refers to this as Class 2B Bikeway



Bike Lane

- Dedicated lane for bicycle travel adjacent to traffic
- Oakland refers to this as a Class 2 Bikeway



Neighborhood Bike Route

- Calm local streets where bicyclists have priority, but share roadway space with automobiles.
- Includes shared roadway bicycle markings on pavement and additional traffic calming measures like speed humps or traffic diverters to keep streets comfortable for bicyclists
- Comfortable for bicyclists with wider range of comfort levels
- Oakland refers to this as Class 3B Bikeway



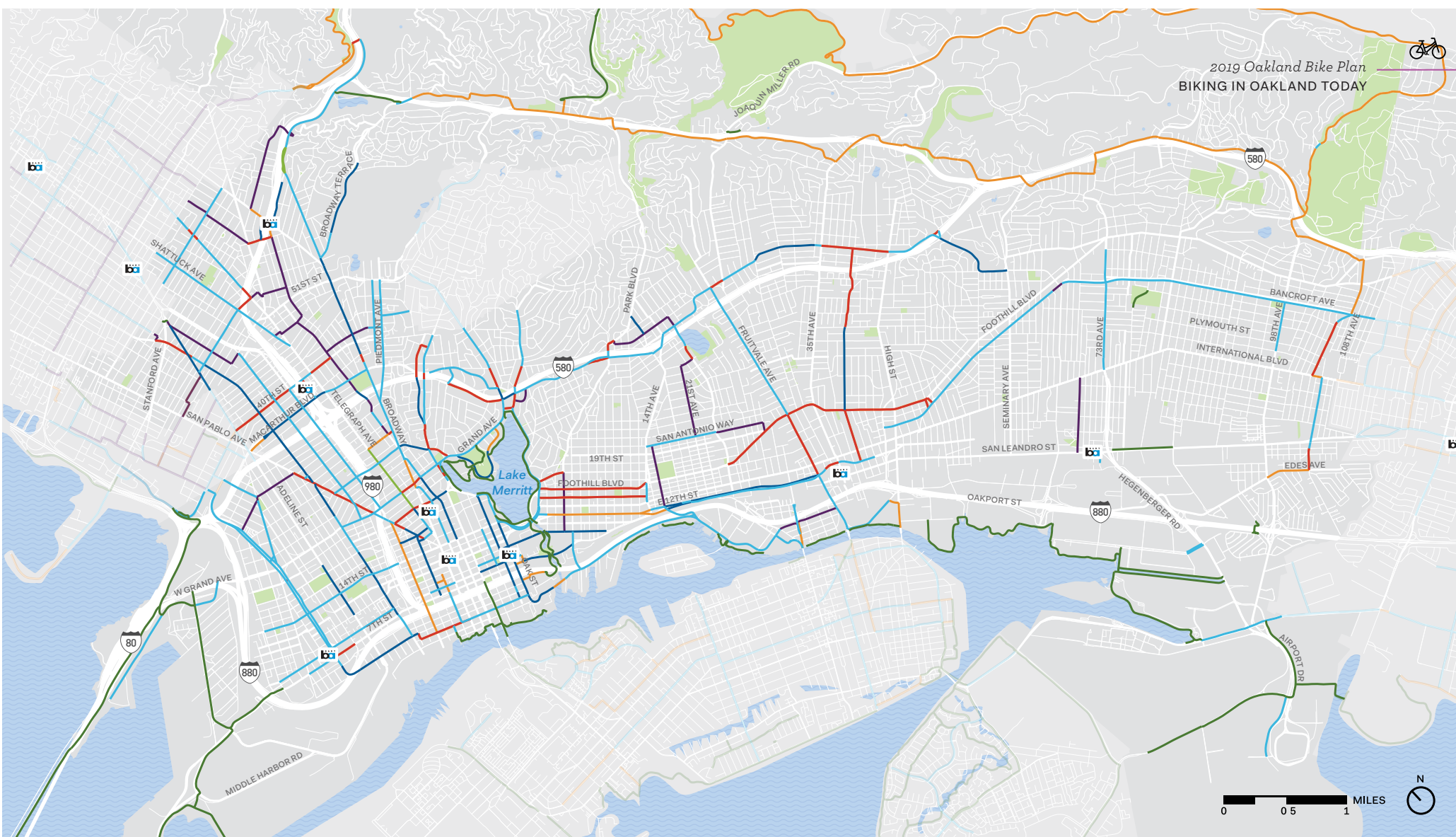
Bike Route

- Signed bike route, sharing the roadway with motor vehicles
- Can include pavement markings
- Comfortable for more confident people biking
- Used when space for bike lane may not be feasible
- Oakland refers to this as a Class 3 Bikeway



Arterial Bike Route

Arterial Bike Routes, which require bicyclists to share lanes with cars on busy streets, will no longer be proposed.



2019 Existing Bicycle Network

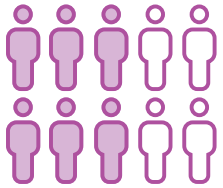
- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- Arterial Bike Route
- Park
- Oakland City Limits
- b BART Station



Who wants to bike more?

Whether it is for work, errands, or recreation, **Oaklanders want to bicycle more than they do now.**

The survey asked participants if they were interested in traveling by bike for their daily commute, errands, and other activities more than they do now. People in the flat areas of Oakland were more likely to respond yes.

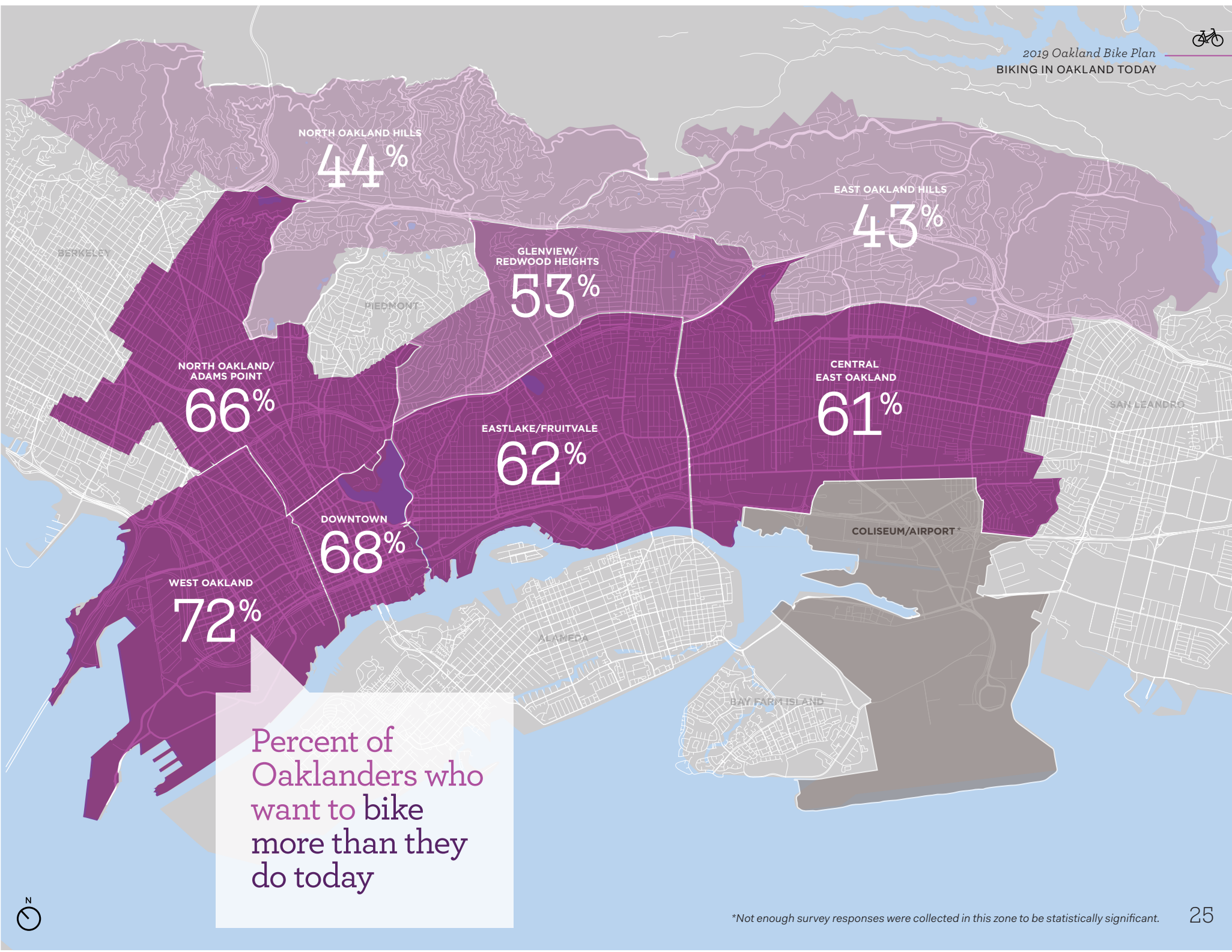


6 in 10 OAKLAND RESIDENTS

..... indicated that

THEY WOULD LIKE TO
BIKE MORE
THAN THEY DO TODAY





Percent of Oaklanders who want to bike more than they do today



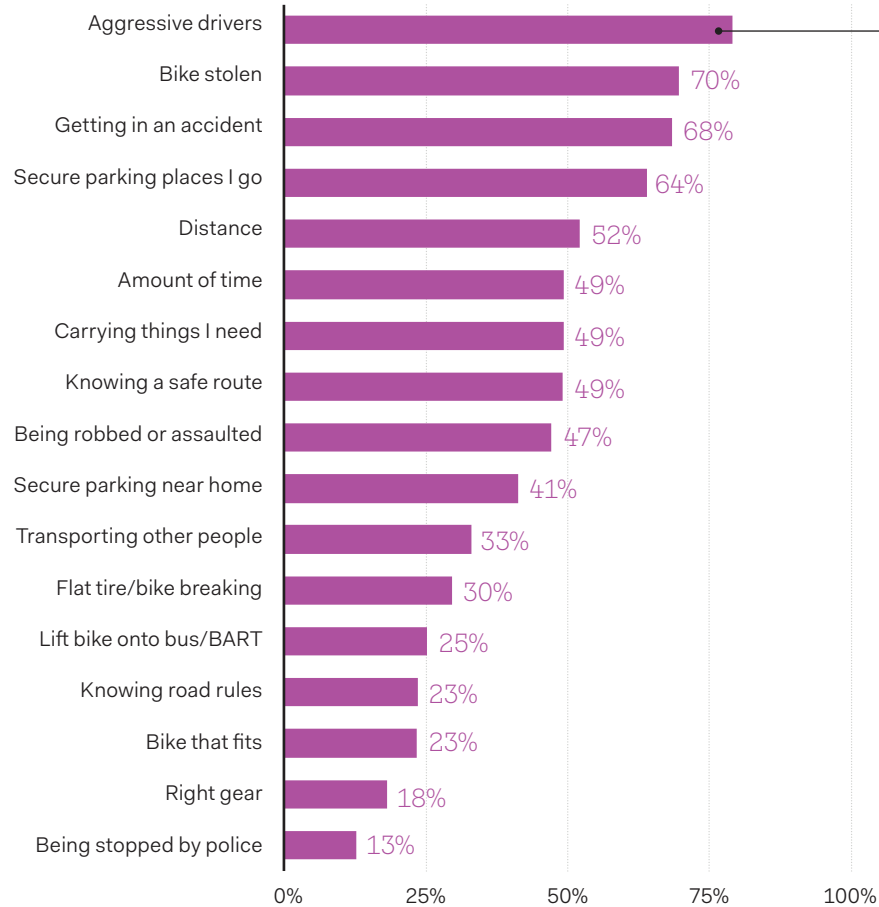
*Not enough survey responses were collected in this zone to be statistically significant.



Why are people not biking more today?

Feeling unsafe on the road, bike theft, and distance were all top concerns to biking today in Oakland.

BIGGEST CHALLENGES FOR PEOPLE BIKING AROUND OAKLAND



79%

of Oaklanders cited
AGGRESSIVE DRIVERS
as a
major concern



“Safety is the biggest issue.”

OUTDOOR AFRO LISTENING SESSION

“Fix potholes! There are so many everywhere. I’ve been thrown off my bike before because of potholes.”

OAKLAND RESIDENT, OAKLAND FIRST FRIDAYS

“I stopped biking because people driving were running stop signs and signals.”

OAKLAND RESIDENT, GRAND LAKE FARMERS MARKET.

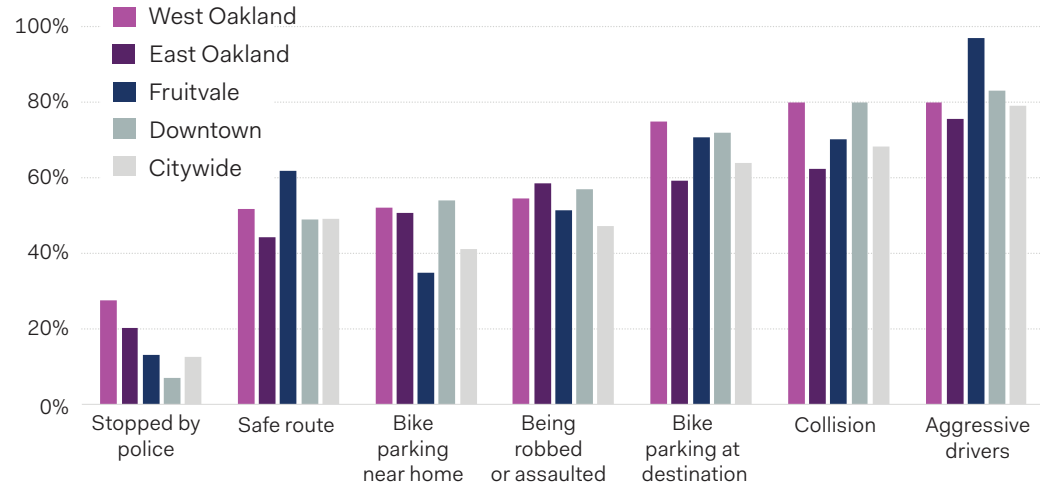


What other barriers do Oaklanders face when bicycling?

There are socioeconomic, cultural, and discriminatory barriers people face to access bicycling, and public spaces more generally.

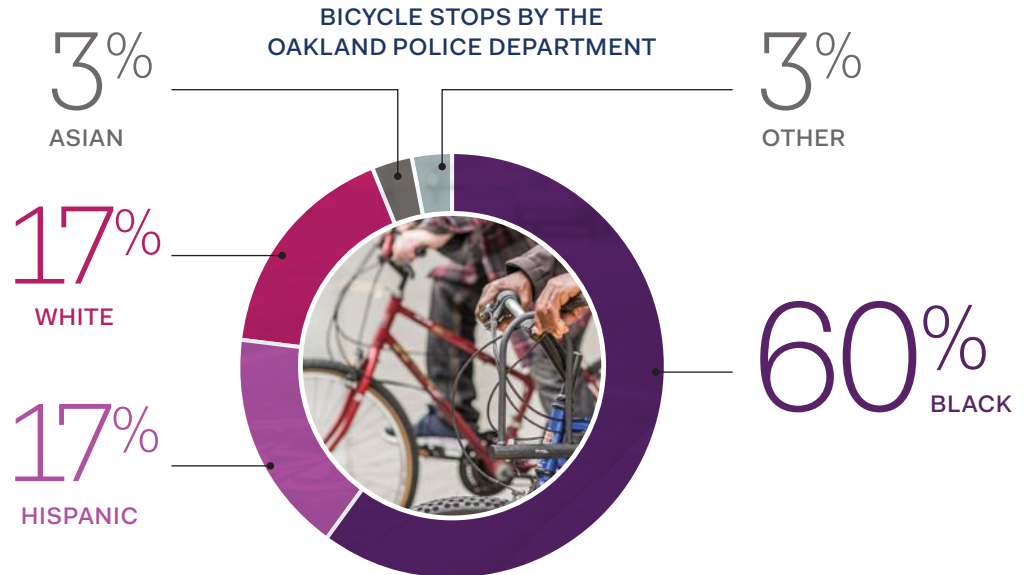
For people of color in Oakland, barriers mostly track to the citywide averages. Those listed here stood out more than 10%.

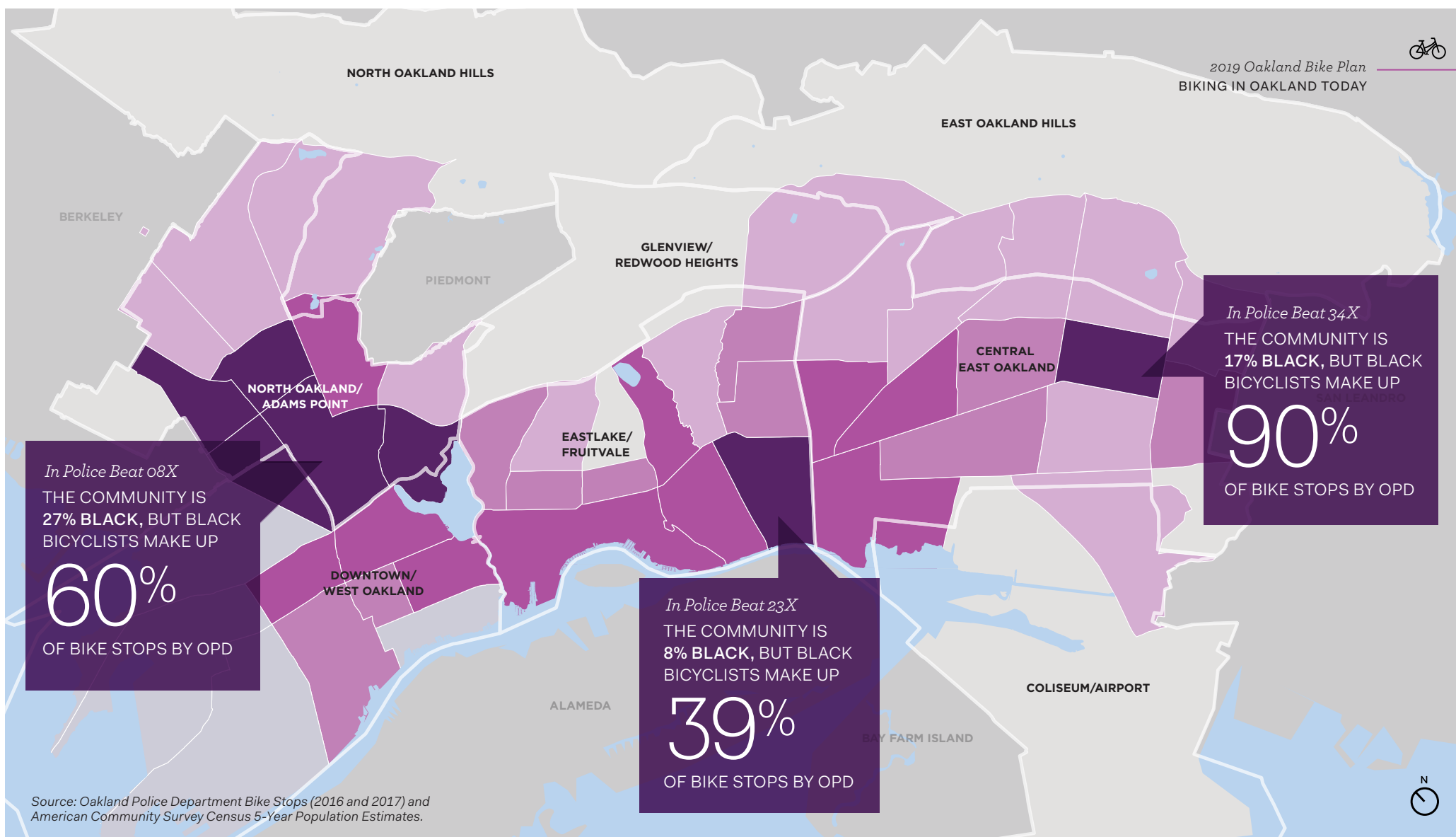
MAJOR CONCERNS ABOUT BIKING
People of Color by Neighborhood Compared to Citywide



Who is being stopped on bikes and where?

African Americans make up a quarter of Oaklanders. Data on bicyclist stops by the Oakland Police Department (OPD) between 2016-2017 shows that Black individuals were the most likely to be stopped while biking than any other group.





Source: Oakland Police Department Bike Stops (2016 and 2017) and American Community Survey Census 5-Year Population Estimates.

In 2016 and 2017, Oakland Police Department stopped over 550 people on bicycles.

All over Oakland, Black bicyclists are being stopped by the Police Department at higher rates than other racial groups. For policy recommendations, see Health & Safety Objective D on Page 9.

TOTAL BICYCLE STOPS PER SQUARE MILE

by Oakland Community Police Beat (2016-2017)

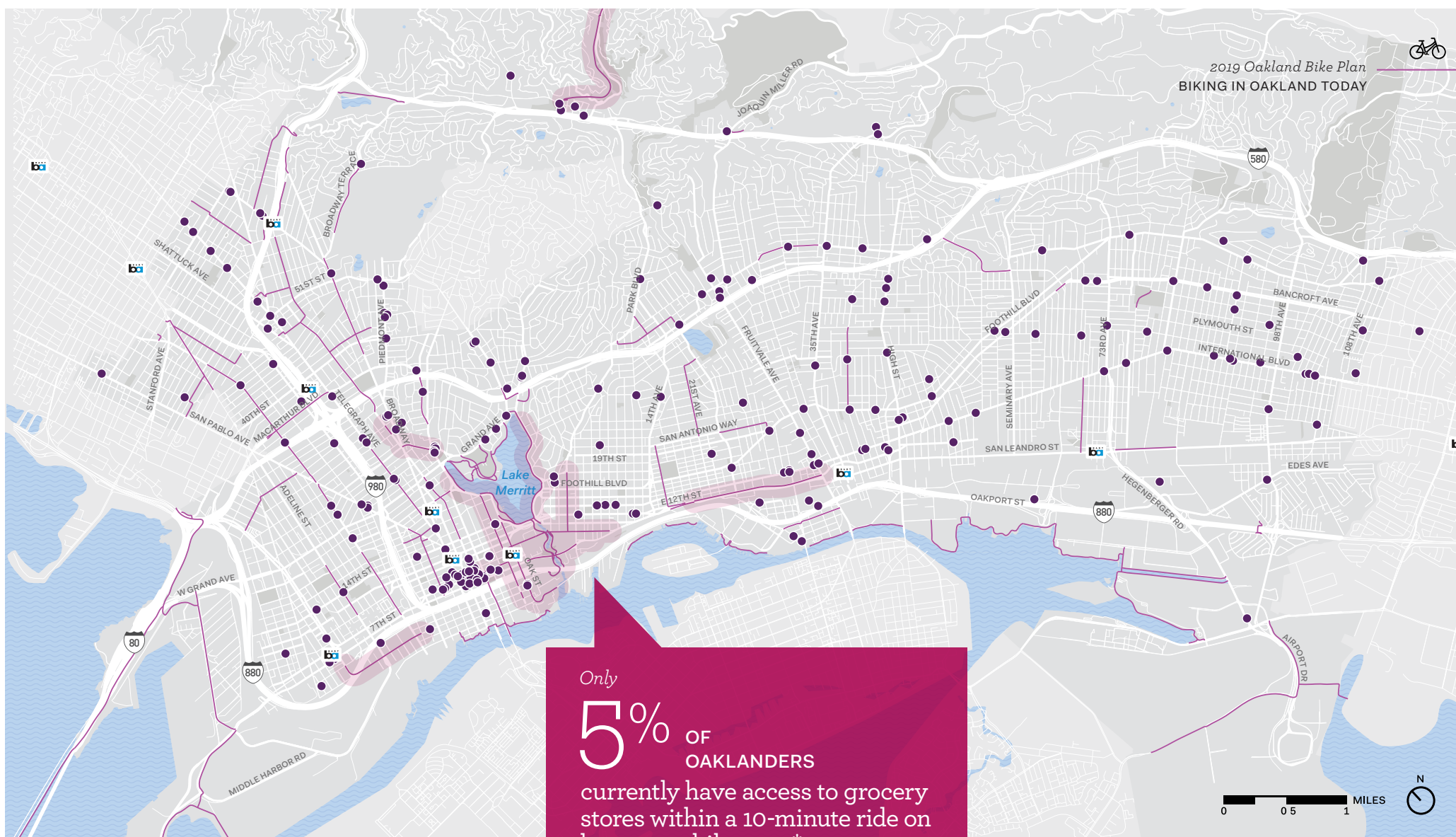
- Less than 10 Stops
- 10 - 20 Stops
- 20 - 40 Stops
- 40 - 102 Stops



How many people can use a bicycle to access key needs?

Not every bike trip is for commuting to work, and residents need to access local destinations, such as grocery stores, libraries, parks, recreation centers, and schools, via bike. We looked at how Oaklanders, specifically those living in disadvantaged communities, can access key needs on a low-stress bike route.





Only
5% OF
 OAKLANDERS
 currently have access to grocery
 stores within a 10-minute ride on
 low-stress bikeways*

ACCESS TO KEY NEEDS

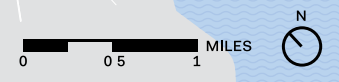
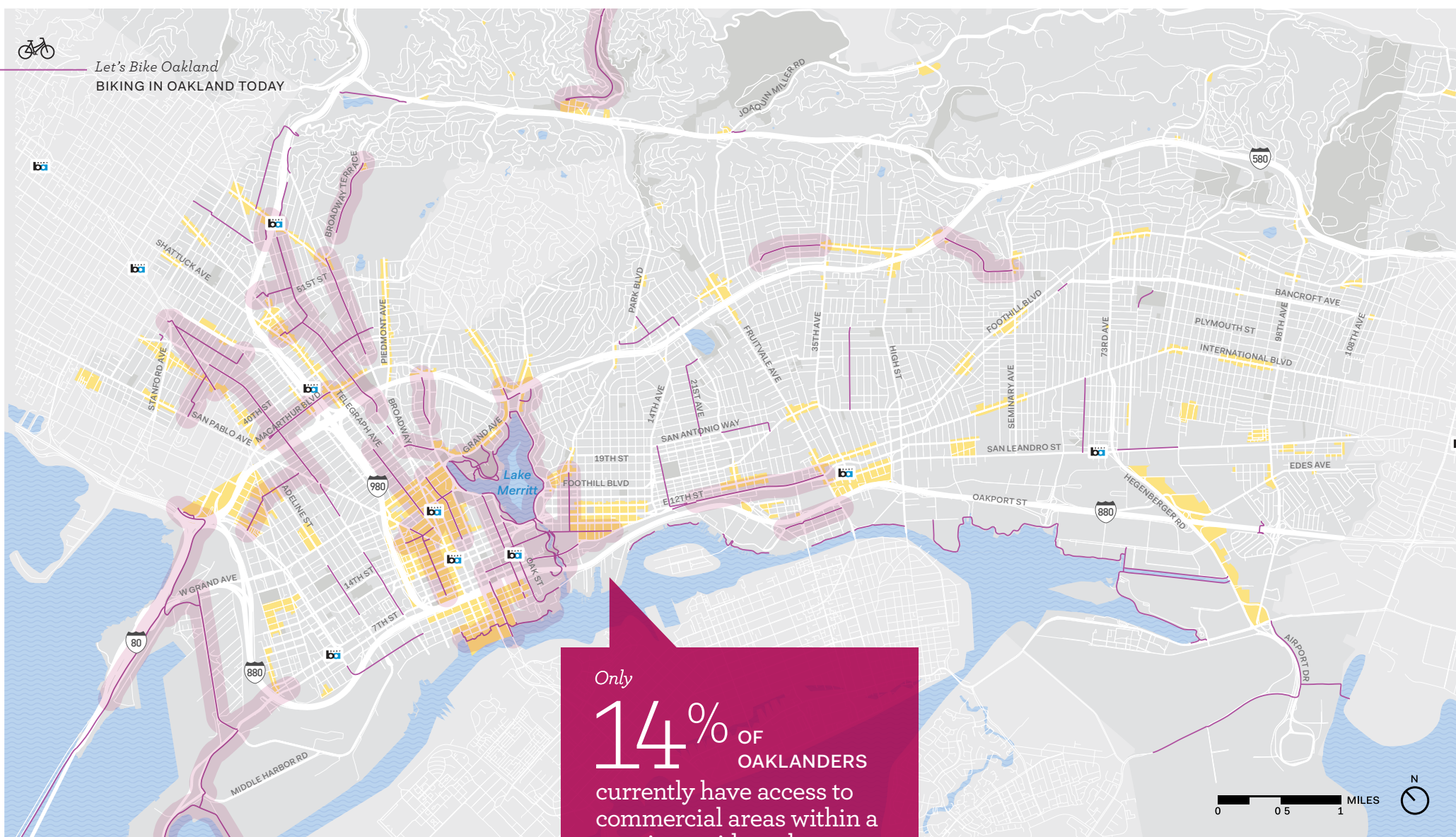
Grocery Stores

6% of Oaklanders within disadvantaged communities have access to grocery stores within a 10-minute ride on low-stress bikeways

Source: City of Oakland, Department of Economic Development.
Note: Convenience stores were not included in this analysis.

- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- Grocery Store
- BART Station

*For the purposes of this analysis, low-stress bikeways include trails, protected bike lanes, and bike lanes with painted buffers where a majority of Oaklanders report feeling more comfortable biking.

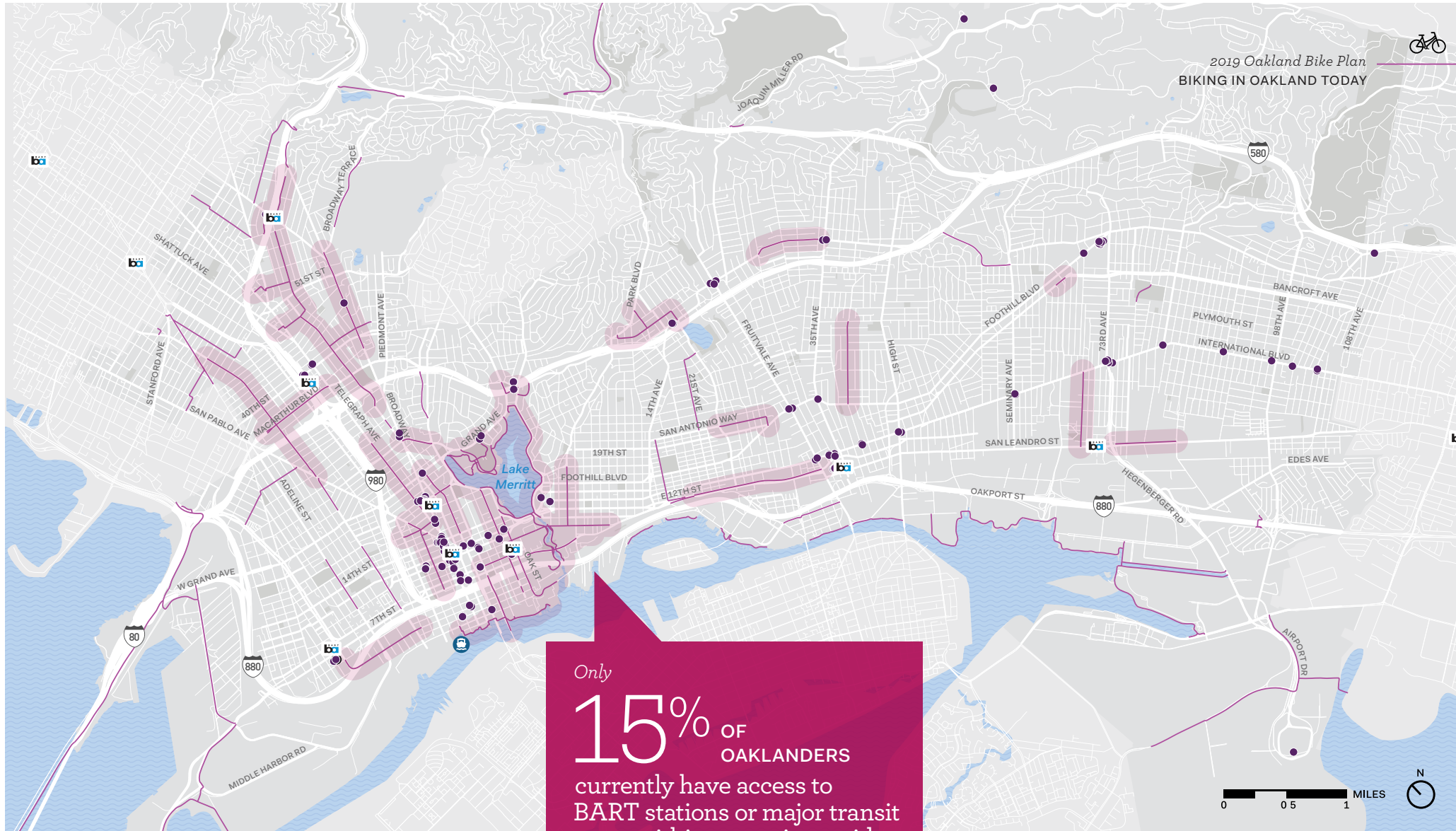


ACCESS TO KEY NEEDS

Commercial Areas

9% of Oaklanders within disadvantaged communities have access to commercial areas within a 10-minute ride on low-stress bikeways

- Commercial Areas
- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- b BART Station








Only
15% OF
OAKLANDERS
currently have access to
BART stations or major transit
stops within a 10-minute ride
on low-stress bikeways

ACCESS TO KEY NEEDS

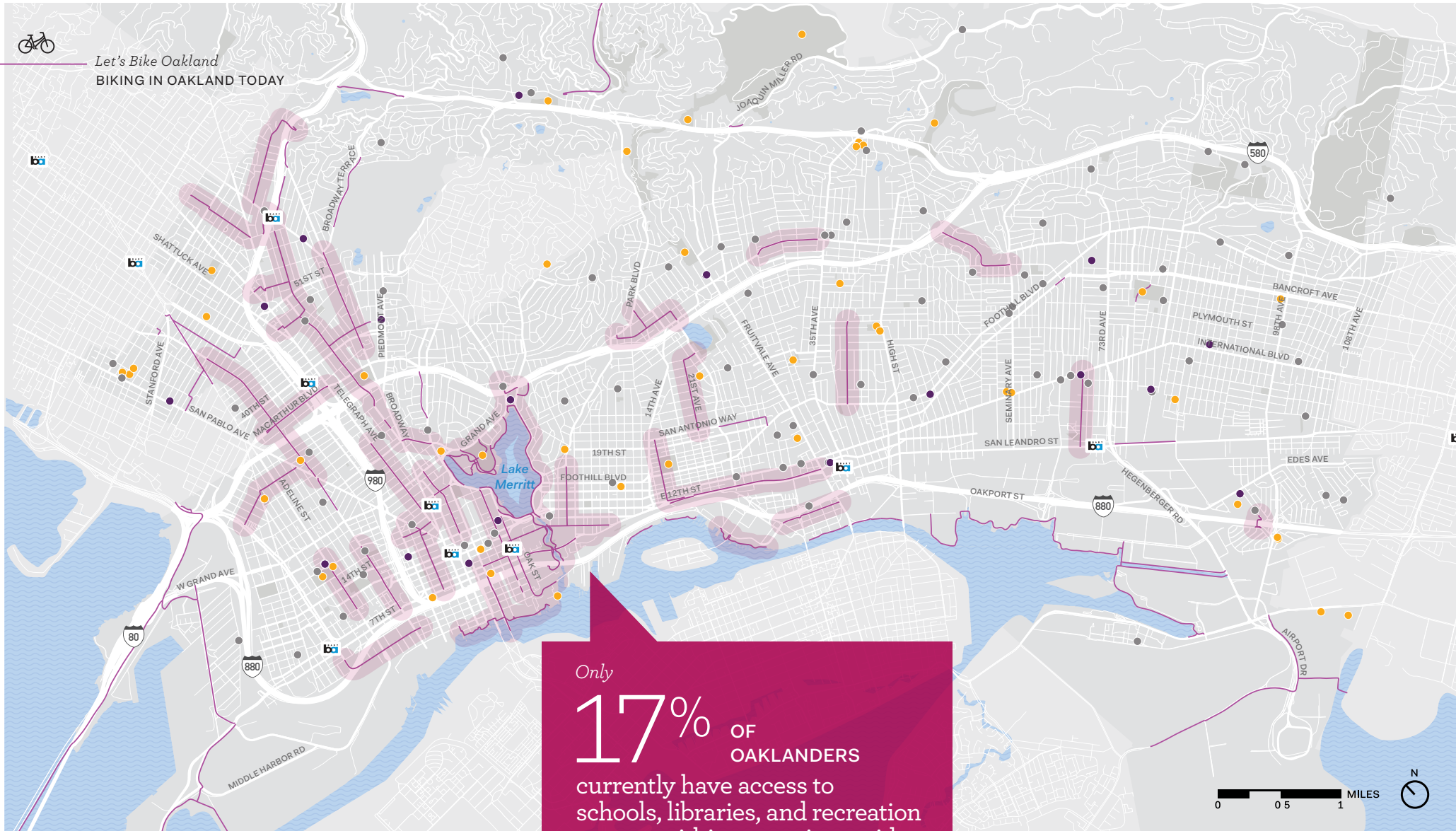
Transit

15% of Oaklanders within disadvantaged communities have access to BART stations or AC Transit bus stops with more than 300 daily boardings within a 10-minute ride on low-stress bikeways

-  Access within 10 minute bike ride
-  Existing Low-Stress Bicycle Network
-  Ferry
-  BART Station
-  Major Transit Stop
AC Transit bus stops with more than 300 daily boardings



Let's Bike Oakland
BIKING IN OAKLAND TODAY



Only
17% OF
OAKLANDERS
currently have access to
schools, libraries, and recreation
centers within a 10-minute ride
on low-stress bikeways

ACCESS TO KEY NEEDS

Schools, Libraries, Recreation Centers

17% of Oaklanders within disadvantaged communities have access to schools, libraries, and recreation centers within a 10-minute ride on low-stress bikeways

- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- School
- Library
- Recreation Center
- BART Station



“

Biking is a very important part of my life. I ride a lot with my kids and I've been teaching my kids how to ride. I'm trying to replace driving with riding.”

OAKLAND RESIDENT, PEDALFEST 2018



Where should we prioritize safety?

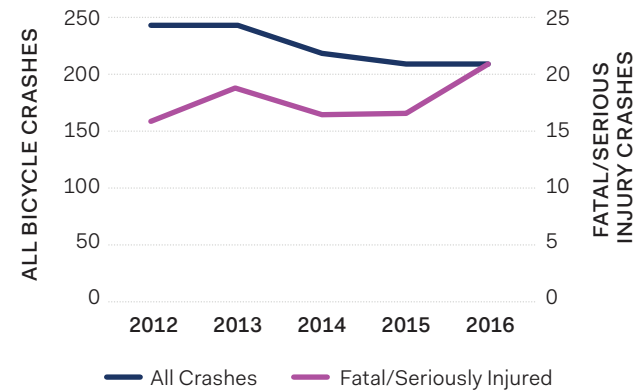
Is biking in Oakland getting safer?
Where are most of the collisions happening today?

The number of collisions has decreased recently, but the number of fatal and serious injury collisions is on the rise. The locations of collisions largely track to locations where there are more people biking and higher bike ridership.

PROJECTS SHOULD FOCUS ON:

- 1 Designing for safety in all bikeway projects across the city
- 2 Educational opportunities for all road users and all ages
- 3 Ensuring all High Injury Network corridors have an action plan

BIKE CRASHES BY YEAR & SEVERITY

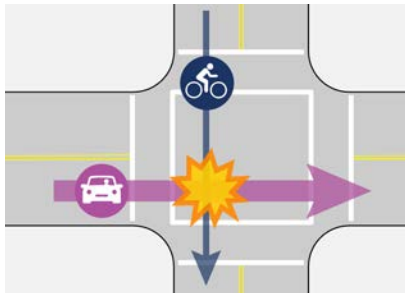




MOST COMMON BIKE CRASH TYPES IN OAKLAND

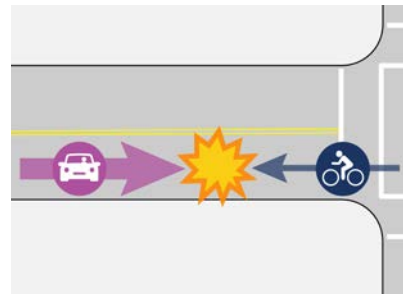
The following crash types account for more than half of all bike crashes in Oakland.

Broadside



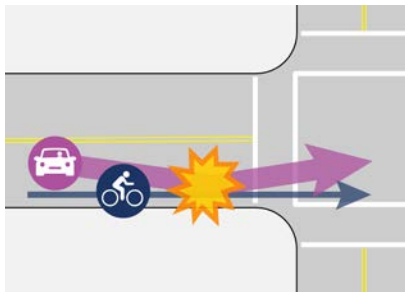
22%
of Oakland
bike crashes

Wrong-Way Biking



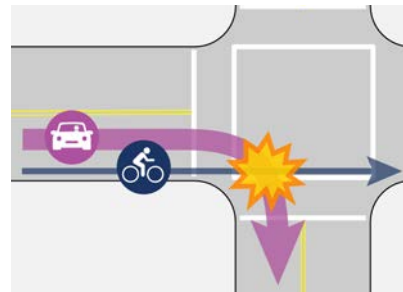
8%
of Oakland
bike crashes

Sideswipe



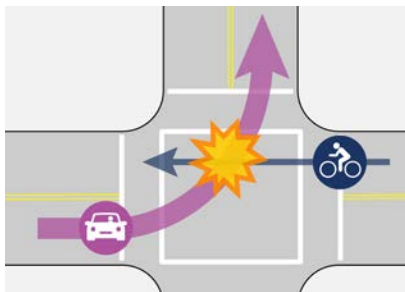
10%
of Oakland
bike crashes

Right Hook



6%
of Oakland
bike crashes

Left Hook



8%
of Oakland
bike crashes

Left-Turn Broadside



6%
of Oakland
bike crashes

*Bikes may be coming from left or right

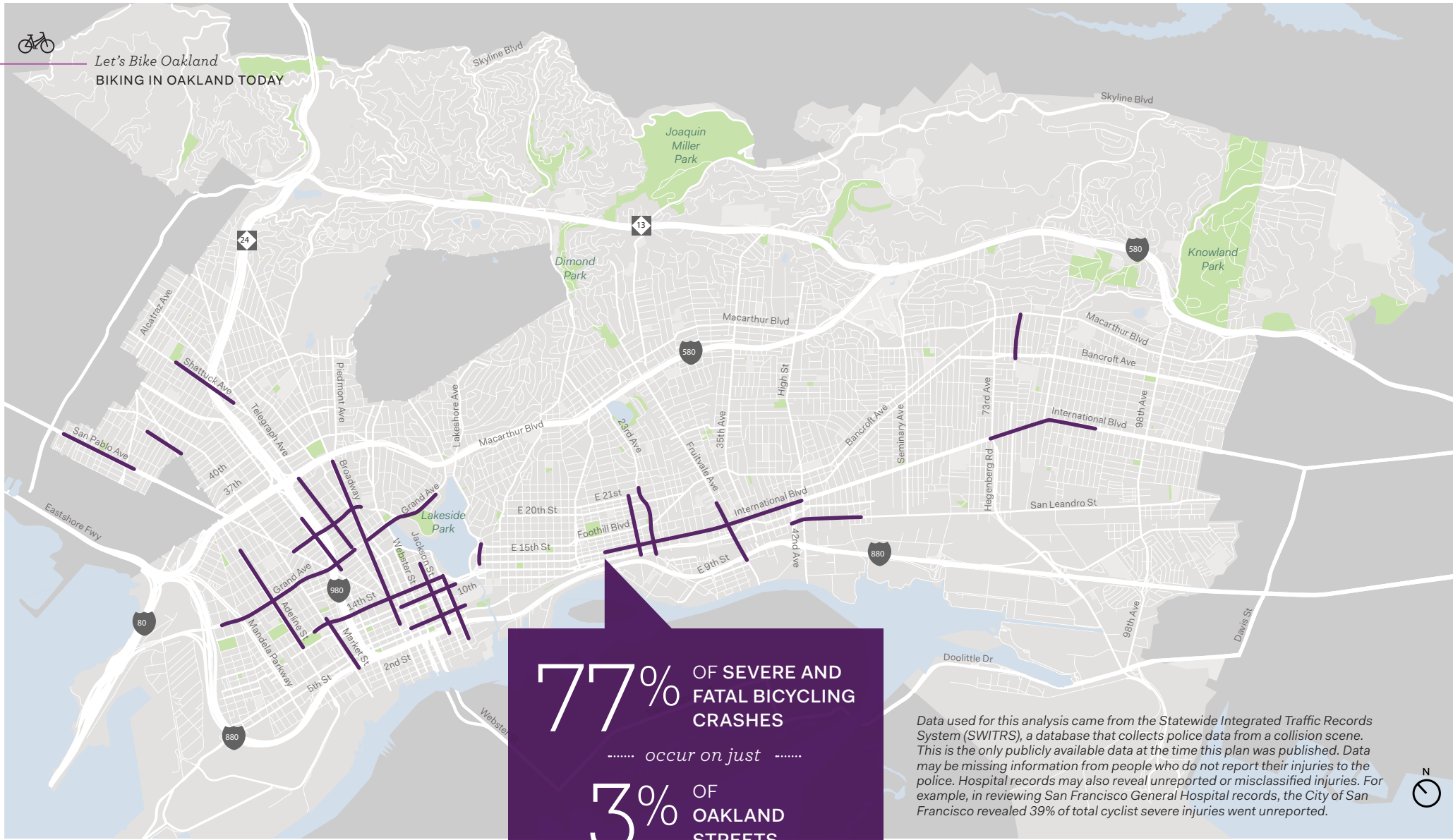
DESIGNING FOR SAFETY

Bike crashes are preventable through strategies intended to improve safety and increase bicycle ridership. They include engineering, education, enforcement, evaluation, and policy measures, which form a holistic approach to reducing bicycle crashes. Specific street design treatments that address the most common bike crashes in Oakland include:

- Protected bikeways and intersections
- Extending bike lanes through intersections
- Slowing vehicle speeds
- Signal installation and signal timing changes
- Bike boxes



Let's Bike Oakland
BIKING IN OAKLAND TODAY



77% OF SEVERE AND FATAL BICYCLING CRASHES
occur on just
3% OF OAKLAND STREETS

Data used for this analysis came from the Statewide Integrated Traffic Records System (SWITRS), a database that collects police data from a collision scene. This is the only publicly available data at the time this plan was published. Data may be missing information from people who do not report their injuries to the police. Hospital records may also reveal unreported or misclassified injuries. For example, in reviewing San Francisco General Hospital records, the City of San Francisco revealed 39% of total cyclist severe injuries went unreported.



HIGH INJURY CORRIDORS

The high injury corridors are identified by weighting all reported bike crashes by their severity and their frequency on Oakland's roadways. Identifying high injury corridors can identify the streets and intersections where improvements can have the most impact in reducing fatalities and serious injuries for people biking. Focusing on corridors helps reveal the broader patterns underlying road safety challenges, and prevents more crashes than a focus on individual intersections alone.

- 2018 High Injury Corridors
- School, Library or Community Center
- Park
- City of Oakland



Summary

PROGRESS MADE SINCE 2007

- The bicycle network grew by 58%, from 104 miles to 164 miles,
- Adoption of a Complete Streets Policy in 2013, with over 3 out of 4 implemented road projects now including bicycle facilities,
- A tripling of publicly available bike parking spaces, including two attended bike stations that can serve 366 bicyclists daily.

Overall,

- **Bikeways are disconnected.** Just 14% of Oakland's streets have designated bicycle facilities, only 6% have bike routes that aren't stressful for most people ("low stress bikeways"), and many of these bikeways don't connect to other low stress bikeways.
- **Biking can be stressful.** 79% of Oaklanders said aggressive drivers are a major concern, and 70% are concerned about getting their bike stolen. Dodging potholes is a problem, too--71% of Oaklanders said the streets in their neighborhood have potholes and are badly in need of repairs.
- **The network is not equally distributed.** Most of Oakland's low stress routes are in Downtown, North Oakland/Adams Point, and West Oakland. Around 2% of streets in Central/East Oakland are low stress bikeways, compared to 25% of Downtown streets.

And:

- **People want to bike more.** Across the flats, most people (61-72%) said they'd like to bike more than they do now. Most Oaklanders feel biking would reduce the amount of money they spend on transportation (72%) and that their neighborhood would be a better place if more people rode bicycles (51%).
- **Oakland is a great place to bike.** Oakland is mostly flat, we have nice weather, and our street network is a grid in the areas where most people live and where education and community centers, jobs, grocery stores and connections to transit are concentrated.
- **Good design works.** While only 5% of Oaklanders feel comfortable biking on roads without bike lanes, 67% feel comfortable biking on roads with protected bike lanes.