

# WE OAKLAND

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



31<sup>st</sup> Edition, Summer 2022 | Circulation 3,772 | [www.oaklandbikes.info](http://www.oaklandbikes.info)

## Lower Park Blvd Redux

In June 2022, OakDOT completed a multi-year project on Lower Park Blvd to improve safety and access for pedestrians and bicyclists, curtail speeding, and support bus service. The project was initiated to install bike lanes as part of the planned paving of Park Blvd from E 18th St to MacArthur Blvd, and it grew in scope and extent in collaboration with Parkway merchants, Oakland High School students, AC Transit, and neighborhood advocates.

In coordination with paving the street, the project replaced two of the four travel lanes with buffered bike lanes, pedestrian safety islands, and left turn pockets at select locations. At large intersections, corners were realigned to make the corners more pronounced and calm the speeds of turning drivers. These corner treatments were made at the intersection of Park Blvd and 3rd Ave, Brooklyn Ave, Cleveland St, 8th Ave, E 28th St, and MacArthur Blvd. Bus stops were consolidated and relocated to create more regular spacing for improving bus service. The complicated intersection at Park Blvd, 5th Ave, Ivy Dr, and Portland Ave was simplified to reduce conflicts.

The project also included the reconfiguration of E 18th St from Park Blvd to Lakeshore Ave, completing the connection to Lake Merritt, by removing travel lanes to install buffered bike lanes and improve the crosswalks in the Parkway commercial district. A bike lane was added to the one-way portion of 3rd Ave to provide a more direct route from Park Blvd to E 18th St and Lake Merritt. A block of 4th Ave was reconfigured to improve the connection of the 4th Ave bikeway to Park Blvd and E 18th St. And last but not least, after prolonged negotiations with Caltrans, the project extended the bike lanes under I-580 on Park Blvd from MacArthur Blvd to Chatham Rd.



Buffered bike lane near a newly-installed pedestrian safety island at East 21st St.



(Left to right) Green-striped bike lanes through conflict zones at 1) Athol Ave and the right-turn channel onto Lakeshore Ave, and 2) the right-turn lane at MacArthur Blvd.

OakDOT staff thank the many people who contributed to the project: neighborhood advocates, Parkway merchants, Oakland High School students, AC Transit staff, and staff from the Project Delivery Division of Oakland's Public Works Department. Additional information on the project's development is at [www.oaklandca.gov/projects/lower-park-blvd-e-18th-st-3rd-ave-complete-streets-project](http://www.oaklandca.gov/projects/lower-park-blvd-e-18th-st-3rd-ave-complete-streets-project).

## Thanking Ryan Russo & Celebrating OakDOT's Fifth Birthday

*Editor's Note: As we celebrate OakDOT's fifth birthday as a fully realized department, we also bid farewell to Ryan Russo, OakDOT's founding permanent director. While Ryan will be deeply missed, his vision has set OakDOT on a solid course while his enthusiasm for public service has infused the department and will power it forward. The following is excerpted from the OakDOT Five-Year Accomplishments Report available at [www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan](http://www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan).*

To the Oakland Community,

Five years ago, I had the honor of being appointed to build and lead a new department charged to reimagine how city streets and sidewalks are used, with a focus on serving people, rather than simply moving vehicles. OakDOT was launched with high aspirations to take on the challenges of equity, safety, sustainability and building trust with communities.

Today OakDOT is a national leader among local transportation agencies and Oaklanders have more affordable, safe, efficient and sustainable choices for moving around their City. Streets that had not been touched for decades have been repaved and repaired. Internally and externally, we have used data and transparency along with a partnership-focused approach to put equity into action.

OakDOT has a lot to be proud of, but there is so much more work to do. True equity, comprehensive safety, environmental sustainability, and deep trust between government and those it serves all remain significantly aspirational. With its best-in-class team, OakDOT stands ready to stay in the fight to take on these challenges.



With the deepest gratitude,

Ryan Russo, Director,  
OakDOT



## Slow Streets – Essential Places Transitions from Temporary to Permanent

In January-February 2022, OakDOT staff shifted their efforts to new program components for Slow Streets – Essential Places, focusing on permanent pedestrian safety and neighborhood traffic calming improvements. This shift was made possible by the removal of the temporary Slow Streets and Essential Places materials, including the temporary street closures. This transition was prompted by the end of shelter-in-place, the continuing reopening of the economy, and the practical challenges of using temporary materials on a long-term basis.

OakDOT is working to develop permanent Slow Streets based on lessons learned from the pandemic and Oakland's planning to date for Neighborhood Bike Routes (also known as bicycle boulevards). Oakland's new Five Year Paving Plan, adopted in December 2021, includes over 50 miles of streets that are also existing or proposed Neighborhood Bike Routes.

Staff is identifying locations for speed humps, traffic circles, stop sign changes, and crossing improvements at major intersections along these 50 miles of streets. By planning ahead, these improvements will be easier to include in future paving projects. Traffic data are being collected to understand which locations need more work, including the neighborhood planning and outreach to address neighbors' concerns regarding diverted traffic.

For more information, visit the Slow Streets – Essential Places Program web page ([www.oaklandca.gov/projects/oakland-slow-streets](http://www.oaklandca.gov/projects/oakland-slow-streets)) and see the Neighborhood Bike Route Implementation Guide ([www.oaklandbikes.info/design](http://www.oaklandbikes.info/design)).



### 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/IPfvCI](http://arcg.is/IPfvCI)
- Five-Year Paving Plan: [www.oaklandca.gov/projects/20225yp](http://www.oaklandca.gov/projects/20225yp)

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

- Meetings are held the 3<sup>rd</sup> Thursday of the month and are open to the public.

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, Coordinator
- Pierre Gerard, Coordinator

#### Program Interns

- Maya Sapienza, Leyla Wahedi, Robert Sanlis

**Volunteer:** Jeff Wang



## Bancroft Ave Bike Lanes – Oakland’s Longest

In March a paving project upgraded existing bike lanes on Bancroft Ave from 42nd Ave to 98th Ave, narrowing travel lanes and adding bike lane buffers east of 48th Ave. Bike lane intersection markings were added throughout, and green bike lanes were included at complex intersections. The project connects to intersecting bikeways on Havenscourt Blvd, Camden St, Church St, 73rd Ave, 90th Ave, and 98th Ave.

The Bancroft Ave bikeway features the longest continuous bike lane in all of Oakland, extending 4.5 miles from 42nd Ave to Durant Ave and continuing into San Leandro an additional 1.5 miles. (In the westbound direction, there is a short bike lane gap near Havenscourt Blvd.) The bikeway was originally built by paving projects in 2003 and 2008, with the portion from 98th Ave to Durant Ave upgraded to buffered bike lanes in 2020.

What’s next? See [www.oaklandca.gov/projects/bancroft-avenue-greenway](http://www.oaklandca.gov/projects/bancroft-avenue-greenway).



*A bicyclist rides through the green skip-striped conflict zone on Bancroft Ave at 78th Ave.*



*A pedestrian approaches a pedestrian safety island via the crosswalk east of Avenal Ave.*

## Telegraph Ave – Uptown to Temescal and Everything in Between

In March 2022, a paving project installed buffered bike lanes on Telegraph Ave between 29th St and 37th St, closing a gap to create continuous bike lanes from 16th St to 52nd St. The project also installed bus boarding islands and removed two travel lanes to make space for the bike lanes.

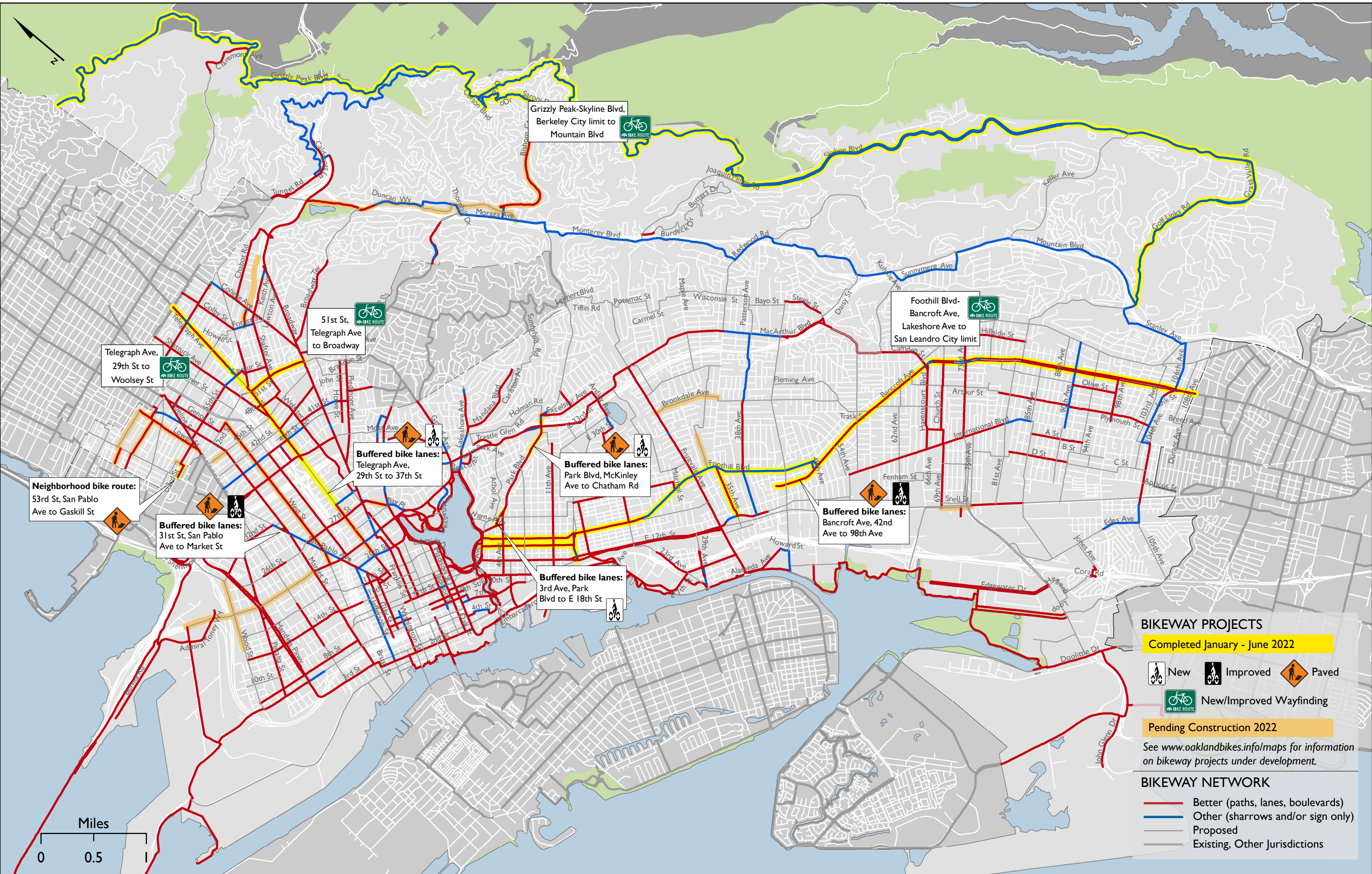
An upcoming project will tackle the next bike lane gap – from 52nd St to Aileen St – connecting recent work in Uptown, Northgate, Koreatown, Pill Hill, and Temescal to Telegraph Ave’s very first bike lanes – from Aileen St to the Berkeley border – which were installed in 1999.



*Bus boarding island adjacent to a separated bike lane, continuing from and to a buffered bike lane, and a pedestrian safety island.*

**More Ways to Bike:** From January through June 2022, six projects installed 5.7 lane miles of bikeways and all but one-tenth of a mile included paving. Of these, 1.9 miles are new bikeways and 3.8 miles were upgrades to existing bikeways. In addition to the work on Park Blvd, Bancroft Ave, and Telegraph Ave, work was completed on short stretches of 31st St, 3rd Ave, and 53rd St. See the newsletter map for more details.





Grizzly Peak-Skyline Blvd,  
Berkeley City limit to  
Mountain Blvd



51st St,  
Telegraph Ave  
to Broadway



Telegraph Ave,  
29th St to  
Woolsey St



Foothill Blvd-  
Bancroft Ave,  
Lakeshore Ave to  
San Leandro City limit



Buffered bike lanes:  
Telegraph Ave,  
29th St to 37th St



Buffered bike lanes:  
Park Blvd, McKinley  
Ave to Chatham Rd



Buffered bike lanes:  
Bancroft Ave, 42nd  
Ave to 98th Ave



Buffered bike lanes:  
3rd Ave, Park  
Blvd to E 18th St



Neighborhood bike route:  
53rd St, San Pablo  
Ave to Gaskill St



Buffered bike lanes:  
31st St, San Pablo  
Ave to Market St



**BIKEWAY PROJECTS**

Completed January - June 2022

- New
- Improved
- Paved

New/Improved Wayfinding

Pending Construction 2022

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

Miles

0 0.5 1



## Bike Ed for All!



35 bikes were given away to youth at the 81st Ave Library between January and June 2022.

Between January and June 2022, Oakland Public Library (OPL) hosted 37 Bike Repair Clinics and 3 Mobile Bike Fix clinics, gave away 35 bikes to youth, and hosted a series of other bike-related events at and nearby the 81st Avenue and Martin Luther King Jr. Branches. For more information about future bike repair clinics, giveaways, group bike rides, and other events, visit <https://oaklandlibrary.org/bikes>.



In March 2022 OakDOT concluded two series of bicyclist education classes in partnership with Bike East Bay and Cycles of Change, respectively. The series with Bike East Bay began in November 2020 and produced 18 bicyclist education classes with 281 attendees. The series with Cycles of Change began in September 2021 and produced six UpCycle Earn-a-Bike sessions with 75 participants.



Bike East Bay's classes were funded by Transportation Development Act, Article 3, and the UpCycle classes from Cycles of Change were funded by a grant from the State of California's Affordable Housing and Sustainable Communities (AHSC) program. Through the same grant, TransForm delivered two pedestrian training classes to 33 attendees and two transit training classes to 33 attendees. Classes targeted residents of the Camino 23 affordable housing apartment complex, owned by Satellite Affordable Housing Associates (SAHA), in Oakland's San Antonio neighborhood.

Moving forward, OakDOT's Bicycle & Pedestrian Program is funding more bicycle education through Bike East Bay and Cycles of Change. The education will include bicycle safety and skills classes and a youth bike build and giveaway through Bike East Bay, while Cycles of Change will offer more UpCycle "Earn-a-Bike" classes. These classes are funded by Measure BB Bicycle and Pedestrian funds from the City's FY21-22 budget for bicycle and pedestrian programs.



## Thirty-Six Miles of Newly Signed Bikeways

Between January and June 2022, 188 new or updated wayfinding and warning signs were installed along four bikeways totaling over thirty-six miles in length. The wayfinding signs guide cyclists to destinations along the routes and via intersecting bikeways, and the warning signs in the hills alert bicyclists to variable road conditions. Signs were installed on:

- 51st St between Telegraph Ave and Broadway, supplementing bike lanes installed in 2020;
- Foothill Blvd at Lakeshore Ave to Bancroft Ave at the San Leandro City limit, pairing with the recently upgraded buffered bike lanes;
- Grizzly Peak Blvd at Centennial Dr to Golf Links Rd at Mountain Blvd, including Skyline Blvd, a world-class signed bike route that dates to 1976; and
- Telegraph Ave between 29th St and Woolsey St, portions of which include parking-protected bike lanes installed in 2020 and 2022 and buffered bike lanes installed in 2022.



New signs on Grizzly Peak Blvd help cyclists find their destinations.



# Bicycling, briefly . . .

## Bike to Wherever Day, Take 3.

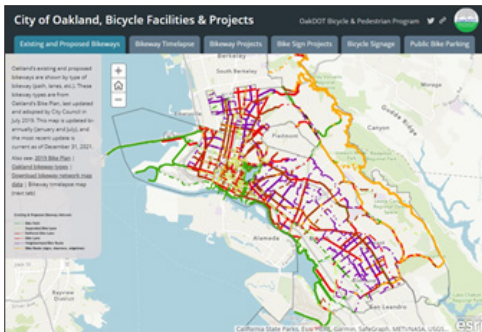
The 3rd annual “Bike to Wherever Day” occurred May 20th, 2022, with community bike rides and a gathering at the Lake Merritt Pergola. This annual Bike Month tradition was a COVID-informed version of the annual Bike to Work Day event, which had occurred every year through 2019 since the first pancake breakfast at City Hall in 1994, 28 years ago. With sponsorship support from the City of Oakland, Walk Oakland Bike Oakland (WOBO) and Bike East Bay coordinated Bike to Wherever Day which included goodie bags for bicyclists to pick up at several bike shops and libraries. A full gallery of photos of the event by Malcolm Wallace can be found here: <https://malcolmwallacephotography.pixieset.com/biketowhereverday2022/>.



**CalBike Summit.** The biennial California Bicycle Summit, organized by the California Bicycle Coalition (CalBike) took place, April 6-9, 2022, in downtown Oakland. Summit participants included advocates, agency staff, government officials, and professionals from across the state. The Summit addressed timely topics for bicycle-related design, programs, and policies through panel discussions and local tours. The City of Oakland was a sponsor of the event and had a dozen staff participate. Additional information is at: [www.calbike.org/events/california\\_bicycle\\_summit](http://www.calbike.org/events/california_bicycle_summit).



**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/1PfvC1](http://arcg.is/1PfvC1). This map is updated twice yearly (each January and July).



## Bike Safety Education Videos Feature Oakland Bikeways.

The League of American Bicyclists has released a series of bicyclist safety education videos that were filmed using bikeways around Lake Merritt and in downtown Oakland. Topics include the ABC Quick Check, common crash types, dooring and the Dutch Reach, lane positioning, signaling and scanning, and more. The videos are under four minutes each and include English and Spanish versions. They were filmed in coordination with Bike East Bay, DoorDash, and the City’s Film Office. The videos are available at <https://www.youtube.com/c/BikeLeague/videos>. For information about their production, see <https://bikeleague.org/content/league-and-doorDash-release-13-new-dual-language-smart-cycling-videos>.

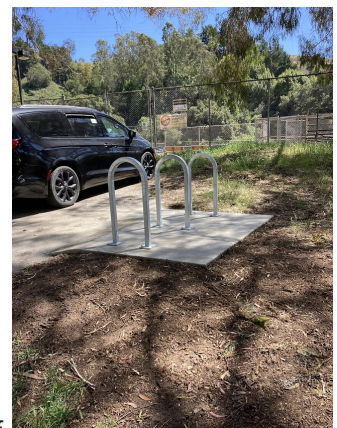
## Oakland’s Bicycle Network Recognized Nationally.

In January the League of American Bicyclists published a report titled “Benchmarking Bike Networks” on the importance of building bikeways as connected networks to promote bicyclist safety and increase bicycling rates. Oakland is featured as one of five case study cities (along with Boston, Chicago, Austin, and Missoula). The report notes, “Oakland has done an incredible job of data collection and management... The rich data set ... provides a large advantage when communicating why projects are happening and how they will connect to the larger network” (p. 35). The report is available at <https://bikeleague.org/content/new-report-benchmarking-bike-networks>.



## Bike Parking Update.

As of June 30, 2022, there were 11,771 publicly accessible bike parking spaces installed in Oakland. From January to June 2022, 84 spaces were installed. Of these new spaces, 48 were funded by a Transportation Development Act, Article 3 grant for the 14th phase of Oakland’s CityRacks Program and 36 were installed as part of private development or other public agency projects. Request racks at [oaklandbikes.info/bikerack](http://oaklandbikes.info/bikerack).



New inverted U-racks for bicycle parking at the North Oakland Sports Center.



## Millions More

Between January and June 2022, OakDOT was awarded \$2,808,574 in competitive grants to fund projects to improve biking in Oakland. In January, OakDOT received \$2,444,244 through the Affordable Housing and Sustainable Communities (AHSC) grant program for two separated bike lane projects: 14th Street Safety Project ([www.oaklandca.gov/projects/14th-street](http://www.oaklandca.gov/projects/14th-street)) and 27th Street Complete Streets Project, which includes improvements to portions of 27th St, Harrison St, Grand Ave, and Bay Pl. Administered by the California Strategic Growth Council, the AHSC Program combines funding awards for affordable housing with sustainable transportation improvements.



The 14th Street Safety Project will include improvements from Brush Street to Lakeside Drive.

In February, OakDOT received \$364,330 in Sustainable Transportation Equity Project (STEP) grant funding from the California Air Resources Board for a West Oakland Bike Resource Hub. The project will be implemented by The Crucible, a West Oakland-based nonprofit industrial arts school. The Bike Resource Hub will include free monthly workshops, community bike rides, youth employee skills development, Earn-A-Bike classes, bike repair services, and the installation of fix-it bike stations. The STEP grant is a partnership between OakDOT and the West Oakland Environmental Indicators Project that also includes transit access improvements, urban greening, and truck management strategies.



### Jennifer Stanley Rides Off into the Sunset

Congratulations to Jennifer Stanley on her retirement from the City of Oakland after 23 years of public service. Jennifer is the longest serving staff person in the history of the City's Bicycle and Pedestrian Program, having started in 2004 and worked continuously on bicycle projects and programs until this past April.

Throughout her tenure, Jennifer distinguished herself with her intensity and tenacity in building programs and delivering projects to reshape Oakland as a great place to bike. She was a force in building Oakland's bikeways and bike parking, with one hundred miles and ten thousand spaces constructed on her watch. She was instrumental in creating and implementing Oakland's distinctive bicycle guide sign system. She was tireless in creating the data and making the maps to keep track of what got done, including 13 editions of Oakland's free bikeways map with 189,000 copies in print. See Jennifer's handiwork with this one stop shop for comprehensive information on Oakland's bike network, bike projects, bike signs, bike parking, and the historical development of Oakland's bikeways from 1976 to the present: <http://arcg.is/1PfvC1>.

Over the years Jennifer deeply enjoyed working with many talented interns & watching some continue on to become accomplished professionals in the field. She was proud of Oakland's growing national reputation as a Bicycle Friendly Community, with Oakland receiving awards at the Bronze, Silver, and Gold levels in 2010, 2014, and 2018, respectively, from the League of American Bicyclists. The "We [bike] Oakland" newsletter flourished in Jennifer's hands, with 30 published editions over 15 years, each in 4 languages. Heartfelt thanks to Jennifer for her dedication, wit, camaraderie, & service.



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](http://oaklandca.gov/topics/measure-b-bb-and-vehicle-registration-funds).



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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)

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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)