

WE OAKLAND

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



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Good Things Come in Small Packages

Building separated, protected bike lanes is an important part of Oakland's bicycle plan. Protected bike lanes are inherently safer and could be key in getting more people to use a bike to get around town. Per a survey in the plan, only 5% of Oaklanders feel comfortable biking on roads without bike lanes, whereas 67% feel comfortable biking on roads with protected bike lanes.

The design and construction of protected bike lanes are more complicated and costly than traditional bike lanes, but also present a specific maintenance challenge: typical street sweepers are too large to fit between the curb and the physical protection of the lane (usually concrete islands, flexible bollards, and/or parked cars).

To tackle this issue, Oakland acquired a Multihog mini-sweeper in the last year which can fit in spaces as narrow as 47". City staff are already employing the new vehicle to sweep protected bike lanes on Telegraph Ave, 27th Street, Harrison Street, Lakeside Drive, the protected intersections on West Street, and at the intersection of Park Blvd and 3rd Ave.

Logistics are still being figured out – because the Multihog is so small, it fills up quickly, and needs to be emptied, cleaned, and refueled more often. A truck and trailer to transport the device are on order. Once operations are made routine and staff vacancies are filled, the mini-sweeper could be used in other locations like parking lots and multi-use trails.

The arrival of the Multihog is timely – in the next few years, Oakland plans to build many new protected bike lanes, and piecing together the bikeway puzzle would not be possible without the dedicated work of maintenance staff at the Keep Oakland Clean & Beautiful Division of Oakland Public Works.



Multihog mini-sweeper cleaning a bike lane at Park Blvd and 3rd Ave



Protected intersection at West St and 27th St that will be swept by the Multihog



Protected two-way bikeway on Lakeside Drive that will be swept by the Multihog

The Return of Happy

The onset of the Covid-19 pandemic cancelled many events and forced creative changes to longstanding traditions, such as the annual Bike to Work Day pancake breakfast last celebrated at City Hall in 2019. Then came three years of a more dispersed recognition of biking rebranded as Bike to Wherever Day(s). Though you're still encouraged to ride all over the place, this year the "Wherever" in BTWD was switched back to "Work."

But - there was play, too - 2023 Bike to Work Day festivities included the return of the Old Oakland Bike Happy Hour thanks to Bike East Bay and Walk Oakland Bike Oakland with sponsorship from OakDOT. The event took place on a two-block stretch of Washington Street closed to car traffic and featured a pedal-powered DJ party by Rock The Bike, art bikes from The Crucible, and demo bus bike racks from AC Transit. BPAC commissioners were also in attendance and OakDOT, the Oakland Public Library, and other organizations joined with resource tables.



Peace! (photo credit: Pamela Palma)

Collaborating on a World-Class Network of Trails

OakDOT has joined the [Bay Area Trails Collaborative](#) (BATC). The BATC vision is to develop a 2,604-mile regional trail network that will connect the San Francisco Bay Area – its trails, people and places - in innovative new ways. The Collaborative is chaired by Rails-to-Trails Conservancy (RTC) and currently comprises more than 50 organizations, agencies and businesses who aim to support trails and the BATC mission. OakDOT Bicycle & Pedestrian Program staff will attend BATC quarterly meetings, serve on working groups, and develop and carry out priorities outlined in the [BATC strategic plan](#). Benefits to membership include information sharing, networking, technical assistance, promotional support, recognition of projects, and opportunities to expand trail funding.

Individuals are also invited to become a Friend of BATC; you'll receive updates about events, news, job openings, and progress of the developing trail network.

BATC recently updated the [Bay Area Regional Trail Network](#). For Oakland, the network includes the San Francisco Bay Trail, the Bay Area Ridge Trail, and the East Bay Greenway, along with connecting trails.



Bay Area Regional Trail Network Map (railstotrails.org/bayareamap)

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/GGSPX
- Five-Year Paving Plan: www.oaklandca.gov/projects/20225yp

Oakland's Bicyclist & Pedestrian Advisory Commission (BPAC)

- Public meetings are held on 3rd Thursdays, more info at oaklandbikes.info/bpac.

OAK311 Call Center

phone: 311 (510-615-5566 outside Oakland)
online: 311.oaklandca.gov or the OAK311 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, Transportation Planner
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- Patrick Phelan, Transportation Planner
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Program Interns

Leyla Nergis-Wahedi, Robert Sanlis, Betty Choy

The projects described herein are funded partially or wholly by Oakland's share of voter-approved countywide transportation sales taxes. 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.



East Bay Regional Parks District completes Bay Trail gap at MLK Jr. Shoreline

A new section of San Francisco Bay Trail along Doolittle Drive in Oakland is now open to the public. Work performed by the East Bay Regional Parks District on this segment closes a half-mile gap in the SF Bay Trail and greatly improves safety for pedestrians and bicyclists by eliminating the need to use the shoulder of busy Doolittle Drive. The SF Bay Trail is a planned 500-mile walking and cycling path around the entire San Francisco Bay.

The new trail is part of Martin Luther King Jr. Regional Shoreline, which includes 748 acres of protected marshland, picnic sites, bird watching platforms, boat ramps, and miles of SF Bay Trail along the shoreline.



OakDOT staff ride the newly constructed SF Bay Trail section at Doolittle Drive

Climbing Up Moraga

This spring, the City of Piedmont [completed a striping project on Moraga Ave](#) that added a bike lane in the uphill direction from Red Rock Road to the Oakland border, where it connects to an existing uphill bike lane. In the downhill direction, the project added an edge stripe which reduced the lane width by 1 to 2 feet; narrower vehicle lanes are shown to slow down traffic.

When space is limited on steep streets like this, the priority is to build the uphill bike lane – usually people pedaling uphill move slower than cars and need extra space, whereas people biking downhill naturally travel faster and can more easily share the lane. Also called a “climbing lane,” similar striping exists on Moraga Ave from Ramona Ave to Bonita Ave. Moraga Ave is an important connection between the Piedmont Ave area and Montclair.

Neighborhood Bike Routes transitioning to Slow Streets

Work continues on Oakland’s previous efforts to develop bicycle boulevards (also known as neighborhood bike routes) and lessons learned from neighborhood street closures during the first two years of the Covid-19 pandemic, transitioning into a new concept of permanent Slow Streets. These permanent Slow Streets are intended to promote sustainable travel at human-powered speeds and to encourage the use of neighborhood streets as community spaces. [See coverage from Oaklandside in February 2023 on the approach to Slow Streets.](#)

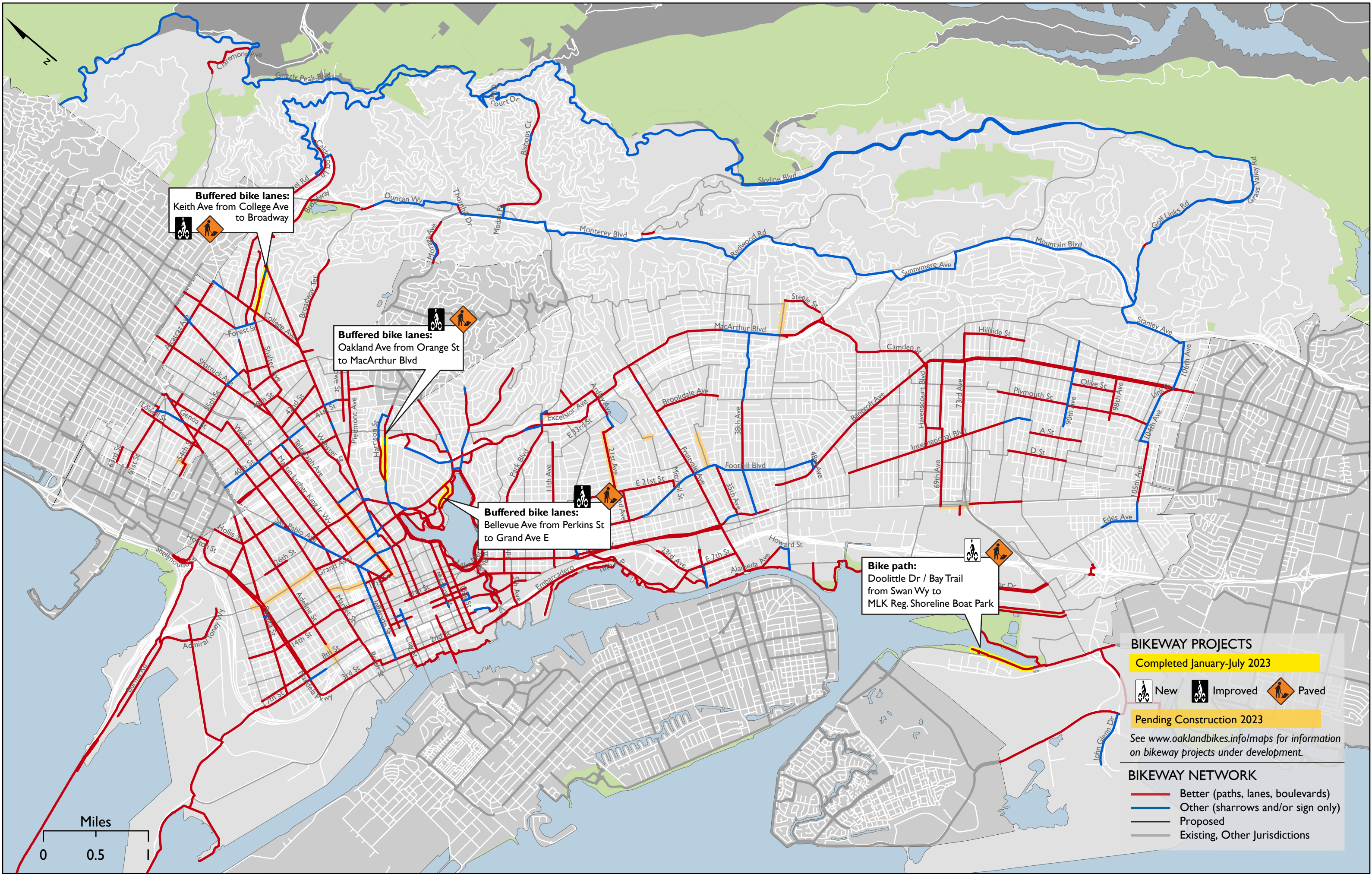
This work is proceeding slowly and incrementally, with a focus on design considerations (such as speed humps and traffic circles) and planning considerations (such as determining the streets that are appropriate to become Slow Streets).

OakDOT staff have developed a framework for implementing permanent Slow Streets that is described in [this presentation](#). OakDOT staff also intends to update the Neighborhood Bike Route Implementation Guide to be a Slow Streets Implementation Guide. This update will benefit from the experience OakDOT staff is gaining through current work and the public input received on the framework presentation and current Guide.

More information can be found at on the [OakDOT Slow Streets website](#), and feedback on the overall approach to Slow Streets is welcome by email at: slowstreets@oaklandca.gov



Example Slow Streets Guide Signs. Source: OakDOT Bicycle & Pedestrian Program; Artwork by Jonathan Brumfield



Buffered bike lanes:
Keith Ave from College Ave
to Broadway

Buffered bike lanes:
Oakland Ave from Orange St
to MacArthur Blvd

Buffered bike lanes:
Bellevue Ave from Perkins St
to Grand Ave E

Bike path:
Doolittle Dr / Bay Trail
from Swan Wy to
MLK Reg. Shoreline Boat Park

BIKEWAY PROJECTS

Completed January-July 2023

New Improved Paved

Pending Construction 2023

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
0 0.5 1



Bicycling, briefly . . .

Return of the Living BPAC! The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) has resumed in-person meetings as of March 2023. BPAC meetings are on the third Thursday of the month from 6 to 8pm and are open to the public. BPAC Committee meetings have also resumed, see the [BPAC Committees and Liaisons webpage](#) to see active committees and meeting schedules.

BPAC at the 2023 Spring Eggstravaganza.

BPAC Commissioners Phoenix Mangrum and Andrew Campbell engaged with community members about the BPAC and bicycling resources at the annual Spring Eggstravaganza egg hunt in April, a free, family-oriented event for the community hosted by the Oakland Police Department (OPD) at Arroyo Viejo Park. BPAC commissioners aim to participate at OPD events to develop positive relationships with the police department and officers and counter racial profiling of cyclists.



Photo Credit: BPAC

We Got Maps! The latest update of the Oakland Bikeways Map is available for free at local bike shops, BART Bikestations, the main library, and through organizations like Bike East Bay and Walk Oakland Bike Oakland. Now in its fourteenth edition, the annual free map has over 198,000 copies in print.



Bikeways are color-coded by type of bikeway (lanes, paths, etc.). Find the digital version of the print map at the bottom of the City of Oakland [Bicycle Related Maps and Data webpage](#). Also, see the link below for the Bicycle Facilities and Projects interactive map of bikeways and bike projects, signs, and parking.

Map Oakland. Check the status of the bikeway network, bike parking, bike signage, and bike projects on the Bike Facilities Map at arcg.is/GGSPX. This map is updated twice yearly (January & July).

Oakland's Bike Craze... of the 1890s. As part of Bike Month 2023, the Oakland Public Library (OPL) provided a look into Oakland's long history with bicycling as far back as 125 years ago. [Read on](#) for more about how bicycling boomed with a growing city and Black riders' fight for recognition in the bicycling community.

Bike Repair and Education in The Town.

OakDOT's Bicycle and Pedestrian Program supported 58 bike-related events from January to July 2023 in partnership with Bike East Bay and OPL.

With funding from OakDOT, Bike East Bay hosted three classroom and one on-the-road Urban Cycling workshops that served 19 and 38 participants, respectively. OPL hosted 28 Bike Fix events (serving pizza on 1st Fridays) at the 81st Ave and Martin Luther King (MLK) Jr. Branch Libraries, serving 401 participants, repairing 175 bikes, and giving away 11 bikes that had been accepted as donations with repair needs.

OPL staff also brought their Bike Library, a mobile bike resource hub, to 25 outreach events through the OPL East Oakland Engagement Team. Additionally, OPL launched a Bike Repair Toolkits lending program, including toolkits for fix-a-flat, brakes, and drive chain repair needs, at the Temescal, 81st Ave, and MLK Jr. Branch Libraries.

Finally, OPL and Dads Evoking Change led 25 participants in a "Baba And Me" group bike ride during Oakland's 14th annual Juneteenth Festival from the Lakeview Branch Library to the Lake Merritt Amphitheater.



Bring your bike in and we'll help fix it. We do minor repairs and provide tools and some supplies. All are welcome. The Bike Fix is FREE!

81st Ave Library
Every Friday
3:00-5:00pm
1021 81st Ave
510-615-5812

MLK Branch Library
1st & 3rd Saturdays
12:00-2:00pm
6833 International Blvd
510-615-5728

OPL Your Library

OAKLAND PUBLIC LIBRARY

Funding Rolls In

Between January and June 2023, OakDOT received over \$13 million in grant funding for projects dedicated to improving bicyclist and pedestrian safety in Oakland.

A \$1.5 million Metropolitan Transportation Commission (MTC) grant was awarded to OakDOT to fund the creation of a permanent [Universal Basic Mobility Program](#) as well as to fund various parking capital projects.

OakDOT also received over \$11 million across three Alameda County Transportation Commission (ACTC) grants. The [27th Street and Bay Place Project](#) will receive funding to construct protected bike lanes, road diets, and planted medians, improving access to the north shore of Lake Merritt.

Meanwhile, the [66th Ave BART to Bay Trail](#) and [LAMMPS \(Laurel Access to Mills, Maxwell Park and Seminary\) Phase Two](#) projects will receive funding for engineering design work to advance multi-use paths, crossing and intersection safety improvements, transit lanes, and lighting improvements to improve connectivity between East Oakland neighborhoods and the MLK Jr Regional Shoreline, enhance safety along portions of MacArthur Boulevard.

In addition to other funding sources, local match for these projects is funded by ACTC Measure BB and Vehicle Registration Funds.

Better Bikeways Through Paving

Keith Ave - PG&E Restoration & Striping Redesign

Keith Avenue between College Avenue and Broadway was repaved in June. The full-width paving restoration was delivered under a cost-sharing agreement between the City and Pacific Gas & Electric Company, after the utility replaced a gas main in the vicinity. The project also refined and extended the existing bike lanes on Keith Ave, which were originally installed in via a road diet in 2014 – motivated in large part by the organizing of residents interested in calming traffic. The recent updates respond to continued neighborhood organizing and incorporate advancements in bikeway striping standards since the original installation. Changes include:

- Extending the buffered bike lanes the full length of Keith Ave between College Ave and Broadway
- Introducing a left side shoulder to more evenly allocate roadway width and discourage illegal driving in the bike lane
- Providing high-visibility crosswalks throughout; and lengthening the physical bikeway separation on the approach to Broadway.

Keith Ave connects to bikeways on Shafter Ave, College Ave, and Broadway.



Photo Credit: OakDOT staff



Photo Credit: OakDOT staff

Oakland Ave Bikeway/Paving Coordination

A city paving project on Oakland Ave between Orange St and Perry Pl wrapped up in May.

The project included several improvements:

- Adding a buffer to the existing bike lane (originally striped in 2009)
- Updating crosswalk markings and signage to current standards
- Removing the third travel lane on the approach to the crosswalk at Pearl St, and
- Adding green in the bicycle lane and channelizing curb on the approach to Perry Pl to highlight bicycle priority over right turning vehicles in the adjacent right turn lane.

The rest of Oakland Ave and nearby Harrison St (between 27th St and Bayo Vista Ave) are also scheduled for paving, so be on the lookout for further improvements to this route.



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 (510) 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(510) 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 (510) 238-3983 tới trang mạng hoặc www.oaklandbikes.info/newsletter