

WE OAKLAND

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



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Slower 8th Street, Safer 8th Street



Completed in June 2024, the 8th Street West Oakland Traffic Calming Project implemented traffic circles, speed humps, and hardened centerlines along 1.2 miles of 8th Street in the Prescott and Acorn neighborhoods. The project also included new pavement, upgraded curb ramps, high-visibility crosswalks, and a new mid-block crosswalk with a pedestrian safety island at a childcare center.

Speeding vehicles and reckless driving, including vehicles leaving the roadway, galvanized residents to form the neighborhood group "Safe 8th Street". To call attention to these challenges, the group collected speed data and published resident stories of cars crashing into fences and homes. Their findings and community organizing led to \$500,000 in project funding from the City's Fiscal Year 2021-23 Capital Improvement Program.

Given the resident organizing and historic underinvestment in West Oakland, extensive community outreach was an important part of the project. Outreach began in Fall 2021 and included community surveys, door-to-door flyer, mailers, emails presentations to neighborhood councils, and dialogue with key community members and institutions. The project includes a public art component that recognizes the role of 8th Street in West Oakland's Black history, with West Oakland-based artists developing and workshopping ideas with community members, culminating in 11 utility box murals featuring the neighborhood's culture and legacy. (continued on Page 3)

Featured utility box murals below by the following artists (left to right): Refa One (1,2), Nyia Luna (3,4), Bay Area Mural Program (5)



OakDOT's new Director, Josh Rowan, is Listening to Residents and Ready to Achieve Short-Term Goals

In his third month with the Oakland Department of Transportation (OakDOT), Director Josh Rowan addressed the Bicyclist & Pedestrian Advisory Commission (BPAC) at their June meeting. He emphasized his commitment to revitalizing Oakland's streets and improving transportation infrastructure. Rowan highlighted the challenge of deferred maintenance as well as the significant strides made since OakDOT's 2017 inception - noting that OakDOT has achieved what previously took two decades in just six years, tripling the filling of potholes and paving nearly a third of all streets in Oakland.



OakDOT Director Josh Rowan

Director Rowan stressed the importance of community involvement in setting priorities. He called on the BPAC to help identify a small number of short-term goals, and he reaffirmed his dedication to delivering measurable outcomes. "What gets measured gets done," he said, underscoring the need for accountability, transparency, and establishing

priorities. Looking forward, Rowan emphasized paving implementation as the opportunity to add complete streets improvements. He was open to bold and innovative solutions like closing streets to through traffic.

Rowan also focused on equity, noting he is spending most of his time in the community in high-priority areas like East Oakland. He highlighted the urgent need to address sideshows, abandoned vehicles, and street cleaning, alongside ongoing paving efforts. Rowan called for quick action on critical safety concerns, including reckless driving and speeding. Rowan's commitment to community engagement is evident in his weekly office hours in District 7, where he meets with residents to discuss their concerns. He emphasized the importance of experiential learning by being out in the neighborhoods, walking, biking, and using public transit to understand the challenges firsthand.

Rowan concluded by highlighting staff wellness and retention, acknowledging the challenges of deferred maintenance and the ambitious goals set by OakDOT. He expressed that Oakland has the bones of a highly walkable city, especially when paired with AC Transit's services, expressing optimism for Oakland's potential. Rowan made a promise to Oakland to make meaningful improvements in a short amount of time and an invitation to keep him accountable in doing so.

Fun(ding) Around the Lake

In February 2024, OakDOT received a \$3 million grant for the [Lakeside Dr / Lake Merritt Blvd Complete Streets Paving Project](#) through the Safe Routes to BART program. This project will connect to the popular Lakeside Drive two-way cycle track along Lake Merritt, improving the stretch from Madison St/ Lakeside Dr to 1st Ave/International Blvd. This project includes upgraded bikeways (one- and two-way cycle tracks, buffered bike lanes), five protected intersections, vehicle lane reductions, and other improvements for people walking and taking the bus. These improvements will connect to existing bike lanes on 1st Ave, E 12th St, E 15th St, and Foothill Blvd, improving an important biking, walking, and transit connection to Downtown Oakland BART Stations from the Eastlake and San Antonio neighborhoods. Construction is anticipated to start in Spring 2025 with completion in Winter 2027.



Rendering of Lake Merritt Blvd two-way protected bike lane

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

Call 311 (510-615-5566 outside Oakland)

Please report:

- Debris blocking the roadway
- Traffic signals malfunctioning
- Abandoned bicycles needing removal
- Storm drain gates missing or loose

Non-emergency traffic safety requests and routine maintenance issues may be reported at 311.oaklandca.gov or with Oak311 mobile app.

OakDOT Bicycle & Pedestrian Program

- Jason Cook, Transportation Engineer
- Pierre Gerard, Transportation Planner
- David Lok, Data Analyst
- Jason Patton, Program Supervisor
- Patrick Phelan, Transportation Planner
- David Pené, Transportation Engineer
- Noel Pond-Danchik, Transportation Planner
- Stephen Tu, Transportation Planner

Program Interns

Angie Chen, Betty Choy, Jenny Nguyen

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.



Slower 8th Street, Safer 8th Street (continued from Page 1)

Along with traffic calming and public art, several other changes were made to right-size 8th St as a calm residential street. Bike lanes were removed that had been chronically blocked by parked cars. Instead, extensive traffic calming was installed to create a slow street that prioritizes biking and walking. Prior to the construction of I-980, 8th St was a major street connecting downtown to West Oakland and the Cypress Freeway. Even though this connection was long gone, 8th St was still designated as an “arterial,” a major street. The project reclassified 8th St as a “local” street which allowed the speed limit to be lowered from 30 mph to 25 mph, the lowest allowable under State law.



Slow street features at 8th St and Mandela Pkwy, including hardened centerline, “slow” pavement marking and “slow st” sign

Regularly spaced warning signs with a 15-mph message communicate the appropriate driving speed. Originally located on 8th Street, the San Francisco Bay Trail was rerouted to 7th St to support West Oakland’s historic “Main Street,” provide services to trail users, and make the connection to BART. To communicate 8th St’s new role as a neighborhood slow street, “slow” signs and “slow” pavement markings were added. The signs feature artwork by local artist Jonathan Brumfield.

Residents have noticed substantial changes resulting from the project. Tim Courtney from Safe 8th Street noted, “Ever since the installation of speed humps and traffic circles along 8th St, the reckless driving behavior has all but vanished. The important takeaway is that to stop reckless driving, paint and signs aren’t enough. You need to use concrete and force drivers to slow down and pay attention. Compare 8th St to any other street without these things, and you’ll see the difference. Oaklanders deserve this kind of high-quality traffic calming on every neighborhood street.”

While the 8th St West Oakland Traffic Calming Project responded to resident organizing and a neighborhood need, it is also a demonstration project of a slow street – a calm street for residents that provides a good route for Oaklanders walking, biking, jogging, and getting around on low-powered electric vehicles. Learn more about OakDOT’s ideas for implementing slow streets throughout Oakland:

www.oaklandca.gov/projects/oakland-slow-streets

Woodstock Rides the Waves

People on both sides of the Estuary are twittering with excitement over the launch of Woodstock, the adorable little free water taxi that is shuttling people between Jack London Square and Alameda Landing at the Bohol Circle Immigrant Park dock. Woodstock resembles a yellow school bus and



The Water Shuttle getting ready to ride!

started out life ferrying passengers in Buffalo, NY, under the moniker Captain Jack. The ferry was purchased and trucked across country to Richmond and first cruised the Bay back in February.

Woodstock is ADA-accessible and easily accommodates

bikes. To start, service will be five days a week, Wednesday to Sunday, about 12 hours a day. Best of all, rides are free.

The two-year pilot is funded by a \$1 million grant from the Alameda County Transportation Commission with 75% of the remaining \$3 million coming from private businesses and

local associations. The Water Emergency Transportation Authority (WETA) will operate the service under the San Francisco Bay Ferry brand.

The Oakland Inner Harbor separates the bucolic bayside bikeways of Alameda from the urban buzz and regional transit connections of downtown Oakland. Non-vehicular travel options are limited: few people can stomach the narrow sidewalk in the Posey Tube, and the nearest decent bridge crossing is almost 3 miles away.

[Survey results](#) show that Woodstock should be popular and 68% of respondents said they would want to bring a bike on board. Service began on July 17, and ferry fans can find the schedule, learn more and sign up for email updates at the [water shuttle website](#).

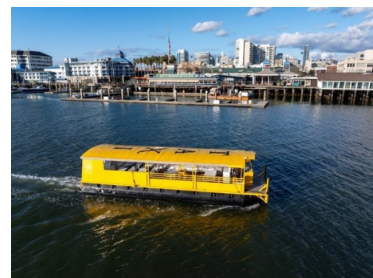
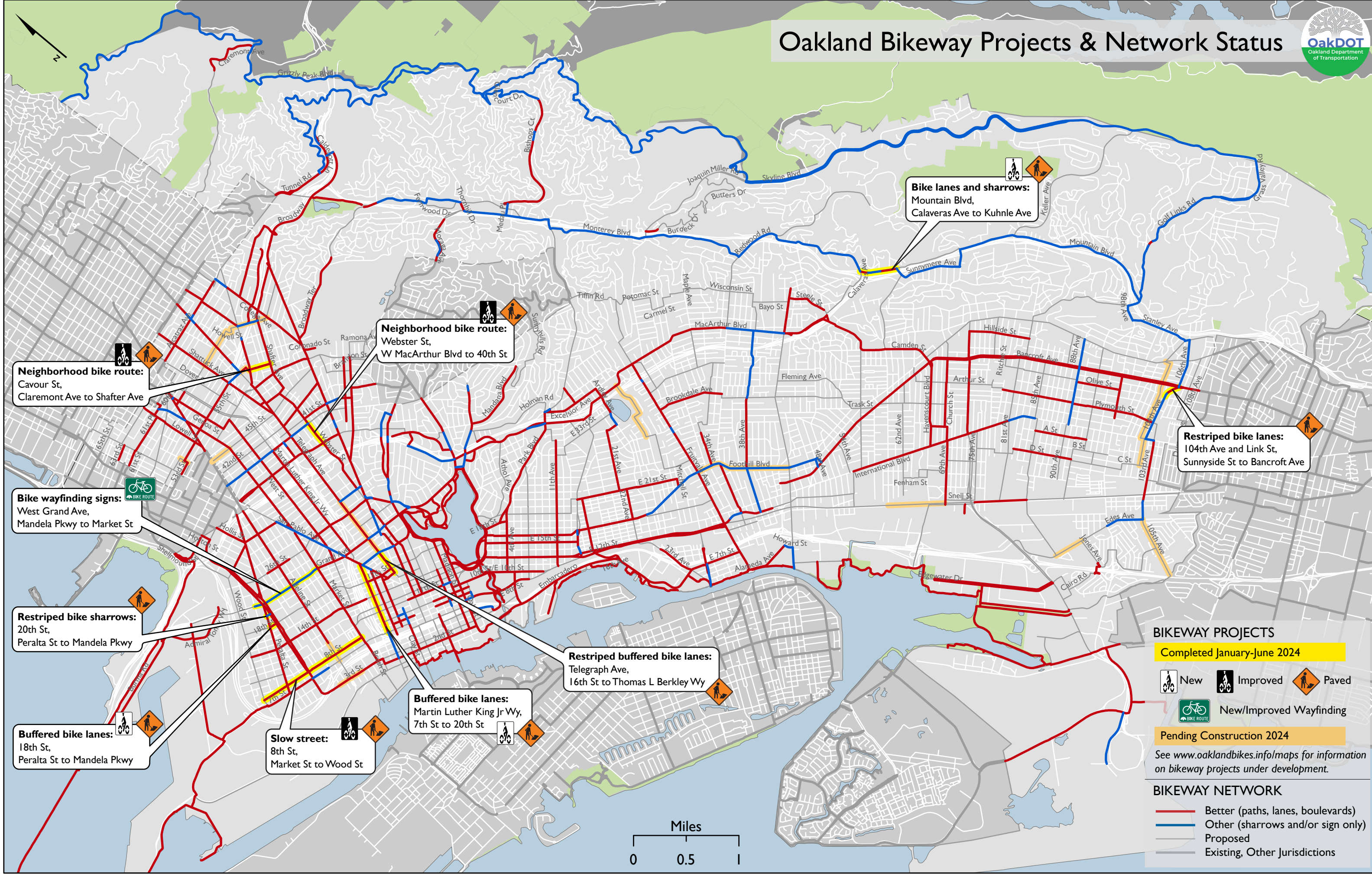


Photo Credit: City of Alameda website

Oakland Bikeway Projects & Network Status



Neighborhood bike route:
Cavour St,
Claremont Ave to Shafter Ave

Neighborhood bike route:
Webster St,
W MacArthur Blvd to 40th St

Bike lanes and sharrows:
Mountain Blvd,
Calaveras Ave to Kuhnle Ave

Restriped bike lanes:
104th Ave and Link St,
Sunnyside St to Bancroft Ave

Bike wayfinding signs:
West Grand Ave,
Mandela Pkwy to Market St

Restriped bike sharrows:
20th St,
Peralta St to Mandela Pkwy

Buffered bike lanes:
18th St,
Peralta St to Mandela Pkwy

Slow street:
8th St,
Market St to Wood St

Buffered bike lanes:
Martin Luther King Jr Wwy,
7th St to 20th St

Restriped buffered bike lanes:
Telegraph Ave,
16th St to Thomas L Berkley Wwy

BIKEWAY PROJECTS

Completed January-June 2024

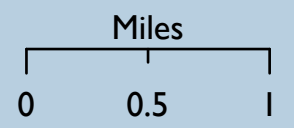
- New
- Improved
- Paved
- New/Improved Wayfinding

Pending Construction 2024

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



Busy Building New Bikeways Neighborhood Bike Route Paving Coordination

In May and June, two long-standing neighborhood bike routes (NBRs) – Cavour St from Claremont Ave to Shafter Ave and Webster St from W MacArthur Blvd to 40th St – were repaved and upgraded. Cavour St was paved by a multi-street resurfacing contract and Webster St was paved following an underground utility project. They are both examples of an ongoing citywide effort to add traffic calming improvements to NBRs through routine paving projects.



Cavour St upgraded from Claremont Ave to Shafter Ave

Treatments include speed humps, stop control on intersecting local streets, and traffic circles as proposed in the City’s [Neighborhood Bike Route Implementation Guide](#). Over half of the City’s proposed neighborhood bike routes are included in the current [Five-Year Paving Plan](#). Planning for NBR-paving coordination is advancing hundreds of traffic calming opportunities for implementation through paving projects like these to deliver quality of life improvements over a great number of Oakland streets.



Webster St upgraded from W MacArthur Blvd to 40th St

New Path at Fruitvale BART

A new bicyclist and pedestrian path opened in January 2024 that parallels the BART tracks from 35th Ave to 37th Ave, connecting the Fruitvale Transit Village to ASCEND, an elementary and middle school located along E 12th St. The path was built as part of two affordable housing projects: Casa Sueños developed by BRIDGE Housing and Casa Arabella by EBALDC, both in partnership with the Unity Council. The path does double duty in providing bicyclist and pedestrian access plus fire lane access to the new developments.

Buffered Bike Lanes for Downtown’s Martin Luther King Jr Wy

In June 2024, buffered bike lanes were installed on Martin Luther King Jr Wy from 7th St to 20th St by removing one travel lane in each direction on what was a four-lane street. The work was delivered by a paving project and funded by an Affordable Housing and Sustainable Communities grant, a California State program that funds bicyclist, pedestrian, and transit improvements in conjunction with new affordable housing developments. In the coming years a separate project will implement a two-way separated bike lane: www.oaklandca.gov/projects/martin-luther-king-jr-way-streetscape-improvements



Downtown MLK Jr Wy buffered bike lanes

Mountain Blvd Bike Lanes in Leona Heights

In June a paving project added bike lanes to Mountain Blvd between Calaveras Ave and Kuhnle Ave in the Leona Heights neighborhood. A short stretch has sharrows in the downhill direction (and a “Bicycles May Use Full Lane” sign) where the road is too narrow for bike lanes in both directions. The newly paved segment is part of a nine-mile-long bikeway that follows Highway 13 from the Oakland Zoo to Lake Temescal. The project will connect to upcoming work on Kuhnle Ave by the Oak Knoll development project and to the [LAMMPS 3](#) project that is being planned for Seminary Ave.



Mountain Blvd from Calaveras Ave to Kuhnle Ave with new bike lanes



Bicycling, briefly . . .

New BPAC Commissioners

The Bicyclist and Pedestrian Advisory Commission (BPAC) welcomed two new commissioners in early 2024.

Priyanka Altman is an avid pedestrian and cyclist in Oakland. She lives car-free and is committed to making Oakland's streets safer and more enjoyable for all users. When she's not meeting with the BPAC, she serves as a board member of Walk Oakland Bike Oakland, plays violin in the Oakland Civic Orchestra, and runs with Oakland Track Club. Spot her most days strolling with her dog Molly in Adams Point and by the lake, rain or shine!



Commissioner Priyanka Altman

Jimmy Jessup grew up in Western Colorado, holds a Chemical Engineering degree from Rice University and a Masters in Urban Planning from Texas Southern University. His impressions and



Commissioner Jimmy Jessup



BPAC Commissioners at the June 2024 Meeting

enthusiasm for meeting the needs of all transportation users are shaped by living and working in numerous European countries and American regions. He loves nothing more than a brisk morning jog or exploratory cycle ride through the city, observing the street activity as it begins to come to life.

BPAC at Juneteenth

BPAC Commissioner Phoenix Mangrum engaged with community members about the BPAC and bicycling resources at the B.H. Brilliant Minds 17th annual West Oakland Juneteenth Celebration and Street Festival, a free, family-oriented event for the community. Commissioner Mangrum also distributed childrens' bikes in a free raffle on behalf of the Cycles of Change bicycle education community group.



Commissioner Mangrum at the West Oakland Juneteenth Festival

East Oakland Futures Fest

The third Annual event took place along The Scraper Bike Way on 90th Ave, between Holly and Birch Streets on Saturday, June 8, 2024 from 11am - 6pm. East Oakland Futures Fest is a celebration of East Oakland as it exists now while envisioning a future where residents and the Black community are thriving with equitable access to resources. The event hosted over 35 local entrepreneurs, organizations, artists, innovators, music, and tech, bringing neighbors together to set a future they want to see and co-create.

For more info, contact: info@eastoaklandfuturesfest.org

Bike Champion

Librarian and community activist Anthony Propernick was honored with the Metropolitan Transportation Commission's Alameda County 2024 Bike Champion of the Year Award for connecting bicyclists to resources in his East Oakland community through initiatives like the Bike Fix, the Bike Library Lounge, and the East Oakland Engagement Team. Congratulations to Anthony and our partners at the Oakland Public Library!

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).



Anthony Propernick: Alameda County 2024 Bike Champion of the Year

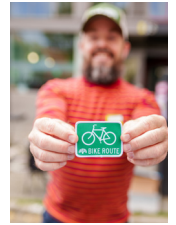
Bike Month 2024

BTWD For The Win

Bike To Wherever Day (also known as Bike To Work Day) took place May 16, 2024.

The day began with well-attended Pedal Pools that started at various locations across the city, one coming from as far away as the 81st Ave Library. City officials, staff, advocates, and residents enjoyed the group rides to downtown and had an impromptu rally with speeches by councilmembers and Mayor Sheng Thao. This was the first time since before the pandemic that there was such morning BTWD energy at the plaza and many spoke wistfully of reviving the famous pancake breakfast. Energizer Stations were set up around town for people to stop by on their morning ride and pick up a tote bag and snacks. Oakland bags included a bike tire patch kit featuring artwork by OakDOT intern Angie Chen.

The festivities continued in the afternoon with the BTWD Old Oakland Happy Hour which featured music, art, bicycling resources + swag, bike tune-ups, and even a yoga class! OakDOT sponsored BTWD through Walk Oakland Bike Oakland (WOBO) and Bike East Bay. More information at wobo.org/event/happy-hour-bike-to-wherever-day-2024



Bike Tire Patch Kit design by Angie Chen
Photo Credits: Malcolm Wallace and Pamela Palma

The Bike Fix at the Oakland Library

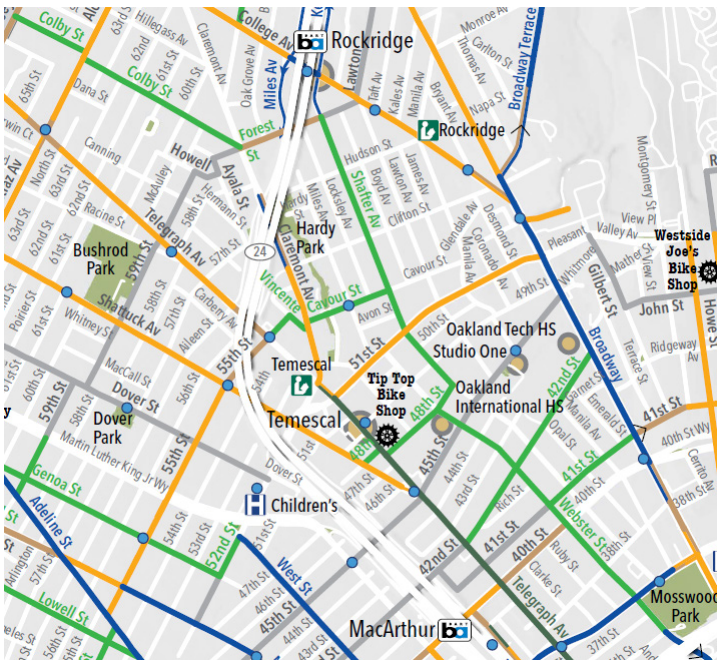
From January to June 2024, the Oakland Public Library hosted 24 Bike Fix events at the 81st Ave and Martin Luther King Branches, engaging 342 participants, completing 179 bike repairs, and giving away 26 refurbished bikes. All giveaway bikes were donated, repaired, and cleaned before distribution. For more information about the Bike Fix program, visit oaklandlibrary.org/the-bike-fix

During the 30th annual Bike to Wherever Day, the 81st Ave and West Oakland Branch Libraries hosted Energizer Stations to give away commemorative bags, treats, and other items. The 81st Ave Branch led a Pedal Pool to Frank Ogawa Plaza in the morning, and both the 81st Ave and West Oakland Branches led bike rides to Old Oakland for the Bike to Wherever Day Happy Hour. Additionally, the OPL Bike Libraries were used in all East Oakland Engagement Team outreach over 18 events, including Town Nights.

Map Revamp

Hard copies of the 2024 Bikeways Map arrived just in time for “bag stuffing” where Bike East Bay volunteers assembled goodies for over 2000 canvas bags given out at energizer stations in Oakland on Bike To Wherever Day. The maps are also available at local bike shops and at some Oakland libraries and recreation centers, and [online at this link](#). This is the fifteenth edition of the free annual map which now has over 208,000 copies in print. The 2024 map was significantly redesigned, with a different system of colors representing the various types of bikeways.

Over the years, staff had heard feedback that the map had become too complicated or had too loud of colors. Options for map design are myriad and there is no widely used standard map symbology for bikeways, so OakDOT staff created an online survey. The survey received 203 responses which helped staff make decisions for redesigning the map. For instance, the new map no longer uses the color red for bike lanes. Many people felt red had negative connotations, and discerning between red and green is difficult for people with the most common types of colorblindness.



Revamped colors in the redesigned 2024 Oakland Bikeways Map



City of Oakland, Bicycle & Pedestrian Program, OakDOT, Safe Streets Division
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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