



Cyclist Sanctuaries

Five New Protected Intersections Pare Down the Stress

Five new protected intersections are improving safety and accessibility in Oakland's bike network. These intersections enhance visibility, separate transportation modes, and slow speeds at conflict points, creating a safer environment for all roadway users. Bicyclists and pedestrians benefit from reduced exposure to motor vehicle traffic, increasing their safety and mobility confidence.

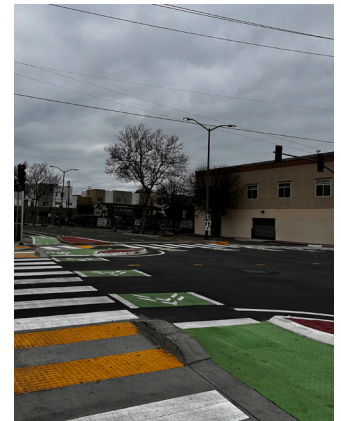
Concrete buffers separating the bike lanes were completed in October 2024, supported by a \$6 million grant from the State of California Active Transportation Program and Oakland 2016 Measure KK funds. Concrete buffers on Telegraph Ave serve multiple purposes such as bus boarding islands and delineating parking areas (with new ADA accessible parking). Enhanced pedestrian crossings and curb ramps were installed.



W Grand Ave and Adeline St



W Grand Ave and Telegraph Ave



W Grand Ave and Market St

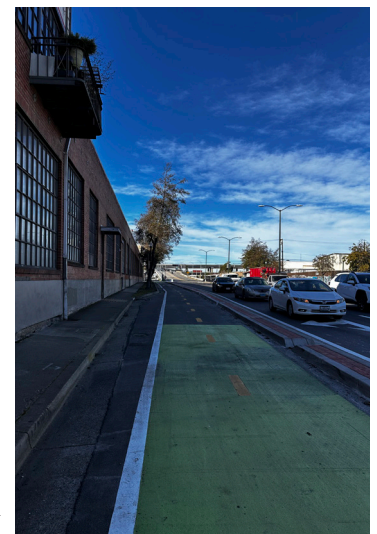
Protected intersections, while not new to Oakland and the Bay Area, are becoming more common. Oakland previously flirted with protective elements at intersections at the Harrison St/Lakeside Dr separated bike lane, and at 8th and 9th Streets along Madison St using quick build materials. (The [Winter 2023 issue of this newsletter](#) also covered the city's first fully concrete protected intersections completed in August 2022.) Protected intersections use concrete islands to create more space for bicyclists and reduce crosswalk distances for pedestrians. These islands position drivers to observe crossing bicyclists and pedestrians during turns.

Between 2023 and 2024, two protected intersections were installed as part of the Telegraph/KONO (Koreatown Northgate) project along Telegraph Ave at W Grand Ave and 27th St. Three protected intersections were also added in 2024 on W Grand Ave at Mandela Pkwy, Adeline St, and Market St during repaving work.

The KONO project was implemented about 10 years ago with a road diet from four lanes to three. The treatment and design of the separated bike lanes have gone through multiple iterations, including an initial pilot with quick build materials.

W Grand Ave saw similar improvements, with a road diet from three lanes to two in each direction, buffered bike lanes, bike wayfinding signage, improved crosswalk markings, and pedestrian refuge islands with rapid flashing beacons. The new bike lanes connect to a two-way bikeway on the south side of W Grand Ave, linking to the future [West Oakland Link](#) project and the SF-Oakland Bay Bridge path.

The W Grand Ave project also removed unused railroad tracks at Kirkham St and Poplar St, funded by Measure KK, reducing hazards for bicyclists. New traffic signal poles were installed at Mandela Pkwy to align travel way approaches with W Grand Ave.



W Grand Ave two-way protected bike lane

13th Street Refreshed

With the repaving of 13th St from Franklin St to Lake Merritt Blvd, the one-way street was transformed from its former four-lane configuration to a single lane for motor-vehicles, a buffered bike lane, and back-in angle parking on the north side of the street. Once a major east-west thoroughfare through downtown, changes to Oakland's transportation system over time (such as the removal of streetcar lines that shared 13th St, pedestrianization of four blocks of 13th St at Oakland City Center, and the removal of the 12th St Dam viaduct) reduced traffic on the roadway.

The project realized an opportunity to refocus the street's design from moving cars through downtown to bringing people to the area, regardless of their mode of travel. The new lane configuration is expected to reduce speeding, improve safety and comfort for pedestrians crossing the street, and improve bicycle access to the many destinations along the corridor.

Perhaps the most visible change, one parallel parking lane was converted to back-in angle parking as a cost-effective means of narrowing the travel way. Back-in angle parking improves safety over head-in angle parking by increasing drivers' visibility of other users before entering traffic,



Newly configured 13th St with buffered bike lane and back-in angle parking

allows for loading a trunk from the curb, and directs passengers toward the curb rather than the street when exiting the vehicle.

While the treatment is relatively new in Oakland, compliance appears to be high, thanks to clear signage and the intuitive nature of the maneuver (just half of a parallel parking maneuver, after all).



Park Blvd quick build separated bike lane and crossing improvements

Park Blvd/E 34th St Quick Build

A quick build improvement was completed in December at the intersection of Park Blvd and E 34th St. The improvements were designed and installed by the Traffic Engineering and Traffic Maintenance sections of OakDOT, who worked with Oakland High and Oakland Unified School District staff in responding to traffic safety concerns near the school. Features include a paint and post bulb out and posts converting the existing buffered bike lanes on Park Blvd to separated bike lanes approaching the intersection. The crossing improvements also benefit bicyclist connections to E 34th St, a proposed neighborhood bike route. OakDOT is pursuing further improvements at this crossing, including concrete corner islands and a rectangular rapid flashing beacon.

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

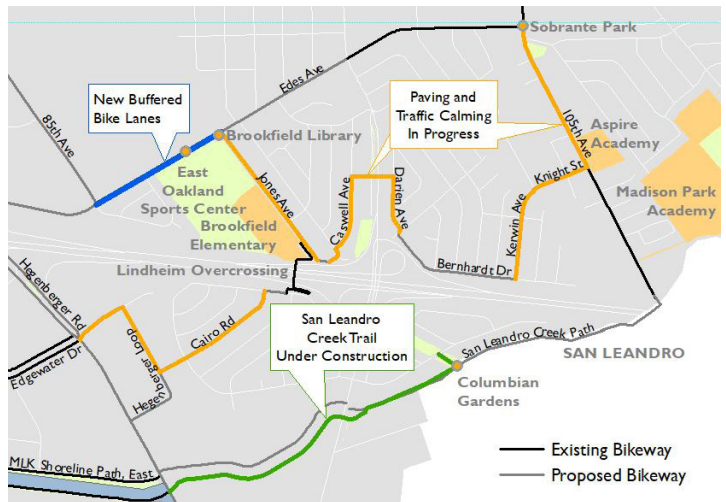
Betty Choy, Poinciana Hung-Haas,
Rachel Strangeway, Breitling Snyder

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.



Streets & Creeks in the Deep East

Edes Avenue was paved from 85th Avenue to Jones Avenue. Because large commercial parcels with their own parking lots line the north side of the street, buffered bike lanes were made possible by removing the parking lane. This improvement is part of an emerging network of routes to connect deep East Oakland neighborhoods to the MLK Jr Regional Shoreline, Bay Trail, and San Leandro Creek Trail. Upcoming paving projects will build neighborhood bike routes connecting the new bike lanes to the Lindheim Overcrossing of I-880 and to the waterfront. OakDOT also applied for grant funding to begin designing a bicyclist and pedestrian path along 85th Ave, which would connect these routes to the East Bay Greenway and Coliseum BART. See the [September 2024 BPAC meeting](#) for more info.



Map of recent and upcoming bikeway improvements in deep East Oakland



Rendering of the future San Leandro Creek Trail
Image Credit: Alameda County Public Works Agency

Construction for the [San Leandro Creek Trail](#) broke ground on November 9, 2024. Also called the Lisjan Creek Greenway Trail, the project is building a 0.7-mile multi-use path connecting Columbian Gardens Park to existing trails along the bay. The work includes trail amenities like interpretive signage, benches, and bike racks, as well as new traffic signals at Hegenberger Rd and 98th Ave, and a bridge over the creek connecting the trail to Empire Rd. Should Union Pacific Railroad ever allow a trail crossing in their right-of-way near I-880, a second phase of the project will extend the trail to 105th Ave. This Alameda County project has been in the works for nearly two decades and is supported by the Brower Dellums Institute, East Oakland Neighborhood Initiative, and Hood Planning Group.

Funding for LAMMPS

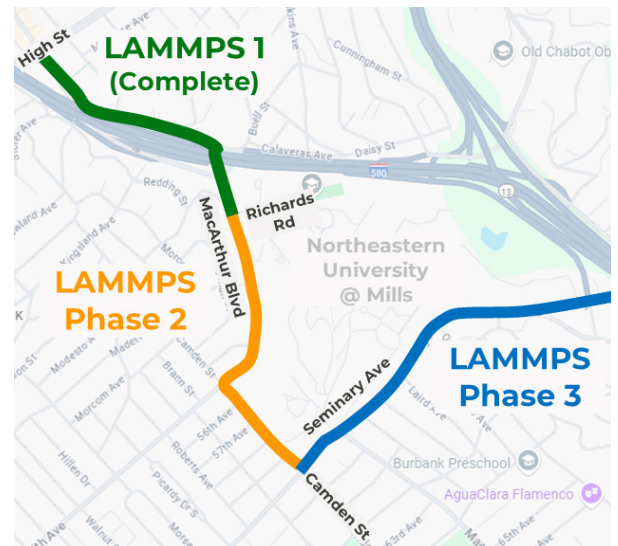
Between July and December 2024, the City of Oakland received an \$8.7 million grant for the Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) [Phase II](#) and [Phase III](#) project through the Affordable Housing & Sustainable Communities Program.

LAMMPS Phase II and Phase III will construct a new Class I off-street biking and walking path, transit signal priority, and a suite of pedestrian and connectivity improvements on MacArthur Blvd and Seminary Ave in Central East Oakland. This project will connect to the completed [Phase I](#) segment on MacArthur Blvd between Richards Rd and High St.

This grant is part of a larger \$44 million award, which will fund the construction of 119 units of affordable housing in the Liberation Park development.

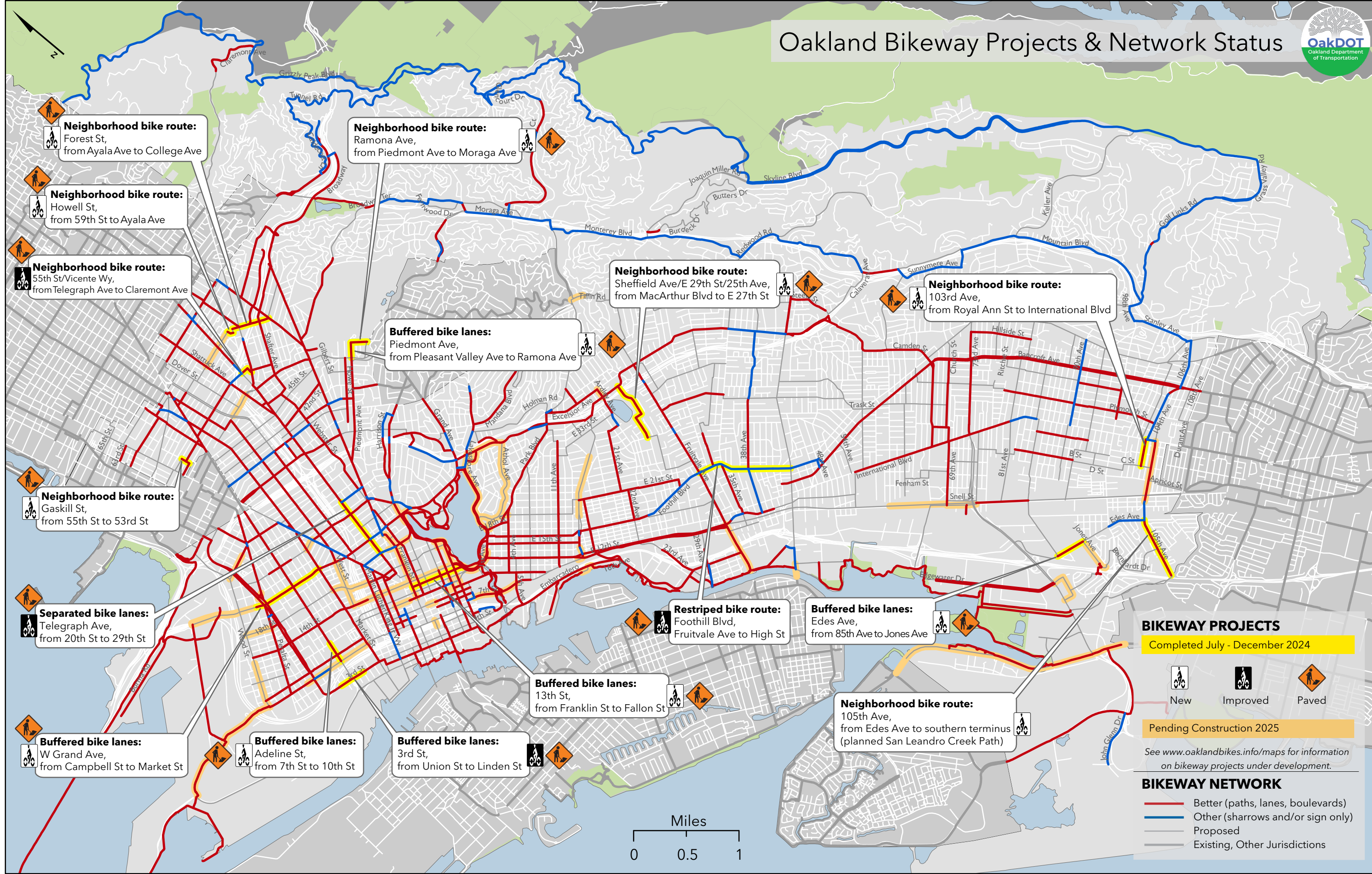


LAMMPS Phase I off-street path



Map of future LAMMPS phases

Oakland Bikeway Projects & Network Status



Neighborhood bike route:
Forest St,
from Ayala Ave to College Ave

Neighborhood bike route:
Howell St,
from 59th St to Ayala Ave

Neighborhood bike route:
55th St/Vicente Wy,
from Telegraph Ave to Claremont Ave

Neighborhood bike route:
Ramona Ave,
from Piedmont Ave to Moraga Ave

Neighborhood bike route:
Sheffield Ave/E 29th St/25th Ave,
from MacArthur Blvd to E 27th St

Neighborhood bike route:
103rd Ave,
from Royal Ann St to International Blvd

Buffered bike lanes:
Piedmont Ave,
from Pleasant Valley Ave to Ramona Ave

Neighborhood bike route:
Gaskill St,
from 55th St to 53rd St

Separated bike lanes:
Telegraph Ave,
from 20th St to 29th St

Restriped bike route:
Foothill Blvd,
Fruitvale Ave to High St

Buffered bike lanes:
Edes Ave,
from 85th Ave to Jones Ave

Buffered bike lanes:
13th St,
from Franklin St to Fallon St

Neighborhood bike route:
105th Ave,
from Edes Ave to southern terminus
(planned San Leandro Creek Path)

Buffered bike lanes:
W Grand Ave,
from Campbell St to Market St

Buffered bike lanes:
Adeline St,
from 7th St to 10th St

Buffered bike lanes:
3rd St,
from Union St to Linden St

BIKEWAY PROJECTS

Completed July - December 2024

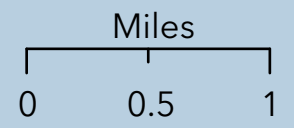
- New
- Improved
- Paved

Pending Construction 2025

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



New Year, New Bikeways!

Neighborhood Bike Route Paving Coordination

OakDOT’s Neighborhood Bike Route – Paving coordination machine continues to pump out neighborhood bike route (NBR) improvements, as outlined in the City’s [Neighborhood Bike Route Implementation Guide](#). NBRs repaved in this reporting period include: 105th Ave from Edes Ave to the southern end, 103rd Ave from Royal Ann St to International Blvd, Sheffield Ave/E 29th St/25th Ave from MacArthur Blvd to E 27th St, Gaskill St from 55th St to 53rd, and a cluster of streets near the Rockridge BART station.

OakDOT works continuously to standardize and increase the delivery of NBR improvements in coordination with routine paving projects. Common NBR/Paving coordination toolkit items include speed humps, stop signs, and neighborhood traffic circles. Since the adoption of the 2022 5-year paving plan, a total of 74 speed humps, 22 new stop signs, and 15 traffic circles have been installed.

Adeline St in West Oakland

In August 2024, a paving project implemented buffered bike lanes on Adeline St (7th St to 10th St) in West Oakland by removing two travel lanes from what was a four-lane roadway. This work extends buffered bike lanes on Adeline St that were installed from 10th St to 19th St by a 2017 paving project and from 19th St to 35th St in coordination with a 2022 PG&E project. The block from 35th St to 36th St is planned for implementation in 2025.



Buffered bike lane on Adeline St



Left: Buffered bike lanes on Piedmont Ave



Right: Neighborhood Bike Route on Ramona Ave

Northern Piedmont Ave & Ramona Ave Bike Route Paving Project

The repaving of Piedmont Ave north of Pleasant Valley Ave and Ramona Ave between Piedmont Ave and Moraga Ave was completed in June 2024. This project added buffered bike lanes on Piedmont Ave and a high-visibility crosswalk in front of the Chapel of the Chimes. On Ramona Ave, sharrows were added to connect a gap in the existing bike route and to create a connection to Moraga Ave that avoids heavy traffic on Pleasant Valley Ave. At the intersection of Ramona Ave and Moraga Ave, vehicles are prohibited from making left turns. Signage is being added to exempt bicyclists from the turn restriction and create a two-way bike route on Ramona Ave. A high visibility crosswalk across Ramona Ave was also added. This project was done in coordination between EBMUD’s utility maintenance and DOT’s paving plan and bikeway implementation.

Bike the Numbers

Year Ending	Bikeway Miles	“Better” Bikeway Miles*	% with Better Bikeways	Bike Parking Spaces
2007	104	46	44%	3,224
2011	121	56	46%	5,303
2015	151	91	60%	8,841
2019	171	116	68%	10,916
2020	184	129	70%	11,090
2021	192	140	73%	11,719
2022	194	143	74%	11,878
2023	197	145	74%	11,945
2024	201	151	75%	12,187

* “Better” bikeways: bike paths, lanes, and boulevards; miles measured as centerline miles

Back on the Saddle with the Oakland Public Library

The Bike Fix is growing, and now available every week!

Fix your bike on:

- Wednesdays at the Martin Luther King (MLK) Jr. Branch Library
- Fridays at the 81st Avenue Branch Library

From July through December 2024, the Bike Fix served 535

participants and held 41 clinics at the 81st Avenue and MLK Jr. Branch Libraries, in addition to two pop-up clinics at 65th Village (also known as Lockwood Gardens, a public housing property of the Oakland Housing Authority).



The Bike Fix repair clinic in action!

62 bikes were given away and 435 were repaired, more than twice as many repairs compared to the same six-month span in 2023!

A new Library Aide staff member was hired and trained to perform basic bike repairs in support of the Bike Fix program. Since October, the Higher Ground Neighborhood Development Corporation has provided additional support through their Better Neighborhoods Same Neighbors initiative, with up to five mechanics available on Wednesdays at the MLK Jr. Branch and up to six mechanics on Fridays at the 81st Ave Library. [Visit the Bike Fix program website.](#)

The Bike Library provides a mobile library lounge with books, resources, and activities. For Dia De Los Muertos, the East Oakland Engagement team took the Bike Library to a procession from Highland Community School to the 81st Ave Branch Library. The Bike Library also made an appearance in the Alameda County Safe Routes to Schools Program's Ruby Bridges Walk to School Day from Golden State College Preparatory Academy to the MLK Jr. Branch Library.

Bicycling, briefly . . .

Wonderful Woodstock

The [Oakland Alameda Water Shuttle](#), aka Woodstock, began service in July 2024 and is so successful that the schedule was expanded in November. There are now 52 additional runs each week, with higher frequency service, later morning start times, and extended evening service. The ferry still runs Wednesdays to Sundays only.

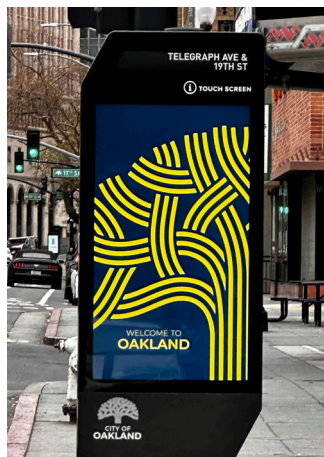


*Woodstock
the Water Shuttle*

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).

Bikes on IKEs

Interactive Kiosk Experience (IKE) kiosks are springing up, mainly downtown. The kiosks look like giant smartphones and provide free WiFi. They use touchscreens to show directions, places of interest, food options, and more. One app takes you to the [OakDOT Bicycle Facilities and Projects Web Map](#) with information on bikeways and bike parking. IKE kiosks also feature local artwork, and interested artists can [follow the link here!](#)



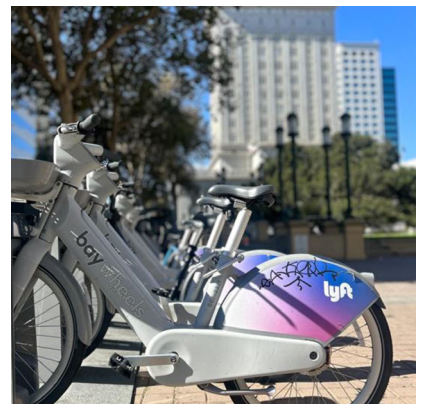
IKE Kiosk on Telegraph Ave

BayWheels Bikeshare Blossoming

More BayWheels bike sharing stations are coming to Oakland, [courtesy of funding](#) from the Metropolitan Transportation Commission. OakDOT Parking and Mobility Division staff are identifying locations to add 18 stations in Oakland. The expansion includes the addition of 565 e-bikes to the BayWheels system in the East Bay.

OakDOT staff are considering several factors for placement of new stations, including where existing bikeways are located, and population and job density. Staff have determined three scenarios for expansion: filling in gaps in the existing service area, focusing on expanding East of Lake Merritt, or a combined approach that balances both infill and expansion.

An [interactive map](#) showcases the expansion scenarios for the bikeshare network. After exploring these maps and considering what makes a station effective, scroll to the bottom of the page to [enter another map](#) that allows you to drag a pin on the map to show where you want to see a station.



BayWheels station at Frank H. Ogawa Plaza

All Things BPAC

2024 In Review

In 2024, the Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) undertook significant work to make Oakland safer for walking and biking. Commissioners dedicated time through monthly meetings, plus the Commission's Infrastructure Committee and Policy and Legislative Committee, and many additional hours of advocacy, input, and education. The BPAC prioritized addressing dangerous streets through traffic-calming solutions, including quick-build infrastructure like speed humps, flex posts, and safer crosswalks.

While OakDOT has made substantial strides in equity-driven transportation planning, traffic crashes remain unacceptably high. In 2024 alone, 13 pedestrians and six bicyclists were killed on city streets. In the 2024 Annual Chair's Report, BPAC Chair Grey Gardner urges the City Council to prioritize funding for proactive safety improvements and to address OakDOT's critical staffing shortages that slow project delivery.

In 2024, BPAC also provided feedback on key efforts like the Safe Oakland Streets Initiative, International Boulevard quick-build project, and updates to the High Injury Network. [Visit the BPAC Website](#) to learn more.

BPAC at OPD Trunk or Treat

BPAC Commissioners Priyanka Altman and Alex Frank engaged with community members about the BPAC and bicycling resources at the 6th Annual Halloween "Trunk or Treat" hosted by the Oakland Police Department at Verdesse Carter Park. BPAC Commissioners are participating in OPD events to develop positive relationships with the Police Department and officers and counter racial profiling of bicyclists.



BPAC Commissioners at Trunk or Treat

Thank You, Phoenix Mangrum and Alex Frank, for Your Dedication to the BPAC

OakDOT is deeply grateful for the service of Phoenix Mangrum and Alex Frank on Oakland's BPAC. Phoenix recently completed two terms totaling six years of service as a commissioner, from 2019 to 2024. In addition, Phoenix held the role of lead of the BPAC/Oakland Police Relations Committee and later OPD liaison. Phoenix brought a lifetime of experience as a cyclist and over a decade of experience as a bike mechanic and safety educator. As an educator with Cycles of Change, Phoenix has taught bike safety to youth and low-income adults and served on the Oakland Community Land Trust board and BART Bicycle Advisory Task Force. His advocacy for safer biking facilities and anti-displacement in the San Antonio and Fruitvale districts, along with vital input to the 2019 "Let's Bike Oakland" plan, has left a lasting impact on Oakland's biking community and is deeply appreciated.



Phoenix Mangrum



Alex Frank

Alex Frank recently finished his term serving as BPAC Commissioner from 2022 to 2024. His leadership of the BPAC Policy and Legislative Committee showed his dedication to making Oakland safer. Born and raised in Oakland, Alex's commitment to creating thriving, caring neighborhoods was evident in his advocacy for biking as an equitable, healthy transit option. Through his work with Campmobility.org, he helps economically disadvantaged people access and maintain bicycles as affordable transportation and enjoy a fun, healthy way of getting around, particularly in East Oakland.

Thank you, Phoenix and Alex, for your dedication to making Oakland safer and more connected!



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