

Form: 12564

Oakland

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Page: BFC: Application Intro

Community Name:

Oakland

Has the community applied to the Bicycle Friendly Community program before?

Renewing Application

What year was the community's most recent BFC application?

2014

What was the result of the community's most recent BFC application?

Silver

If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#).

Community Website:

www.oaklandca.gov

Community's Twitter URL:

<https://twitter.com/Oakland>

Community's Facebook URL:

Page: BFC: Contact Information

Applicant First Name

Jason

Applicant Last Name

Patton

Job Title

Bicycle and Pedestrian Program Manager

Department

Department of Transportation

Employer

City of Oakland

Street Address (No PO Box, please)

250 Frank H Ogawa Plaza, Suite 4344

City

Oakland

State

California

Zip

94612

Phone #

510-238-7049

Email Address

jpatton@oaklandca.gov

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

First Name

Jennifer

Last Name

Stanley

Agency/Department/Organization

City of Oakland, Department of Transportation, Bicycle & Pedestrian Program

Title

Bicycle & Pedestrian Facilities Coordinator

Email

jstanley@oaklandca.gov

Do you have a second local government contact to enter?**Did you work with any local advocacy organizations or citizen volunteers on this application?**

Yes

First Name

Chris

Last Name

Hwang

Organization

Walk Oakland Bike Oakland (WOBO)

Title

President

Email

chris@wobo.org

Do you have a second advocacy contact to enter?

Yes

First Name

Robert

Last Name

Prinz

Organization

Bike East Bay

Title

Education Director

Email

robert@bikeeastbay.org

Do you have a third advocacy contact to enter?

Yes

First Name

Midori

Last Name

Tabata

Organization

Bicyclist and Pedestrian Advisory Commission (City of Oakland)

Title

Chair

Email

midorit@pacbell.net

Do you have a fourth advocacy contact to enter?

Yes

First Name

Sean

Last Name

Mullen

Organization

TransForm

Title

Safe Routes to Schools BOBA Site Coordinator

Email

smullen@transformca.org

Do you have a fifth advocacy contact to enter?

Yes

First Name

Dave

Last Name

Campbell

Organization

Bike East Bay and Walk Oakland Bike Oakland

Title

Advocacy Director (Bike East Bay), Vice Chair (Walk Oakland Bike Oakland)

Email

dave@bikeeastbay.org

Do you have a sixth advocacy contact to enter?

Yes

First Name

Tiff

Last Name

Mueller

Organization

Bike Rescue

Title

Founder & Director

Email

bayareabicyclerescue@gmail.com

Do you have a seventh advocacy contact to enter?

No

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

No

Page: BFC: Community Profile

Please note: The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Oakland

A2. County/ Borough/Parish:

Alameda County

A3. State:

California

A4. Link to map of community boundaries:

<https://goo.gl/maps/dUvcVjZ4UZk>

A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here.

A6. Type of Jurisdiction

Town/City/Municipality

A7. Size of community

55.8

A8. Total Population:

412040

A9. Population Density:

7384

A10. Which of the following best describe your community? Check all that apply.

Urbanized area

A11. What is the street network density?

More than 15.0

(For internal use only.)

Name

Libby Schaaf

Title

Mayor

Street Address

1 Frank Ogawa Plaza

City

Oakland

State

California

Zip

94612

Phone

510-238-7304

Email

lschaaf@oaklandca.gov

Page: BFC: Engineering

B1. Does your community currently have any of the following policies in place?

Local Complete Streets or bicycle routine accommodation resolution

B1a. What year was the resolution passed?

2013

B1b. Please provide a link to the resolution.

<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/marketingmaterial/oak039959.pdf>

B1c. Since the passing of the resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?

Yes

B2a. Please describe.

Oakland uses the following guidance on this topic:

- (1) NACTO's Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities;
- (2) Bike Plan policies that propose dedicated bicycle space as motor vehicle speeds and volumes increase;
- (3) Design details for bike lanes and buffers.

The above are being brought together in a complete streets design manual that is currently in draft form.

B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.

Mixed-use zoning or incentives, Transit Oriented Development ordinance or program, Form-based/design-based codes, Connectivity policy or standards

B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.

Design manual that incorporates the NACTO Urban Bikeway Design Guide, Design manual that incorporates the NACTO Urban Street Design Guide, Streetscape design guidelines

B5. Does your community currently have any of the following additional policies in place? Check all that apply.

Policy to preserve abandoned rail corridors for multi-use trails, Accommodation of bicyclists through construction sites in the public right-of-way, Maximum car parking standards , No minimum car parking standards , Paid public car parking , Shared-parking allowances

B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.

Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Internal peer training, Training by outside consultant/advocate, Require project consultants to have bike/ped qualifications

B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.

Bike parking ordinance for all new developments specifying amount and location , Ordinance requiring showers and lockers in new non-residential buildings, Public uncovered bike racks, Bike valet parking available at community events , Ordinance that allows on-street bike parking/bicycle corrals , Ordinance that allows bike parking to substitute for car parking, Subsidy program for private bike parking installation, Public or private program that provides grants for bike racks or free bike racks upon request

B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.

Publicly accessible bicycle repair stations, Publicly accessible air pumps

B9. Do your standards for bicycle parking: Check all that apply.

Conform with APBP guidelines?, Address the need for parking spaces for cargo bicycles?

B10. What percentage of public and private bike racks conform with APBP guidelines?

More than 75%

B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.

Public & private schools (K-12), Day care, child care centers and preschools, Higher Education Institutions, Libraries, Hospitals and medical centers, Parks & recreation centers, Other government-owned buildings and facilities, Event venues (e.g. convention center, movie complex), Hotels & restaurants, Office buildings, Retail stores (excluding grocery stores), Grocery stores, Multi-family housing (excluding subsidized or public housing, if any), Subsidized or public housing

B12. Does your community have a rail transit or bus system?

Yes

B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.

Yes, at all times in rail vehicles, Folding bikes are allowed in folded position in buses, Folding bikes are allowed in folded position in rail vehicles, There is specialized space (e.g. hooks or luggage space) for bikes in rail vehicles

B12b. What percentage of buses are equipped with bike racks?

100%

B12c. What percentage of transit stops are equipped with secure and convenient bike parking, including bus stops?

11-25%

B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?

Yes

Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.

There are 11 rail stations and one ferry station in Oakland. Bikeways directly connect to seven of these (and plans are underway to provide connections to all of them). Serving these stations are two attended bike stations for 366 bikes, the first installed in 2004, and 410 multi-user, electronic bike lockers and 20 keyed lockers. There are well over 1,000 bike rack spaces at the rail stations (many inside the fare gates) and directly adjacent (within 20 feet) of major bus stops.

B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.

Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure describing bike rack use/how to store bikes inside a transit vehicle , Video describing bike rack use/how to store bikes inside a transit vehicle , Information on bike racks/storage provided on transit schedules

B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?

Yes

Answer all that apply. (in miles)

Paved shared use paths (≥10 feet)

20

Paved shared use paths (≥ 8 and <10 feet)

8

Unpaved shared use paths (≥10 feet)

0

Unpaved shared use paths (≥ 8 and <10 feet)

19

Singletrack

25

B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.

Bike/pedestrian overpasses/underpasses, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Signalized crossings

B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.

“Cut-throughs” that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs),
Off-street way-finding signage with easily visible distance and/or riding time information for bicyclists while riding, Parallel but separated paths for bicyclists and pedestrians

Sweeping

As needed

Vegetation maintenance

As needed

Snow and ice clearance

N/A - No snow or ice

Surface repair

Within one month of complaint or longer

B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)?

919

(in centerline miles)

≤25mph

760

>25mph and ≤35mph

154

>35mph

5

B16. Does your community have on-street bicycle facilities?

Yes

B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25 mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Bike boulevards

9.2

Shared lane markings (not counted under Bicycle Boulevards)

12.4

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

37

Buffered bike lanes

16.4

Protected bike lanes (one-way or two-way)

0.7

Raised cycle tracks (one-way or two-way)

0

B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25 mph and ≤ 35 mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Shared lane markings

2.2

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

8.6

Buffered bike lanes

2.8

Protected bike lanes (one-way or two-way)

0.3

Raised cycle tracks (one-way or two-way)

0

B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35 mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

3.8

Buffered bike lanes

0

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

Sweeping

Same time as other travel lanes

Snow and ice clearance

N/A - No snow or ice

Pothole maintenance/ surface repair

Within one month of complaint or longer

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

B18. How has your community calmed traffic? Check all that apply.

Used lower design speeds when designing for new roadways, Physically altered the road layout or appearance , Road diets , Lane diets, Speed feedback signs/cameras, Car-free/Car-restricted zones

B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.

Contra-flow bike lanes (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street), Removal of on-street car parking, Bicycle left turn lanes, Shared bicycle/bus lanes, Reverse angle parking, On-street way-finding signage with distance and/or time information, Signed bike routes, Bicycle-friendly storm sewer grates

B20. Are there any signalized intersections in your community?

Yes

B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Video or microwave detection for demand-activated signals, Timed signals, Signals timed for bicycle speeds, Bicycle Signal Heads, Advanced Stop Line or Bike Box, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Refuge islands, Right corner islands ("pork chops")

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B21. Does your community currently have a community-wide bike sharing program that is open to the general public?

Yes

B21a. Please provide a link to your bike sharing program website.

www.fordgobike.com

B21b. What is the name of your city's bike share program?

Ford GoBike

B21c. Who is involved in implementation of this program?

Government

B21d. What type of system is your bike sharing program?

Automated kiosk-style bike share system

B21e. How many bikes are in the system?

850

B21f. How many stations are in the system?

79

B21g. What is the average station density? (number of stations per square mile)

1.4

B21h. How many trips were made in the last calendar year?

71332

B21i. Are there options for transporting children as passengers?

No

B21j. What specific efforts, if any, have been implemented to make the bike sharing program accessible to low-income populations your community? Check all that apply.

Cash or non-credit card dependent payment system, Subsidized bike share memberships, Community outreach

B21k. Does your bike share program make ridership publicly available online?

Yes

B22. Which of the following bicycling amenities are available within your community boundaries? Check all that apply

Cyclocross course, Bicycle-accessible skate park, Signed loop route(s) around the community

B23. Which of the following safety amenities are available in your community? Check all that apply

Street lighting on most arterials, Lighting of most shared-use paths, None of the above

B24. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

Oakland has now adopted the full suite of forward-looking bicycle design elements: protected bike lanes, buffered bike lanes, bicycle signal heads, bike boxes, two-stage turn boxes, green conflict zones, bikeway markings through intersections, bike corrals, eLockers, and bike stations. Protected intersections and bus boarding islands are under development (with four temporary bus boarding islands already installed). AC Transit, the provider of local bus service in Oakland and the East Bay, recently completed Multimodal Corridor Guidelines. These guidelines have detailed design recommendations for bikeways on bus routes, especially for the design of protected bike lanes with bus boarding islands.

Oakland's commitment to protected bike lanes is best demonstrated through its recent successes with grant funding. In the past three years, the City of Oakland secured six grants totaling \$28 million specifically for protected bike lane projects. (This total does not include other major grants for bicycle path projects.) These six projects include \$10 million for one mile of protected bike lane on 14th St across the entirety of downtown Oakland, linking West Oakland to Lake Merritt. There is also a \$4.5 million grant for upgrades to the Telegraph Ave protected bike lanes, replacing the original low-cost design with concrete islands and traffic signal improvements.

The City of Oakland was recognized by the Federal Highway Administration as a national leader for coordinating bikeway implementation with routine resurfacing projects ("Incorporating On-Road Bicycle Networks into Resurfacing Projects", 2016, pp. 18-19). The report noted the City's five-year paving plan that allows time for early coordination, and the close collaboration between the City's Paving Program and Bicycle Program. In recent years, the majority of Oakland's bikeway mileage has been delivered through paving projects.

Oakland has also been successful in requiring the construction of new bike lanes as part of major development projects. This is particularly notable given that Oakland is an already developed city where almost all development is in-fill development. To ensure continuity of the bikeways, development projects have been required to build bikeways that extend beyond their property frontages. Developers are now building protected bike lanes as well as implementing road diets with buffered bike lanes.

The City of Oakland partners with Bike East Bay to identify and repair potholes that adversely affect bicyclists. Each month, Bike East Bay identifies 10 potholes through its Hazard Reporting Program (<https://bikeeastbay.org/HazardReporting>). The priority list is submitted directly to Oakland staff for expedited processing. A shared spreadsheet tracks progress and ensures that the identified potholes are resolved. To date, the program has identified 500 priority locations and resolved 96% of the potholes.

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

75 -99%

C1b. What type of bicycle education is offered?

Optional on-bike education

C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

51-75%

C2b. What type of bicycle education is offered?

Optional on-bike education

C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C3. Do any public or private high schools offer regular bicycle education to students?

Yes

C3a. What percentage of your public and private high schools offer bicycle education?

26-50%

C3b. What type of bicycle education is offered?

Optional on-bike education

C3c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Learn to ride classes, Bike clinics or rodeos, Youth bike clubs, Scouts bicycle training, Youth development mountain bike racing teams, Helmet fit seminars, Trail riding classes, Summer camps, Bicycle-related after school programming

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Classroom-based classes , Information sessions/workshops

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Local bike shop employee, Local bicycle advocate

C5d. On average, how often are these classes offered?

Monthly or more frequently

C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?

Yes

C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.

Educational group rides, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Permanent signage, displays, or information kiosks, Table or booth at community events

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention

C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.

Women , People of Color, Non-English speakers, Low-income populations , LGBT+ community

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.

Information for students and parents from the school system, Info sessions/lunch seminars

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.

Transit operators

C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?

27

C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?

Smart Cycling Quick Guide, Smart Cycling Education videos

C13. Describe any other education efforts in your community that promote safe cycling.

Additional workshop types provided include: Adult learn-to-ride classes; Bicycle theft prevention workshops; Bike share basics workshops; Bike-friendly driver classes, including sessions for bus and shuttle operators. Bike East Bay conducts bike lights and reflective gear giveaways, some with fiscal sponsorship by the City of Oakland. The City uses a portion of its annual Transportation Development Act Article 3 (TDA) funding allocation every two years to fund adult streets skills courses. (TDA is a statewide sales tax and Article 3 dedicates a portion of revenues to bicycle and pedestrian projects at the local level.)

Page: BFC: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.

Guaranteed Ride Home program

D1a. Please provide links for any programs checked above:

<http://grh.alamedactc.org/>

D2. What other groups actively promote bicycling in the community? Check all that apply.

None of the above

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

No

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Web-based route finding service, Printed/digital bicycle network map , Printed/digital mountain bike trails map

D5. How is National Bike Month/your own dedicated Bike Month promoted in your community? Check all that apply.

Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Community Rides, Mayor-led/Council-led Ride, Publish a guide or calendar of Bike Month Events, Bike Month Website, Commuter Challenge, Challenges aimed at students biking to school, Bike Commuter energizer stations/breakfasts, Mentoring program for new riders, Bike valet parking at events

D6. How is bicycling promoted in your community outside of Bike Month? Check all that apply.

Community and charity rides, Trail construction or maintenance day, Open Streets/Ciclovia/Sunday Parkways, Non-commuting related (i.e. errand-running) challenges and programs, Challenges aimed at students biking to school, Business program that provides discounts for customers arriving by bicycle, Triathlons and bicycle races, Bike commuter events, Publish a guide or calendar of community bicycle events, Mentoring program for new riders, Bike valet parking at events, International Bike to School Day in October , Bicycle-themed festivals/parades/shows

D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.

Women , People of Color, Families with toddlers and young children , Non-English speakers, Low-income populations, LGBT+ community

D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Organize event(s), Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

D9. Are any of the following cycling clubs/groups active in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, Racing clubs or teams, Kidical Mass, Family Bike Party, or other family-oriented groups, Women-only ride groups, People of Color ride groups

D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.

Safe Routes to School program, Earn a Bike program

D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 15,001-30,000 residents

D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

Yes

D12a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.

Provision of abandoned or impounded bicycles for resale

D13. Describe any other events, programs or policies your community has to encourage bicycling.

The staff at the Oakland Public Library love bicycles. They have a fleet of Bike Libraries – bike powered bookmobiles – that they use to take services to the communities they serve. These bike-powered mobile services include online library card registrations, materials check-out, and demonstrations of online services such as ebooks and databases. OPL Bike Libraries Models 2.0 and 3.0 were made possible by a generous grant from the Friends of the Oakland Public Library and were designed in early 2016; these are smaller and fit through regular doorways.

The Scraper Bike Shed, a youth-led bike repair shop, opened for business in 2016. The Shed is a place for community members to learn how to repair and tune bicycles, as well as decorate them in original scraper-bike style. Led by the Original Scraper Bike Team in collaboration with the Oakland Public Library, the facility is located outside the Martin Luther King, Jr. Branch Library, 6833 International Blvd in East Oakland and housed in a former shipping container. Inspired in part by the lack of bike shops in East Oakland, the project started as a fix-it clinic run by library staff and scraper-bike volunteers at the 81st Avenue Branch Library. To learn more about the Scraper Bike Team, watch a 4-minute KQED video from March 2016 at <https://www.youtube.com/watch?v=GD4a4Q8Mokw>.

Since 2016, Walk Oakland Bike Oakland (WOBO) has collaborated with Bike East Bay to bring programming that encourages bicycling among women, trans, queer, and femm-identified. The first Ride Like a Girl women bicycling workshop took place in 2016. Starting in 2017, Ride Like a Girl produced 3 workshops each year to share and practice bike commuting skills, to go bike camping, and to know what to look for when choosing a bicycle. These workshops are all donation-based, no one turned away. Also, in 2015, Women Bike Happy Hour began its monthly 4th Thursday of the month (January through October, and holidays in November and December) tradition in Oakland, where women meet over a beverage and chat mostly about bicycling.

The annual PedalFest event held along Oakland's waterfront at Jack London Square—"a free celebration of

bikes, cycling, food, family and fun!”—offers a plethora of biketivities, from races, to karaoke, to unicycling lessons that attract bicyclists (and the bicycle-curious) from around the region. The event is coordinated by the Jack London Square property management company, sponsored by businesses and agencies, and made possible by an army of dedicated volunteers. The Pedalfest on July 28, 2018 was the eighth annual event. Proceeds are donated to Bike East Bay.

Oakland has a wealth of community-based organizations providing bicycle-related services and encouragement to the city’s diverse communities. In addition to the Scraper Bike Team (described above), Bikes 4 Life is a community (non-profit) bike shop with a social justice mission that fixes bikes, provides mentoring, and organizes community rides. Bike kitchens include The Bikery and Spokeland. The Bikery is affiliated with Cycles of Change, a 20-year old bicycle education program for youth that provides extensive programming. Red Bike & Green was founded in Oakland to grow Black bike culture and improve the health, economics, and environments of African-American communities. Bike Rescue saves bikes from the solid waste stream, giving them new life in communities of need. The Crucible, a non-profit arts education organization, offers classes in the fine and industrial arts, including bicycle frame building and bicycle mechanics. East Bay Bike Party is huge: <https://eastbaybikeparty.wordpress.com/about/>.

Oakland Raiders running back Marshawn Lynch has leveraged his celebrity status to promote bicycling through community rides and as a spokesperson for Lime Bikes. For one ride, a single tweet led to a ride with 300 to 400 bicyclists that received national media coverage. Video at ftw.usatoday.com/2017/05/marshawn-lynch-bike-ride-oakland/.

In 2018 Oakland celebrated its 25th annual Bike to Work Day. The event began as a pancake breakfast at City Hall and has grown and evolved into a collection of events and activities throughout the month of May – Bike Month. In addition to the morning event, there is now a tradition of “Bike Away from Work” parties and happy hours that are well attended.

The City publishes an annual “I [bike] Oakland” bikeways map showing existing bikeways and the destinations shown on bike wayfinding signs. Now in its ninth edition, there are 155,000 copies in print. City staff help update the Walk Oakland! Map & Guide, now in its sixth edition. This private publication includes bikeways information and it is available at bike shops and bookstores throughout Oakland.

The City also publishes the twice yearly “I [bike] Oakland” Newsletter to document and report progress on implementing Oakland’s Bicycle Plan. The 23rd edition was published this summer with a circulation of over three thousand. It has been published in four languages – English, Spanish, Chinese, and Vietnamese – since its very first edition in 2007.

Oakland arguably has the best recreational road cycling of any major city in the United States. The Oakland Hills and adjacent East Bay Hills provide incredible rural roads that traverse redwood forests and provide unparalleled views of San Francisco Bay. This writer (and Oakland resident) rides hard for an hour on weekday mornings, gets ready for the day, walks his daughter to her elementary school, bikes to work, and is at his desk in downtown Oakland at 9:00am. This Google streetview link gives a feel for the quality of the roads and views: <https://goo.gl/maps/fEimoaHN6i52>. There is a vibrant club culture to support and encourage this recreational road cycling. The largest and most established of the recreational road clubs are the Oakland Yellow Jackets, Grizzly Peak Cyclists, and the VeloRaptors.

E1. How does your police department interact with the local cycling community? Check all that apply.

Identified law-enforcement point person to interact with bicyclists, Officers provide bike safety education, Officers distribute bike safety/theft deterrent information, Police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for bicyclists

E2. What percentage of patrol officers are regularly on bikes?

1- 20%

E3. What other public or private bicycle safety programs are in place? Check all that apply.

Helmet giveaways, Light giveaways

E4. What kind of bicycle-related training is offered to police officers? Check all that apply.

Basic academy training

E5. Are there any local ordinances or state laws that protect bicyclists in your community? Check all that apply.

It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' bicyclists, Ban on cell phone use while driving , Ban on texting while driving, Vulnerable road user law, Safe passing distance law, Photo enforcement for red lights and/or speed

E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.

Restrictions on sidewalk riding outside of the Central Business District, Restrictions on sidewalk riding inside the Central Business District

E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.

None of the above

E8. How does your community use traffic citation data? Check all that apply.

Raw data is published and made available to the public on a regular basis

E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?

None of the above

E10. Do police officers report bicyclist crash data?

Yes

E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

223

E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

1.4

E12. Describe any other enforcement or safety programs/policies relating to bicycling.

Enforcement is a challenging topic in Oakland because of a history of police misconduct and a lack of trust between communities of color and the police. In the context of bicycling, this has come to the fore in Oakland's outreach to update its citywide Bicycle Plan and to develop a Vision Zero policy and program. The Bicycle Plan Update included a statistically significant survey of Oakland residents regarding bicycle use, people's perceptions of bicycles and bicyclists, and barriers to bicycling. In Oakland's disadvantaged communities of color, police profiling was identified as one of the primary barriers to bicycling.

To examine this issue, the Bike Plan Update analyzed Oakland Police Department data on bicyclist-involved police stops in 2016 and 2017. Over this two-year period, approximately 1,000 bicyclists were stopped by the police. Of those stops, 62% were black men. The citywide survey of bicyclists found that black men are 16% of the people who typically bicycle in Oakland. In contrast, white men were involved in 13% of the police stops but comprise 42% of typical bicyclists. This analysis has been shared in public meetings for the Bike Plan update to catalyze community discussion to understand the data and seek solutions to the disparities.

The Bike Plan Update is now concluding its first round of outreach and is taking that input to develop draft recommendations. This work is important, urgent, and hard – with the problems being much more obvious than the solutions. In 2022, when Oakland is again renewing its Bicycle Friendly Community designation, this will be an important indicator on whether Oakland (and America) has made progress on the racial disparities in law enforcement – one of the pressing issues of our time.

Page: BFC: Evaluation & Planning**F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?**

Helping the community become more bicycle-friendly and encouraging ridership is a responsibility shared among multiple staff.

F2. Is there a Safe Routes to School Coordinator?

Promoting Safe Routes to School educational programs and infrastructure improvements is a responsibility shared among multiple staff.

F3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

5.2

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.

Association of Pedestrian and Bicycle Professionals (APBP) membership, Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences

F5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

F5a. How often does the committee meet?

Monthly or more frequently

F5b. Provide contact information for the Bicycle Advisory Committee Chair.

Midori Tabata, midorit@pacbell.net

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?

Yes

F6a. Provide the name and email address of the primary contact.

Darlene Flynn, dflynn2@oaklandnet.com

F6b. Please describe how, if at all, the EDI initiative, committee, or position supports equitable bike planning or outreach in the community.

The City of Oakland recently created a Department of Race & Equity, the timing of which coincided with the creation of Oakland's new Department of Transportation (OakDOT). In building OakDOT, there has been a major focus on social justice and the identification and rectification of historically rooted disparities. OakDOT has a Racial Equity Team to be proactive on pursuing equity goals and for institutionalizing these goals in the day-to-day work of the department. At the outset of OakDOT, the new department developed a Strategic Plan that has received national attention for its commitment to equity. Within this organizational context, OakDOT launched a major update to its citywide Bicycle Plan, the first comprehensive update in 10 years. The Bicycle Plan Update has a deep commitment to advancing more equitable outcomes. It includes a community process that partners with community-based organizations to engage proactively with underserved communities. (These organizations are being paid for their work.) The director of the Department of Race & Equity has been involved in scoping the Bicycle Plan Update and its community process. The City staff and consultant teams for the Plan Update underwent a multi-session diversity training as part of kicking off the project. In sum, Oakland's bike planning and outreach is being deeply shaped by The City's and OakDOT's equity goals. The Bicycle Plan Update is a major, high-profile, and timely project by which OakDOT can demonstrate its commitment to more equitable outcomes.

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

F7a. What year was the plan adopted?

2007

F7b. Provide a link to the plan.

<http://www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597>

F7c. Is there a dedicated budget for implementation of the plan?

Yes

F7c1. What is the designated annual budget?

673860

F7c2. List or describe funding source(s).

The City of Oakland's Capital Improvement Program allocates over \$1.7 million per year (FY17-18 and 18-19) in dedicated funding for Bicycle Master Plan implementation. The funding sources are: Measure KK, a citywide parcel tax infrastructure, and Measures B and BB, a countywide sales tax dedicated to transportation improvements. Five-to-eight percent of revenues are reserved for bicyclist and pedestrian projects with a portion of the funds going directly to local jurisdictions. Another portion is allocated through a countywide competitive grant program. The City also receives approximately \$400,000 per year in Transportation Development Act Article 3 funds, a portion of the State sales tax that is dedicated to bicyclist and pedestrian projects. Roughly half of these funds are used for Bicycle Plan implementation. State and federal grants (including from the Active Transportation and Highway Safety Improvement Programs) bring in many millions more.

F7d. Does your plan include a goal to increase bicycle facilities?

Yes

F7d1. Please list or describe these goals.

The first of three bike plan goals is "Infrastructure: Develop the physical accommodations, including a network of bikeways and support facilities, to provide for safe and convenient access by bicycle." Policies associated with that goal include: "1A – Bikeway Network: Develop and improve Oakland's bikeway network;" "1B – Routine Accommodation: Address bicycle safety and access in the design and maintenance of all streets;" "1C – Safe Routes to Transit: Improve bicycle access to transit, bicycle parking at transit facilities, and bicycle access on transit vehicles;" "1D – Parking and Support Facilities: Promote secure and conveniently located bicycle parking at destinations throughout Oakland."

F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

Before bikeway projects are constructed, outreach is conducted in a number of ways, depending on project complexity. For most projects, a mailer is sent to all residents within 400' of the project area, giving an opportunity for input. When mailing an area with a large percentage of non-English speakers, translation options are included. For larger projects, one of more community meetings may be held. Additionally, the City's bi-annual newsletter reporting on progress implementing the bike plan is made available in Spanish, Chinese, and Vietnamese as well as English.

F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.

Transit agency , Metropolitan Planning Organization, County/Borough/Parish

F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.

Transit stops, Public & private schools (K-12), Higher education institutions, Hospitals and medical centers, Parks & recreation centers, Subsidized or public housing

F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?

12%

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)

No

F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years?

66

F13. How many lane miles of bicycle facilities has your community installed in the last two years?

26

F14. How does your community collect information on bicycle usage? Check all that apply.

Automated /electronic bicycle counters, App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.), Regular manual counts of bicyclists on the road, Any other type of count that includes bicyclists

Additional files may be uploaded at the end of the application.

F14a. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.)

[Download File](#)

F14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

[Download File](#)

F14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

[Download File](#)

F14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

No File Uploaded

F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

[Download File](#)

F15. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

No

F16. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?

No

F17. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police?

Online reporting system (e.g. SeeClickFix), Mobile app , Hotline, Regular meetings, Contact staff directly via call/voicemail/fax/email/text/social media

F18. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling?

GIS-based network analysis, Level of Traffic Stress analysis

F19. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling?

NACTO Cities for Cycling

F20. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.

The Bicycle Plan Update, "Let's Bike Oakland," is currently underway. The plan effort incorporates several new approaches:

- A statistically significant survey to learn about Oaklanders' experience biking.
- A race and equity framework that guides outreach, plan analysis, and plan recommendations.
- Engagement strategies, including contracting with community-based organizations to reach underrepresented Oaklanders, host community workshops, and help guide the plan recommendations.
- Use of digital media, including an online community input map where Oaklanders can report where they ride, where they want to ride, and where improvements are needed.
- Outreach strategies to meet people where they are at, including extensive use of digital engagement tools and in-person mobile workshops across the City.

OakDOT worked directly with community-based organizations to host workshops and listening sessions to help inform the Bike Plan Update. These organizations are East Oakland Collective, Outdoor Afro, Bikes4Life, Cycles of Change, and The Scraper Bike Team. The plan is crowd-sourcing data on bicycle use through the Ride Report mobile app (<https://ride.report/>).

The City of Oakland's Bicycle & Pedestrian Program has a data-intensive project to understand Oakland's social and geographic disparities, and to have that understanding inform bicycle planning. Known as the "Zone Analysis for Bicycle Planning," the second published edition is available at www2.oaklandnet.com/oak068239. The project analyzes Oakland as a collection of eight zones to reveal differences in the city's socioeconomics, geography, infrastructure, and bicycle use.

The "Zone Analysis for Bicycle Planning" helps visualize the differences across Oakland with the goal of shaping proposals and investments that are responsive to the needs of different peoples and areas. This matters to bicycle planning because:

- Citywide averages hide differences that are critical to understanding Oakland.
- Analyzing data by geographical zone can bring these differences into focus.
- Because of the differences between zones, different zones will have different solutions.

The current analysis includes maps and tables to communicate data in the following areas:

- Socioeconomics: race & ethnicity, income, age, disability, one parent households, rent burdened, language barriers, motor vehicle access;
- Geography: topography, proximity to downtown, proximity and access to BART
- Infrastructure: pavement quality, bikeways, bicycle parking;
- Bicycle Use: bicycling rates, bicyclist-involved crashes by race/ethnicity, ages and sex.

The analysis is being expanded to include additional topic areas as new questions arise and new datasets become available. Current topics under development include analyses of the "suitability" of Oakland's streets for bicyclists by combining measures of traffic stress and street slope.

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Climate change/environmental stewardship concerns, Support Smart Growth or other growth management goals

G2. Briefly describe the most positive outcome of your community's support for bicycling.

Simply put, bicycling has become accepted, legitimate, and common in Oakland. The needs of bicyclists are now routinely addressed in transportation decision-making. This is a dramatic change from even five years ago. Bicyclists are a common sight on Oakland's streets. Based on the 2016 American Community Survey, Oakland had the seventh highest bicyclist mode share out of the 70 largest US cities. If these data included people bicycling to BART, Oakland would rank second with a bicyclist mode share of 5.0%. According to Oakland's citywide statistically significant survey on bicycling, 29% of Oaklanders rode a bicycle in the past month. This proliferation of bicyclists reflects Oakland's dramatic diversity. The majority of Oaklanders – across all categories of race and ethnicity – responded that they see people similar to them bicycling in Oakland.

G3. Describe any improvements that have occurred for cycling in your community since your last application.

Since Oakland was awarded Silver-Level BFC status in 2014, Oakland has:

- Created a new Department of Transportation (OakDOT) with a major commitment to equity;
- Raised millions of dollars in funding for, and started construction of, protected bikeways; and
- Implemented miles of road diets to expand and improve the bikeway network.

OakDOT

In 2015, OakDOT was created following a citywide effort spearheaded by Mayor Libby Schaaf and City Administrator Sabrina Landreth. OakDOT is the first City department in decades dedicated to improving the movement of people and goods, and for managing city streets as public space. OakDOT currently comprises 270 staff and 18 work units drawn from the Department of Public Works and the Police Department. Together with other departments and agency partners, OakDOT's mandate is to "reimagine how city streets are used, with a focus on serving people, rather than simply moving vehicles."

As part of this reorganization, the Bicycle & Pedestrian Program is growing from two FTEs to eight FTEs, including two engineers and a spatial analyst. The Pavement Management Program was renamed the "Complete Streets Paving Program," and those staff lead development of many bikeway striping projects, greatly expanding the City's ability to deliver bikeway projects.

OakDOT's mission is to envision, plan, build, operate and maintain a transportation system for the City of Oakland—in partnership with local transit providers and other agencies—and to assure safe, equitable, and sustainable access and mobility for residents, businesses and visitors. OakDOT's Strategic Plan (2015) elevates equity and, of its 37 goals, many directly impact improving conditions for bicyclists. These include:

- Adopt a Vision Zero policy and pledge to eliminate traffic injuries and fatalities.
- Inform safe designs and infrastructure decisions with data and analysis.
- Incorporate safe and Complete Street designs into the design process.
- Bring Oakland's streets into a state of good repair.
- Improve the quality and completeness of Oakland's bikeway network.
- Create a Complete Streets corridor program.
- Improve transportation choices and minimize parking demand, congestion, and pollution.

- Enhance the bicyclist and pedestrian realm with affordable, energy efficient lighting.

Based on a national search in 2016 Ryan Russo, former New York City Deputy Commissioner for Transportation Planning and Management, was hired to lead OakDOT. Russo was hired based on his work in New York where he oversaw the design and implementation of more than 600 miles of bike network enhancements including 70 miles of innovative protected bicycle lanes and projects that reclaimed hundreds of acres of former road space for walking, transit and bike riding—taming some of the city’s most dangerous roads and yielding the fewest fatalities in more than 100 years of record-keeping.

Funding

Since Oakland’s last BFC renewal, voters passed two ballot measures that greatly expand transportation funding, including specific earmarks for bicycle and pedestrian projects. These include Oakland’s Measure KK in 2016, an infrastructure and housing bond that passed with over 82% support. Measure KK allocates \$350 million for streets and sidewalks over a 10-year term, a tremendous infusion of paving funding that will disproportionately benefit bicyclists. In November 2014, Alameda County Measure BB passed with strong support, extending an increasing the previous countywide transportation sales tax. Eight percent of Measure BB revenues must be used for bicycle and pedestrian projects, and all projects are subject to Complete Streets review.

Bikeways & Bike Parking

Since the 2014 application, Oakland’s on-street striped bikeway network has grown by over 30%, and the length of buffered and protected bike lanes has expanded seven-fold, from 2.2 to 16.3 centerline miles. The overall quality of the network continued to improve: bike lane mileage increased by 39% while signage-only bike routes decreased by 11%. The City implemented 17 road diets totaling 10.7 miles in length, all but one of which (0.6 miles) included bike lanes. Studies have been completed for an additional 17 road diet projects spanning 11.5 miles.

Oakland’s first parking protected bikeway on Telegraph Ave was recognized by People for Bikes as one America’s Top Ten Bike Lanes of 2016 (<https://peopleforbikes.org/blog/americas-best-new-bike-lanes-of-2016>). Millions in grant funding has been secured for more improvements to the facility and adjoining segments. Oakland’s second protected bikeway (and first two-way cycle track) was designed and installed at the top of Broadway, improving safety adjacent to a freeway interchange. At the edge of downtown and along Lake Merritt, the \$10 million Lakeside Greet Streets project is transforming the lake’s edge with a two-way protected bike lane, a separate pedestrian path, and buffered bike lanes across the street. To realize this end, the project underwent a significant design revision that included a successful change order to a federally funded project.

The number of publicly available bike parking spaces rose from 7,740 to 9,955— an increase of 29%. This increase includes 130 new spaces at the Uptown/19th St BART bike station, 80 eLockers, 276 spaces in on-street bike corrals, and eight spaces in a parklet. A new self-park secure bike station is under construction at the MacArthur BART Station.

G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

Oakland's 2014 application noted the following three areas for improvement: (1) expanding and improving the quality of Oakland's bikeway network; (2) coordinating education and enforcement to dispel a public perception that all bicyclists are scofflaws; and (3) improving Oakland's pavement quality. While significant improvements have been made to the bikeway network, Oakland is aiming for much higher quality bikeways which divides available resources between building new bikeways and improving existing bikeways. The real work is both extending the network while also retrofitting the existing network with the forward-looking design elements that have come on-line in the past five years.

The major increases in local transportation funding will begin to make a sustained difference in improving Oakland's pavement quality. Oakland's infrastructure bond, Measure KK, received broad public support from residents seeking to invest in and improve Oakland's pavement. Because of Oakland's Complete Streets Policy and the reorganization into OakDOT, all paving projects are now developed to improve safety and access for all users. This is the next step in a strong history of coordination in Oakland, using paving projects as the most cost-effective means to build and improve the bikeway network.

The 2014 application noted significant bikeway gaps in the downtown and in East Oakland. Since then major progress has been made in building downtown bikeways – the pieces are falling into place and the downtown network is taking shape. The same cannot be said for East Oakland, where significant bikeway gaps remain. And building the East Oakland bikeway network is not a straightforward task. Guided by its equity goals, OakDOT initiated a comprehensive Bicycle Plan Update that is largely structured around working with disadvantaged communities that historically have not participated in bicycle planning. This community process is hearing deep-seated issues associated with decades of inner city disinvestment, and the inequitable concentration of American wealth that continues to build on the Reagan-era tax cuts. Oakland's residents of color in its disadvantaged communities want jobs, livable wages, access to jobs, access to food, good schools, and streets that are safe from both crime and from the police.

Traditional bicycle planning has had limited bearing on these concerns, and the available transportation funding pales next to the levels of investment necessary to rectify these social disparities. But with that said, OakDOT staff are thinking deeply on how to use available resources and expertise (while cultivating new areas of expertise) to address these issues. From the Bicycle Plan Update, staff are hearing that community members want to be actively involved in the planning of their neighborhoods. Staff are also hearing that greater emphasis should be put on social services as a more direct way to speak to pressing social needs. Staff are taking inspiration from the work of inner city libraries (including the Oakland Public Library) to provide grassroots community-based services. This is a big pivot for transportation planners and engineers who are primarily trained to develop facilities. OakDOT knows that it needs to work differently in the following respects: pursue deep community-based planning in underserved neighborhoods; acknowledge that facilities may not be wanted or appreciated; leverage transportation funding into transportation-related social services to address social needs; and pursue enforcement with extreme caution. Racial profiling is real, and significant work is needed in our field to understand how enforcement can be rethought as a tool for promoting both traffic safety and social equity.

G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

Because summer is the height of the construction season, it is difficult to accurately predict what will be constructed by August 2019. The following figures are based on projects with construction anticipated through the end of the 2019 calendar year. These projects include 38 lane miles of bikeways, with 23 miles being new bikeways and the remaining 15 miles being redesigned and upgraded bikeways. Of the new bikeways, all but 0.4 miles are bike lanes (basic, buffered, or protected). Of the redesigned bikeways, seven miles are buffered bike lanes and protected bike lanes, with an additional one mile being improvements to an existing bicycle boulevard. Bike parking improvements include the opening of a new bike station at MacArthur BART, the installation of 16 new eLockers, and many new bike racks through the City's by request program for individual racks and corrals.

G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G7. How did you hear about the Bicycle Friendly Community program?

From the League of American Bicyclists in the mid-2000s

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

Attachments, formatted as a single pdf, including an index, images, and links to videos, documents, and web resources

[Download File](#)

File 2

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File 3

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File 4

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File 5

No File Uploaded

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Oakland, California – Index of Attachments

Bicycle Friendly Community Application (August 2018)

Attachments

- (1) The Patchkit of Champions
- (2) Marshall Taylor Mural with artist Refa One (left) and Tony Coleman (Bikes 4 Life)
- (3) The Tweet that Launched 400 Bikes
- (4) Scraper Bike Team & East Bay Greenway Mural
- (5) Bike Racks Sized for Children of All Ages
- (6) Inaugurating Two-way Protected Bike Lanes
- (7) State Law: Pass Bicycles 3 Feet Minimum
- (8) Oakland's Bicycle Wayfinding Signs
- (9) Communicating Bicyclist Right-of-Way
- (10) Newsletters in Translation



Bikeway Videos (Courtesy of Robert Prinz, Bike East Bay)

- [Upper Broadway](#) (Brookside Dr to College Ave)
- [Clay St](#) (17th St to 7th St)
- [38th Ave](#) (Brookdale Ave to Foothill Blvd)
- [MacArthur Blvd](#) (Coolidge Ave to 35th Ave)

Links to Documents and Web Resources

- [Zone Analysis for Bicycle Planning](#): Extensive quantitative and spatial analysis of socioeconomics, geography, and infrastructure to support more equitable bike planning.
- ["I \[bike\] Oakland" Bikeways Map](#): The free annual map, now in its ninth edition, with 155,000 copies in print.
- [Oakland Bike Maps](#): On-line interactive maps of bikeways, bicycle parking, wayfinding signage, bicyclist/pedestrian counts, and a time lapse map of Oakland's bikeway network from 1976 to the present.
- [Biannual Newsletter](#): Reporting progress on the implementation of Oakland's Bicycle Plan in English, Spanish, Chinese, and Vietnamese; 23 editions published to date.
- [Bicycle Facility Design Guidelines](#): On bikeways, bicycle parking, bicycle signage, and construction zones; packaged as construction-ready details to help governments, advocates, and consultants.



City of Oakland, Department of Transportation

(510) 238-3983

bikeped@oaklandnet.com

www.oaklandbikes.info



OAKLAND PUBLIC WORKS
BIKE TO WORK DAY 2016

TO OAKLAND

Ingredients: patches (20%), glue (20%), sandpaper (10%), moxie (60%)

BICYCLE TUBE PATCH KIT



FROM THE TEAM PLAYERS AT
TO OAKLAND

TIPS FROM THE COACH

1. Practice. Be confident.
2. Clean and roughen tube with sand paper at puncture site.
3. Apply nickel-sized layer of glue; allow to dry (approx 5 minutes).
4. Peel patch off foil, press firmly to site. Remove plastic film. Refill tube.
5. High five! Fist bump! Victory lap!





#OAKLANDRIDEOUT2



Shawn Lynch ✓

@MoneyLynch



Who's ridin? Who's Hidin? 11am, Sunday June 24. Meet up with [@SEBikes](#), [@LimeBike](#), and me at the Oakland [@BeastmodeStore](#).#WERIDEASONE#OAKLANDRIDEOUT2#BEASTMODE

4:07 PM - Jun 23, 2018

♥ 183 💬 55 people are talking about this

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P 254

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STATE LAW

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I OAKLAND

加州屋崙（奧克蘭）市「自行車通訊半年刊」：屋崙（奧克蘭）市自行車總計劃實施進度報告。

第 19 期，2016 年夏季刊 | 發行量 3,063

www.oaklandbikes.info



Telegraph AVE ← 2016

Schaff 市長與其他知名人士於 5 月 10 日共同剪綵，啟用屋崙（奧克蘭）市第一條受停車格保護的自行車專用道。該項目位於 20 街到 29 街之間的 Telegraph Ave 路段，涵蓋本市上城與 KONO 區。這條「受停車格保護」的自行車專用道將自行車道與路邊停車格的位置互換，使自行車道緊鄰人行道，並將停車格向外移往車道方向，形成具備分隔作用的緩衝帶。這種自行車道的設計方式越來越受注目，因為這類設計確切隔開自行車和汽機車，吸引「有興趣但不放心」的人願意在市區街道上騎自行車。「受停車格保護」的自行車專用道以停泊車輛為實際分隔線：這是比建造硬體分隔島更快而省錢的解決辦法。受保護

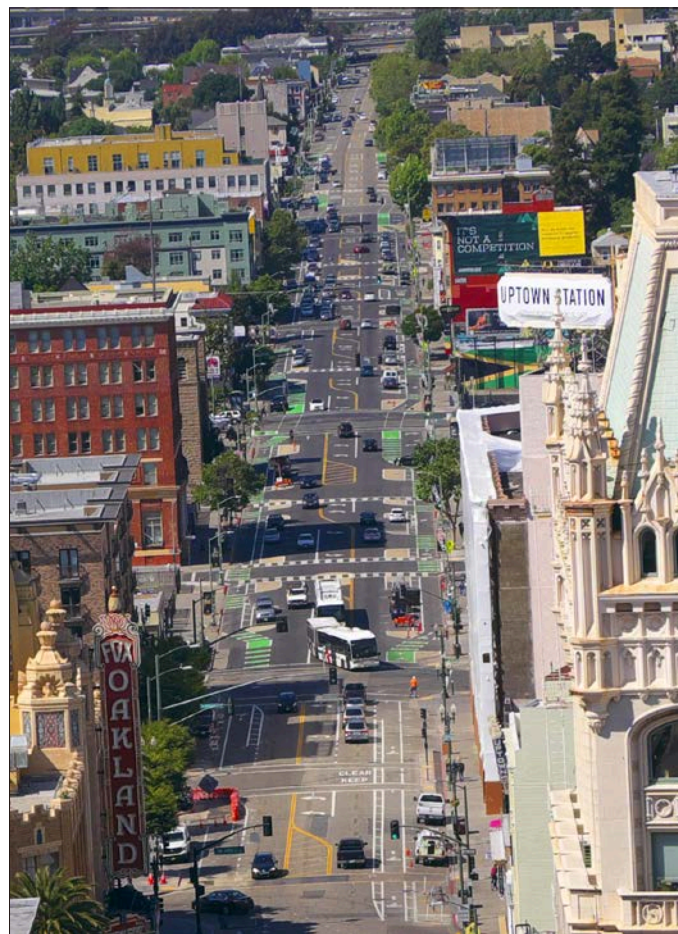
若想透過影片體驗在

Telegraph Ave 受保護的自行車道上騎車的感受，請上網

瀏覽：vimeo.com/165955379

的自行車道在北歐相當普遍；目前，全美城市交通官員協會 (NACTO) 推出設計指南，並透過綠色車道計劃 (Green Lane Project) 的

支持宣導，全美各地已展開和設立這類車道。



攝影：Joe Ferrera - 東灣騎車行 (Bike East Bay)

Telegraph Ave 項目是「Telegraph Ave 完整街道計劃」(Telegraph Ave Complete Streets Plan) 的第一階段。第二階段將在 20 街與 29 街之間設立外延人行道和公車乘車島，並且從 29 街到 41 街劃設緩衝自行車專用道。兩個階段將把馬路雙向的雙線行車道重新規劃成單線行車道。左轉車道維持不變，新空出的車道則作為自行車道使用。在雙線車道上，當一名駕駛人停車禮讓行人時，會擋住隔壁車道駕駛人的視線；改成單線車道後，對於解除行人安全威脅有很大助益。為銜接騎車路線，我們在 16 街到 20 街之間的 Telegraph Ave 路段，以及 Telegraph Ave 到 San Pablo Ave 之間的 16 街路段鋪設了自行車道。待進行的工程將經由 Telegraph Ave、Clay St 及 Washington St，使 KONO 與傑克倫敦廣場 (Jack London Square) 的自行車道連成一線。「Telegraph Ave 完整街道計劃」未來的規劃階段將會更深入探究在 Temescal 商業區設立自行車道的機會和限制。



本通訊及內文所提項目的全部或部分經費，皆由屋崙（奧克蘭）市政府的 B 議案和 BB 議案基金撥款提供。B 議案和 BB 議案是阿拉米達縣選民於 2000 年投票通過，並於 2014 年擴大實施的運輸銷售稅項目。B 議案基金撥款 5% 以及 BB 議案基金撥款 8%，將專用於全縣各地的自行車與行人項目及計劃。詳情請見：www2.oaklandnet.com/OAK022502。

I OAKLAND

Noticias bianuales de la Ciudad de Oakland, California, con información acerca de los avances del Plan Maestro de Ciclismo (Bicycle Master Plan) para Oakland.

Edición núm. 19, Verano de 2016 | Tiraje 3,063 ejemplares

www.oaklandbikes.info



Telegraph ^{AVE} ← 2016

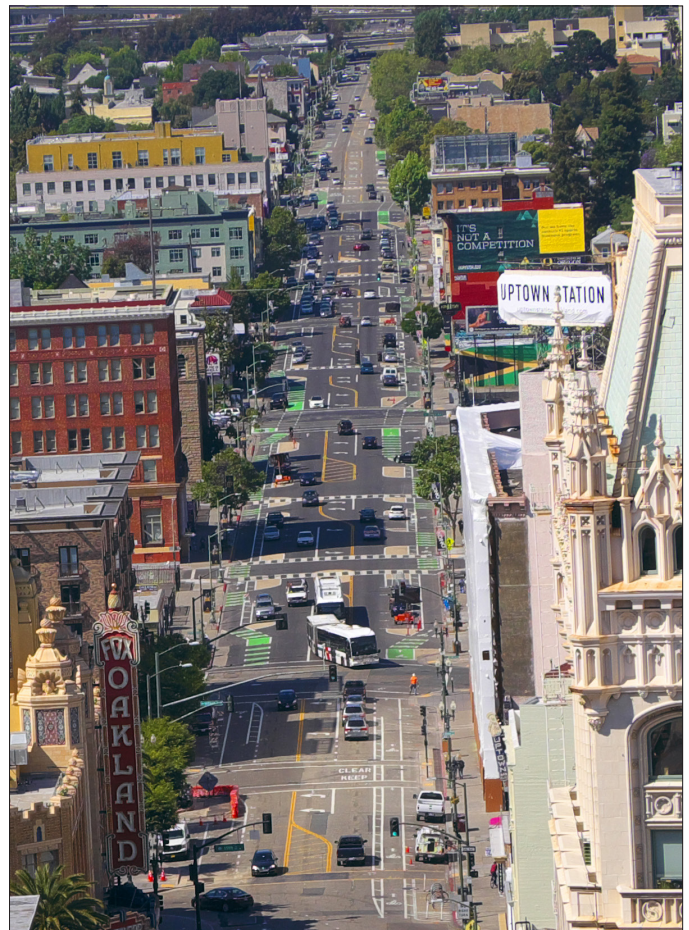
El 10 de mayo, la Alcaldesa Schaff y otras figuras reconocidas inauguraron los primeros carriles para bicicletas protegidos de Oakland. El proyecto se encuentra sobre Telegraph Ave y se extiende desde 20th St hasta 29th St en los distritos Uptown y KONO. El carril para bicicletas "protegido" intercambia las ubicaciones del carril para bicicletas y de estacionamiento vehicular en la calle: el carril para bicicletas se extiende sobre la calle separado del carril de estacionamiento vehicular mediante contenciones, el cual se desplaza hacia el lado del tránsito de vehículos. Este enfoque al diseño de ciclovías despierta cada vez mayor interés como una manera de alentar a los posibles ciclistas ("los interesados, pero cautelosos") a recorrer las calles de la ciudad, ya que ofrece la separación física de los vehículos motorizados. Los carriles para bicicletas "protegidos" utilizan los automóviles estacionados para brindar esa

Recorra los carriles para bicicletas protegidos sobre Telegraph Ave por video en vimeo.com/165955379

separación física: una solución que resulta más rápida y menos costosa que construir una separación de concreto. Los carriles para bicicletas protegidos son comunes en el Norte de Europa y están incursionando en

Norteamérica a través del asesoramiento en diseño de la Asociación Nacional de Funcionarios Municipales de Transporte (NACTO, National Association of City Transportation Officials) y el apoyo de Green Lane Project.

El proyecto de Telegraph Ave es la primera fase del Telegraph Ave Complete Streets Plan. En la segunda fase, se instalarán ampliaciones de calles y dársenas para autobuses entre 20th St y 29th St y carriles para bicicletas con contenciones desde 29th St hasta 41st St. Ambas fases reconfiguran la calle para cambiar de dos carriles de circulación por dirección a un carril de circulación por dirección. Los carriles de giro a la izquierda continuarán, y el espacio nuevo disponible se utilizará para los carriles para bicicletas. El carril de circulación única tiene la ventaja de eliminar un problema grave de seguridad del peatón: cuando un automovilista cede el paso a un peatón pero al mismo tiempo bloquea la visión del automovilista en el carril contiguo. Mediante un trabajo coordinado, los carriles para bicicletas se instalaron en Telegraph Ave desde 16th St hasta 20th St, como también en 16th St desde Telegraph Ave hasta San Pablo Ave. El trabajo pendiente proporcionará una ciclovía continua desde KONO hasta Jack London Square a través de Telegraph Ave, Clay St y Washington St. Una fase de planificación futura del Telegraph Ave Complete Streets Plan abordará en mayor profundidad las oportunidades y limitaciones del distrito comercial Temescal.



Fotografía: Joe Ferrera, Bike East Bay



Este boletín informativo y los proyectos que se describen en él son financiados total o parcialmente por la participación de Oakland en fondos de la Medida B y BB. Las Medidas B y BB son los impuestos sobre el precio del transporte del condado de Alameda aprobados por los votantes en el año 2000 y extendidos en el año 2014. El cinco por ciento de los fondos de la Medida B, y el 8% de los fondos de la Medida BB, se destina a proyectos y programas de ciclistas y peatones en todo el condado. Para obtener más información, visite www2.oaklandnet.com/OAK022502.

I OAKLAND

Bản tin hai lần trong năm về xe đạp của Thành Phố Oakland, California, báo cáo tiến trình thực hiện Kế Hoạch Tổng Thể cho Xe Đạp (Bicycle Master Plan) của Oakland.

Xuất bản lần thứ 19, Mùa Hè 2016 | Số Lượng Phát Hành 3,063

www.oaklandbikes.info



Telegraph AVE



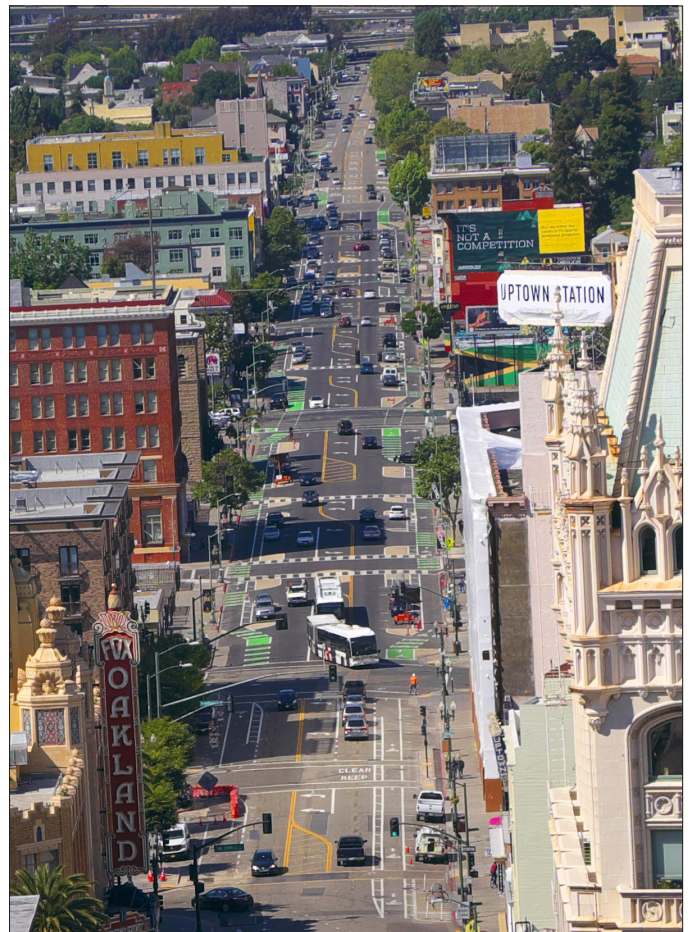
Ngày 10 tháng Năm, 2016, Thị trưởng Schaff cùng các nhân vật nổi tiếng khác đã cắt băng khánh thành các làn đường xe đạp được bảo vệ bằng nơi đậu xe hơi đầu tiên của Oakland. Dự án nằm trên đường Telegraph Ave, đoạn từ đường 20th St đến đường 29th St ở các khu Uptown và KONO. Làn đường xe đạp “được bảo vệ bằng nơi đậu xe hơi” hoán chuyển vị trí của các làn đường xe đạp và nơi đậu xe hơi trên đường: làn đường xe đạp ở trên đường nằm song song với lề đường, và được tách biệt bởi phần đệm phân cách từ làn đỗ xe đã được chuyển ra vào trong lòng đường. Phương pháp thiết kế làn đường xe đạp này đang ngày càng tạo được sự chú ý, vì đây là cách thu hút những người đi xe đạp tiềm năng - “muốn nhưng e ngại” - có thể chạy xe trên những con đường nội đô, bằng cách đặt các dải phân cách tách biệt với xe có động cơ. Làn xe đạp “được bảo vệ bằng nơi đậu xe hơi” sử dụng những chiếc xe đang đậu làm dải

Xem video về Đi xe trong làn đường xe đạp được bảo vệ trên đường Telegraph Ave tại địa chỉ vimeo.com/165955379

phân cách: một giải pháp nhanh chóng và ít tốn kém hơn so với việc xây dải phân cách cố định. Làn xe đạp được bảo vệ rất phổ biến ở Bắc Âu và đang dần được

áp dụng ở Bắc Mỹ thông qua qui định hướng dẫn thiết kế của Hiệp hội Viên chức Giao thông Thành phố Quốc gia (NACTO) và sự ủng hộ của Dự án Làn đường Xanh (Green Lane Project).

Dự án Telegraph Ave là giai đoạn một của Kế hoạch Phát triển Đường phố Hoàn chỉnh cho Telegraph Ave. Giai đoạn hai sẽ mở rộng thêm một số đoạn vỉa hè chia ra ngoài và đoạn vỉa hè dành cho người lên xe buýt giữa đường 20th St và đường 29th St, và làn đường xe đạp có phần đệm phân cách từ đường 29th St đến đường 41st St. Cả hai giai đoạn sẽ điều chỉnh lại đường ô tô từ hai làn xe mỗi hướng thành một làn xe mỗi hướng. Làn dành cho xe rẽ trái sẽ giữ nguyên và không gian mới sẽ được sử dụng cho làn đường xe đạp. Đường một làn xe có ưu điểm là khắc phục được một vấn đề an toàn quan trọng đối với khách bộ hành: người điều khiển xe nhường đường cho khách bộ hành thì cũng đồng thời chắn mất tầm nhìn của người điều khiển xe ở làn xe bên cạnh. Trong một nỗ lực phối hợp, các làn đường xe đạp đã được thiết lập trên đường Telegraph Ave, đoạn từ đường 16th St đến đường 20th St, và trên đường 16th St, đoạn từ Telegraph Ave đến San Pablo Ave. Công trình đang thực hiện sẽ cung cấp làn đường xe đạp chạy liên tục từ KONO đến Jack London Square, đi qua Telegraph Ave, Clay St, và Washington St. Giai đoạn quy hoạch trong tương lai của Kế hoạch Phát triển Đường phố Hoàn chỉnh cho Telegraph Ave sẽ tìm hiểu sâu hơn các cơ hội và hạn chế đối với khu thương mại Temescal.



Hình ảnh: Joe Ferrera, Bike East Bay



Bản tin này và các dự án mô tả ở đây được tài trợ toàn bộ hoặc một phần bởi phần trợ cấp dành cho Oakland trong quỹ tài trợ Dự Luật B và BB. Dự Luật B và BB là các khoản thuế doanh thu từ giao thông của quận Alameda được cử tri thông qua vào năm 2000 và được mở rộng vào năm 2014. Năm phần trăm quỹ Dự Luật B và 8% quỹ Dự Luật BB được dành riêng cho các dự án và chương trình xe đạp/khách bộ hành trên toàn quận. Để biết thêm thông tin, xin truy cập www2.oaklandnet.com/OAK022502.