

Form: 30411

Oakland

Started at: 2/9/2026 04:09 PM - Finalized at: 6/17/2026 04:48 PM

Page: Application Tips • A Google Docs version of this application is available for download, at https://bit.ly/BFCapp2026 (https://bit.ly/BFCapp2026) (last updated 7/28/25) - this document is now organized into tabs. Each tab highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected. <i>*Applicants are STRONGLY encouraged to access the latest version of this document when each new round opens, as the updated document highlights all updates to questions and answer options!* Please reference tab #15 of the Google Doc to find a complete list of all updates to the 2026 application</i> (https://docs.google.com/document/d/1Vy1_Bf7Gb6L4E9Q72swAUfPYjJvdV0rHxyDz_mYexi8/edit?tab=Liguqo3s4syy6) since the previous (2025) version. • The League hosts quarterly Bicycle Friendly Community Networking calls for applicants and advocates from current and aspiring BFCs. If you would like to join the next quarterly call, please register via zoom here: https://bit.ly/BFCNetworkingZoom (https://bit.ly/BFCNetworkingZoom). • Find a Glossary of Terms used in the BFC Application here (https://docs.google.com/spreadsheets/d/1K31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0). If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleaeue.org. • The Bicycle Friendly Community online application now allows multiple user accounts to collaborate on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (https://bicyclefriendly.secure-platform.com/a/page/FAQs). • The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, please only list what is provided within your jurisdiction's boundaries. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section. • The application is designed for communities of all sizes. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application. • It is not necessary to be able to check every box on this application to earn a BFC designation. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list. • Unless a question specifically asks about plans for the future, only check boxes for things that are already being done. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments). • If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices. • If you would like to share any documents such as a community bike map or a file with photos with the reviewers, please include a link or upload the file either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application. • Don't be shy to tell us about your community's weaknesses. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning. • Many activities listed on the application, particularly in the Encouragement and Education sections, are often the responsibility of multiple members of the community, including non-governmental organizations, private companies, all-volunteer groups, bike clubs, advocacy organizations, schools, etc. <i>These activities and efforts can and should still be reported on your community's BFC application</i>, even if the local government is not directly involved, as they are part of what makes a community truly bicycle-friendly. This means that BFC applicants should always engage with local community partners and stakeholders to complete the BFC application, to ensure that their application accurately represents the full picture of efforts across the entire community. • If you need help with the online application, visit our Application Portal FAQs page here (https://bicyclefriendly.secure-platform.com/a/page/FAQs) or contact us at bfa@bikeleaeue.org.
Page: Application Intro
Community Name: Oakland
Has the community applied to the Bicycle Friendly Community program before? Returning Application > Renewing at Current Award Level
What year was the community's most recent BFC application? 2022
What was the result of the community's most recent BFC application? Gold

If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (<http://bikeleague.org/bfa/search/map?bfaq=>) and may be used to promote your community's BFC status through League social media channels.

Community Website:

<https://www.oaklandca.gov/Government/Departments/Transportation-OakDOT> (<https://www.oaklandca.gov/Government/Departments/Transportation-OakDOT>)

Community's Facebook URL:

<https://www.facebook.com/oakland> (<https://www.facebook.com/oakland>)

Community's Instagram URL:

<https://www.instagram.com/oakland.dot/> (<https://www.instagram.com/oakland.dot/>)

Community's other social media URL:

Community's Flickr or other public photo sharing URL:

Page: Contact Information

Applicant First Name

Jason

Applicant Last Name

Patton

Job Title

Bicycle and Pedestrian Program Supervisor

Department

Department of Transportation

Employer

City of Oakland

Street Address (No PO Box, please)

250 Frank H Ogawa Plaza, Suite 4314

City

Oakland

State

California

Zip

94612

Phone #

510-238-7049

Applicant Email Address

jpatton@oaklandca.gov

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

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

David Pene
City of Oakland, Department of Transportation, Safe Streets Division
Transportation Engineer
dpene@oaklandca.gov

Pierre Gerard
City of Oakland, Department of Transportation, Safe Streets Division
Transportation Planner II
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Noel Pond-Danchik
City of Oakland, Department of Transportation, Safe Streets Division
Transportation Planner II
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Jason Cook
City of Oakland, Department of Transportation, Safe Streets Division
Transportation Engineer
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Kerby Olsen
City of Oakland, Department of Transportation, Parking & Mobility Division
Supervising Transportation Planner
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Manuel Corona
City of Oakland, Department of Transportation, Major Projects Division
Transportation Planner II
mcorona@oaklandca.gov

Ofurhe Igbinedion
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David Lok
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Spatial Data Analyst III
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Patrick Phelan
City of Oakland, Department of Transportation, Safe Streets Division
Transportation Planner III
pphelan@oaklandca.gov

Yvonne Chan
City of Oakland, Department of Transportation, Strategic Planning & Administration
Transportation Planner III
ychan@oaklandca.gov

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Chris Hwang
Walk Oakland Bike Oakland
President, Board of Directors
chris@wobo.org

Robert Prinz
Bike East Bay
Advocacy Director
robert@bikeeastbay.org

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

Yes

Please list the primary contact for each organization or group.

Additional Advocacy Contacts

Dart Kaufman
Cycles of Change
Educator, Collective Member
dart@cyclesofchange.org

Denise Turner
TransForm
Safe Routes to Schools Program Manager
dturner@alamedactc.org

Senay Dennis
Red Bike & Green
Director
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Tyrone "Champ" Stevenson
The Original Scraper Bike Team
Founder, Chief Visionary Officer
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Phuong Anh Bui
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Volunteer
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Doug Yeiser
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Candice Elder
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Margaretta Wan-Ling Lin
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Rue Mapp
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Jerott King
Bicycle Trails Council of the East Bay
President
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(For internal use only.)

Name:

Barbara Lee

Title:

Mayor

Email:

BJLee@oaklandca.gov

Street Address

1 Frank Ogawa Plaza

City

Oakland

State

California

Zip

94612

Page: Community Profile pt. 1

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. Name of County/Borough/Parish:

Alameda County

A3. State:

California

A4. Link to map of community boundaries:

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

A5. Type of Jurisdiction

Town/City/Municipality

A6. Size of community

55.8

A7. Total Population:

440646

A8. Population Density:

7897

For definitions, see FHWA Bikeway Selection Guide (page 20) (<https://bikeleague.org/wp-content/uploads/2023/03/fhwas18077.pdf>).

A9a. Rural

0%

A9b. Rural Town

0%

A9c. Suburban

1-24%

A9d. Urban

76-100%

A9e. Urban Core

1-24%

A10. What is the street network density of the community?

More than 15.0

A11. What is the average intersection density?

101-160

A12. Do any of the following significant physical barriers to cycling exist in your community?

Major highways or divided arterials with no or limited crossings, Topographical challenges (e.g. very hilly community), Railroad corridors

Page: Community Profile pt. 2

Find the following information for your community at: <https://data.census.gov/> (<https://data.census.gov/>)

Click here for detailed instructions to find answers to each question below:

(Click here to view or hide detailed instructions)

How to search:

We highly recommend that you do this on a desktop computer as the tables are easier to read on that screen. However, you can still find them from the dropdown menu on your phone or tablet.

A13. Census Profile Link:

From the main search field at <https://data.census.gov/> (<https://data.census.gov/>), enter your community's name and click the search icon.

From the search results, click "View Profile" on the right hand side.

(e.g. See the profile pages for Madison, WI: https://data.census.gov/profile/Madison_city,_Wisconsin?g=160XX00US5548000 (https://data.census.gov/profile/Madison_city,_Wisconsin?g=160XX00US5548000); or for Athens – Clarke County, GA: https://data.census.gov/profile/Athens_CCD,_Clarke_County,_Georgia?g=060XX00US1305990138 (https://data.census.gov/profile/Athens_CCD,_Clarke_County,_Georgia?g=060XX00US1305990138))

IF YOUR COMMUNITY DOES NOT FALL NEATLY INTO A CENSUS PLACE: Please use A13 to provide the link to your best source of the following data for all of the following questions below. For questions A14-A21, please provide best estimates for each question. Use the space provided in question A22 to provide any additional information or context about your community to help our reviewers better understand your socioeconomic and demographic details for your community.

A14. Median Age, and Percent of Population that is under 18 or 65 years and over

Tip: This data is available under the "Populations and People" section of your community's census profile page. "Median Age" is shown at the top of the "Populations and People" section. To find the Percent of the Population that is under 18 or 65 and over, click on Table "S0101" and scroll down to "SELECTED AGE CATEGORIES" then scroll to the right to find the Percent column. Find and enter the Percent for both "Under 18 years" (A14b) and "65 years and over" (A14c).

A15. Percent of the Population that Speaks a Language Other Than English at Home

Click on the "Populations and People" section of your community's census profile page, and then scroll down to "Language Spoken at Home". Enter the number listed above "Language Other Than English Spoken at Home in (your community)" on the left in question A15.

You can also click on Table "S1601" for a more detailed breakdown of the languages spoken at home in your community.

A16. Median Household Income

This data is listed at the top of your community's census profile page, or can be found by clicking on the "Income and Poverty" section or on Table "S1901" for your community.

A17. Poverty Rate

This data is available under the "Income and Poverty" section of your community's census profile page. Click on "Income and Poverty" from the top menu bar of your community's profile page, and scroll down to "Poverty".

A18. Bicycle Commute Rates by Sex

From your community's census profile page, click on the "Employment" section and then scroll down to "Commuting" and click on **Table S0801: COMMUTING CHARACTERISTICS BY SEX**. On table S0801, select the most recent **5-Year Estimates Subject Table**, then find "Means of Transportation to Work" and scroll down to the row that says "Bicycle". Scroll to the right to find the percentages for **Total Estimate**, **Male Estimate**, and **Female Estimate** in the "Bicycle" row.

A19. Percent of Household with No Vehicles Available

From your Census profile link, click on the "Housing" section and then click on Table "DP04". Once on table DP04, scroll to the section "VEHICLES AVAILABLE" to find the information for this question. **Scroll to the right to find the percentage for your community next to "No vehicles available"**.

A20. Disability Characteristics

From your Census profile link, click on the "Health" section and then the "Disability" section. Enter the number listed above "Disabled Population in (your community)" on the left in question A20a. Questions A20b-e can be found on the bar graphs on the left in this same section.

A21. Racial & Ethnicity distribution

Tip: From your community's census profile page, click on the "Race and Ethnicity" section and then click on Table P8 and then DP05 "ACS Demographic and Housing Estimates" and then scroll down to "RACE". **Scroll to the right to find the Percent column.**

For the first six categories below (A21a-f), enter the percentage numbers found for that category under "One Race" and then enter the total percentage listed for "Two or more races" (A21g). Scroll down to the "HISPANIC OR LATINO AND RACE" section to find the total percentage for "Hispanic or Latino (of any race)" (A21h).

A13. Census Profile link:

<https://data.census.gov/cedsci/table?q=Oakland%20city,%20California&tid=DECENNIALPL2020.P1> (<https://data.census.gov/cedsci/table?q=Oakland%20city,%20California&tid=DECENNIALPL2020.P1>)

A14a. Median Age in community:

38.6

A14b. Percent of Population that is Under 18 years of age:

17.7

A14c. Percent of Population that is 65 years and over:

16.5

A15. Percent of the Population that Speaks a Language Other Than English at Home:

41.7

A16. Median Household Income:

102235

A17. Poverty Rate:

11.9

Enter numbers only - answer must be in ##.## format.

A18a. Total Bicycle Commuters:

1.7

A18b. Male Bicycle Commuters:

2.1

A18c. Female Bicycle Commuters:

1.3

A19. Percent of Household with No Vehicles Available:

10.1

***Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" (<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A20a. Total percent of "Disabled Population":

12.2

A20b. Percent of population with a hearing difficulty:

3

A20c. Percent of population with a vision difficulty:

2.4

A20d. Percent of population with a cognitive difficulty:

5.9

A20e. Percent of population with an ambulatory difficulty:

5

Enter numbers only - answers must be in ##.## format.

A21a. White:

30.02

A21b. Black or African American:

21.29

A21c. American Indian and Alaska Native:

1.94

A21d. Asian: 16.07
A21e. Native Hawaiian and Other Pacific Islander: 0.65
A21f. Some other race: 18.27
A21g. Two or more races: 10.43
A21h. Hispanic or Latino (of any race): 28.79
A22. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe. Oakland is a diverse yet geographically segregated community. Some neighborhoods have many residents with low-English proficiency. According to 2024 ACS 1-Year Estimates, 41.7% of Oaklanders speak a language other than English at home and 8% of Oaklanders have limited English proficiency, though the true percentage is likely higher. One reason is because Oakland has the largest population of Mam speakers, (an indigenous Guatemalan language) outside of Guatemala. Oakland residents who are Mam speakers are particularly underrepresented in census data. An additional barrier is that Mam is primarily a spoken language, not written. About half of residents living in downtown own a vehicle. Bicycling rates vary significantly by census tract. See Oakland's "Zone Analysis for Bicycle Planning": https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-planning-amp-evaluation/zone-analysis-for-bikeway-planning-june-2018.pdf
Page: Engineering
B1. Does your community currently have any of the following policies in place? Check all that apply. Local Complete Streets resolution
B1a2. What year was the local Complete Streets resolution passed? 2013
B1b2. Please provide a link to the local Complete Streets resolution. https://oakland.legistar.com/View.ashx?M=F&ID=2344394&GUID=9918B922-A1F8-481F-A4F9-66F426E0B1C9 (https://oakland.legistar.com/View.ashx?M=F&ID=2344394&GUID=9918B922-A1F8-481F-A4F9-66F426E0B1C9)
B1c2. Since the passing of the local 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 on levels of motor vehicle speed and volume? Yes
B2a. Please describe. The City's Bicycle Plan (adopted in 2019) recommended a network of low-stress bikeways, with facility types selected based on traffic volumes, speeds, and feedback from residents in a statistically representative survey indicating which facility types most Oakland bicyclists, including young and cautious riders, would feel very comfortable using. Furthermore, when planning and designing particular facilities, the City consults design guidance such as the NACTO Urban Bikeway Design Guide, AASHTO Guide for the Development of Bicycle Facilities, FHWA Bikeway Selection Guide, and OakDOT's Neighborhood Bike Route Implementation Guide, which provide recommendations on bikeway design based upon motor vehicle speed and volume.
B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities? Yes
B3a. Please provide a link to your community's bicycle facility design manual or guidelines. https://www.oaklandca.gov/Public-Safety-Streets/Transportation-Permits-Engineering/OakDOT-Design-Details-for-Transportation-Facilities (https://www.oaklandca.gov/Public-Safety-Streets/Transportation-Permits-Engineering/OakDOT-Design-Details-for-Transportation-Facilities)

B3b. Do/es the manual or guidelines incorporate, reference, or follow any of the following standards? Select all that apply

NACTO Guide for Designing for All Ages & Abilities, Current NACTO Urban Bikeway Design Guide (2025 Edition), Older NACTO Urban Bikeway Design Guide (previous editions), NACTO Urban Street Design Guide, Current AASHTO Guide for the Development of Bicycle Facilities (5th Edition), Older AASHTO Guide for the Development of Bicycle Facilities (4th Edition)

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?

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

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

Maximum car parking standards , No minimum car parking standards , Paid public car parking , Shared-parking allowances

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?

Requirements to accommodate bicyclists through construction sites in the public right-of-way, Policy to preserve abandoned rail corridors for multi-use trails

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?

None of the above

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?

Bike parking ordinance for all new developments specifying amount and location , Ordinance that allows on-street bike parking/bicycle corrals (or they are de facto already allowed and the community has at least one), 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, System in place that allows residents to request the installation of new public racks

B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

Yes

B9a. Please provide a link to your community's bicycle parking design standards.

<https://www.oaklandca.gov/Public-Safety-Streets/Walking-and-Biking-in-Oakland/Bicycle-Parking/Bicycle-Parking-Resources-and-Requirements> (<https://www.oaklandca.gov/Public-Safety-Streets/Walking-and-Biking-in-Oakland/Bicycle-Parking/Bicycle-Parking-Resources-and-Requirements>)

B9b. Do your community's bicycle parking design standards meet any of the following?

Conform with APBP guidelines, Other

B9b2. If other, please describe.

Oakland's bicycle parking guidelines conform to the core structural and dimensional recommendations of the APBP Bicycle Parking Guidelines with respect to rack type selection, setback standards, and corral installation design, but do not address some areas the APBP guidelines identify as best practices, including alternative bicycle accommodation, e-bike charging, indoor facility design, and equity considerations. Larger bicycle accommodation is provided through some new City-installed public electronic bicycle lockers, and equity considerations are made through the City staff-initiated bicycle parking rack siting process.

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

More than 75%

B11. What, if any, end-of-trip facilities are available to the general public in your community?

Bicycle Station or Hub that provides lockers and/or showers for bike commuters, Public uncovered bike racks, Public covered bike racks, Public bicycle lockers or similar individual secure bike parking spaces, Public secure bike cages, rooms, or pods for communal secure bike parking spaces (e.g. Oonee Pods), On-street bike corrals, Other

B11a. If other end-of-trip facilities exist in your community, please describe.

Staffed Bicycle Stations provide secure bike parking for commuters.

B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?

Quality audit conducted for end-of-trip facilities (e.g. identifying facilities most in need of upgrade), Basic inventory conducted for end-of-trip facilities (e.g. identifying gaps in availability), Demographic or socioeconomic analysis conducted to plan for or prioritize installation of new end-of-trip facilities

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach (https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide (<https://bikeleague.org/wp-content/uploads/2023/03/fhwasa18077.pdf>) and Small Town and Rural Design Guide (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf), as well as NACTO's Designing for All Ages and Abilities contextual guide (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf) and updated (2025) Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, *Benchmarking Bike Networks* (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).

B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.

I would like to link to an online map

B13a. Bicycle Network Map URL:

www.oaklandca.gov/bikemap (<http://www.oaklandca.gov/bikemap>)

B13a1. Secondary Bicycle Network Map URL:

https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-education-amp-encouragement/bikemap_2026.pdf
(https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-education-amp-encouragement/bikemap_2026.pdf)

B13b. Optional comment field to provide more information about link(s):

Oakland's interactive map is updated twice a year and includes tabs for existing & proposed bikeways, bikeway projects, bike sign projects, bike signs, public bike parking, and a bikeway timelapse. The second link is the digital version of the printed map which is updated and distributed each year to coincide with Bike Month

B14. Bicycle Network Worksheet

6/9/26

Download File (https://bicyclefriendly.secure-platform.com/file/55151/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUIkIj01NTE1MSwiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9Dfr0x9GI_Z9J4aVjZT6bAjbq?BFC_2026_B14_Network-Worksheet_OAKLAND.xlsx)

The following answers for B15a-e should be copied from the "Summary" tab of your completed 2026 BFC Bicycle Network Worksheet (https://bit.ly/BFC_2026_B14).

B15a. Total current Roadway Network:

881

B15b. Percentage of Roadway Network that is high-speed:

1.18

B15c. Percentage of Roadway Network that is low-speed:

2.04

B15d. Percentage of Roadway Network where speed limit is unknown:

0

The following answers for B16a-h should be copied from the "Summary" tab of your completed 2026 BFC Bicycle Network Worksheet (https://bit.ly/BFC_2026_B14). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B16a. Total current mileage of on-street bike facilities:

130.32

B16b. Total current mileage of off-street bike facilities:

77.84

B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):

208.16

B16d. Total current mileage of other markings and features:

50.17

B16e. Ratio of Total Current Bicycle Network to Roadway Network:

24

B16f. Percentage of Roads with ANY on-street bike facilities:

15

B16g. Percentage of Roads with LOW-STRESS on-street bike facilities

9

B16h. Percentage of ALL bike facilities and other markings or features that are LOW-STRESS:

61

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

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed 2026 BFC Bicycle Network Worksheet (https://bit.ly/BFC_2026_B14). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B18a. Planned On-Road Bike Facilities:

166.18

B18b. Planned Off-Road Bike Facilities:

9.34

B18c. Planned LOW-STRESS Bike Facilities:

112.03

B18d. Planned other markings & features:

4.53

B18e. Plans to upgrade any existing bike facilities:

Of the 166.18 miles of planned on-street bikeways tallied above, 67.62 miles already have a bikeway that will be upgraded.

B18f. Plans to lower speed limits or design speeds of any existing roads:

The Proposed Slow Streets Network, based on the Proposed Bikeway Network where the proposed class is Class IIIB (AKA bicycle boulevards, neighborhood bike routes, etc.), will include a design speed of 15 miles per hour, where possible. Speed limit in all business districts were lowered to 20 mph starting in 2023.

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?

Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Lowered speed limit on a local road in the last 4 years, Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs), Narrowing motor vehicle traffic lane widths (lane diet), Car-free/Car-restricted zones, Temporary "pop-up" bike infrastructure or traffic calming /tactical urbanism, Designated "Slow Streets", Speed feedback signs/cameras, Automated (e.g. camera or video) speed enforcement for motor vehicles

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

"Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Contra-flow bike lanes (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street), Conflict zones are marked with colored bike lanes, Shared bicycle/priority bus lanes, Removal of on-street car parking, Reverse angle parking, Bicycle-friendly storm sewer grates, On-street wayfinding signage with easily visible distance and/or riding time information for bicyclists, Off-street wayfinding signage with easily visible distance and/or riding time information for bicyclists, Parallel but separated paths for bicyclists and pedestrians, Signage or markings to designate right-of-way on shared-use paths

B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?

Efforts to reduce air pollution, Efforts to provide shade, Street lighting on most arterials, Street lighting on most non-arterials, Lighting on most shared-use paths, Benches or other seating options added along bike routes/facilities, Public art or murals, Historical or cultural information , Placemaking efforts to develop interesting or engaging places along the route

B22a. Please describe any efforts to incorporate public art or murals along your community's bicycle network.

Paint the Town is a program that facilitates community-initiated murals directly on Oakland's streets. Many of them are on the City's bicycle network, including one on the San Francisco Bay Trail in front of the Jack London Square Amtrak station done in partnership with Oakland's professional soccer team. (See www.oaklandca.gov/Government/Oakland-Improvement-Projects/Paint-The-Town-Program.) Oakland's first Slow Street demonstration project includes community artwork on utility boxes (See www.oaklandca.gov/Government/Oakland-Improvement-Projects/8th-Street-West-Oakland-Traffic-Calming-Project.) The Slow Streets Program is promoting public participation by including identifying signs that feature images submitted by community members. (See www.oaklandca.gov/slowsigns.) Public art is also sprinkled throughout the string of parks along the Oakland shoreline that are connected by the San Francisco Bay Trail.

B22a. Public Art or Murals - Optional File Upload:

Paint the Town street murals; 8th Street utility box art, Slow signs, and San Francisco Bay Trail art

Download File (<https://bicyclefriendly.secure-platform.com/file/55149/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo1NTE0OSwiYWxsY3dOb3RTaWduZWRVcmwiOiJGYWxzZSIImInbm9Question-B22a-Public-Art-Murals.pdf>)

B22b. Please describe any efforts to incorporate historical or cultural information in your community's bicycle network.

Historical and interpretive signage is included along the San Francisco Bay Trail, explaining the history of Oakland's working waterfront and the ecology of San Francisco Bay. The Montclair Railroad Trail has interpretative signage about this path, constructed in 1987, on the former right-of-way of the Sacramento Northern Railway (1913-1957).

B22b. Historical or Cultural Information - Optional File Upload:

photo set of interpretive signage along the San Francisco Bay Trail and Montclair Railroad Trail

Download File (<https://bicyclefriendly.secure-platform.com/file/55150/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo1NTE1MCwiYWxsY3dOb3RTaWduZWRVcmwiOiJGYWxzZSIImInbm97WNZvEatb3WFaUU7w0xc4QC8oO-ucLI84c8GQFBU?Question-B22b-Culture-and-History.pdf>)

B22c. Please describe any placemaking efforts to develop interesting or engaging places along your bicycling network.

Oakland's bikeway network connects landmark destinations including Lake Merritt, Oakland waterfront, San Francisco-Oakland Bay Bridge, Oakland Hills, and multiple regional parks. It also connects pedestrian-oriented commercial districts, neighborhoods, and transit stations as well as schools, city parks, and libraries. These destinations are included in Oakland's bicycle wayfinding signage system and in the companion bike map that OakDOT publishes annually and distributes for free. The intent of this work is to embed the bikeway network in Oakland's places and to help connect Oaklanders to these places.

B22c. Placemaking Efforts - Optional File Upload:

No File Uploaded

B23. Are there any signalized intersections in your community?

Yes

B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Video or microwave detection for demand-activated signals, Leading Pedestrian Intervals, Demand activated signals with loop detector (and marking), Push-buttons that are accessible from the road or trail/side path, Push-buttons are designed and located at an accessible height for a variety of users, Timed signals, Signals timed for bicycle speeds, Bicycle Signal Heads, Advanced Stop Line or Bike Box, Protected intersection, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Refuge islands, Right corner islands ("pork chops"), Right-on-red restrictions in certain signalized intersections

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?

Accessibility audit for one or more segment or project within the bike network, Bollards and control access barriers have been removed or (re)designed at appropriate widths or angles to accommodate non-standard cycles such as hand cycles or adult tricycles, Bikeway lane widths have been (re)designed to accommodate wider non-standard cycles, Separated bike lanes or cycle tracks have been (re)designed to provide curb access to pedestrians using wheelchairs or other mobility aids, Construction or roadway maintenance detours for cyclists are designed with ramps and appropriate widths for non-standard cycles

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?

Online reporting system (e.g. SeeClickFix or local 311 or similar website), Mobile app (e.g. local 311 or similar app), Hotline/Dedicated phone line, Regular meetings

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes), Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance), Policy or set schedule for repaving roads, Other

B26a1. Sweeping

Same time as other travel lanes

B26a2. Pothole maintenance/ surface repair

Within one month of complaint or longer

B26a3. Restriping/ repainting markings

As needed

B26b1. Sweeping

As needed

B26b2. Vegetation maintenance

As needed

B26b3. Surface repair

Within one month of complaint or longer

B26b4. Restriping/ repainting markings

As needed

B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?

More than every 15 years

B26e. If other, please describe what policies, standards or mechanisms are currently in place to support the ongoing maintenance of bicycle facilities.

Every 2-4 years, the City of Oakland performs a citywide pavement condition survey, which is then used along with other factors including geographic equity, identified complete streets improvements, and the City's bicycle plan to develop multi-year pavement prioritization plans. Due to Measures KK and U, Oakland's voter-approved infrastructure bonds, the City has dramatically more resources to invest in paving than any previous time in decades. Over many years a structural deficit in available funding resulted in a massive backlog of deferred maintenance - \$538M as of 2018. Oakland's 2019 Three-Year Pavement Prioritization Plan made a \$100M investment to begin rectifying this backlog (including 35 miles of bikeways), and the 2022 Plan includes an additional \$300M investment (including 145 miles of bikeways). These plans have been recognized for their careful prioritization of limited resources to improve the City's overall pavement condition, prioritizing improvements in historically underserved neighborhoods, and incorporating complete streets design elements serving the most vulnerable roadway users.

B27. Does your community have a rail transit, bus, or other public transportation system?

Yes

B27a. Which of the following types of public transportation are offered in your community?

Public buses, Bus Rapid Transit (BRT), Paratransit, Commuter rail, Ferry or water taxi

What percentage of your community's public buses are equipped with bike racks?

100%

Are bikes allowed inside public buses?

Only outside of rush hour service in buses, Folding bikes are allowed in folded position in buses, Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed on buses

What percentage of bus stops are equipped with secure and convenient bike parking?

11-25%

Are bikes allowed inside BRT Vehicles?

Yes, at all times, Folding bikes are allowed in folded position, There is specialized space (e.g. hooks or luggage space) for bikes inside BRT Vehicles, On-vehicle bicycle storage is accessible for adaptive cycles (e.g. hand cycles, recumbents, trikes, etc.) , Non-standard cycles (cargo bikes, adaptive cycles, etc.) are allowed

What percentage of BRT buses are equipped with bike racks?

None

What percentage of BRT bus stops are equipped with secure and convenient bike parking?

51-75%

What percentage of Paratransit vehicles are equipped with accessible bike racks?

None

Are adaptive cycles allowed inside Paratransit vehicles?

Other

If other, please describe how adaptive cycles are accommodated by your Paratransit system

All mobility devices, including adaptive cycles, are permitted in paratransit vehicles, and would be secured in the wheelchair securement area, as long as the device can board using the lift and does not obstruct aisles or doorways.

B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?

Yes

B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.

There are 10 rail stations, one ferry station, and one water taxi in Oakland. The 10 rail stations include eight Bay Area Rapid Transit (BART) stations and two Amtrak stations. Bikeways connect to all stations with additional connections planned for a bikeway connection from each quadrant around each station. Fruitvale BART is served by recently completed separated bike lanes on Fruitvale Ave. Coliseum BART is served by two segments of mixed-use path that are part of the East Bay Greenway. Now in final design, the East Bay Greenway will provide new separated connections to Lake Merritt BART, an additional connection to Fruitvale BART, and improved connections to Coliseum BART. Construction is nearing completion for separated bike lanes in downtown on 14th St (serving the 12th St BART station) and on 20th St (serving the 19th St BART station). West Oakland BART is the site of a major transit-oriented development that includes separated bike lanes along the station's frontage on 7th St. A City project is in final design that will extend these separated bike lanes along 7th St. The BART stations have two attended bike stations for 330 bikes, the first installed in 2004 and the second in 2015. Another station has a secure bike cage with 195 parking spaces. Oakland's BART stations also have 380 eLockers and 1,048 bike racks. Beginning 2024, BART now allows bicycles to be taken on most of the escalators in the transit system. Additionally, three Oakland stations have stair channels to help bicyclists with staircases. Oakland's first Bus Rapid Transit (BRT) line, operated by AC Transit, opened in 2020 with 38 stations in Oakland. Twenty-one of the 38 BRT stations have bicycle parking (48 spaces in total), and bicycles are allowed on board the BRT buses.

B27c. How are residents and visitors encouraged to combine cycling and public transportation?

Bike share and public transportation accounts or payment systems are synced, Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Video(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Other

B27c1. If other, please describe.

In 2024, the Oakland Alameda Water Shuttle launched. This free water taxi provides service between Oakland and Alameda 6 days per week, with space for 14 bicycles on board and accessible ramps to easily roll on/off. The service improves connections to the island of Alameda for people on bike or on foot, and improves Alameda residents' ability to bike to broader transit options such as BART.

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

B28. Does your community currently have a community-wide bike sharing program that is open to the general public?

Yes

Click "Add Bike Share Program" below to answer questions B28a-g for each bike share program in your community. You may add up to three (3) community-wide bike share programs below.

Bike Share Programs

Bike Share Programs

Program Name: BayWheels**URL:** <https://www.lyft.com/bikes/bay-wheels>**Year Launched:** 2017**Status:** Permanent/long-term**Groups Involved:** Local Government (Applicant Community), Neighboring Jurisdiction(s) (including MPO or other regional agencies), Private Company**Number of Bikes:** 850**System Type:** Automated kiosk-style bike share system, Electric/pedal assist bikes are available**Number of Stations:** (if applicable) 102**Average Station Density:** (if applicable) 1.6**Adaptive Cycle Program Details, if applicable:****Program Name:** Oakland Electric Bike Lending Pilot Program**URL:** <https://www.oaklandca.gov/Government/Oakland-Improvement-Projects/Electric-Bike-Lending-Pilot-Program>**Year Launched:** 2023**Status:** Pilot/temporary**Groups Involved:** Local Government (Applicant Community), Private Company, Non-Profit Organization, State DOT or other statewide agency**Number of Bikes:** 50**System Type:** Short-term bike rentals, Long-term bike rentals, Electric/pedal assist bikes are available**Number of Stations:** (if applicable)**Average Station Density:** (if applicable)**Adaptive Cycle Program Details, if applicable:****B28h. How many trips were made in the last calendar year?**

186518

B28i. What specific efforts, if any, have been made to make the bike sharing program more equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?

Cash or non-credit card dependent payment system, Subsidized bike share memberships for eligible residents (e.g. Lime Access program), Community outreach, Walkable station spacing in low-income neighborhoods, Instructions for the bike share program are available in multiple languages

B28j. Do(es) your bike share program(s) make ridership publicly available online?

Yes

B28j1. If Yes, please provide a link to your publicly available bike share data.<https://www.lyft.com/bikes/bay-wheels/system-data> (<https://www.lyft.com/bikes/bay-wheels/system-data>)**B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?**

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

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.

Berkeley (N/A), Piedmont (N/A), Alameda (Gold), San Leandro (N/A), Emeryville (N/A)

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

The East Bay has a long history of bicycle planning with most of Oakland's adjoining jurisdictions having adopted multiple bicycle plans (or active transportation plans) over the years. The adjoining cities are Berkeley, Emeryville, Piedmont, Alameda, and San Leandro. These multiple plans have provided an iterative process, bringing the cities' networks into increasingly closer alignment. Additionally, the Alameda County Transportation Commission (countywide transportation agency) and the Metropolitan Transportation Commission (MPO for the San Francisco Bay Area) have each adopted multiple bicycle plans and active transportation plans with an emphasis on connections between adjoining jurisdictions. Because the inner East Bay is a built-out urban area, it is often not obvious where one city ends and the next begins because of the continuity in the urban fabric. When a bikeway does end at a city limit, it is easy to identify because it stands out: why did the bikeway end when other street characteristics continue on? Oakland staff have a history of working closely with staff in adjoining jurisdictions on bikeway projects at Oakland's city limits. In multiple instances Oakland has done construction into an adjoining jurisdiction so that a bikeway reaches a natural endpoint (e.g., an intersecting bikeway, the next intersection rather than a mid-block endpoint). Oakland has also fabricated bicycle guide signs for installation in other jurisdictions to help connect bicyclists coming from other jurisdictions to Oakland's bikeway network. The connections between jurisdictions is also improved through the work of Bike East Bay, advocating across jurisdictional lines to connect planning efforts and construction projects.

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

Yes

B32a. If yes, please describe.

OakDOT is a founding member of the California Cities Transportation Initiative (CACTI), which incorporated as a non-profit in 2022, and functioned as a coalition for over five years prior. Through this partnership of the DOTs of the eight largest cities, we've successfully addressed policy issues at the State level, including lowering speed limits, shared mobility policy, transit and bike policy, and the creation of California's first ever pilot program for Automated Speed Enforcement. We work closely with the regional body MTC to shape their advocacy goals at the state and federal levels support policy and funding mechanisms for transformative streetscape projects and sustainable legislative models for incentivizing active transportation and mobility sharing.

B33. 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.

Oakland has adopted and implemented a full suite of forward-looking bicycle design elements: separated bike lanes, protected intersections, buffered bike lanes, bicycle signal heads, bike boxes, two-stage turn boxes, green conflict zones, bikeway markings through intersections, bus boarding islands, bike corrals, eLockers, and bike stations. While significant work remains to implement these design elements citywide, each of these design elements has numerous examples that were constructed with permanent materials and are working successfully. These completed projects provide important precedents and examples for the design of current projects, with these design treatments now regularly part of design discussions.

In 2016, 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 multi-year paving plans that have provided time for early coordination, allowing for the development of increasingly complex bikeway projects. As an indication of this institutional commitment, the paving group within Oakland's Department of Transportation is named the "Complete Streets Infrastructure Division".

This coordination and construction are being funded with major infusions of bond funds. In 2016, Oakland voters adopted Measure KK, a 10-year infrastructure bond which included \$350 million for paving and transportation projects. In 2022 Oakland voters adopted Measure U which allocated an additional \$290 million for transportation projects. In its definition of eligible expenses, the Measure U bond language specifies "street paving and reconstruction, which must implement City of Oakland pedestrian and bicycle safety plans wherever and whenever street paving and reconstruction is performed with priority to be given to high-injury network streets and elsewhere whenever reasonably feasible as determined by the City, as mandated by the City of Oakland's Complete Streets Policy." The outcome is unprecedented in the amount of complete streets improvements – including separated bike lanes – being delivered through routine paving projects.

While the infrastructure bonds are providing huge benefits, Oakland still has deteriorated pavement due to multiple decades of under-funding for roadway rehabilitation. In an innovative maintenance program, 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 City of Oakland staff for expedited processing.

In Oakland's 2018 and 2022 applications, we noted that Oakland's commitment to separated bike lanes was best demonstrated through its recent successes with grant funding for separated bike lane projects. These projects were completed on Telegraph Ave and Fruitvale Ave, and projects on 14th St and 20th St in downtown are nearing the end of construction. To this we can add projects being delivered through routine paving, with projects completed on another segment of Telegraph Ave and on E 7th St/E 8th St, underway on Lakeshore Ave, advancing to construction on Lake Merritt Blvd and Martin Luther King Jr Wy, and under development on the third segment of Telegraph Ave.

B34. If this is a renewing application, please summarize the biggest changes to your community's bicycle-related Engineering efforts or investments since your last BFC application.

In the 2022 application, we noted the integration of current best practices for low-stress bikeway design into Oakland's planning and project development, highlighting how several projects in design at that time included features such as permanent bikeway separation, protected intersections, bus boarding islands, and signal improvements. Since then, several examples of these features have been built (12 protected intersections, 19 bus boarding islands, and 5 bike signal heads to name a few) solidifying them as community expectations for low-stress bike lanes, providing lessons learned to inform next-generation designs (including over 10 miles of separated bike lanes currently in design), and informing Oakland's growing library of design guidelines and details for transportation improvements.

Another area highlighted in our 2022 application was the integration of active transportation considerations into Oakland's traffic engineering and project evaluation practices. This trend has continued over the last four years, with Oakland's Methodology for Evaluating Road Diets bringing a holistic lens to the scoping of several projects, as well as providing a framework and catalyst for the data-driven evaluation of projects post-implementation. The West St Road Diet Project is a notable example. Oakland also completed a citywide Neighborhood Bike Route analysis, where traffic data was used to develop traffic calming recommendations being delivered by over 50-miles of paving projects. This data-driven approach also informed development of upcoming projects to improve ped/bike major street crossings, including concrete improvements to shorten crossings and remove conflicting motor-vehicle movements, and traffic controls like RRFBs.

Page: Education

Are schools in your community getting students Ready to Ride? If any school in your community offers in-school on-bike cycling education - whether through physical education class or another part of the school day - please encourage them to complete the League's Ready to Ride survey (https://docs.google.com/forms/d/e/1FAIpQLSeACMxXRhR3V8eeZl2eRDzJfjQWNXhoviNzEhnJbICEU_RigQ/viewform). The survey helps us understand where school-based on-bike education programs exist, how to support their growth, and how to help others establish these critical programs. If your schools don't yet offer in-school on-bike education, the League provides free resources to help get started at bikeleague.org/ready-to-ride. (<https://bikeleague.org/ready-to-ride>)

C1. Do any public, private, or charter elementary schools in your community offer any of the following bicycle education options to students?

On-bike, in-school cycling instruction is offered during the regular school day for elementary school students, Off-bike cycling instruction (e.g. safety presentations, helmet fitting, STEM lessons, etc.) is offered during the regular school day for elementary school students, On-bike cycling instruction is offered as an after-school extracurricular activity at elementary schools, Off-bike cycling instruction is offered as an after-school extracurricular activity at elementary schools

C1a. What percentage of all elementary schools (including public, private, and charter) offer in-school, on-bike cycling education?

1-25%

C1b. Does the on-bike education/curriculum offered in elementary schools meet the recommended Concepts and Skills on the League's Young Riders Checklist?

Some, but not all, recommended concepts and skills are taught

C1c. Who provides the on-bike instruction to students?

Outside Partner Organization(s)

C1d. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C1d1. If yes, does the fleet include adaptive bikes for elementary school students with physical and/or cognitive disabilities?

No

C1e. Approximately how many elementary school students receive on-bike education annually?

760

C1f. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?

Alameda County Safe Routes to School makes bike education free and prioritizes under-resourced Oakland schools by designating "equity schools," assigning site coordinators, providing translated materials, and using a \$3.7 million grant-funded Access Safe Routes initiative to add programming to schools where none existed, while there is not yet universal on-bike instruction or a standard adaptive bike fleet for all elementary students with disabilities.

C1g. What kinds of off-bike education/curriculum is offered in elementary schools? Check all that apply.

ABC Quick Check, Traffic safety/rules of the road, STEM or other project-based bike-related curriculum, Proper helmet fit

C2. Do any public, private, or charter middle schools in your community offer any of the following bicycle education options to students?

On-bike, in-school cycling instruction is offered during the regular school day for middle schoolers, Off-bike cycling instruction (e.g. safety presentations, helmet fitting, STEM lessons, etc.) is offered during the regular school day for middle schoolers, On-bike cycling instruction is offered as an after-school extracurricular activity at middle schools, Off-bike cycling instruction is offered as an after-school extracurricular activity at middle schools

C2a. What percentage of your public and private (including charter) middle schools currently offer on-bike, in-school cycling education?

1-25%

C2b. What kinds of on-bike education/curriculum is offered in middle schools?

Learn to ride, ABC Quick Check, Bike handling skills, Traffic safety/rules of the road

C2c. Who provides the on-bike instruction to middle school students?

Outside Partner Organization(s)

C2d. Are bicycles provided to middle school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C2d1. If yes, does the fleet include adaptive bikes for middle school students with physical and/or cognitive disabilities?

No

C2e. Approximately how many middle school students receive on-bike education annually?

310

C2f. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?

Alameda County Safe Routes to School makes bike education free and prioritizes under-resourced Oakland schools by designating "equity schools," assigning site coordinators, providing translated materials, and using a \$3.7 million grant-funded Access Safe Routes initiative to add programming to schools where none existed, while there is not yet universal on-bike instruction or a standard adaptive bike fleet for all elementary students with disabilities.

C2g. What kinds of off-bike education/curriculum is offered in middle schools?

ABC Quick Check, Traffic safety/rules of the road, STEM or other project-based bike-related curriculum, Proper helmet fit

C3. Do any public, private, or charter high schools in your community offer any of the following bicycle education options to students?

On-bike, in-school cycling instruction is offered during the regular school day for high schoolers, Off-bike cycling instruction (e.g. safety presentations, helmet fitting, STEM lessons, etc.) is offered during the regular school day for high schoolers, On-bike cycling instruction is offered as an after-school extracurricular activity at high schools, Off-bike cycling instruction is offered as an after-school extracurricular activity at high schools

C3a. What percentage of your public and private (including charter) high schools currently offer on-bike, in-school cycling education?

1-25%

C3b. What kinds of on-bike education/curriculum is offered in high schools?

Learn to ride, ABC Quick Check, Bike handling skills, Traffic safety/rules of the road

C3c. Who provides the on-bike instruction to high school students?

Outside Partner Organization(s)

C3d. Are bicycles provided to high school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C3d1. If yes, does the fleet include adaptive bikes for middle school students with physical and/or cognitive disabilities?

No

C3e. Approximately how many high school students receive on-bike education annually?

930

C3f. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all high school students?

Alameda County Safe Routes to School makes bike education free and prioritizes under-resourced Oakland schools by designating "equity schools," assigning site coordinators, providing translated materials, and using a \$3.7 million grant-funded Access Safe Routes initiative to add programming to schools where none existed, while there is not yet universal on-bike instruction or a standard adaptive bike fleet for all elementary students with disabilities.

C3g. What kinds of off-bike education/curriculum is offered in high schools?

ABC Quick Check, Traffic safety/rules of the road, STEM or other project-based bike-related curriculum (e.g. Project Bike Tech), Proper helmet fit

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

Learn to ride classes, Bike clinics or rodeos, Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component), Recreational classes (e.g. trail riding classes, mountain biking clinics, etc.), Bike maintenance classes, Helmet fit seminars, Summer camps

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?

130

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-only based classes , Information sessions/workshops, Online live/virtual classes

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, Other

C5b1. If other, please describe.

Additional workshop types provided include: Adult Earn-a-Bike workshops; 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 bike-specific Capital Improvement Program (CIP) funding to fund adult streets skills and Earn-a-Bike workshops.

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, non-profit, or other entity to allow every resident to participate in on-bike instruction?

Yes

C5e1. Does the fleet include adaptive bikes for adult students with disabilities?

No

C5f. Please estimate how many total adults are reached annually in your community through these classes?

1,300

C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?

Classes are hosted by or offered for certain affinity/identity groups (e.g. Women's-only, BIPOC-only, etc.), Classes are free or subsidized for low-income residents, Classes are regularly offered in historically underserved neighborhoods , Instructors are compensated directly by the community or another local entity so that classes can be offered free-of-charge or below-cost to all residents, Incentives are available for attending local classes, Translation services are available for classes upon request, Other

C5g1. Please describe any other efforts in place to prioritize equity and accessibility in the community's adult bicycling classes.

Oakland's adult bicycle education ecosystem prioritizes equity and accessibility through a broader network of community repair spaces and flexible learning formats. Community bike shops like Spokeland and Cycles of Change's Bikery provide low- or no-cost do-it-yourself repair hours, one-on-one mechanic guidance, and access to shared tools in West and East Oakland, allowing adults without home workspaces or resources to keep a bike safe and functional for transportation. The Crucible's free Open Bike Shop and Fix-A-Thons offer West Oakland residents hands-on instruction and repairs on flat tires, brakes, and drivetrains. Bike East Bay complements these efforts by offering on-bike classes, in-person workshops, and online webinars at community-based sites and funded by public and regional agencies (like the City of Oakland and the Metropolitan Transportation Commission) so that classes remain free and accessible to residents with limited time, childcare, or transportation options. The Oakland Public Library's Bike Fix similarly embeds no-cost minor repair instruction and tune-ups in familiar neighborhood institutions, further lowering cost, distance, and comfort barriers for adults who rely on bikes but have been historically excluded from instructor-led bike education and commercial repair services.

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Educational group rides, Bike-specific website or social media accounts for community, 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

C6b. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s):

<https://bikeeastbay.org/> (<https://bikeeastbay.org/>)

C6b. optional second link:

<https://wobo.org/resources/biking-resources/> (<https://wobo.org/resources/biking-resources/>)

C6b. optional third link:

www.oaklandca.gov/biking (<http://www.oaklandca.gov/biking>)

C7. Which of the following information is shared using the methods checked above?

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Traffic Skills/Rules of the Road/Sharing the road with vehicles, Sharing trail or path or pedestrians (e.g. path or trail etiquette) , Route planning, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?

Bicycle Friendly Driver classes offered by a local League Cycling Instructor, Tabling Events, Pop-up events, or similar, Community newsletter/magazine article/blog, Community maps (print or digital), Information for students and parents from the school system, Flyer/handout , Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?

Transit operators

C10. Are any of the following educational materials provided to community residents and/or businesses?

Smart Cycling Quick Guide in English, Smart Cycling Quick Guide in language(s) other than English , Smart Cycling Education videos, Smart Cycling electronic tips & resources, Online learning (learn.bikeleague.org) , Other local, statewide, or national bike safety resource

C10a. If other, please list or describe.

"Bike Smart Quick Tips" postcard available in English, Spanish, and Chinese distributed in community (by Bike East Bay - <https://bikeeastbay.org/tips>) - Also other postcards/flyers on bike theft prevention, biking after dark, family cycling, and other topics

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

31

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

In the last 2 years

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?

Smart Cycling classes or other bike safety education learning opportunities are subsidized or incentivized for any public employees

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?

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

C14a. Please provide an example or describe how educational efforts have focused on reaching women.

Cycles of Change's Mariposx is a weekly bike mechanic workshop open exclusively for women, trans, and femme people, and aims to create an empowering space built by and for WTF individuals who are seeking connection and empowerment through bicycles. Spokeland's free Mechanic Mentor Program allows underrepresented persons to learn bicycle mechanics and repair in a comprehensive and understandable way.

C14b. Please provide an example or describe how educational efforts have focused on reaching people of color.

Spokeland's free Mechanic Mentor Program allows underrepresented persons to learn bicycle mechanics and repair in a comprehensive and understandable way.

C14d. Please provide an example or describe how educational efforts have focused on reaching non-English speakers.

Bike East Bay routinely offers bilingual on-the-bike, classroom, or webinar formats in English, Spanish, Tagalog, and Chinese languages. When recruiting LCIs, Bike East Bay has sought to expand the number of instructors who can teach in these languages.

C14e. Please provide an example or describe how educational efforts have focused on reaching low-income populations.

Free bike mechanics classes are offered via Bike East Bay, Cycles of Change, The Crucible, Spokeland, and the Oakland Public Library in the City of Oakland.

C14g. Please provide an example or describe how educational efforts have focused on reaching the LGBTQIA+ community.

The Crucible Bike Shop's WTF (Women, Trans, Femme) Night is a diverse, inclusive, and accessible volunteer-run event for folks who hold marginalized gender identities.

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

No

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?

Every year, Bike East Bay hosts an LCI-certification seminar to build a more diverse, representative network of cycling educators. With funding by the Alameda County Transportation Commission, this program provides full scholarships for up to 16 individuals annually and covers all participant meals.

Bike East Bay's mission is to empower women, non-binary individuals, and people of color to lead bicycle education in the Bay Area, with a dedicated focus on expanding bilingual instruction in Spanish and Cantonese. Following successful seminars from 2022 through 2026, Bike East Bay is proud to continue driving equitable, community-led bike education across the East Bay.

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

Cultural competency or anti-bias training , Training or certification about teaching or working with neurodiverse (e.g. autistic, ADHD, etc.) students (youth or adults) , Training or certification about teaching or working with people with cognitive disabilities (youth or adults), Training or certification about teaching or working with people with physical disabilities or limited mobility (youth or adults)

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

Learning opportunities and resources are available in language(s) other than English, Partnerships with local community groups or other government agencies to reach new audiences (see question F4 under Equity & Accessibility to provide more details), Intentional efforts to ensure that imagery, photos, and videos used in educational resources reflect the diversity of the community , Intentional efforts to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in educational materials

C19. Describe any other education efforts in your community that promote safe cycling.

Additional workshop types provided include: Adult Earn-a-Bike workshops; 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 bike-specific Capital Improvement Program (CIP) funding to fund bicycle education programs.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application.

Oakland's 2019 Bicycle Plan was developed through partnerships with five community-based organizations to advance Oakland's work for racial equity. These partnerships led OakDOT staff to direct services as a means for reaching disadvantaged groups. Since 2022, we have promoted bicycle education as a form of public outreach and participation through partnerships with community-based organizations. We took inspiration from progressive public libraries that – in addition to books – lend tools, offer legal and tax services, and give away hygiene kits. For example, the Oakland Public Library (OPL) has toolkits for specific bike repairs as well as bike locks available for checkout. We continue to support a major renovation and expansion of The Shed, a space for bike repair and education at the Martin Luther King Jr branch library. This expansion will complement an already robust program at the 81st Ave Library known as the Bike Fix. Transportation funds are supporting this programming at the 81st Ave Library in a three-way partnership between OPL, Walk Oakland Bike Oakland, and OakDOT. OakDOT-funded bike programming is also underway with Bike East Bay, Cycles of Change, and Spokeland. In partnership with OakDOT, the Crucible recently completed a \$274,000 state grant for the West Oakland Bicycle Resource Hub, the single largest bike education investment to date in Oakland. Since 2022, we have grown this vision for partnership-based social services into a functioning program that in the past year has involved eight organizations.

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

Trip reduction ordinance or incentive program, Transportation Demand Management program, Guaranteed Ride Home program, Bicycle or e-bike Incentive, Subsidy, or Rebate program, Bicycle, cargo bike, or e-bike "try-a-bike" lending program for residents

D1a. Please provide a link to your trip reduction ordinance or incentive program.

https://library.municode.com/ca/oakland/codes/code_of_ordinances/283553?nodeId=TIT10VETR_CH10.68EMSETRREPR
(https://library.municode.com/ca/oakland/codes/code_of_ordinances/283553?nodeId=TIT10VETR_CH10.68EMSETRREPR)

D1b. Please provide a link to your Transportation Demand Management program.

https://www.alamedactc.org/wp-content/uploads/2023/08/TDM_Program_Fact_Sheet_20230822.pdf (https://www.alamedactc.org/wp-content/uploads/2023/08/TDM_Program_Fact_Sheet_20230822.pdf)

D1c. Please provide a link to your Guaranteed Ride Home program.

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

D2. What other (non-bike specific) groups, agencies, or institutions actively promote and encourage bicycling in the community? Check all that apply

Downtown Business Association/Business District, Public Health Agency , Law Enforcement or Public Safety Agency, Public School District(s), Major local employer(s)

D2a. For EACH category checked in D2, please provide an example of how this group, agency, or institution promotes or encourages bicycling in the community.

Many additional groups promote bicycling in Oakland.

The Business Improvement Districts maintain and clean public right-of-way infrastructure including bike parking furnishings; advocate for additional bike parking to serve merchants and other destinations; advocate for more bike share stations; and some district sponsor Energizer Stations for Bike To Work Day.

The Oakland Police Department (OPD) has collaborated with Bicyclist & Pedestrian Advisory Commissioners on outreach events such as their holiday toy drive. OPD is also experimenting with patrols via bike, and has a fleet of 100 bicycles. The Bicycle Trails Council of the East Bay partners with OPD in the Oakland Bike Patrol, in which volunteers and land managers assist, educate, and inform trail users in order to enhance their recreational experience in parks in the Oakland Hills.

The Oakland Unified School District (OUSD) collaborates with the Alameda County Safe Routes to Schools program on events like International Walk & Roll to School Day. One elementary school created their own Safe Routes to School Map. City staff collaborate with OUSD to improve bike parking at schools - the city funds the installation and advises on rack placement and layout. Since 2008, the "Ride 4A Reason" bike ride has raised over \$2 million for public schools in Oakland and Alameda. Several of the schools have teams that join the ride, and kids and families make up a large part of the volunteers. Each of the 5 rest stops are adopted by a school.

Kaiser Permanente is one of the largest employers in Oakland and they promote cycling through their healthy living Thrive campaign. Team Kaiser Thrive joined the NorCal AIDS Cycle this year. Kaiser also provides high quality bike parking at their hospitals so that members can arrive on bike. The East Bay Regional Park District promotes bicycling by building and maintaining bike paths such as portions of the San Francisco Bay Trail as well as many miles of mountain biking trails. The district has also been a big local player in the evolution of e-bike access. They ran a pilot project allowing e-bikes on three paved, long-distance trails and in 2023 their board voted to allow Class I e-bikes on all trails where regular bikes are allowed, and Class II e-bikes on all paved regional trails. The district has also created bicycle loop trail maps for select parks such as Redwood Regional Park in Oakland.

Though all residential developments are required to provide bike parking, some have gone above and beyond. The Fourth Street East building has its own bicycling information page "Commuting by Bike in Oakland: What to Know".

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

The Bicycle Friendly Business (<https://bikeleague.org/business>) and Bicycle Friendly University (<https://bikeleague.org/university>) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs at bikeleague.org/bfa/toolkit (<https://bikeleague.org/bfa/toolkit>).

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

Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?

Celebrate National Bike Month (and/or a state-specific Bike Month), Bike to Work Day(s), Bike To School Day(s), Bike Anywhere Day(s) or Week(s), Bicycle-themed festivals/parades/shows, Affinity or identity-based group rides or cycling events, Mentoring/Bike Buddy program for new riders, Family-friendly group rides or events (e.g. riding with young children), Bike commuter events, Commuter Challenges, Challenges aimed at students biking to school, Charity rides, Trail construction or maintenance days, Non-competitive, no-drop group rides, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, Bike valet parking at events

D5a. Provide a link to your community’s Bike Month or Bike to Work Day website:

<https://bikeeastbay.org/bike-to-whenever-day/> (<https://bikeeastbay.org/bike-to-whenever-day/>)

D6. 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)

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?

Women , People of Color, Non-English speakers, Low-income populations , College/University students , LGBTQIA+ community, People with disabilities, Homeless/unhoused people

D7a. Please provide an example or describe how encouragement efforts have focused on reaching women.

Bike East Bay has a monthly feminist, bike, book club. Radical Adventure Riders Bay Area chapter leads women and femme BIPOC focused rides.Walk Oakland Bike Oakland programs an annual workshop series for all femme-identified folks who want to go bike camping called Ride Like A Girl. The project concludes with an overnight bike camping event in the summer. Bicycle Trails Council of the East Bay programs a 1st Saturday of each month mountain bike ride for women, also called Ride Like a Girl.

D7b. Please provide an example or describe how encouragement efforts have focused on reaching people of color.

Many, many organizations in Oakland encourage BIPOC riders including Red Bike & Green, "a community-building collective of Black urban cyclists seeking to improve the physical and mental health, economy and local environment of African Americans by creating a relevant and sustainable Black bike culture". Red Bike & Green hosts rides for Black bicyclists and supports Black owned bike shops. Other organizations focused on BIPOC riders include: The Original Scraper Bike Team, Cycles of Change, the Mini Flyers, Black Girls Do Bike, the Major Taylor East Bay Bicycling Club, LaClinica de la Raza, the American Indian Health Center, and the Traffic Boyz.

D7d. Please provide an example or describe how encouragement efforts have focused on reaching non-English speakers.

Bike East Bay provides bike skills classes in Spanish and family cycling rodeos in Chinatown with Chinese speakers onsite.

D7e. Please provide an example or describe how encouragement efforts have focused on reaching low-income populations.

Bay Area Bike rescue takes salvaged bikes, fixes them, and gets them to low-income riders. The Bike Fix trains individuals from Deep East Oakland on bike mechanics skills through free weekly workshops at the two library branches. Individuals attending at least three sessions can also earn a bike.

D7f. Please provide an example or describe how encouragement efforts have focused on reaching college/university students.

The Mills Women's College has a Cycling Club, Free Wheel, that leads rides for young women and gender non-conforming young people to explore the indigenous sites like the MLK shoreline and Arrowhead Marsh in the Bay Area through the lens of social and environmental justice.

D7g. Please provide an example or describe how encouragement efforts have focused on reaching the LGBTQIA+ community.

FWB Oakland (Friends With Bikes) does two rides a month for Femme/trans/Women/NB riders. Radical Adventure Riders (RAR) Bay Area chapter is led by non-binary and femme folks leading, hosting monthly “no-drop” rides intended to offer welcoming, inclusive long rides and bike camping trips.

D7h. Please provide an example or describe how encouragement efforts have focused on reaching people with disabilities.

The City of Oakland was the first city to partner on a bike share pilot of adaptable bikes for people with disabilities of different kinds to use. We partnered with Ford GoBike and BORP, a sports organization for people with disabilities.

D7j. Please provide an example or describe how encouragement efforts have focused on reaching homeless/unhoused people.

Camp Mobility promotes cycling for unhoused people in Oakland by providing bikes, maintenance, training, and bicycle education.

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

Promotional information, maps, calendars, and other resources are available in language(s) other than English, Partnerships with local community groups or other government agencies to reach new audiences (Please see question F4 under Equity & Accessibility to provide more details), Intentional efforts to ensure that imagery, photos, and videos used in promotional resources reflect the diversity of the community , Intentional efforts to “normalize” cycling and to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in encouragement materials

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

Yes

D9a. Please provide details for each cycling club, group, or team that is active in your community.

Social or Recreational Clubs or Groups

Bike East Bay

Website: <https://bikeeastbay.org/>

Type: Bike advocacy or activist group

Contact: , info@bikeeastbay.org

Involved in App? Yes

Grizzly Peak Cyclists

Website: <https://www.grizz.org/>

Type: Recreational bike club

Contact: Tom Dunscombe, president@grizz.org

Involved in App? No

Oakland Yellowjackets

Website: <https://oaklandyellowjackets.wildapricot.org/>

Type: Recreational bike club

Contact: , oaklandyellowjackets@gmail.com

Involved in App? No

Outdoor Afro

Website: <https://outdoorafro.org/>

Type: People of Color/BIPOC bike club or ride group

Contact: Rue Mapp, program@outdoorafro.org

Involved in App? No

Scraper Bike Team

Website: <https://scraperbiketeam.com/>

Type: Other Youth bike club

Contact: Tyrone "Champ" Stevenson, info@scraperbiketeam.com

Involved in App? No

Red, Bike, and Green

Website: <https://rbgoakland.com>

Type: People of Color/BIPOC bike club or ride group

Contact: ,

Involved in App? No

VeloRaptors

Website: <http://www.veloraptors.com/>

Type: Recreational bike club

Contact: , veloraptors@gmail.com

Involved in App? No

Walk Oakland Bike Oakland

Website: <https://wobo.org/>

Type: Bike advocacy or activist group

Contact: Christine Hwang, info@wobo.org

Involved in App? Yes

Major Taylor Bay Area Bicycling Club

Website: <https://www.instagram.com/majortaylorbayarea/>

Type: People of Color/BIPOC bike club or ride group

Contact: ,

Involved in App? No

FWB Oakland**Website:** <https://fwboakland.com>**Type:** LGBTQIA+ bike club or ride group**Contact:** , fwboakland@gmail.com**Involved in App?** No**D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?**

Oakland is home to a diverse range of cycling clubs/groups including recreational bike clubs, mountain bike clubs, friends of the trail groups, racing clubs, kidical mass, family bike party, women-only ride groups, people of color ride groups, and more.

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?

Safe Routes to School program, Youth cycling club(s), Youth mountain biking club/team, Youth cycling mentor or buddy program, Trips for Kids chapter, Earn-a-Bike program or similar, NICA (National Interscholastic Cycling Association) or similar youth racing team(s), Bicycling-related summer camp, Bike giveaway program for children or youth, Organized 'bike bus' group rides are regularly held for one or more schools in the community, Family or youth-oriented organized group rides happen regularly throughout the year

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Helmet giveaways or subsidy program, Bike light giveaways or subsidy program, Reflector giveaways or subsidy program, Lock giveaways or subsidy program, Bicycle giveaways or subsidy program, E-bike giveaways or subsidy program, Low-cost or no-cost bicycle tune-up/maintenance program, Mobile bike repair services are available in the community, Other bicycle-related giveaway or subsidy programs

D11a. If other, please describe.

The Crucible Bike Shop has long been the community outreach arm of The Crucible. It serves West Oakland youth through their Earn-A-Bike program and supports the West Oakland community at large with free bike maintenance during Bike Fix-A-Thons. Regular classes and camps allow adults and youth students to learn skills in welding and bicycle mechanics with opportunities for creative exploration in their designs.

Oakland Upcycle (managed through Cycles of Change) connects low-income East Bay residents with free bicycles each year. Participants get everything they need to start using the bicycle as their primary transportation— a lock, helmet, rack and other essentials, a personalized transportation plan, and urban riding training from Oakland Upcycle instructors.

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?

Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529), Bike racks in well-lit, visible locations, Promotion of national or global bike registration system (e.g. Bike Index, Project 529)

D13. 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

D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?

Yes

D14a. Please provide the name and contact information for each co-op/non-profit community bike shop in your community.

Name: The Bikery

Website: <https://bikery.org/>

Primary Contact:

Email: thebikery@cyclesofchange.org

Additional Details (optional): The City of Oakland utilizes county-allocated Measure BB revenue (8% of this countywide sales tax is allocated for "Bicycle and Pedestrian Technology, Education, and Encouragement") to retain Bike East Bay as a prime consultant, providing critical administrative capacity to support bicycle repair education at Cycles of Change, a community-based non-profit organization that includes The Bikery as both a program and full-service bike shop.

Name: Spokeland

Website: <https://spokeland.square.site/>

Primary Contact: Phuong Anh Bui

Email: spokeland@gmail.com

Additional Details (optional): The City of Oakland utilizes county-allocated Measure BB revenue (8% of this countywide sales tax is allocated for "Bicycle and Pedestrian Technology, Education, and Encouragement") to retain Bike East Bay as a prime consultant, providing critical administrative capacity to support bicycle repair education at Spokeland, a community-based non-profit organization.

Name: The Crucible Bike Shop

Website: <https://www.thecrucible.org/youth-programs/youth-bike-program/>

Primary Contact: July Tenenbaum

Email: info@thecrucible.org

Additional Details (optional): The State of California Air Resource Board (CARB) is in the process of completing a grant agreement with the City of Oakland for a Sustainable Transportation Equity Project that involves The Crucible's Bike Program in West Oakland. CARB has provided funds for planning and implementing a bike resource hub in West Oakland. This project built on existing community ideas, programming, and relationships to bring bike resources to residents and visitors of West Oakland, with a focus on youth, working-class people, and lower-income families.

D14b. Does the local government provide any of the following types of support for the bike co-op/non-profit community bike shop(s).

Contracts for services, e.g. bicycle skills or maintenance education, event support, etc., Free bicycle safety accessories for distribution, e.g. helmets or lights, Provision of abandoned or impounded bicycles for resale

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods, There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.), Telecommuting policy, Other

D15a. If other, please describe.

Discounted bike share membership available to employees, secure bike parking available at some work sites. The Oakland Library has bookmobiles that are towed by cargo bikes. Staff who manage bike parking and bicycle wayfinding signage do all field work on bike.

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.

Oakland has a wealth of community-based organizations providing bicycle-related services and encouragement to the city's diverse communities. The Original Scraper Bike Team is nationally known for its youth programs, fixing and riding bikes, and its distinct visual style. Bike kitchens include The Bikery and Spokeland. The Bikery is affiliated with Cycles of Change, a 25-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 industrial arts organization, offers extensive bike programming. East Bay Bike Party is huge: <https://eastbaybikeparty.wordpress.com/about/>.

In 2026, Oakland celebrated its 33rd annual Bike to Work Day. The event was greatly diminished by the COVID-19 pandemic but has been regrowing and expanding ever since, featuring

- Energizer Stations where riders can stop for refreshments and gift bags
- Pedal Pools for folks to ride downtown with elected officials
- morning rally at City Hall and evening Happy Hour street fair

The City publishes an annual "We [bike] Oakland" bikeways map showing existing bikeways and the destinations shown on bike wayfinding signs. Now in its sixteenth edition, there are 232,000 copies in print.

The City publishes the twice yearly "We [bike] Oakland" Newsletter to document and report progress on implementing Oakland's Bicycle Plan. The thirty-eighth edition was published this winter with a digital circulation of 3850 subscribers. It has been published in four languages – English, Spanish, Chinese, and Vietnamese – since its 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 Google streetview link provides a glimpse: <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. The San Francisco Bay Trail is another excellent cycling route, providing miles of continuous off-street trails and access to open space, nature, and the waterfront. See <https://maps.app.goo.gl/AcqKjQBMKihstAvy8>

The Oakland Public Library is a champion for bicycling with electric cargo bikes and trailers that take library programming to communities. They are also deeply involved in helping people repair their bikes with regular bike repair clinics and toolkits available for checkout. The Library partners with The Original Scraper Bike Team to operate The Shed, a community-based bike repair shop at the Martin Luther King, Jr. Branch Library in East Oakland. The Library, OakDOT, and others are partnering on a major capital improvement to expand The Shed.

D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application.

Since 2022, the City of Oakland and community-based organizations have worked closely together to produce several new bicycle encouragement materials and events. In 2023, Oakland Public Library's free Bike Fix program served 852 participants, hosted 57 repair events, repaired 382 bikes, and gave away 88 bikes. The program has grown. In 2025, it served 1,153 participants, hosted 86 repair events, repaired 942 bikes, and gave away 188 bikes. The annual Bike To Wherever/Work Day event has included hundreds of Oakland participants every year, rebuilding from the pandemic-induced disruption to office commute patterns. 2026 marked the return of the pancake breakfast, a beloved pre-pandemic tradition, in front of City Hall after a Councilmember-led morning bike ride. City staff design and procure promotional materials for bicycling-related outreach events, much of it designed by artistically talented City interns; examples include stickers, temporary tattoos, iron-on patches, bike tube patch kits, and a button maker. The annual "We [bike] Oakland" City bikeways map has a revamped bikeway color scheme in response to community feedback. Compared to 2022, 3,500 more copies were printed in 2026 and were distributed to more places such as Oakland Recreation Centers and bike shops in neighboring cities.

Page: Evaluation & Planning

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

Yes, a full-time, paid position

E2. Is there a Safe Routes to School Coordinator position?

Yes, there is one or more full-time, paid position(s)

E3. 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?

14.65

Please download the 2026 FTE worksheet by clicking here (https://bit.ly/BFC_2026_E3) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "**BFC_2026_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx**" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.

E3a. Please upload your completed FTE worksheet here:

6/17/26

Download File (https://bicyclefriendly.secure-platform.com/file/54871/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo1NDg3MSwiYWxsY29Ob3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9BFC_2026_E3-FTE-Worksheet_Oakland.xlsx)

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?

Association of Pedestrian and Bicycle Professionals (APBP) membership, Peer-learning educational tours or exchanges, Regularly attend bicycle-related webinars, Regularly attend bicycle-related conferences, Present at bicycle-related webinars, trainings, or conferences, Racial Equity or Anti-racism training, Gender/LGBTQIA+ Equity or cultural competency training, Age-related Equity or Anti-ageism training, Disability-related Equity or Anti-ableism training, General cultural competency or anti-bias training

E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years?

Local, State, or Regional Bike Summit, APBP Conference, NACTO Designing Cities Conference, Transportation Research Board (TRB) Annual Meeting

E4b1. Please list or describe the Racial Equity or anti-racism training(s) received, and how it has informed bicycling efforts in the community, if at all.

All City staff take a training on creating an anti-biased and inclusive workplace. OakDOT staff are encouraged to enroll in a four-session Advancing Racial Equity Academy put on by the Oakland Department of Race and Equity. There have been many additional one-off trainings. Staff have been working on deeper community engagement with Oakland's most affected residents; considering the potential negative impacts of installing bike facilities; incorporating context sensitive and culturally relevant elements into design; and prioritizing projects and engagement in areas of disinvestment.

See the following:

Administrative Instruction 71 and associated training: Equal Employment Opportunity/Anti-Discrimination/Non-Harassment Policy and Complaint Procedure

Administrative Instruction 580 and associated training: City Race and Equity

For a list of trainings, please contact Andrea Pomicpic (APomicpic@oaklandca.gov) and/or citywidetraining@oaklandca.gov. City of Oakland trainings are gated behind an internal employee training portal, and city staff responsible for trainings are best equipped to answer questions about training content, materials, and vendors.

E4b2. Please list or describe the Gender/LGBTQIA+ Equity or cultural competency training(s) received, and how it has informed bicycling efforts in the community, if at all.

All City staff take a training on gender inclusion and inclusive language, which addresses Administrative Instruction 73 – Gender Inclusion Policy.

All City staff take a training addressing Administrative Instruction 580: City Race and Equity

Support development and application of Racial Equity Impact Analysis on policies, practices and programs 3. Development of guidelines that can be implemented across all City branches, departments, and agencies for outreach, communication and community engagement to improve the scope and effectiveness of City efforts to ensure that all communities receive information and can shape City policies and services;

For a list of trainings, please contact Andrea Pomicpic (APomicpic@oaklandca.gov) and/or citywidetraining@oaklandca.gov. City of Oakland trainings are gated behind an internal employee training portal, and city staff responsible for trainings are best equipped to answer questions about training content, materials, and vendors.

E4b3. Please list or describe the Age-related Equity or Anti-ageism training(s) received, and how it has informed bicycling efforts in the community, if at all.

Administrative Instruction 71 and associated training: Equal Employment Opportunity/Anti-Discrimination/Non-Harassment Policy and Complaint Procedure

For a list of trainings, please contact Andrea Pomicpic (APomicpic@oaklandca.gov) and/or citywidetraining@oaklandca.gov. City of Oakland trainings are gated behind an internal employee training portal, and city staff responsible for trainings are best equipped to answer questions about training content, materials, and vendors.

E4b4. Please list or describe the Disability-related Equity or anti-ableism training(s) received, and how it has informed bicycling efforts in the community, if at all.

Administrative Instruction 71 and associated training: Equal Employment Opportunity/Anti-Discrimination/Non-Harassment Policy and Complaint Procedure

Administrative Instruction 123 and associated training: Disability Access Policy

Administrative Instruction 145 and associated training: Equal Access to City services

For a list of trainings, please contact Andrea Pomicpic (APomicpic@oaklandca.gov) and/or citywidetraining@oaklandca.gov. City of Oakland trainings are gated behind an internal employee training portal, and city staff responsible for trainings are best equipped to answer questions about training content, materials, and vendors.

E4b5. Please list or describe the general cultural competency or anti-bias training(s) received, and how it has informed bicycling efforts in the community, if at all.

Administrative Instruction 71 and associated training: Equal Employment Opportunity/Anti-Discrimination/Non-Harassment Policy and Complaint Procedure

Administrative Instruction 580 and associated training: City Race and Equity

The department has an internal staff-led Race and Equity Team with about 50 active members out of the approximately 350 staff in the department. One committee on equitable engagement encourages best practices for reaching out to and prioritizing the voices of marginalized community members in the planning process for projects. Another committee on Data Analytics created a tool to prioritize where work like the Paving Plan which paves a lot of bikeways gets done. Since the submittal of the previous application, a committee called the At-Risk Users Group has been formed in collaboration with the ADA Programs Division in the City Administrator's Office, which functions as a forum for staff to learn about how various populations navigate the built environment in Oakland including people with physical or vision disabilities, elderly populations, children, and the unhoused. The group has hosted external guest speakers and conducted walking tours with advocates in the disability community.

For a list of trainings, please contact Andrea Pomicpic (APomicpic@oaklandca.gov) and/or citywidetraining@oaklandca.gov. City of Oakland trainings are gated behind an internal employee training portal, and city staff responsible for trainings are best equipped to answer questions about training content, materials, and vendors.

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

E5a. How often does the committee meet?

Monthly or more frequently

E5b. First Name:

Nick

E5b. Last Name:

Whipps

E5b. Email:

nwhipps@oaklandca.gov

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?

Other

E5c1. If other groups are represented, please describe.

The City of Oakland has a Bicyclist & Pedestrian Advisory Commission with nine Commissioners who are appointed by the Mayor and confirmed by City Council. They serve as individuals, and thus groups are not represented on Oakland's BAC. There is regular participation by local bike (and pedestrian) advocacy organizations, Transportation Department, Planning Department, Transit Agency, County/MPO/RPO transportation officials, and Person(s) with disabilities.

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?

The Bicyclist and Pedestrian Advisory Commission (BPAC) stresses equity and inclusivity in terms of race, age, income, housing status, geography, and ability in their advocacy and recommendations to staff and the makeup of their body. They strive to represent all council districts for geographic representation. They try to hold at least one meeting per year as a special meeting in a location outside of City Hall in an underrepresented neighborhood. They do outreach citywide to encourage residents from underrepresented neighborhoods to attend Commission meetings. Many of the commissioners are themselves representing or working with organizations to represent underserved and homeless youth, Black bicyclists, Deep East Oakland bicyclists, Chinatown residents, and other communities underrepresented in transportation planning.

E6. What systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?

Public Engagement Plan(s) for bicycle project(s) or plan(s), Dedicated Engagement staff, team, or outside consultants, Dedicated website, Social media accounts

E6c. Please provide a link to the dedicated website:

<https://www.oaklandca.gov/Public-Safety-Streets/Walking-and-Biking-in-Oakland/Bicycle-Planning-Evaluation/Oakland-Bicycle-Plan> (<https://www.oaklandca.gov/Public-Safety-Streets/Walking-and-Biking-in-Oakland/Bicycle-Planning-Evaluation/Oakland-Bicycle-Plan>)

E6d. Does your dedicated website include any of the following information, tools, or features?

Project-level status updates, Implementation status updates for bike plan, complete streets policy, or similar, Contact information and/or online form to provide feedback, Accessibility Features, Other

E6d1. If other please describe:

The City of Oakland Department of Race and Equity (RE) developed Inclusive Community Engagement: Administrative Instruction 6802. This led OakDOT's Race & Equity Team to develop a Community Engagement standard operating procedure, which seeks to move the needle on the public participation spectrum to be more inclusive and community driven. <https://www.oaklandca.gov/Community/Community-Development/Community-Development-Grants-Projects/Inclusive-Community-Engagement>

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?

Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government, Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations), Public Meetings , Focus Groups, On-site user surveys , Online surveys, 311 app or website or similar, Other mobile app crowdsourcing, Tabling at other community events/destinations, Advocate or community-led bike rides or Bike Audits that city officials regularly attend, Door-to-door canvassing to share information and seek input, Direct mailings to inform residents near impacted areas

E7b. OPTIONAL – If any Bike Audits have been conducted by city officials, local advocates, or any other member of the community in the past 4 years, please upload their resulting Bike Audit Report here and describe how the Audit has impacted planning or implementation for bicycle improvements in the community.

No File Uploaded

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?

In-person tabling or other face-to-face engagement opportunities regularly take place at various popular local community destinations (e.g. local schools, parks, churches, barber shops, grocery stores, etc.), In-person tabling, canvassing, or other face-to-face engagement efforts have intentionally focused on underrepresented or disadvantaged neighborhoods, Public meetings are offered both virtually and in-person, Public meetings and other engagement opportunities are offered at a variety of times to accommodate a variety of work schedules, Public meetings are recorded and made available on the community's website, Meeting minutes or summaries of public meetings are made available on the community's website, Childcare is regularly provided at public meetings or other engagement opportunities, Food is regularly provided at public meetings or other engagement opportunities, Compensation or incentives are provided to public engagement participants for their time, Door-to-door canvassing to share information and seek input in underrepresented neighborhoods, Engagement opportunities are offered in languages other than English, or translation services are always available, Language translation services are made available upon request, Sign language interpreters and/or captioning is/are made available upon request, Maps and images are described verbally for low-vision participants, Partnerships with local community groups or other government agencies to reach new audiences

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

E9a. What year was the plan originally adopted?

1999

E9a1. Has the plan been updated or revised since it was first adopted?

Yes

E9a2. If yes, what year was the plan most recently updated?

2019

E9b. Provide a link to the current plan.

<https://www.oaklandca.gov/resources/bicycle-plan> (<https://www.oaklandca.gov/resources/bicycle-plan>)

E9c. Is there a dedicated budget for implementation of the plan?

Yes

E9c1. What is the designated annual budget or funding allocated?

753232

E9c2. List or describe funding source(s).

The funding source is Measures 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.

E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?

Yes

E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.

The 2019 Bike Plan proposed a complete bikeway network of 343 miles with 219 miles of new and upgraded bikeways. The Plan also proposed three strategies to guide future bikeway investments: 1) Make it comfortable: 1a) Move streets that share a bikeway recommendation to the front of the line in Oakland's repaving schedule, 1b) involve the community in bikeway design process early and often to help weigh the benefits and tradeoffs that may be needed to create as much separation from moving vehicles as possible; 2) Make it local: 2a) Prioritize bikeways that connect residents within established neighborhoods to destinations like grocery stores, schools, parks, libraries, recreation centers, commercial districts, and popular bus stops, 2b) find opportunities for bikeway designs and wayfinding to reflect the existing local culture within Oakland's neighborhoods; 3) Make it connected: 3a) Build continuous cross-town corridors that help people bicycle safely to Lake Merritt and downtown from as many parts of Oakland as possible, 3b) evaluate design changes at intersections so that crossing a street is not a barrier to bicycling, and 3c) continue to provide directional signs to help bicyclists find their way and secure bicycle parking to protect their property once they reach their destination. Neighborhood bike routes (AKA bike boulevards) are proposed more than any other type of bikeway in a majority of Oakland's Priority Neighborhoods, with the following related actions: 1) improving major street crossings, 2) reducing or preventing speeding, 3) preventing high car volumes, and 4) increasing pavement quality.

E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?

51-75%

E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:

<http://www.oaklandca.gov/bikemap> (<http://www.oaklandca.gov/bikemap>)

E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?

Oakland's 2019 Bicycle Plan put a major emphasis on racial equity both in its planning and the community outreach process. Oakland staff partnered with community-based organizations to connect with under-represented groups and have their interests and concerns addressed in the plan's content. The community-based organizations were paid for their participation. Staff working on the plan completed a series of racial equity trainings. OakDOT's Race & Equity Team developed and maintains the "Geographical Equity Toolbox" which maps Oakland's social disparities by seven demographic factors. This map is used extensively to prioritize how resources are used and where outreach is undertaken. 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. Oakland's Bicyclist & Pedestrian Advisory Commission is committed to amplifying the voices of disadvantaged groups, both in its membership and in the items heard by the Commission. The Bicyclist & Pedestrian Advisory Commission has had an ongoing relationship with the Mayor's Commission on Persons with Disabilities. OakDOT is putting a growing amount of resources into bicyclist education through partnerships with community-based organizations to get resources directly to disadvantaged groups.

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

Yes

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

The Capital Improvement Program (CIP) is the City of Oakland's process for gathering community input on funding for capital projects. Every two years, the City seeks feedback to identify and select priority projects. Capital projects improve and maintain Oakland's public facilities and infrastructure. They can range from restoring aging public buildings to improving streets and sidewalks to creating or improving our parks. More information on the Capital Improvement Program can be found here: <https://www.oaklandca.gov/Government/Capital-Improvement-Program>

E10b. Please upload the most recent transportation budget for your community.

Download File (<https://bicyclefriendly.secure-platform.com/file/54417/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWZpYUkiOiJ0eXsb3dOb3RTaWduZWVcmwiOiJGYWxzZSI6ImNmM5Oakland-CIP-budget.pdf>)

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?

13%

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?

We used the transportation section of Oakland's Capital Improvement Program as a proxy for Oakland's "total annual transportation budget". We itemized the funding for all CIP projects over the five-year period. We then assigned a percentage value to each CIP project representing the percentage of that project that could reasonably be considered an investment in bicycle projects.

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?

Yes

E11a. Please describe.

Oakland's Capital Improvement Program (CIP) prioritization process CIP incorporates community and City values and offers additional social factors such as equity, economic opportunity and public health. The OakDOT Geographic Equity Toolbox (<https://www.oaklandca.gov/Community/Community-Development/Neighborhood-Improvement/Geographic-Equity-Toolbox>) is a key tool used in the CIP's prioritization process. This process aligns CIP investments with City values and priorities emphasizing equitable and transparent decision making. Each project included in the CIP is prioritized according to rank, based on the factors listed above. This process helps to prioritize funds for bicycle-related improvements in historically underserved neighborhoods in Oakland.

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

Yes

E12a. If yes, which of the following connectivity analysis methods or measures has the community used to evaluate your bicycle network?

Network Completeness – e.g. How much of the transportation network is available to bicyclists and pedestrians?, Access to Destinations – e.g. What destinations can be reached using the transportation network?, Network quality – e.g. How does the network support users of varying levels of experience, ages, abilities, and comfort with bicycling or walking?

E12b. If yes, which of the following connectivity measures has your community used?

Bicycle Level of Traffic Stress

E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network.

Please see the following documents. Oakland's "Zone Analysis for Bikeway Planning" (<https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-planning-amp-evaluation/zone-analysis-for-bikeway-planning-june-2018.pdf>) examines socioeconomic, geography, and infrastructure across eight zones (i.e., geographical areas) to inform Oakland's bicycle planning. Oakland's 2019 Bike Plan examines how many people can use a bicycle to access key needs, including grocery stores, commercial areas, transit, schools, libraries, and recreation centers (pp. 30-34, https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-planning-amp-evaluation/oakland-bicycle-plan/lboakland_finaldraft_20190807_web.pdf). Oakland has a draft citywide Level of Traffic Stress model. The model assigns a stress level (1-4) to every block of Oakland's street network. It also includes analyses of access areas (i.e., the catchment area of a major destination not exceeding a specified stress level) and islands (i.e., an area not exceeding a certain stress level that is isolated from adjacent areas by higher stress connections). Progress implementing the bikeway network is tracked with this public-facing map: www.oaklandca.gov/bikemap.

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

Yes

E13a. What are the goals of your community's performance measurement program?

- (1) Access: Increase access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops, and BART.
- (2) Health & Safety: Empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy.
- (3) Affordability: Reduce the burden of household transportation costs.
- (4) Collaboration: Foster an increased role for the community in the planning process and improve trust that the City will fulfill its promises.

E13b. Which of the following bicyclist and pedestrian performance measures have been used to evaluate and inform decision-making around your bicycle network?

Access to Community Destinations, Access to Jobs, Average Trip Length, Connectivity Index, Crashes, Crossing Opportunities, Density of Destinations, Miles of Pedestrian/Bicycle Facilities, Mode Split, Network Completeness, Population Served by Walk/Bike/ Transit, Retail Impacts, Route Directness, Transportation-Disadvantaged Population Served, User Perceptions, Vehicle Miles Traveled (VMT) Impacts, Volume

E13c. How have these performance measures informed your community's planning efforts or supported the goals listed above?

At the citywide level, the focus on community destinations has created a finer grained network which is complementing previous work to establish connections to transit and jobs. Emphasizing community destinations is also part of Oakland's race and equity discussion as the bikeway network evolves to serve a broader range of people and trip types. At the street level, volumes and speeds are becoming increasingly important considerations as Oakland implements slow streets. For communications, level of traffic stress (LTS) analysis has been invaluable for sharing in easily understood terms that bicyclists have a range of comfort levels and that superior bikeways support a broader range of bicyclists.

E14. How does your community collect information on bicycle usage? Check all that apply.

Permanent automated /electronic bicycle counters (e.g. Eco-Counter, StreetLight Data, etc.), Temporary or mobile automated /electronic bicycle counters, Household travel surveys that include bicycle trips, App-based or other opt-in electronic data collection (e.g. Strava Metro, Dero 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.

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

Oakland's Annual Multi-Modal Counts Program Summary and web-page link

Download File (https://bicyclefriendly.secure-platform.com/file/54802/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWZpYUlkIjo1NDgwMiwiaWYxZWxzY3dOb3RTaWduZWZWRVcmwiOiJGYWxzZSIImInbm9E14_counts-overview.pdf)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

Oakland's Annual Multi-Modal Counts Program Summary and web-page link

Download File (https://bicyclefriendly.secure-platform.com/file/54803/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUIkIjo1NDgwMywiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImNm9E14_counts-overview.pdf)

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

Crosstabs from statistically significant community survey for 2019 Bike Plan.

Download File (<https://bicyclefriendly.secure-platform.com/file/52942/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUIkIjo1Mjk0MiwiaWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImNm9F14C-Let%27s%20Bike%20Oakland%20Survey%20Crosstabs.xlsx>)

E14d. 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.)

The 2023-2024 Year End Report from the Alameda County Safe Routes to School Program. See Section 4, Mode Choice.

Download File (https://bicyclefriendly.secure-platform.com/file/54804/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUIkIjo1NDgwNCwiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImNm9E14D_ACTC23-24AnnualReport_Sec4-ModeChoice.pdf)

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

2024 BART Station Profile Study, Station one-pagers with mode share, travel, and demographic information.

Download File (https://bicyclefriendly.secure-platform.com/file/54805/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUIkIjo1NDgwNSwiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImNm93-qk2c55suVG0mU5g5rLMMM9Sf7yLSA8?E14E_BARTStationProfile_OnePagers_121525.pdf)

E15. What is your best estimate for your community's current bicycle mode share?

Here is a three-part answer: (1) 1.7% of Oaklanders commute to work by bike as their primary means of transportation; (2) 2.6% commute by bike when including people who bike to transit; and (3) 29% bike at least once per month. The first figure is from US Census/ACS 2024 5-year estimates; the second combines the US Census/ACS data with BART 2024 station access data; and the third is from the 2019 Bike Plan's statistically significant survey of Oakland residents.

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

Yes

E16a. Please list or describe these goals, as well as current baseline metrics.

Double the overall share of bicycle commuters from 5% to 10%. This goal is from the City of Oakland's 2019 Bicycle Plan. It was reaffirmed in the City of Oakland's Equitable Climate Action Plan (2020) which specifies a 10% bicyclist mode share by 2050.

E17. Does your community collect and track bicyclist crash data?

Yes

E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

95

E18. Does your community collect and track bicyclist "near misses"?

No

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

4.2

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?

Yes

E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.

There is a High Injury Network (HIN) for each mode (bicyclists, pedestrians, vehicle occupants) which is used to prioritize which projects get chosen for external funding (such as federal grants), internal funding (such as capital improvement program funds), or safety treatment requests. In 2023, Oakland conducted a Citywide Crash Analysis using data from 2017-2021, which revealed that certain demographic groups and geographic areas experience a disproportionate share of crashes in Oakland.

<https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/traffic-safety/safe-oakland-streets/crash-analysis-2017-2021.pdf>

E20b. Please upload any associated data, visualizations and/or maps.

Maps of the high injury networks by mode.

Download File (https://bicyclefriendly.secure-platform.com/file/54520/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo1NDUyMCwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9HIN_2024.zip)

E20c. Has this analysis included any demographic or socioeconomic details or overlays to better understand who/what neighborhoods of the community are most impacted by traffic violence?

Yes

E20c1. If yes, please describe your process and findings.

We included an overlay of the Priority Neighborhoods layer from the OakDOT Geographic Equity Toolbox. This map shows that a majority of the High Injury Network is in Oakland's flatlands; priority neighborhoods where higher concentrations of low-no -income and BIPOC residents live. This percentage has decreased from 47 miles or 74% in 2019 to 43 miles or 64% in 2024.

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

Yes

E21a. If yes, please state or summarize the goal, including timeframe.

OakDOT has a Safe Oakland Streets (SOS) Initiative that aims to eliminate traffic deaths in 16 years by 2042. Additional goals for SOS include: 1.Prevent severe and fatal crashes and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities, and low-income populations; 2. Eliminate severe and fatal injury inequities including racial disparities impacting BIPOC communities that exist today in Oakland; and 3. Inform effective and equitable safety strategies that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations.

E21b. What is the primary method or mechanism the community has implemented to achieve this goal?

The Safe Oakland Streets (SOS) Initiative has taken an interdepartmental-, equity-, and efficacy-focused approach to achieving our SOS goals. We analyze equity and efficacy of safety countermeasures to identify the most effective strategies and assess whether they advance equity or have the possibility of reinforcing inequity. This analysis sets standard practice for our projects, guides design strategy, and leads to policy development.

We worked in partnership with the City Administrator's Office, the Oakland Police Department, and the Department of Race and Equity to review data on crash patterns and demographics, and discuss these potential strategies in detail in order to propose strategies with the greatest impact. After many months of collaboration and foundation setting, the SOS initiative launched in 2021 with a commitment to report on progress to City Council annually. We have reported annually to this body since.

E21c. Please provide a link to any associated plan, policy, or program.

<https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Safe-Oakland-Streets> (<https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Safe-Oakland-Streets>)

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?

It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' bicyclists, Ban on texting while driving, Vulnerable road user law, Safe passing distance law, Law that allows bicyclists to follow pedestrian signals instead of motor vehicle traffic lights at signalized intersections

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?

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

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.

Safe Oakland Streets (SOS) is a Citywide initiative to prevent serious and fatal traffic crashes and eliminate crash inequities on Oakland's streets. Oakland's Department of Transportation is working with the Police Department and the Department of Race and Equity to equitably implement effective enforcement strategies. Our goal is to focus traffic operations on the most dangerous driving behaviors within high injury corridors. In addition to quarterly stop data, a yearly SOS report evaluates the traffic stops including their severity, location, pervasiveness and their disparate impact on specific populations.

<https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Safe-Oakland-Streets>

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

No

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?

Officials are required to report all traffic enforcement stops made of motor vehicle drivers, Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Demographic information is collected as part of all traffic stop data that is reported, Demographic information is collected for all traffic-related citations and arrests

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?

Raw data is published and made available to the public on a regular basis, Data summaries, analysis, or reports are published and made available to the public on a regular basis, Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports, Demographic data including sex or gender identity are included in publicly-available datasets, summaries, and/or reports, Demographic data including physical and/or cognitive disabilities are included in publicly-available datasets, summaries, and/or reports, Data and/or analysis is routinely shared with a citizen oversight board or committee

E27a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.

No File Uploaded

alias091bc56c99064d05be990b0b424aa779

No File Uploaded

URL:

<https://www.oaklandca.gov/Public-Safety-Streets/Police/OPD-Data/Data-from-Police-Officer-Visits-and-Stops> (<https://www.oaklandca.gov/Public-Safety-Streets/Police/OPD-Data/Data-from-Police-Officer-Visits-and-Stops>)

URL:

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

In response to the Reimagining Public Safety Task Force established in 2020, the City of Oakland developed a plan for a complete reconstruction of the public safety system. The recommendations included the policies and initiatives outlined below:

- SOS Stop data analysis and disparity review
- Police stop data is reviewed in collaboration with the Oakland Police Department and Department of Race and Equity for inclusion in the Enforcement section of the SOS Annual report. OPD's approach to traffic safety enforcement operations leverages data to prioritize the Traffic Enforcement Unit's resources on dangerous driving behaviors (i.e. fatal and severe crash causes) and at locations on the High Injury Network. Non-dispatch, non-intel led traffic stops are the stops that OPD officers make for traffic enforcement (in contrast to stops that are the result of a dispatched call for service or are intelligence-led) and, thus, have the most discretion. These stops are analyzed to show trends in, stop frequency, racial disparities, stop preponderance in priority locations (e.g. High Injury Network and Highest Priority Equity Neighborhoods) and stop types (e.g. moving violations, equipment violation). OPD regularly assesses traffic violation stops and holds monthly risk management meetings, focusing on stop data and other risk data. Supervisors and Commanders are expected to ensure that officers' actions are lawful, effective and responsive. Where disparity is evident, supervisors and command work to determine causes and potential mitigations. Stop data forms are reviewed by supervisors to ensure officers are compliant with all laws and policies.
<https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Safe-Oakland-Streets>

- MACRO

- In response to the Reimagining Public Safety Task Force's goal to "rapidly reimagine and reconstruct the public safety system in Oakland by developing a recommendation for Council consideration to increase community safety through alternative responses to calls for assistance, and investments in programs that address the root causes of violence and crime (such as health services, housing, jobs, etc.)" the Oakland City Council formally approved the Mobile Assistant Community Responders of Oakland (MACRO) in March 2021. MACRO is a community response program operated by the Oakland Fire Department for non-violent, non-emergency, non-criminal requests for service. MACRO aims to increase access to community resources and streamline responses by traditional first responders (Fire and Police).
<https://www.oaklandca.gov/Public-Safety-Streets/Crime-Prevention/Mobile-Assistance-Community-Responders-of-Oakland-MACRO>

- Automated Speed Enforcement

- Oakland is one of six cities in California participating in a five-year pilot program to install and operate speed cameras under Assembly Bill 645. Cameras have been issuing warnings as of January 14, 2026 and began issuing speeding tickets on March 15, 2026. OakDOT staff worked with the State and other cities to add equity and privacy measures into the bill to mitigate the potential for inequitable outcomes and to prevent over-policing in communities. These measures include reduced fines, opportunities for community service in lieu of fines, cameras placed to only capture license plates, and strict regulations about data retention and safeguarding. <https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Speed-Safety-Cameras-Pilot-Program>

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

NACTO Cities for Cycling, NACTO Member City or Affiliate Member City

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.

In 2019 Oakland adopted its third-generation Bicycle Plan, with the original plan adopted in 1999 and a major update completed in 2007. In addition to going big on separated bike lanes, the 2019 Plan incorporated multiple new approaches: a statistically significant survey of Oaklanders to understand people's experiences biking; a race and equity framework that guided the outreach, analysis, and recommendations; contracting with community-based organizations to reach underrepresented Oaklanders and help guide the plan recommendations; and outreach strategies to meet people where they are at.

In recent years OakDOT has gotten serious about bike boulevards which – over the years – had trailed behind Oakland's aggressive work implementing road diets with bike lanes. This initiative was prompted by: the 2019 Bike Plan sparking renewed interest in this bikeway type; a paving program with bond funding, a complete streets mandate, and a Five-Year Paving Plan including 50 miles of bike boulevards; and Oakland's Slow Streets Program that was catalyzed by the Covid-19 pandemic. OakDOT is advancing a permanent slow streets program (www.oaklandca.gov/slowstreets) to create a network of streets for travel at human-powered speeds and to encourage the use of these neighborhood streets as community spaces. A draft slow streets network was developed in 2025 based on extensive data collection of traffic volumes and speeds. Complementing the traffic calming implemented through paving projects, the Highway Safety Improvement Program (HSIP) is proving to be a great source of grant funding for crossing improvements where slow streets meet major streets.

In the late 2010s, OakDOT completed a data-intensive report 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 edition is available at <https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-planning-amp-evaluation/zone-analysis-for-bikeway-planning-june-2018.pdf>. The project analyzed Oakland as eight zones to reveal differences in the city's socioeconomics, geography, infrastructure, and bicycle use. It helps visualize these differences across Oakland with the goal of shaping proposals and investments that are responsive to the needs of different peoples and areas. While not bicycle-specific, this socioeconomic analysis continues in OakDOT's Geographic Equity Toolbox, a collection of analyses and data resources used regularly to inform project prioritization, development, and outreach: <https://www.oaklandca.gov/Community/Community-Development/Neighborhood-Improvement/Geographic-Equity-Toolbox>.

OakDOT continues to develop a level of traffic stress (LTS) model of Oakland. This effort dovetails with the citywide resident survey of the 2019 Bike Plan which provides insights on how Oakland's population falls into the four categories of bicyclists used in LTS analysis. While Oakland's bikeway datasets are robust, there are other data gaps that have led Bicycle & Pedestrian Program staff into new areas of data management. These include federal functional classification, speed limits, traffic volumes, and the number of travel lanes by roadway segment. While in one sense this work strays from bikeway planning, it is simultaneously a profound opportunity to rework the foundational characteristics of Oakland's streets to support bicycling.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application.

Oakland's most recent and significant bicycle evaluation and planning efforts are described below.

The Geographic Equity Toolbox includes five datasets, each of which provides a data-driven context for how disparities appear geographically in Oakland: Priority Neighborhoods, Race and Ethnicity, Language, Displacement and Gentrification, and Pollution. OakDOT staff use this toolbox to make data-informed decisions about where to prioritize policies, programs, projects, and funding. <https://www.oaklandca.gov/Community/Community-Development/Neighborhood-Improvement/Geographic-Equity-Toolbox>

Oakland's 2024 High Injury Network (HIN) is a map of the corridors and intersections where the most severe and fatal crashes are concentrated. This map was updated in May 2024 with crash data from 2017 to 2021. <https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/2024-High-Injury-Network-HIN>

Oakland is developing a Slow Streets network to promote travel at human-powered speeds and to encourage use of neighborhood streets as community spaces. This effort grows from past work to develop bicycle boulevards. <https://www.oaklandca.gov/Government/Oakland-Improvement-Projects/Oaklands-Slow-Streets-Essential-Places>

In 2021-2022, the West Street Road Diet Project reconfigured West Street from San Pablo Avenue to 52nd Street. This is one of OakDOT's more notable post-project evaluations and focuses on motorist speeds and volumes, pedestrian safety at roadway crossings, and the suitability of the street for bicycling. <https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/projects/west-street-road-diet-project/weststroaddietevaluationreport.pdf>

Oakland is one of six cities in California participating in a five-year pilot program to install and operate speed cameras under Assembly Bill 645. <https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Speed-Safety-Cameras-Pilot-Program>

Page: Equity & Accessibility

The League defines (<https://bikeleague.org/content/equity-initiative>) “**Equity**” as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

“**Accessibility**” refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as ‘disabled’. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous “E” section, in addition to this new dedicated “Equity & Accessibility” section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

Yes

Please provide contact information for your community's DEI position or primary contact:

F1a. DEI Contact First Name:

Darlene

F1b. DEI Contact Last Name:

Flynn

F1c. DEI Contact Title/Role:

Director of Race and Equity

F1d. Department or Agency name:

Race & Equity Department

F1e. DEI Contact Email:

DFlynn2@oaklandca.gov

F1f. Please describe how, if at all, the DEI initiative, department, or position supports equitable bike planning or outreach in the community.

The City of Oakland created a Department of Race & Equity, the timing of which coincided with the creation of Oakland’s 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 Race & Equity Team to be proactive on pursuing equity goals and for institutionalizing these goals in the day-to-day work of the department, including one committee dedicated to more equitable outreach and one committee dedicated to more equitable allocation of resources. At the outset of OakDOT, the 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 12 years. The 2019 Bicycle Plan made a deep commitment to advancing more equitable outcomes. It included a community process that partnered with community-based organizations to engage proactively with underserved communities. The organizations were paid for their work. The director of the Department of Race & Equity was 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 was a major, high-profile, and timely project by which OakDOT enacted its commitment to more equitable outcomes.

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?

Yes

F2a. What is the name of this committee or working group?

OakDOT Race and Equity Team

F2b. Primary Contact First Name:

Colin

F2c. Primary Contact Last Name:

Piethe

F2d. Email address for Primary Contact:

cpiethe@oaklandca.gov

F2e. How, if at all, has this advisory committee or working group informed or influenced bike planning, infrastructure and/or programming in your community?

The community engagement committee of the team created a standard way of doing engagement equitably for projects, programs, and policies. The Data Analytics committee of the team created a tool to prioritize projects including bike infrastructure and programming in neighborhoods with higher concentrations of BIPOC residents, low-income residents, residents with disabilities, residents with low-educational attainment, seniors, residents paying over 50% of their income on rent, and single parent families.

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

Yes

F3a. If yes, please list the name(s) of the department(s) and a primary contact for each.

Americans with Disabilities Act (ADA) Programs Division, Anh Nguyen, Disability Access Coordinator (ANguyen2@oaklandca.gov)

F3b. If yes, please describe how, if at all, these departments or individuals have been involved in improving accessibility for cyclists with physical or cognitive disabilities in the community.

The City's Americans With Disabilities Act Programs Division promotes equity for persons with disabilities by coordinating physical and programmatic access compliance in all city programs, activities, and services. This division has been involved in improving accessibility for disabled cyclists through publishing information and resources related to the ADA and programs, services, and organizations serving people with disabilities, receiving formal ADA complaints, staffing the Mayor's Commission on Persons with Disabilities, providing detailed design review for transportation projects, and working with other City divisions to develop a six-month pilot adaptive bike share program (the first of its kind administered by a Bay Area city) which provided key lessons learned for future efforts.

F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?

BIPOC affinity bike club or community group(s), Femme/Trans/Women affinity bike club or community group(s), Disabled cyclist affinity bike club or community group(s), Bicycle co-op or non-profit community bike shop, Disabled people and/or disability advocates/activists, Affordable housing agency or advocacy/support group, School District and/or public or private K-12 schools, Office on aging, senior services agency, or related affinity groups, Public library, Civil rights or social justice-focused advocacy group or organization, Public health agency or local healthcare provider, Transit agency or similar, Bike share provider or similar, Business or commercial districts or similar

F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.

The Alameda County Transportation Commission Safe Routes to School (SR2S) program has established a number of ongoing partnerships, including with: 1) the Center for Independent Living to include accessibility info in travel training, 2) Oakland Unified School District to address SR2S and sustainability in schools, 3) railroad safety education via California Operation Lifesaver to change dangerous behaviors and prevent avoidable tragedies, 4) the Alameda County Public Health Department regarding the SR2S program and sustainability, and 5) AC Transit when developing transit training modules on taking the bus.

Black Girls Do Bike is a community of women of color, especially Black women and girls, who share a passion for cycling; this group has a chapter in the Bay Area, with some members based in Oakland.

Red, Bike, and Green, established in Oakland, is a collective of Black urban cyclists improving the health, economy & local environment of African Americans by creating relevant & sustainable Black bike culture.

Hard Knox Bikes is a specialty bike shop that provides workshops and clinics on topics like bike safety and maintenance for "all those who identify as women, people of color, trans, and all other gender rebels and allies."

The Crucible Bike Shop serves West Oakland youth through an Earn-A-Bike program and supports the West Oakland community at large with free bike maintenance during Bike Fix-A-Thons, all free to the public.

Cycles of Change is a bicycle non-profit organization whose mission is to improve the health and sustainability of low-income neighborhoods (many in East Oakland) by increasing the use of bicycles as transportation. The San Antonio Active Transportation Outreach Program, implemented via Cycles of Change in 2021 and 2022, included an Earn-a-Bike program and focused on residents of the Camino 23 affordable housing complex in Oakland's San Antonio neighborhood.

The Oakland Public Library offers free minor bicycle repair at the 81st Avenue Branch, located in a Highest Priority Neighborhood as defined by the City of Oakland's Geographic Equity Toolbox.

Bay Wheels, a regional bike share program that operates in Oakland, allows San Francisco Bay Area residents who qualify for public food, transit, and utility assistance programs to access bike share for \$5 for the first year (and \$5 per month thereafter). Bay Wheels also partnered with the Bay Area Outreach & Recreation Program to bring adaptive bikes to the bikeshare system for a pilot in Oakland in 2019.

The City of Oakland's CityRacks public bicycle parking program relies upon Business Improvement Districts (BIDs) to monitor maintenance and supply/demand issues regarding sidewalk racks.

F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?

Yes

F5a. If yes, please describe your methodology and findings.

The City of Oakland conducted a statistically significant web survey of City residents in January 2017 for the 2019 Bike Plan update and found the following:

- 1) About 1 in 10 reported a long-term condition or disability that makes them physically unable to ride a bike.
- 2) Among residents who are physically able to ride, nearly 4 in 10 with household incomes between \$50,000 and \$99,000 strongly agreed that they would like to travel by bike for daily commutes, errands, and other activities more than they do now. In contrast, only about 1 in 6 of those with household incomes below \$30,000 strongly agreed with this statement.
- 3) Male, younger, White, higher-income, and college-educated residents are more likely to be current utilitarian or recreational cyclists and to fall into "Strong and Fearless" or "Enthusied and Confident" categories of cycling confidence. Female, older, Black, lower-income, and non-college-educated residents are more likely to be non-cyclists or in the "No Way No How" category, reporting low comfort with the idea of riding even on separated bikeways.
- 4) About two thirds of residents with household incomes over \$100,000 or who are ages 35–44, White, or newer residents (0–10 years in Oakland) agreed with the statement "I see people similar to me bicycling in Oakland." By comparison, only about half or fewer of those with annual incomes between \$30,000 and \$49,000, residents age 65 and older, Black residents, and long-time residents (20+ years in Oakland) agreed with this statement.
- 5) Among residents who are physically able to ride, 50% or more of those who are Hispanic or White, male, ages 35–64, or in households earning \$50,000 or more strongly agreed that they like riding a bike. By contrast, roughly 41% or fewer of Asian and Black/African American residents, women, and residents with household incomes below \$30,000 dollars strongly agreed with this statement.
- 6) Residents of West Oakland and Eastlake/Fruitvale, which have higher shares of Black, Hispanic, Asian, and lower-income households, are most likely to say they would drive less if biking were safer, while residents in the hills show much lower willingness to reduce driving (though recent increased adoption of electric bicycles may affect this response if the survey were conducted again, today).

F5b. Optional file upload:

Oakland Bike Plan Update: Web Survey of Residents of Oakland, California (January 2017) (n=800)
Download File (https://bicycledfriendly.secure-platform.com/file/52945/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo1Mjk0NSwiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSImlbm9i5KiflYvix5p6INNldaypdz5R9BQGQM?EMC-Research-Survey_Jan2017_190603_231248.pdf)

F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling, or to transportation more broadly?

Yes

F6a. If yes, please describe or list the goals.

The City of Oakland's 2019 Bike Plan proposed several equity-specific performance measures: 1) increase the share of women bicycle commuters to at least 50% of all bicycle commuters, 2) increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025, 3) increase outreach and education events in disadvantaged neighborhoods by 20%, and 4) decrease the percentage of police stops of people of color biking in Oakland by 50%.

The Safe Routes to Schools (SR2S) Program has a goal of allocating staff resources to support school communities based on equity need. The goals of the Access Safe Routes Program with respect to under-resourced schools are: to encourage greater participation in the Program in the near term, to understand how to build sustainable programs in the long term, and to deepen the Program's usage of effective engagement and results-oriented methods and strategies.

F6b. Please describe or list any plans or systems in place to help the community meet these goals.

In 2016, the City of Oakland created the Department of Race & Equity (DRE), the timing of which coincided with the creation of Oakland's new Department of Transportation (OakDOT). OakDOT has a Race & 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 the identification and rectification of historically rooted inequities. The Strategic Plan includes a goal of equitable access to jobs and housing which aligns with the framework used for the 2019 Bike Plan. In 2020, OakDOT developed via its Race and Equity Team a Geographic Equity Toolbox; the toolbox includes a Priority Neighborhoods GIS dataset, in which seven key demographic factors were used to give each census tract in Oakland a level of priority between lowest and highest (<https://www.oaklandca.gov/Geographic-Equity-Toolbox>).

OakDOT's 2019 3-Year Paving Plan and 2022 5-Year Paving Plan have both prioritized program funding primarily by planning area, weighing equity factors and street condition equally (<https://www.oaklandca.gov/projects/20225yp>). The 2022 5-Year Paving Plan also identified and prioritized existing and proposed neighborhood bike routes, many of which are located in High and Highest Priority Neighborhoods as per the Geographic Equity Toolbox, for coordinated traffic safety improvements and pavement maintenance.

The 2019 Bike Plan update itself included a community process that partnered with (and paid) community-based organizations to engage proactively with underserved communities. The director of the DRE was involved in scoping the plan update and its community process. The City staff and consultant teams for the update underwent a multi-session diversity training as part of kicking off the project. Racial equity training is now made available by the DRE on a regular basis to all City employees through the Advancing Racial Equity Academy.

F6c. How will your community define success toward these goals?

Oakland's 2019 Bike Plan vision is for "Oakland to be a bicycle-friendly city where bicycling provides affordable, safe, and healthy mobility for all Oaklanders," and for "new projects and programs [to] enhance existing communities and their mobility needs." Oakland will define success toward equity in bicycling primarily through the Plan's equity-specific performance measures and related measurable objectives: 1) "increase the share of women bicycle commuters to at least 50% of all bicycle commuters"; 2) "increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025," which could look like more Neighborhood Bike Routes, Slow Streets, and other low-stress connections to destinations such as the Bay Trail, waterfront, downtown, schools, and transit in East Oakland and other City-defined Priority Neighborhoods; 3) "increase outreach and education events in disadvantaged neighborhoods by 20%," alongside continued participation in safety-oriented programs like Safe Routes to Schools and Access Safe Routes, especially at under-resourced schools; 4) "decrease the percentage of police stops of people of color biking in Oakland by 50%." Taken together, these metrics describe what equity will look like when achieved: a low-stress roadway network that has grown most in low-income neighborhoods, a bicycling population that reflects Oakland's diversity, communities resourced to lead their own safety and encouragement efforts, and a dramatic reduction in racially biased enforcement tied to bicycling.

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

Yes

F7a. If yes, please provide a brief description of assessment or efforts and any relevant links.

See section 1: Vision of the 2019 Oakland Bike Plan: https://www.oaklandca.gov/files/assets/city/v/1/transportation/documents/walking-and-biking-in-oakland/bicycle-planning-amp-evaluation/oakland-bicycle-plan/lboakland_finaldraft_20190807_web.pdf#page=7

See also the Safe Oakland Streets initiative (rebranded from a Vision Zero Action Plan with the goal of being more equitable and focusing less on enforcement): <https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Safe-Oakland-Streets>

F7b. If yes, please summarize the ways this assessment has influenced the decision-making process for the implementation of the related plan or effort?

An equity framework that prioritizes those most disadvantaged and local community input is one of the top ways the bike plan is being implemented through the 2019 Bike Plan.

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?

Age, Income/poverty status, Race/Ethnicity, Language/English proficiency, Disability status, Education Level, Other

F8a. If other, please describe.

Severely rent burdened people (spending over 50% of their income on housing rent), single parent households.

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.

A subcommittee of the internal Race & Equity Team developed the Geographic Equity Toolbox (www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox) with the goal of prioritizing projects and engagement in underinvested neighborhoods where concentrations of disadvantaged residents live. A tool at the City level was determined necessary and our own city's values rather than use the regional MPO's Community of Concern which sites almost all of Oakland as a Community of Concern which is less helpful for prioritizing limited time and resources. This tool is used to prioritize nearly everything that has a citywide reach including paving (which is how many bikeways are built), publicly submitted traffic safety service requests, school safety measures, and more. This toolbox is regularly updated as new Five-Year American Community Survey data comes available. It is currently undergoing a larger ten-year anniversary update to consider and reflect upon the overall approach. The Geographic Equity Toolbox also includes data on pollution burden and displacement.

F9. Has your community adopted any of the following types of equity-related action plans?

Racial Equity Action Plan or similar, ADA Transition Plan or similar, Limited English Proficiency (LEP) Plan or similar , Climate Equity Plan or similar

F9a. Has this Racial Equity Action Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9a1. If yes, please describe.

The City produced an Equity Indicators Report in 2018 with indicators related to transportation: Access to a Car, Bus Frequency, Curb Ramps, and Pedestrian Safety which all show racially disparate outcomes.

F9a2. Provide a link to the Racial Equity Action Plan or similar plan:

<https://data.oaklandca.gov/stories/s/brb2-j4ad> (<https://data.oaklandca.gov/stories/s/brb2-j4ad>)

F9c. Has the ADA Transition Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9c1. If yes, please describe.

All paving projects (how many bikeway projects are built) also include sidewalk repair and curb ramp upgrades to ADA standards across the length of the paving per the curb ramp transition plan. Recent policy changes have mandated bringing curb ramps into compliance even faster.

F9c2. Provide a link to the ADA Transition Plan or similar plan:

<https://www.oaklandca.gov/Government/Americans-with-Disabilities-Act-ADA/Transition-Plans> (<https://www.oaklandca.gov/Government/Americans-with-Disabilities-Act-ADA/Transition-Plans>)

F9d. Has the Limited English Proficiency (LEP) Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9d1. If yes, please describe.

Multiple bicycle-related services are provided in multiple languages, including a twice-annual newsletter, a bike rack request form, and notifications for bike rack and traffic calming installations. Translation services are available for the City's Bicyclist & Pedestrian Advisory Commission.

F9d2. Provide a link to the Limited English Proficiency (LEP) Plan or similar plan:

https://www.oaklandca.gov/files/assets/city/v/1/finance/employment-investigations-and-civil-rights-compliance/documents/working-for-oakland/workplace-amp-employment-standards/title-vi-policies-amp-procedures/title-vi-plan-draft-2023-am-review_ab-comments_acrp-3-28-2023-signed-002-ds.pdf
(https://www.oaklandca.gov/files/assets/city/v/1/finance/employment-investigations-and-civil-rights-compliance/documents/working-for-oakland/workplace-amp-employment-standards/title-vi-policies-amp-procedures/title-vi-plan-draft-2023-am-review_ab-comments_acrp-3-28-2023-signed-002-ds.pdf)

F9e. Has the Climate Equity Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9e1. If yes, please describe.

Improving biking and walking is the top priority in Oakland's Equitable Climate Action Plan which references the Bike Plan. It also specifically calls out support for local bicycling organizations like the Scraper Bike Team, as well as the Bike Fix It program at the libraries. It also recommends expanding the bike share program. It establishes a bicycle mode share goal of 10%.

F9e2. Provide a link to the Climate Equity Plan or similar plan:

<https://www.oaklandca.gov/Community/Community-Development/Sustainability-Environment/Sustainability-Plans/2030-Equitable-Climate-Action-Plan-ECAP>
(<https://www.oaklandca.gov/Community/Community-Development/Sustainability-Environment/Sustainability-Plans/2030-Equitable-Climate-Action-Plan-ECAP>)

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

No, but the community has taken other steps to mitigate or avoid displacement

F10c. If other steps are being taken to mitigate or avoid displacement in your community, please describe these efforts, including how you are documenting or measuring their impact.

Oakland's Housing and Community Development (HCD) Department is guided by three values: production of new, deeply affordable housing; preservation of existing affordable housing; and protection of Oaklanders from displacement. Anti-displacement work includes: The Rent Adjustment Program - in 2025, Oakland provided housing counseling to more than 3,800 tenants and landlords and hosted 27 multilingual events to expand education and access to essential housing resources.

The Homelessness Prevention Program - Oakland partnered with community organizations to help more than 1,000 high-risk households remain housed with financial assistance and coordinated support.

The Acquisition & Conversion to Affordable Housing (ACAH) Program - which funds affordable housing developers to acquire multifamily properties with affordable rents but no deed restrictions. In 2025, Oakland HCD partnered with the San Francisco Housing Accelerator Fund to streamline financing and strengthen the ACAH program, which accelerated anti-displacement efforts in low-income neighborhoods experiencing gentrification by rapidly preserving affordable housing. <https://www.oaklandca.gov/files/assets/city/v/1/housing-comm-dev/documents/annual-impact-report/2025-oakland-hcd-impact-report.pdf>

Some specific projects like the Bus Rapid Transit line have had stipends for business owners along the corridor.

The Affordable Housing Sustainable Communities grant pairs affordable housing projects with transportation projects. <https://www.hcd.ca.gov/funding/ahsc>

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?

Through a regional partnership with the Metropolitan Transportation Commission (MTC) and Bay Area Outreach and Recreation Program (BORP), Oakland residents with disabilities have free access to adaptive cycling: MTC has awarded \$200,000 in One Bay Area Grant (OBAG 3) Climate Initiatives funds to expand adaptive bikeshare, including BORP-run pop-up adaptive cycling events in Oakland in 2025 and 2026 and outreach that connects Oakland riders to a fleet of handcycles, recumbent trikes, and side-by-side tandems at BORP's Berkeley Cycling Center and other Bay Area sites.

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?

Oakland's Universal Basic Mobility pilot was launched by OakDOT in November 2020 as a one-year transportation demand management and equity program, concluding in December 2021, and evaluated in a report released in March 2022. Over this period, the City provided 500 low-income East Oakland residents and workers living near the AC Transit Tempo Bus Rapid Transit corridor with restricted prepaid debit cards loaded with up to \$320 in two \$160 installments that could only be used to purchase trips or passes on public transit, bikeshare, e-bikes, e-scooters, and other shared mobility services, primarily funded by a grant from the Alameda County Transportation Commission. The program effectively subsidized bikeshare and e-bike use for low-income East Oakland residents, lowering cost barriers for bike trips and first/last-mile connections to transit while advancing the broader goal of increasing biking, walking, and transit use and reducing single-occupancy vehicle travel in the corridor. Learn more about the Universal Basic Mobility Pilot here: <https://www.oaklandca.gov/Public-Safety-Streets/Universal-Basic-Mobility>

F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application.

Since the 2022 Bicycle Friendly Community application, Oakland has advanced equity and accessibility in bicycling by translating prior commitments into targeted investments and program design. Building on work by the Department of Race and Equity and OakDOT's Race and Equity Team, the City now integrates the Priority Neighborhoods dataset from the Geographic Equity Toolbox into project selection and traffic safety service request prioritization, including traffic calming on bikeways. This approach is reflected in the Capital Improvement Program and multi-year paving plans, which have expanded traffic safety investments and bikeway development in underserved areas, particularly in East Oakland. More detail on service request prioritization is available here: <https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Traffic-Safety-Requests>. OakDOT has strengthened its Community Outreach Standard Operating Procedures through multilingual engagement, partnerships with paid community organizations, and participatory design processes that address concerns such as displacement, gentrification, and inequitable policing impacts. Mobility programs have also expanded, including subsidies, free learn-to-ride and family cycling classes, and adaptive cycling opportunities for people with disabilities. These efforts improve access to bikeways and shared mobility options like bikeshare for low-income residents, older adults, and people with mobility or sensory impairments. The City continues to emphasize engineering, education, and community-led safety strategies while piloting non-police enforcement tools, such as speed safety cameras (<https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Speed-Safety-Cameras-Pilot-Program>), to reduce disparities in enforcement outcomes.

Page: Final Overview

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

Community connectivity, Provide affordable transportation options , Traffic and bicycle/pedestrian safety

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

In recent years the most positive outcome of Oakland’s support for bicycling is a greater focus on and commitment to traffic safety. The vulnerability of bicyclists as well as pedestrians and people with disabilities has changed the public discussion on street design and managing traffic. There is increasing emphasis on designing the roadway environment for safe outcomes. This is not a new idea with, for example, the classic four-to-three lane road diet with bike lanes being a case in point. While many people could only see the bike lanes, an increasing number of people now see a safer roadway design for all users. In the context of 2026, take the classic road diet but replace the basic bike lanes with separated bike lanes. The result is a transformation of the street to improve safety for all modes of travel. These projects are getting built, and the public discussion of these projects is evolving from “bike projects” to “traffic safety projects”. Other positive outcomes noted in previous years’ applications deserve mention. By the mid-2010s, bicycling in Oakland was no longer fringe. It became an accepted, legitimate, and common form of transportation. In the late 2010s, a citywide survey found a majority of Oaklanders – across all categories of race and ethnicity – responded that they see people similar to themselves bicycling in Oakland. At a fundamental level, a positive outcome is the joy people express about riding and riding together.

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?

The City of Oakland partners with numerous community groups to provide education about how the benefits of biking align with the broader goals of the community. 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. Oakland provides this education through classes, educational group rides, a community newsletter, community maps, handouts or brochures, permanent signage, displays, or information kiosks, and tabling at community events.

The City of Oakland partners with community groups to provide free bicycle safety, skills, and Earn-a-Bike classes. Additional workshop types 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. OakDOT uses transportation funding from its project budgets to support these educational and promotional efforts.

Bike map resources include maps of Oakland’s bicycle facilities and annual pedestrian and bicyclist count data.

The "(Bike) Oakland" newsletter is published twice a year by Oakland's Bicycle & Pedestrian Program. The newsletter reports progress implementing Oakland's Bicycle Plan.

G4. What are your community’s greatest achievements in the last 12 months in the work to become more bicycle-friendly?

In the last 12 months, Oakland built 13.5 bikeway lane-miles. This year's projects included several quality separated bike lanes (4.5 lane miles) and a short trail segment contributing to the East Bay Greenway, a regional facility planned to connect from downtown Oakland to San Leandro. Aside from grant-funded capital improvement projects, Oakland continued building capacity to deliver bicycle facilities through routine street paving, which makes up a large portion of the overall roadway improvement mileage in the town.

The City also funded bike programs administered by the public library and community-based organizations, including bike-related education, earn-a-bike and bike donation programs. The Oakland Public Library renovated the Bike-Fix station at the 81st Ave Branch Library to better facilitate program delivery, the City launched a new low-cost e-bike lending program out of the Fruitvale BART (Bay Area Rapid Transit) Bike Station, and aging bike lockers near a downtown BART station were replaced and increased in number to meet demand.

Oakland's bike culture continued to thrive as well, with community groups organizing diverse and inclusive bike-related events, local artists and zines featuring bicycles, and individuals engaging in community service and advocacy by bike. The 2026 BikeBike! West conference will occur in Oakland in June, and the international gathering will feature many community members that make Oakland a great place to bike.

Last but not least, the pancake breakfast, an Oakland Bike-To-Work/Wherever-Day tradition dating back to the late 1990s returned this year, following a 5-year hiatus prompted by the pandemic!

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

Looking ahead to what could be done differently, here are four nascent strategies that speak to where Oakland is at.

First, broaden the audience by rethinking “bike projects” to benefit more stakeholders. High-quality bikeways like separated bike lanes and bike boulevards require roadway transformations that affect how everyone uses those streets. To be politically successful, transformative projects need to improve street conditions for an increasingly wide coalition of stakeholders. Oakland is reframing bicycle boulevards as “slow streets” – residential streets designed for travel at human-powered speeds that also provide community space for neighbors. An update to the Transportation and Land Use Element of the Oakland General Plan is advancing policies for “greenways” on major streets designed for active transportation with separated bike lanes, median paths, or side paths.

Second, find a balance between quick build projects and roadway reconstruction projects. What is the sweet spot for durability, attractiveness, cost-effectiveness, and timely delivery? Oakland’s resource constraints manifest in significant maintenance challenges. Plastic posts and wheel stops are not winning the “hearts and minds” of Oakland’s population, especially as materials get dirty and dislodged. Roadway reconstruction projects have taken over ten years to deliver and risk creating sticker shock for Oakland voters. The sweet spot may be more than a paving project but less than a streetscape project: building in concrete but minimizing grading while including the bus boarding islands and traffic signal modifications that are often needed for successful separated bike lanes.

Third, close the gaps in East Oakland’s bikeway network with context-sensitive projects. East Oakland has the city’s largest expanse of priority equity neighborhoods. Comparatively few bike lanes have been built because of residents’ skepticism and these neighborhoods having been a common geographical blind spot for transportation staff. Additionally, East Oakland has comparatively few multi-lane roadways and consequently saw fewer projects in the years Oakland went big on road diets. (In contrast, West Oakland has a major concentration of priority equity neighborhoods and bike lanes because it had numerous multi-lane streets that were road dieted.) For East Oakland, context-sensitive projects include improving access to the waterfront, an incredible resource that is cut off from the neighborhoods by freeways and railroad tracks. Median paths are being developed on two unusually wide streets. Slow streets can be context-sensitive by speaking to residents’ concerns about speeding, traffic safety, and car-enabled criminal activity.

Fourth, develop partnerships with community-based organizations to direct transportation dollars to Oakland’s socioeconomic realities and help keep transportation staff grounded. A bikeway proposal may say more about the vision of downtown planners and engineers than of residents’ hopes for their neighborhood. A disadvantaged community may respond to that bikeway proposal with skepticism or hostility as a symbol of gentrification and for not meeting more pressing needs. While being less threatening than a construction project, successful partnerships for bike-oriented social services are a way to develop trust and understanding. The partnerships can direct transportation resources to targeted populations in need while simultaneously keeping City staff grounded in neighborhood issues.

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?

As Oakland seeks to implement more transformative projects like separated bike lanes and slow streets, there are increasingly complex challenges to address. These include Fire Code compliance and emergency response times; resident concerns about designs that divert traffic; and accommodating buses and bicyclists on the same major streets. Organizational capacity is an ongoing challenge with OakDOT’s vacancy rate ranging between 20% and 30% over the life of the department. Contracting requirements, lack of internal process, and lack of recordkeeping are also challenges. In the development of the bikeway network, there is a lack of focus and prioritization on the locations that would create the greatest connectivity. There is a very large number of projects underway through routine paving and grant funding, all of which are fundamentally shaped by Oakland’s complete streets policies and include quality bikeways. However, the locations of these projects are often driven by the priorities of paving plans and grant funds, and not necessarily by the locations that add near-term cohesion to the bikeway network. In other words, the work is opportunistically efficient in delivering many miles of bikeways. But it is less successful in building out priority corridors. At a deeper level, Oakland’s work to be bicycle friendly is challenged by an ongoing car dependence and a lack of quality transit in the city, region, state, and beyond. In the 2024 5-Year American Community Survey, 54% of Oakland workers drove to work while only 13% took transit and 27% worked at home.

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

It is difficult to predict what will be constructed by June 2027. That said, based on projects with construction anticipated through the end of the 2027 calendar year, approximately 30 lane-miles of bikeways are planned for construction in this period. These include about 12 miles of separated bike lanes or paths, 5.5 miles of buffered bike lanes, 14 miles of neighborhood bike routes (aka bike boulevards), and 1/2 mile of bike lanes. Several planned projects will close bike lane gaps and improve Neighborhood Bike Route crossings of major streets.

In addition to City-led projects, exciting projects led by partner agencies will break ground: The East Bay Greenway will create a regional connection from Downtown Oakland to San Leandro. The West Oakland Link will improve connections from West Oakland to the San Francisco-Oakland Bay Bridge. And the Oakland-Alameda Access Project will improve connections to the island of Alameda and move freeway-bound traffic off of Oakland Streets.

Another bright spot includes Oakland’s transition from Neighborhood Bike Routes to Slow Streets, building upon inspiration and lessons learned from the Covid-19 pandemic to develop a network of calm neighborhood streets that promote inclusive active travel and community activation. To-date Oakland developed a Slow Streets Framework to guide the transition, proposed a draft network of Slow Streets, and constructed a Slow Street pilot on 8th St in West Oakland. Planned work includes the construction of two more Slow Streets corridors, adoption of the Slow Streets network, and the development of Slow Streets Implementation Guidelines.

G8. Optional: What other communities do you look to as peers or comparable role models for your community?

Minneapolis, Portland, Sacramento, San Francisco, Washington, DC

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G10. How did you hear about the Bicycle Friendly Community program?

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

G11. Are you interested in learning more about potentially having the League come to your community to host a Bicycle Friendly Community Workshop in the coming year?

Yes

Page: Supplementary Materials

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

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

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

File 1

A photo album showing Oakland's growth as a bicycle friendly community from 2005 to 2026

Download File (<https://bicyclefriendly.secure-platform.com/file/55195/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo1NTE5NSwiYWxs3dOb3RTaWduZWVRVcmwiOiJGYWxzZSI6ImInbm9uSd6mvrjMMw?01-Attachments-2026.pdf>)

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Optional:**Page: Funding Resources**

This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.

This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the hyperlinks on this preview document to learn more (https://docs.google.com/document/d/1Vy1_Bf7Gb6L4E9Q72swAUfPYjJvdV0rHxyDz_mYexi8/edit?tab=t.sadiqut6jvqg), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact bfa@bikeleague.org (<mailto:bfa@bikeleague.org>) with any questions.

Last updated 7/28/25.

H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?

Yes

H1a. Does your MPO designate funding for bicycling and walking in their long-range plan?

Yes

H1b. Does the MPO's Transportation Improvement Plan (TIP) include bicycling and walking projects?

Yes

H1b1. If yes, has your community advocated for getting priority bicycling projects into the TIP?

Yes

H2. Under the Transportation Alternatives Program, States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?

Yes

H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants. The technical assistance can cover everything from scoping a project, to the application process, to the permitting process.

H3a. Has your state Department of Transportation offered technical assistance through the Transportation Alternatives Program?

No

H3b. Has your community requested technical assistance from your state DOT to help with TAP projects?

No

H3c. Has your community received technical assistance from your state DOT to help with TAP projects?

No

H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?

Federal Funding, State Funding, County/Regional Funding, Local Government Agency Funding

H4a. What sources of Federal Funding are used?

Formula Funding (federal funding distributed by the state), Discretionary Infrastructure Grant Programs (communities apply directly to US DOT)

H4a1. What Federal Formula Funding sources are used?

Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant program funds (through MPO)

H4a2. What Discretionary Federal Infrastructure Grant Programs are used?

BUILD Grant , Safe Streets and Roads for All (SS4A) , Other Federal Infrastructure Grant Program Funding

H4a2a. If other Federal Infrastructure Grant Program Funding used, please describe.

Federal congressional earmark funding

H4a3. If your community has received a discretionary federal transportation grant that included a bicycle facility, when was the funding agreement signed?

We do not yet have a signed funding agreement

H4a3b. If you are still in the process of getting a signed funding agreement, is there discussion about changing the project description (specifically related to bicycle facilities)?

Yes

H4b. What sources of State Funding are used?

State Department of Transportation, Other State Agency Funding

H4b1. If other State Funding source, please list.

Strategic Growth Council Cap-and-Trade Affordable Housing and Sustainable Communities

H4c. What sources of County or Regional Funding are used?

MPO/RPO/County Transportation Department, Other County/Regional Funding

H4c1. If other County/Regional Funding source, please list.

countywide transportation sales tax; countywide vehicle registration fee

H4d. What sources of Local Government Funding are used?

Local Transportation Department, Local Transit Agency, Other Local Agency Funding

H4d1. If other Local Agency Funding source, please list.

local infrastructure bonds

H5. If there is anything else you would like to share with the BFC review team about your community’s budget or other funding made available for bike infrastructure development, please describe here.

Federal funds tend to have long lead times and extensive paperwork, making them only suitable for large projects (e.g., millions of dollars). Local funding (i.e., countywide sales tax, bonds) enable the City of Oakland to be nimble in delivering timely and lower-cost projects; these local funds typically depend on voter-approved measures, and infrastructure bonds in particular are a key funding source that requires reliable cashflow availability to align with capital project schedules. State funds are a mix of restrictive and flexible funding programs, depending on the particular source. The California ATP program is a critical funding source for bike infrastructure. The 2025 State budget cuts decimated the ATP Cycle 7 funds available, which was especially impactful as applications require 100+ hours of staff and consultant time to prepare. Staffing continues to be the primary bottleneck - not funding - for delivering bicycle projects. Thus, formula funds are the most helpful because they can be used to hire staff or fund capital projects. Grant funds cannot be used to fund permanent staff, and it is generally not worth the effort (or time-efficient) to hire temporary staff to work on particular grants. Additionally, when temporary staff leave, they take with them their gained knowledge and experience. Dependable ongoing funding sources are needed to hire, develop, and retain skilled staff for the long-term work needed to build bikeway networks.