

WE OAKLAND

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



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Fruitvale Alive!

Raising the Bar with Raised Bike Lanes

Sometimes getting to the best destinations involves a lot of hurry-up-and-wait. That's the story with the [Fruitvale Alive! Project](#), which has built the majority of the planned half mile of separated bike lanes on Fruitvale Ave from the Miller Sweeney Bridge to E 12th St. Due to the difficulty in working on railroad crossings, a 300-foot gap in the project remains between E 9th St and San Leandro St.

But here is what is complete: curb-level raised bike lanes on both sides of the street; adjacent sidewalks widened from 5 to 7 feet; the closure of two slip lanes at E 12th St; ADA-compliant curb ramps with a few bulb-outs to reduce crossing distances; landscaping and greenery; pedestrian-scale sidewalk lighting; and smooth connections to the Bay Trail. These are the elements that make up a world class corridor for walking and biking between the City of Alameda, Oakland's Jingtowntown neighborhood, and the services, amenities, and transit available around the Fruitvale BART Station.

This project's timeline goes back to at least 2005, when the City completed the original Fruitvale Alive! Community Transportation Plan, funded by a Caltrans Environmental Justice Planning Grant. Community engagement for the current work started in 2014 and Active Transportation Program funding was awarded in 2016. Final design was completed in 2021 and construction began in 2023. Significant portions of the raised bike lane were built that same year.



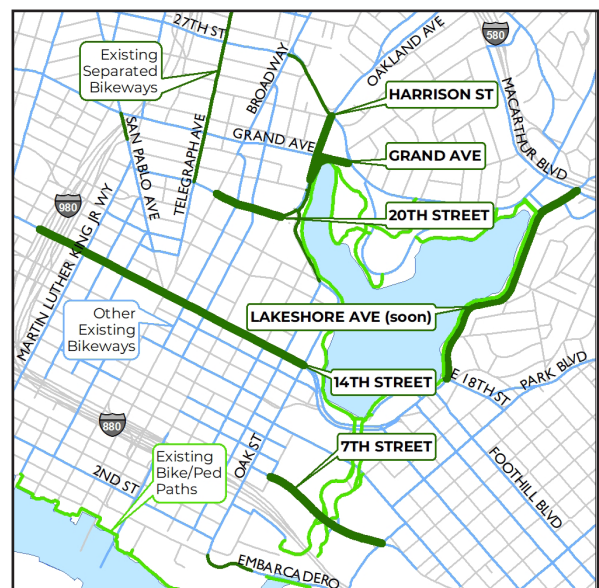
Separated bike lane ramps up at Fruitvale BART



Raised separated bike lane installed on Fruitvale Ave

Staff expect the railroad crossing improvements to finish in spring 2026. The corridor will eventually connect to the [East Bay Greenway](#) in Oakland and the [Clement Ave/Tilden Way](#) project in Alameda. It's a full circle moment for this hub of bicycling in Oakland – one of the city's first bike lanes was striped on this section of Fruitvale Ave in 2000.

The Fruitvale Ave project is just one of many separated bike lane projects under construction. A paving project includes concrete separated bike lanes on 7th St/E 8th St (see page 2); the [14th Street Safety Project](#) is underway across downtown; [19th St BART to Lake Merritt Urban Greenway](#) has 20th St torn up; and [Lakeside Family Streets](#) is working on Harrison St and Grand Ave. The [Lakeshore Ave Project](#) is now in construction.



Map of existing and upcoming separated bike lanes around Downtown Oakland

7th St/E 8th St Concrete Separated Bike Lanes – Innovative Delivery through Paving

A paving project is wrapping up on 7th/E 8th St between Fallon St and 5th Ave, and it’s doing a lot more than just paving. Per the City’s 2019 bike plan ([Let’s Bike Oakland!](#)), the project upgraded existing buffered bike lanes to parking protected bike lanes using a combination of concrete islands, concrete wheel-stops, and flexible channelizer posts to separate the bike lane from motor vehicles. Concrete islands bookend the bikeway separation at intersections and some busy driveways, daylighting intersection approaches, calming motor vehicle turns, and helping prevent drivers from entering the bike lane by narrowing the entry points. Between these bookends, wheel stops and channelizer posts mounted in a striped buffer provide physical and visible separation between the bike lane and parking lane.

This new-to-Oakland design approach places concrete islands at key locations, relying on durable but simple to install separation elsewhere. While the addition of concrete wheel stops and spot concrete islands slightly increases construction costs when compared to all-plastic materials, the durable materials will reduce maintenance costs over the project’s life cycle. The construction costs are about one-third the price of a fully concrete separated bike lane and that lower cost allowed the improvements to be delivered through a paving



New concrete island and parking protected bike lane on 7th St project rather than a grant-funded capital improvement project. The intent is to strike a balance, providing the most durable and effective bikeway separation at a cost and level of complexity that allows these improvements to be incorporated while delivering the City’s ambitious Five-Year Paving Plan.

This bikeway was first established in 2015 as part of a detour for bicyclists during the Embarcadero Bridge Replacement Project (see [Edition 17, Summer 2015](#)). The bike lanes on this street have provided an important connection between Lake Merritt BART, Laney College, the trails along the Lake Merritt Channel, and the waterfront via 5th Ave. Future projects will build connecting low-stress bikeways on 5th Ave and around Lake Merritt BART.



OakDOT staff testing out the new separated bike lane



Restriped mid-block crosswalk with concrete islands

RESOURCES

Suggest a Bike Rack Location

- Go to [oaklandca.gov/bikerack](#) to review guidelines and request a rack.

Key Online Maps

- Bike Plan Implementation Status: [oaklandca.gov/bikemap](#)
- Five-Year Paving Plan: [oaklandca.gov/projects/20225yp](#)

Oakland’s Bicyclist & Pedestrian Advisory Commission (BPAC)

- Public meetings are held on 3rd Thursdays, more info at [oaklandca.gov/bpac](#)

OAK311 Call Center

Call 311 (510-615-5566 outside Oakland)

Please report:

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

Non-emergency traffic safety requests and routine maintenance issues may be reported at [oaklandca.gov/My-Household/Report-an-Issue-OAK-311](#) or with Oak311 mobile app.

OakDOT Bicycle & Pedestrian Program

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The projects described herein are funded partially or wholly by Oakland’s share of voter-approved countywide transportation sales taxes. 8% of Measure BB funds are dedicated to bicycle/pedestrian projects and programs throughout the county. For more information, see: [oaklandca.gov/Government/Departments/Transportation-OakDOT/Measure-B-BB-and-Vehicle-Registration-Funds](#)



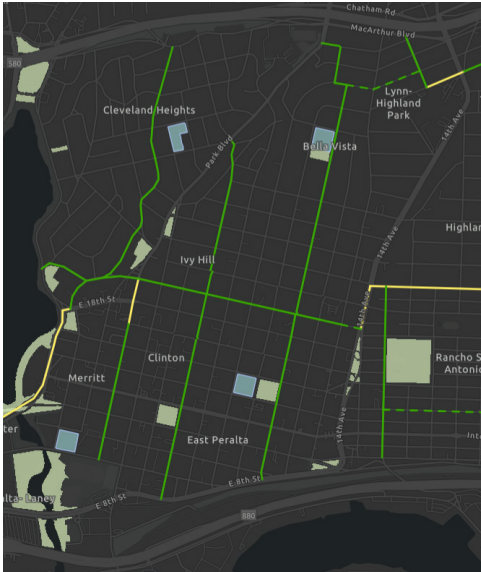
Draft Slow Streets Network – Share Your Thoughts

OakDOT’s Bicycle & Pedestrian Program staff have proposed a draft network of slow streets for travel at human-powered speeds while simultaneously making these streets more welcoming for residents to use as public spaces. This is a re-envisioning of neighborhood bike routes from

the 2019 Bike Plan that builds on the previous experience with pandemic-response slow streets, with traffic calming improvements using permanent materials. Input is welcome throughout the summer and more information can be found at [www.oaklandca.gov/slowstreets](#).



8th St West Oakland Permanent Slow Street Demonstration



A view of the Draft Slow Streets Network webmap

Safer Streets, Smoother Rides: West St Road Diet Results Are In

OakDOT completed its evaluation of the West St Road Diet, and the results show safer, more comfortable conditions for everyone traveling along this corridor. The project, completed in 2022, transformed West St between San Pablo Ave and 52nd St from a three to two lane road and added striped buffers to the bike lanes, protected intersections for cyclists, pedestrian safety islands, and raised intersections.

The evaluation shows that since the redesign, speeding has dropped significantly. At one location on the corridor, before the project 32% of drivers exceeded the 30 MPH speed limit — that number is now down to 6%, and prevailing speeds went from above to below the speed limit throughout the corridor. The number of drivers going over 40 MPH fell by 80%. One of the ways the project reduced speeding was installing speed cushions, like speed humps, but with two gaps for emergency vehicle wheels. The evaluation studied how the cushions were used and showed motorists

were by and large not deviating from the travel lane to use the emergency vehicle cut throughs. Results showed vehicle volumes are also down, though it’s hard to say whether that’s the impact of the project or the pandemic.

Feedback received from neighbors has been positive, overall. Residents say they feel safer walking, biking, and crossing the street, and appreciate the calmer traffic on their block.

To read the full evaluation report, visit: [oaklandca.gov/Government/Oakland-Improvement-Projects/West-Street-Road-Diet-Project](#)



A bicyclist uses the protected intersection at 27th St and West St

Oakland Bikeway Projects & Network Status



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



Bike route:
Wood St,
from 16th St to 34th St



Neighborhood bike route:
18th St,
from Campbell St to Peralta St



Separated bike lanes:
7th St and East 8th St,
from Fallon St to 5th Ave



Sidewalk-level separated bike lanes:
Fruitvale Ave,
from Alameda Ave to East 12th St



Bike Lanes:
San Leandro St,
from 69th Ave to 75th Ave

BIKEWAY PROJECTS

Completed January - June 2025



New



Improved



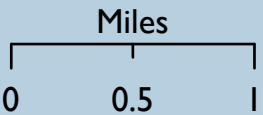
Paved

Pending Construction 2025

See www.oaklandca.gov/bikemap for information on bikeway projects under development.

BIKEWAY NETWORK

- Better (paths, lanes, boulevards)
- Other (sharrows and/or sign only)
- Proposed
- Existing, other jurisdictions



59th St Closure, Redux

59th Street was paved last year, along with a cluster of neighborhood bike routes around Rockridge BART (see Edition 36, Winter 2025). The project included standard neighborhood bike route improvements (speed humps, stop sign adjustments, and pavement markings), but follow up work was needed at the existing street closure on 59th St at Shattuck Ave. The project replaced the old metal ‘staple’, which was intended to exclude private cars at the closure.



The old “staple” barrier



First attempt at staple removal



Redesigned bike filter with island and markings

Railroad Track Removal Realigns Peralta St Bike Lanes

A paving project removed long abandoned railroad tracks on Poplar St, allowing for a small but welcome redesign at the intersection of Poplar St and Peralta St. Readers may remember how the Peralta St bike lanes weaved through this intersection, marking the path cyclists would take to cross the railroad tracks at a more perpendicular angle. Because the rails were removed and replaced with smooth pavement, the weave was no longer needed and the bike lanes were restriped straight through the intersection.



Before: “weave” alignment of the Peralta St bike lane across railroad tracks

Crossing railroad tracks is tricky for bicyclists because the track’s grooves can catch bicycle tires. It’s best to cross perpendicular to the tracks. But when the tracks aren’t perpendicular to the street, bicyclists need to weave to cross the tracks safely. Good design can make this more intuitive by creating space for the weave and marking the bicyclists’ path of travel. Better yet, thanks to Measure U funding, Poplar St is on a growing list of abandoned rail tracks removed altogether by paving projects.



After: Railroad tracks were removed and the bike lane was straightened

Funding Comes in Fours



LAMMPS Phase 1 Path that will be extended by Phases 2 and 3

OakDOT’s Funding Strategy Team has been busy submitting applications to grant programs that will help deliver the department’s various projects. The Department was awarded grant funding for four bicycle-focused complete streets projects in Spring 2025:

- Over \$10 million for the [Laurel Access to Mills, Maxwell Park, and Seminary Project \(LAMMPS\) Phases 2 and 3](#) (Construction funding from the Metropolitan Transportation Commission [MTC])
- \$2 million for [Martin Luther King Jr Way Complete Streets Paving Project](#) (Construction funding from the Alameda County Transportation Commission)
- \$497,000 for [Calm East Oakland Streets](#) (Construction funding from Bay Area Air District)
- \$300,000 for Fruitvale Connections (38th Ave) (Design funding from MTC)

San Leandro St Bike Lanes

Funded in part by a grant from the Affordable Housing and Sustainable Communities (AHSC) Program, San Leandro St was paved and restriped with bike lanes from 69th Ave to 75th Ave, right in front of the Coliseum BART Station. Portions of the lanes have a buffer stripe, and the project includes many features commonly found on Oakland bikeway projects: bright green skip-striping at conflict zones, bicycle detection at traffic signals, a [two-stage turn box](#) at 69th Ave, and a [bike box](#) at 75th Ave. These last two features will help people navigate to and from the connecting off-street paths along the north side of San Leandro St, parts of the East Bay Greenway which are being built in separate sections. The Greenway path will eventually run uninterrupted along San Leandro St from 54th Ave to 105th Ave.

LAMMPS Phases 2 and 3 are currently in the design phase (which is fully funded) and will construct a new biking and walking path, transit signal priority, and a suite of pedestrian and connectivity improvements on MacArthur Blvd and Seminary Ave in Central East Oakland. To date, OakDOT has been awarded over \$18 million to construct this transformative project. This project will connect to the completed Phase 1 segment on MacArthur Blvd between Richards Rd and High St.

The MLK Jr Way Complete Streets Paving Project will install separated bike lanes on MLK Jr Way between 52nd Street and the Berkeley Border, as well as pedestrian improvements and flashing beacons at four intersections.

The Calm East Oakland Streets award augments \$17.3 million in state Active Transportation Program funds from 2021, and is implementing neighborhood bike routes in Deep East Oakland.

The Fruitvale Connections Project will conduct public outreach and design safety improvements for people biking, walking, and taking transit on 38th Ave between E 12th St and MacArthur Blvd, including improving 38th Ave north of Nevil St as a Neighborhood Bike Route.

In addition to the funders listed above, these programs are funded from local and regional sources, including County-wide transportation sales tax (Measure BB), vehicle registration fees, State affordable housing funds, and more. OakDOT also leverages the City’s own Measure KK/U bond funds for paving projects.



Buffered bike lane on San Leandro St by Coliseum BART

Bicycling, briefly . . .

The Bike Fix at Oakland Public Library

It was an impressively productive first half of 2025 with The Bike Fix program in partnership with the Oakland Public Library. Forty-five Bike Fix events were held at the 81st Ave and MLK Library branches, including a bike rodeo for the Baba and Me Father's Day Celebration. A total of 398 bikes were repaired and 71 bikes were given away.

Bike Libraries were used for outreach with the East Oakland Engagement Team, providing a library lounge with books, community resources, and programmed activities.

The Bike fix also partnered with Bike East Bay to provide an Urban Cycling Class using bike library cargo bikes, training nine more staff on how to ride bike library cargo bikes with the book trailers. A new bike library book trailer was also designed and built, which was rolled out onto Oakland streets on June 30.



Mechanics working with students at The Bike Fix



Oakland Public Library staff with book trailers

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

More Service on Oakland-Alameda Water Shuttle

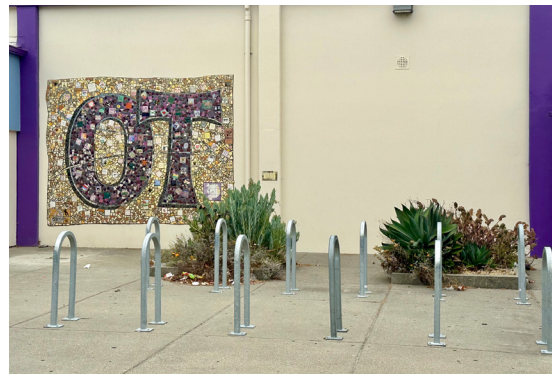
With the addition of Tuesday service, the beloved Woodstock water shuttle between Jack London Square and Bohol Immigration Park in western Alameda is now running six days a week, with additional trips and extended service hours each day. See the website for the new schedule and info: www.watershuttle.org



Woodstock the Water Shuttle

More Bike Racks at Oakland Tech

In February, 12 new City-owned bike parking racks were installed on the grounds of Oakland Technical High School to provide safe and accessible parking for students rolling to school. The City of Oakland's partnership with Oakland Unified School District (OUSD) to install City-owned bike parking on OUSD property has resulted in the installation of 131 racks providing 322 bike parking spaces since 2012. Kudos to the high school students who advocated to OUSD and OakDOT staff to make it happen.



New bike racks at Oakland Technical High School

BayWheels Bikeshare Branching Out

Notice a new BayWheels station in your neighborhood? Curious to try out e-bike share? The City of Oakland is giving away free monthly memberships for new users of BayWheels. Simply fill out the form at tinyurl.com/OaklandBayWheels, and you will receive an email with a code for a free month of membership, as well as \$15 of in-app credits.

The expansion of BayWheels is well underway, with new stations up and running in Raimondi Park, Brooklyn Basin, and Mandela Parkway at Grand Ave. Four stations - Willow Park, 26th St and Broadway, 40th St and Webster St, and Kaiser Permanente (Lower Piedmont) - were deployed in June 2025. Fourteen more stations will be sited and deployed before the end of the summer. To see all the new stations coming to the Town, visit tinyurl.com/BayWheelsNewStations.

Bike Month Roundup

Bike To Wherever Day 2025

Bike To Work/Wherever Day continues to build momentum after the pandemic lull. Pedal pools featuring councilmembers and community leaders started at six different locations across Oakland and coalesced at Frank H. Ogawa Plaza. Seasoned bike advocates, first-time participants, and everyday Oaklanders came together on the steps of City Hall to hear support for new bicycling infrastructure and proclamations of celebration from leaders and elected officials. Coffee and snacks provided by Caffè Teatro rounded out the festive morning.

The day rounded out with the Old Oakland Bike to Wherever Day Happy Hour, where organizers closed two blocks of Washington Street to vehicle traffic. Revelers enjoyed a mix of education ([bike maps](#), [community outreach](#), [trail advocacy](#)) and fun (music, drag show, beverages). Big thanks to Walk Oakland Bike Oakland (WOBO) and Bike East Bay for putting on the party and to OakDOT for the financial support.



Elected officials and community leaders celebrate Bike to Wherever Day at City Hall
credit: Pamela Palma

BPAC at Juneteenth

BPAC Commissioner David Ralston and Commissioner Emeritus Phoenix Mangrum engaged with community members about the BPAC and bicycling resources at the B.H. Brilliant Minds 18th annual West Oakland Juneteenth Celebration and Street Festival, a free, family-oriented event for the community. Commissioner Emeritus Mangrum also distributed children's bikes in a free raffle on behalf of the Cycles of Change bicycle education community group.



BPAC Commissioners at Juneteenth



A pedal pool poses at Grand Lake Theatre before riding downtown
credit: Pamela Palma

Welcome New BPAC Commissioners

The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) is excited to welcome two new Commissioners in 2025: Kirsten Flagg and Alex Perry!

Kirsten Flagg, an East Oakland resident since 2011, brings her experience as a mother, cyclist, and health care provider to BPAC. Passionate about equitable access to bike- and pedestrian-friendly streets, Kirsten commutes by bike to her job at a community clinic and enjoys jogging through her neighborhood or gardening with her family. She lives with her husband, child, mom, dog, and seven chickens and is committed to giving back to Oakland's vibrant, diverse community.



Left: Commissioner Kirsten Flagg | Right: Commissioner Alex Perry

Alex Perry, a West Oakland resident originally from Alabama, has a deep background in labor and transit organizing. After becoming disabled in 2023, Alex shifted his focus to advocacy, aiming to make Oakland the most bike- and pedestrian-friendly city in the nation. He's passionate about bridging the gap between grassroots organizers and policymakers. In his free time, Alex enjoys volunteering at bike co-ops, repairing vintage electronics, and hanging out with his cats.

Kirsten and Alex bring fresh perspectives, passion, and dedication to BPAC's mission. Welcome aboard!



City of Oakland, Bicycle & Pedestrian Program, OakDOT, Safe Streets Division
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Si desea un ejemplar del boletín del programa ciclista de la Ciudad de Oakland en español, por favor llame (510) 238-3983 o visite www.oaklandca.gov/bikenewsletter

如需索取屋崙（奧克蘭）市自行車計劃的中文版新聞快訊，請致電(510) 238-3983或上網 www.oaklandca.gov/bikenewsletter 查詢。

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