

WE OAKLAND

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



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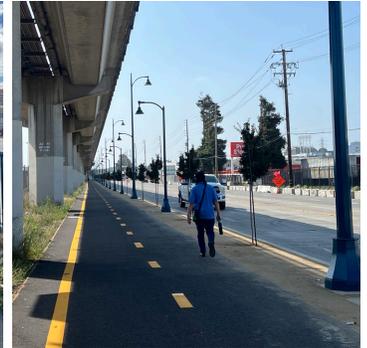
Go Go Greenway

In November 2025, OakDOT completed a path that extends the [East Bay Greenway](#) along San Leandro St from Seminary Ave to 69th Ave. The project also includes bike lanes continuing on from 69th Ave to 75th Ave that were completed earlier in 2025. These bike lanes connect to the path from 75th Ave to 85th Ave that was built in 2015.

Funded by the Affordable Housing & Sustainable Communities (AHSC) program and the Federal Transportation Administration, the current project also includes pedestrian-scale lighting, crossing improvements, landscaping, bicycle wayfinding signage, and three years of bike education workshops for Coliseum Place affordable housing residents.



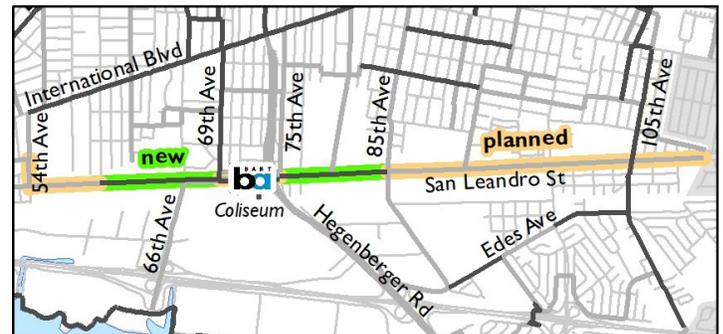
Above: Neighbors lead City of Oakland staff on a community walking tour along the first built section of the East Bay Greenway



Above: A pedestrian walks along the new section of the East Bay Greenway



Fresh path on the East Bay Greenway!



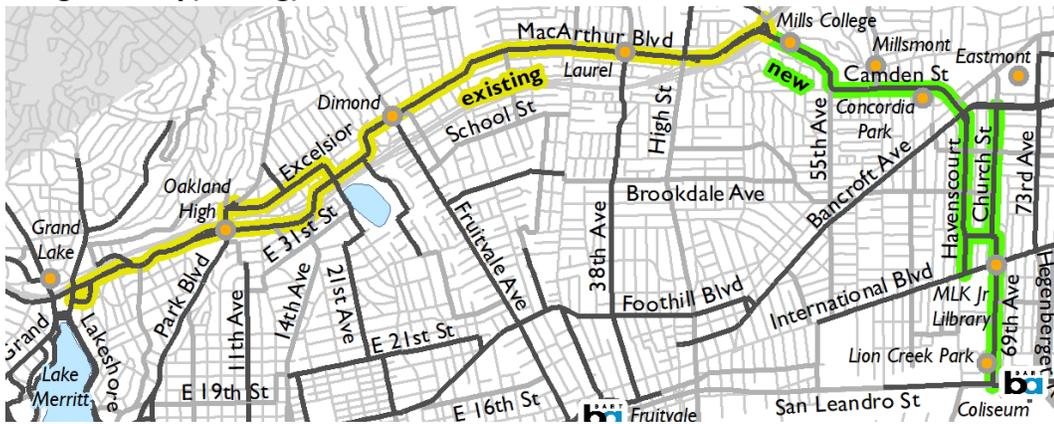
Map of constructed sections (green) of the East Bay Greenway among planned sections (yellow) in East Oakland

The state AHSC program funds affordable housing coupled with transit and active transportation improvements. This project is connected to two new affordable housing developments that include 168 homes.

With OakDOT's partnership, the Alameda County Transportation Commission continues to design and seek funding for the remainder of the East Bay Greenway. Once complete, an off-street path will parallel San Leandro St from 54th Ave to the City of San Leandro border, including right in front of the Coliseum BART station. Multiple types of bikeways will continue south all the way to Hayward, and in the northern direction, neighborhood bike routes and separated bike lanes will complete the route to Downtown.

This regionally significant project is especially important in East Oakland where few "All Ages and Abilities" bikeways exist, and non-vehicular travel to BART stations is difficult.

Finding the Way(finding)



Map of the extended signed bike route from Mills College to Coliseum BART



A recently placed bike route sign

Wayfinding signs reinforce and improve the usability of designated bikeways and can be especially helpful for people who are new to biking in The Town. The Bicycle & Pedestrian Program team designs signs for corridors that are fabricated and installed by in-house staff (and some streetscape projects).

In the last six months, 57 signs were installed for three projects, including the East Bay Greenway project. OakDOT's Traffic Maintenance Section fabricated and installed 29 wayfinding signage assemblies along MacArthur Blvd, Camden, St,

Havenscourt Blvd, Church St, and 69th Ave, connecting an existing signed corridor to Coliseum BART and creating an almost seven-mile long continuously signed bikeway starting at Lake Merritt. The Traffic Maintenance Section also completed a bike sign corridor on Piedmont Ave, Linda Ave, and Ramona Ave, adding value to bicycling improvements that were shared in the [Winter 2025 newsletter](#) (page 5), and helping bicyclists find their way to destinations such as Mountain View Cemetery, Piedmont Ave Library, and Kaiser Hospital.

Lakeshore Groundbreaking and Remembering Maia



City officials at the groundbreaking of the Maia Correia Lakeshore Ave bikeway. Family members, transportation safety advocates, and city officials and staff joined together in July 2025 at a remembrance event for four-year-old Maia Correia, who tragically succumbed to an injury sustained from a crash

while she and her father were bicycling on Lakeshore Ave. A groundbreaking ceremony was held to commence construction on a separated two-way bikeway on Lakeshore Ave from E 18th St to El Embarcadero, providing separation between motor vehicle traffic with bicyclists while reducing the risk of “dooring” from parked cars. The bikeway, dedicated to Maia Correia, will reduce conflicts with drivers in the street and with pedestrians in the park along this very popular section of path by Lake Merritt.

The project also includes reduced crossing distances across Lakeshore Ave, transit boarding islands to facilitate buses, and concrete medians to prohibit illegal passing and speeding in the center of the roadway. Construction is anticipated to complete in the second half of 2026. [Visit the project website](#) for more information.

RESOURCES

Suggest a Bike Rack Location

- Go to oaklandca.gov/bikerack to review guidelines and request a rack.

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

- Jason Cook, Transportation Engineer
 - Pierre Gerard, Transportation Planner
 - Ofurhe Igbinede, Transportation Planner
 - David Lok, Data Analyst
 - Jason Patton, Program Supervisor
 - Patrick Phelan, Transportation Planner
 - David Pené, Transportation Engineer
 - Noel Pond-Danchik, Transportation Planner
 - Stephen Tu, Transportation Planner
- Program Interns:** Betty Choy, Poinciana Hung-Haas, Breitling Snyder, Rachel Strangeway

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



Best in Bikes!

Like the cherry on top of a many-layered cake, the [Fruitvale Alive! Project](#) won Bike East Bay's 2025 Best Bike Project award. Bike East Bay highlighted that the project is Oakland's first sidewalk-level bikeway and its first major separated bikeway east of Lake Merritt. Kudos to the OakDOT and OPW staff who received the award at the [annual Biketopia event](#) which was held September 17 at Preservation Park. Read more about the project in the [Summer 2025 newsletter](#).



OakDOT staff receive Bike East Bay's 2025 Best Project Award
photo credit: Olivia Smartt



Left: A pedestrian walks through a protected intersection at 10th St and Jackson St



Right: A bicyclist rides in the newly extended 10th St protected bike lane

Safe Routes to Lincoln Elementary

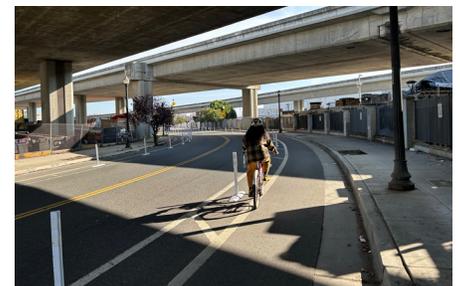
In October, OakDOT repaved and added traffic safety improvements on 10th St between Madison St and Webster St. The project was delivered in coordination with OakDOT's Paving and Capital Improvement Programs, as well as Alameda CTC's Safe Routes to School Program, which identifies traffic safety improvements for students' walking and biking to school. In addition to paving, the project included several measures to narrow and calm traffic on 10th St, including extensive curb extensions and pedestrian safety islands at 10th St and Harrison St, an island protected loading zone in front of Lincoln Elementary, a protected intersection at 10th St and Jackson St, and an extension of the westbound 10th St bikeway to Jackson St with the City's first angle-parking-protected bike lane.

Recent Posts

In fall 2025, OakDOT installed low-cost surface mounted posts in multiple locations to address motorists illegally passing or parking in bike lanes, cutting into bike lanes and crosswalks to make fast turns, and using bike lanes to bypass vehicles waiting at red lights. Posts were added to separate existing curbside bike lanes from vehicle traffic on MacArthur Blvd between the Laurel and Maxwell Park, 3rd St/Mandela Pkwy under I-880, northbound Market St between 18th St and 19th St, and 17th St between San Pablo Ave and Telegraph Ave. New separated bike lanes were installed to connect the 63rd St neighborhood bike route across San Pablo Ave at an offset intersection. The intersection of northbound Mandela Parkway at Peralta St was reworked to calm right turning traffic at this bicyclist and pedestrian crossing. These locations are part of a citywide construction contract that will complete work at more locations in 2026. Finally, similar improvements were installed by OakDOT's Traffic Maintenance Section on southbound 5th Ave near Embarcadero at the Union Pacific Railroad crossing. OakDOT staff moved quickly to piggyback this work on striping maintenance that was previously scheduled with the railroad.



Left: Surface mounted posts alongside bike lanes on Mandela Pkwy

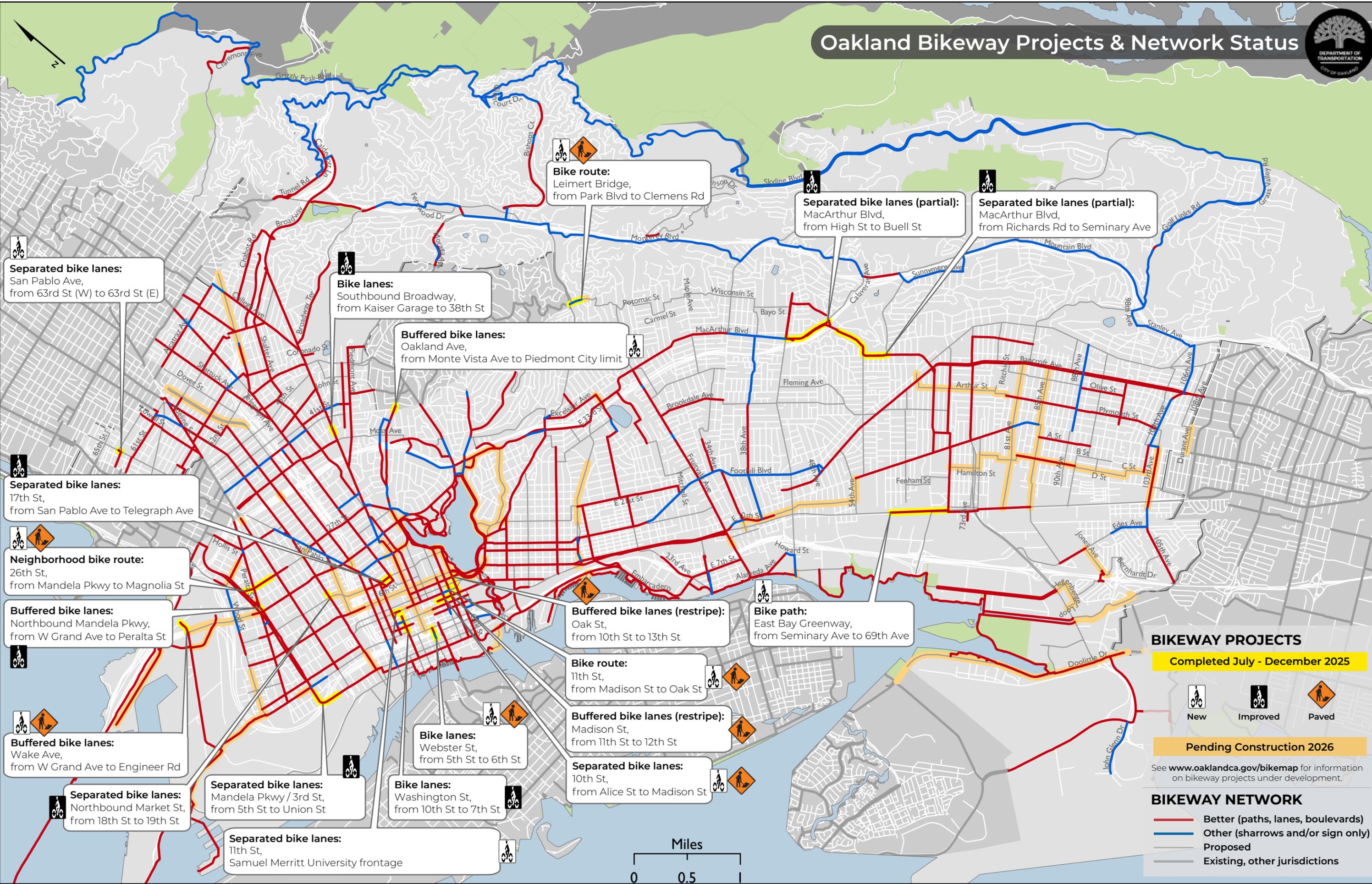


Right: A bicyclist rides in bike lanes with new posts on 3rd St/Mandela Pkwy under I-880



Left: Posts recently added on southbound 5th Ave near Embarcadero Ave

Oakland Bikeway Projects & Network Status



Separated bike lanes:
San Pablo Ave,
from 63rd St (W) to 63rd St (E)

Bike lanes:
Southbound Broadway,
from Kaiser Garage to 38th St

Buffered bike lanes:
Oakland Ave,
from Monte Vista Ave to Piedmont City limit

Bike route:
Leimert Bridge,
from Park Blvd to Clemens Rd

Separated bike lanes (partial):
MacArthur Blvd,
from High St to Buell St

Separated bike lanes (partial):
MacArthur Blvd,
from Richards Rd to Seminary Ave

Separated bike lanes:
17th St,
from San Pablo Ave to Telegraph Ave

Neighborhood bike route:
26th St,
from Mandela Pkwy to Magnolia St

Buffered bike lanes:
Northbound Mandela Pkwy,
from W Grand Ave to Peralta St

Buffered bike lanes:
Wake Ave,
from W Grand Ave to Engineer Rd

Separated bike lanes:
Northbound Market St,
from 18th St to 19th St

Separated bike lanes:
Mandela Pkwy / 3rd St,
from 5th St to Union St

Separated bike lanes:
11th St,
Samuel Merritt University frontage

Bike lanes:
Washington St,
from 10th St to 7th St

Buffered bike lanes (restripe):
Oak St,
from 10th St to 13th St

Bike route:
11th St,
from Madison St to Oak St

Buffered bike lanes (restripe):
Madison St,
from 11th St to 12th St

Separated bike lanes:
10th St,
from Alice St to Madison St

Bike path:
East Bay Greenway,
from Seminary Ave to 69th Ave

BIKEWAY PROJECTS

Completed July - December 2025

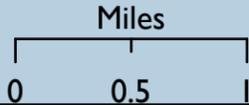


Pending Construction 2026

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



Grant Funding Wins

Between July and December 2025, OakDOT received \$15.2 million in grant funding for projects dedicated to improving bicyclist and pedestrian safety. Oakland was awarded a \$35.9M Affordable Housing and Sustainable Communities (AHSC) Round 9 grant, which will provide \$14.6M of transportation funding for three OakDOT projects: [Broadway Streetscape Improvements](#), [MLK Jr. Way Streetscape Improvements](#), and [7th St Connection Project](#). These projects will add over two miles of separated bike lanes and over four miles of new or repaired sidewalks, crosswalks, and curb ramps. In addition to bicyclist and pedestrian improvements, these projects will add over one mile of bus lanes, transit signal priority, and other improvements that will benefit over 15 AC Transit routes.



Rendering of 7th Street near Filbert St with protected bike lane

OakDOT's [E-Bike Lending Program](#) received an additional \$800,000 to augment an existing \$1 million grant from California's Clean Mobility Options Voucher Program. (See the E-Bike Lending Program article in this edition.)

The [CityRacks Bicycle Parking Program](#) received \$75,000

in Transportation Development Act Article 3 funds from the Metropolitan Transportation Commission (MTC) to fund the ongoing installation and maintenance of bike racks. Finally, OakDOT received \$250,000 in MTC Technical Assistance funding for planning and conceptual design of the Doolittle Drive Bay Trail Gap Closure project. See the [Winter 2024](#) and [Summer 2023](#) issues of the newsletter for previous coverage of Doolittle Drive.



Map of the Bay Trail in East Oakland and gap on Doolittle Drive to Alameda

Slow Streets Rollout

OakDOT's Bicycle & Pedestrian Program shared for public review 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 pandemic-response slow streets with permanent traffic calming improvements. Approximately 74 miles of slow streets are proposed, based on 49 miles of neighborhood bike route recommendations and 25 miles of newly proposed slow streets.

Staff conducted internal review and public outreach processes from May-September 2025, including outreach to the City's Bicyclist and Pedestrian Advisory Commission, Mayor's Commission on Persons with Disabilities, Parks and Recreation Advisory Commission, and AC Transit.



Example of a Slow Streets sign

Thanks to the people who submitted comments that staff are now working through. Neighbors are invited to (1) view the web map of the slow streets network and (2) sign up for email updates using the links at www.oaklandca.gov/slowstreets.



Bicycling, briefly . . .

Fixing up the Bike Fix

The Oakland Public Library’s Bike Fix was busy over the second half of 2025, with a total of 755 participants. Forty-one bike fix events were held at the 81st Ave and Martin Luther King Jr library branch locations. The team fixed 544 bikes and gave away 117 bikes to community members. December was also a time for inner work, with the remodel of the Bike Fix location at the 81st Ave library. Renovation is planned for completion in early 2026. The Bike Fix Logo was also updated.



Above: The newly revamped logo for The Bike Fix!



Above: Renovation work underway at the Bike Fix at 81st Ave Library

Low-Cost E-Bike Lending Program

In September, Oakland launched a new electric bike lending program at the Fruitvale BART Bike Station, offering four-week rentals for just \$120, or \$20 for low-income residents (with a \$500 deposit). Funded by a \$1.8 million Clean Mobility Options grant, the initiative aims to expand clean, affordable transportation in underserved communities. The program helps residents tackle hills and long distances with ease. Learn more and apply at www.oaklandca.gov/ebike



An adaptive e-bike that can be rented from the e-bike lending program

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

Bike the Numbers

Year Ending	Bikeway Miles	“Better” Bikeway Miles*	% with Better Bikeways	Bike Parking Spaces
2007	104	46	44%	3,224
2011	121	56	46%	5,303
2015	151	91	60%	8,841
2019	171	116	68%	10,916
2020	184	129	70%	11,090
2021	192	140	73%	11,719
2022	194	143	74%	11,878
2023	197	145	74%	11,945
2024	201	151	75%	12,187
2025	213	160	75%	12,283

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

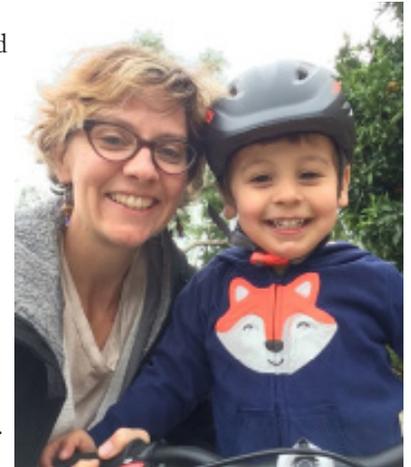
BPAC Recap

Thank you to Outgoing BPAC Commissioners

The City of Oakland extends heartfelt thanks to Commissioners Dianne Yee, Patricia Schader, Grey Gardner, and Kirsten Flagg for their years of dedicated service on the Bicyclist & Pedestrian Advisory Commission (BPAC) who left the commission at the end of 2025. Dianne, Patricia, and Grey each served for six years and contributed invaluable leadership, expertise, and community insight to advance safe and equitable mobility across Oakland.



Their work has shaped city policies, strengthened infrastructure, and amplified community voices, especially in underserved neighborhoods. From leading the commission to guiding major transportation projects, these commissioners have played a vital role in making Oakland's streets safer and more accessible.



From the opposite column, left to right:
Dianne Yee, Patricia Schader, Grey Gardner, Kirsten Flagg (above)

BPAC Champions Safer, More Connected Streets in 2025

In 2025, the Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) advanced key initiatives to improve safety, accessibility, and equity across the City's transportation network. Commissioners focused on expanding traffic calming, building complete streets, and bridging infrastructure gaps—especially in historically underserved neighborhoods. BPAC recommended a visionary citywide greenway network to connect parks, schools, and neighborhoods with safe, car-free paths. The Commission also called for immediate traffic calming measures like speed humps and quick-build safety projects to reduce speeding and improve comfort for people walking and biking.

BPAC's Infrastructure Committee reviewed major street design projects and helped shape improvements across all council districts while the Policy & Legislative Committee tackled complex issues like fire code amendments, speed enforcement, and ADA access. Commissioners emphasized the need to balance emergency response with street safety and advocated for safe pedestrian and bike connections across freeway and railroad barriers in East Oakland.



Above, from left to right: Priyanka Altman, Patricia Schader, Jesse Olsen, Denise Schmidt, Grey Gardner, David Ralston, Tonya Love, Shayda Rager, Jimmy Jessup, Nick Whipps (Chair)

Join the BPAC for its meetings the third Thursday of each month, 6-8pm in City Hall. Visit www.oaklandca.gov/bpac to learn more.



City of Oakland, Bicycle & Pedestrian Program, OakDOT, Safe Streets Division
250 Frank Ogawa Plaza, Suite 4314 | Oakland, CA 94612
Phone: (510) 238-3983 | Email: bikeped@oaklandca.gov | Web: www.oaklandca.gov/biking

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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