



**NOTES**

1. Drainage inlets in the bikeway should be removed and replaced where feasible with inlets recessed into the curb face. See City of Oakland Standard Type E Inlet Detail (DWG. D-8).
2. If a drainage inlet in the bikeway cannot be relocated, the recommended width of rideable surface between the bike lane stripe and edge of the inlet apron is 4-ft or greater. In extremely constrained locations, narrower rideable widths may be deemed acceptable by engineering judgement, if all other lanes have been narrowed to their minimum acceptable values.
3. The pavement adjacent to a drainage inlet should conform to the lip of the inlet apron.
4. All in-street drainage inlet grates must be bicycle safe and fit properly in their frames, in conformance with City of Oakland Standard Details D-3 through D-9, and Caltrans Standard Plan D77B.



**CITY OF OAKLAND**  
 DEPARTMENT OF TRANSPORTATION | SAFE STREETS DIVISION  
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**CURBSIDE BIKE LANE  
 AND  
 DRAINAGE INLETS**

**CROSS-SECTION  
 DETAILS**

SCALE: NTS

DWG. NO.

DATE: MAR 2021

**CS-7**