

# CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4344 . OAKLAND . CALIFORNIA . 94612  
Public Works Department TEL: (510) 238-3466  
Transportation Planning & Funding Division FAX: (510) 238-7415



**Bicyclist and Pedestrian Advisory Commission, Monthly Meeting**  
**Thursday, October 16, 2014; 5:30-7:30 pm**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

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### Commissioners

Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz,  
Midori Tabata, Royston Taylor, Rosa Villalobos, Kenya Wheeler

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## AGENDA

Time	Item #	Topic
5:30	1	<b>Roll Call/Determination of Quorum/Introductions</b> (5 minutes)
5:35	2	<b>Approval of meeting minutes</b> (5 minutes)—Seek motion to adopt the September Bicyclist & Pedestrian Advisory Commission meeting minutes.
5:40	3	<b>Parklet Pilot Program Extension Attachment</b> (20 minutes)—Laura Kaminski, Bureau of Planning, will present an informational report on the extension of the Parklet Pilot Program. Applications for Parklets are due on November 17, 2014.
6:00	4	<b>Uptown Wayfinding Signage Pilot Project Attachment</b> (20 minutes)—George Durney, Project Implementation, will present an overview of the project and will introduce Preliminary Signage Designs requesting input from the Commission.
6:20	5	<b>Bi-annual bike project status overview &amp; Bicycle Master Plan priorities Attachment</b> (20 minutes)—Jason Patton, Bicycle & Pedestrian Program Manager, will answer questions about the attached bi-annual report and map revised to reflect new Bicycle Master Plan priorities (which change as projects are completed, based on a prioritization scheme established in the Plan). Staff will ask for input on BPAC priorities for design review.
6:40	6	<b>Telegraph Ave Complete Streets Implementation Plan update</b> (40 minutes)—Jamie Parks, Complete Streets Program Manager, will report on the Telegraph Avenue Complete Streets project, including the preferred bikeway design alternative, funding, project phasing, and timeline, and ask for input and support from the Commission.
7:20	7	<b>Open Forum / Public Comment</b> ( <i>suggestions for meeting topics, announcements, other</i> ) (10 minutes)—Members of the public may raise or comment on an issue within BPAC's subject matter jurisdiction (other than what is on the agenda). Suggestions for next meeting topics and announcements may also be made.

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**Agenda online at:** [www2.oaklandnet.com/n/OAK044962](http://www2.oaklandnet.com/n/OAK044962)

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*This meeting will follow Robert's Rules of Order (see <http://www.robertsrules.org/rulesintro.htm>).*  
For more information, please call (510) 238-3983 or email [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com).



**Bicyclist and Pedestrian Advisory Commission**

**TO:** City of Oakland Bicyclist and Pedestrian Advisory Commission  
**FROM:** Laura Kaminski, Planner II, Strategic Planning, Planning and Building  
Department  
**DATE:** October 16, 2014  
**SUBJECT:** Parklet Pilot Program Extension, Informational Report

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**SUMMARY**

This is an informational report regarding the extension of the Pilot Program for Parklets in Oakland. A Parklet is the temporary use of space in the dedicated public right-of-way (parking spaces, unused bus stops, and other types of vehicular and non-vehicular zones) for public uses such as seating or bicycle racks. Staff will continue to gather information and use lessons learned to propose changes in the municipal code to govern Parklets in Oakland for a permanent program. For the purposes of the Pilot Program, Parklets are being processed as a Minor Encroachment Permit in accordance with Oakland Municipal Code Chapter 12.08, and will be subject to all requirements applicable to Minor Encroachment Permits.

**FISCAL IMPACT**

Once selected for consideration, the application will be processed as a Minor Encroachment Permit for a Permit Fee as set forth in the City's Master Fee schedule (currently \$1,133.73), as well as a \$127.00 inspection fee. This fee will cover staff time for processing and site inspection. The permit holder is responsible for the cost of maintaining the Parklet.

In addition to the criteria applicable to Minor Encroachment Permits, staff will consider a Parklet only if it is designated as Revenue neutral, which means: a) No loss of parking revenue at the selected location; or b) City staff has identified and created new metered spaces to bring in equivalent revenue as to what is being lost; or c) An annual lost meter revenue fee of up to \$14,442.44 (as specified in the City's Master Fee schedule) shall be paid to the City.

**BACKGROUND**

On September 19, 2014, a Notice of Parklet Opportunity was released to the public. Applications from interested parties are due on November 17, 2014. While newer to Oakland, Parklets have been successful in San Francisco and other cities around the world and have found success in Oakland as well. During the initial 2012 Pilot Program, some of the Parklets approved were not built for various reasons, so the City is proposing to extend the pilot program to allow the review of additional Parklet applications while the City works out the details on a future permanent program.

A Parklet is the temporary use of space in the dedicated public right-of-way (parking spaces, unused bus stops, and other types of vehicular and non-vehicular zones) for public uses such as seating or bicycle racks. Parklets will be publicly accessible space for the enjoyment and use of all Oakland citizens, and are privately constructed and maintained. It is envisioned that the Parklets will be located in areas with pedestrian activity, as additional seating areas for retail patrons, and in areas where there is a desire to create a more pedestrian-friendly environment.

Parklets are intended to be seen as pieces of street furniture, providing aesthetic enhancements to the overall streetscape. In place of car parking, a platform is built to extend the grade of the sidewalk into the street. Once the platform is installed, benches, tables, chairs, landscaping, and bike parking can all be placed on top in order to create a Parklet. Parklets must remain publicly accessible and will require signage to this effect. Table service is not permitted and alcohol is not allowed on the Parklets. Commercial signage and advertising are not permitted.

## KEY ISSUES AND IMPACTS

### Number and Location

There will be up to fifteen (15) Parklets selected in this pilot program extension. As much as possible, the selected Parklets will be distributed throughout the City.

Parklets must be set back one parking space from a corner and along a street with a speed limit of 25 mph or less (consideration may be given for other streets on a case by case basis). They may be allowed in white and green zones if the entity that originally requested the white or green zone agrees to repurpose that curb area. Parklets are not permitted to be placed in front of a hydrant or in a way that restricts access to any private or public utility or within a handicap space. Parklets shall not be placed in front of or adjacent to a multi-space parking meter (Kiosk) and a minimum clearance of six (6) feet shall be maintained around all Kiosks.

### Responsibilities

The Permit Holder for each Parklet will be required to:

1. **Carry Insurance.** Provide evidence of at least \$1 million in general liability insurance naming the City of Oakland as additional insured.
2. **Sign a Maintenance Agreement.** Sign a Maintenance Agreement with the City of Oakland that may require the Permit Holder to do the following:
  - a. Maintain all plants in good health.
  - b. Keep the Parklet free of debris and grime.
  - c. Keep the Parklet free of pests and vectors.
  - d. Adequately maintain all surfaces of the Parklet so they are not hazardous to Parklet users.
  - e. Sweep out debris from under the Parklet on an as-needed basis.
  - f. Keep any furniture such as tables, chairs and benches clean.
  - g. Access panels must be included in order to maintain the gutter and area underneath the Parklet.
  - h. Once a year before the rainy season power wash under the Parklet. Do not allow power wash water to flow into the stormdrain. Use appropriate stormdrain inlet protection and stormwater best management practices. (see Mobile Cleaners guidelines at <http://cleanwaterprogram.org/resources/commercial.html>)
  - i. Unsecured furniture is not permitted after business hours if the Permit Holder is a business. If the Permit Holder is not a business, the hours for unsecured furniture will need to be included in the Maintenance Agreement.

## Design Parameters

1. Parklet plans must be designed and stamped by a licensed architect or engineer.
2. Along roadway, a railing height of 42” minimum with openings that do not allow larger than a 4” sphere to pass. A visible edge to the Parklet is required on all sides except for the sidewalk, which may consist of planters, railing, or cabling. The edges should be visually permeable or “see-through.”
3. Parklets are intended to be aesthetic improvements to the streetscape, and materials will be required to be of high quality, durable, and attractive.
4. The width of the Parklet must not extend beyond six (6) feet from the curb line.
5. Safe hit posts and wheel stops, or approved equals, are required.
6. Access panels must be included in order to maintain the gutter and area underneath the Parklet and the design must allow for drainage along the gutter to pass underneath the Parklet.
7. If bike parking is provided, the bike racks can be at street grade.
8. Parklets must be accessible to individuals with disabilities per the Americans with Disabilities Act Accessibility Guidelines (ADAAG). People who use wheelchairs must be able to enter the Parklet and access all the primary features of the Parklet. Parklets shall not reduce the adjacent pedestrian travel way (sidewalk) width to less than 5 ½ feet clear. Parklets shall not interfere with the use of designated disabled parking zones; passenger loading zones; curb ramps; AC transit stops or other access features of the public right of way.
9. Where the Parklet utilizes parking spaces, the Parklet shall not exceed the length and width (6 ft width) of two (2) curb parallel parking spaces with a setback of a minimum of one (1) foot from either end of the parking space regardless of the length of the space. **Parklets proposed for parking spaces that are either angled or perpendicular to the curb will be reviewed on a case-by-case basis.**

## Demonstrated Community Support

As part of the application process, Applicants will be required to demonstrate community support for their Parklet. Evidence can be provided in the form of:

1. Notification or letters of support from local BID or CBD. If no BID or CBD is present, letters from adjacent businesses on the block.
2. Letters of support or a signed petition from institutions, residents or other adjacent organizations that should include the location of the Parklet, the home or business address of the supporter, and any comments.
3. Documentation about community meeting(s) held to discuss the Parklet proposal

## Selection Process and Public Noticing

The projects will be ranked according to the following criteria:

1. Good location – the proposed Parklet is likely to be well used and active
2. How it enhances the aesthetic quality of the streetscape
3. Innovative and unique design
4. Demonstrated community support for public space at the proposed location
5. Evidence that the Parklet will be well-maintained

Once the initial fifteen Applicants are selected, the Planning Department will provide copies of a Public Notice and the Applicant will be required to post them on site for 10 calendar days, informing the public that a permit is being considered to allow the installation of the Parklet at

the proposed location. Planning staff will provide mailing labels and notices to Applicants to mail to property owners adjacent to the proposed location and along the same side of the block and the block on the other side of the street. If there are no objections from the public, the Applicants will submit detailed plans and drawings showing all details, including finishes, plant species, and furniture types, as well as a Maintenance Plan and proof of insurance. Upon review and approval of a complete set of plans, a permit will be issued.

If there are objections from a resident, business owner, or property owner who lives or works adjacent or along the block of the proposed Parklet, a special meeting with planning staff in the Bureau of Planning will be scheduled.

### **Temporary Program**

A Parklet is a temporary structure and is not meant to be permanent. It needs to be movable, have access beneath for cleaning and for drainage and also to be re-movable. The initial permit will be for one year, with up to two annual renewals contingent upon the Permit Holder meeting its Maintenance Agreement. Parklet renewals will be charged an annual Renewal Fee. After three years, the Parklet permit may be extended as part of the more permanent program.

### **NEXT STEPS**

- **November 17: Applications due**
- After November 17: Staff review of applications
- January 5, 2015: Initial selections announced
- January 20: Applicants post Public Notice and mail notices
- January 30: 10 day public notice period ends, Applicants have 6 months to submit their final construction document package to Public Works
- July 30: Final construction document package due to Public Works

### **RECOMMENDATIONS:**

This report is informational.

Respectfully submitted,

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LAURA KAMINSKI  
Planner II

### **ATTACHMENTS:**

The Parklet application and an informational flyer are located on the project webpage:  
[www.oaklandnet.com/parklets](http://www.oaklandnet.com/parklets)

**10.16.2014**

## **BPAC - Uptown Wayfinding Signage Presentation Outline**

*PPT Show*

### 1. Project Goals:

- + Develop Common Language and Consistent Standards for Downtown Signage
- + Define a Sense of Place
- + Enhance Oakland's Commercial Brand
- + Promote public spaces and destinations
- + Promote legibility, walkability and history of Oakland
- + Leverage Resources and Link Sub-Districts
- + Work with Stakeholder groups in the planning, design and implementation process
- + Dual Objective
  - o Use concentrated area in the Uptown "the pizza wedge" to determine best practices, design and implement pilot project.
  - o Develop Design Standards that can be implemented by special service districts in phases over time.

### 2. Background:

- + Wayfinding systems around world
- + Examine the current situation in Oakland
- + Identify Best Practices in terms of design and process

### 3. Analysis and Assessment:

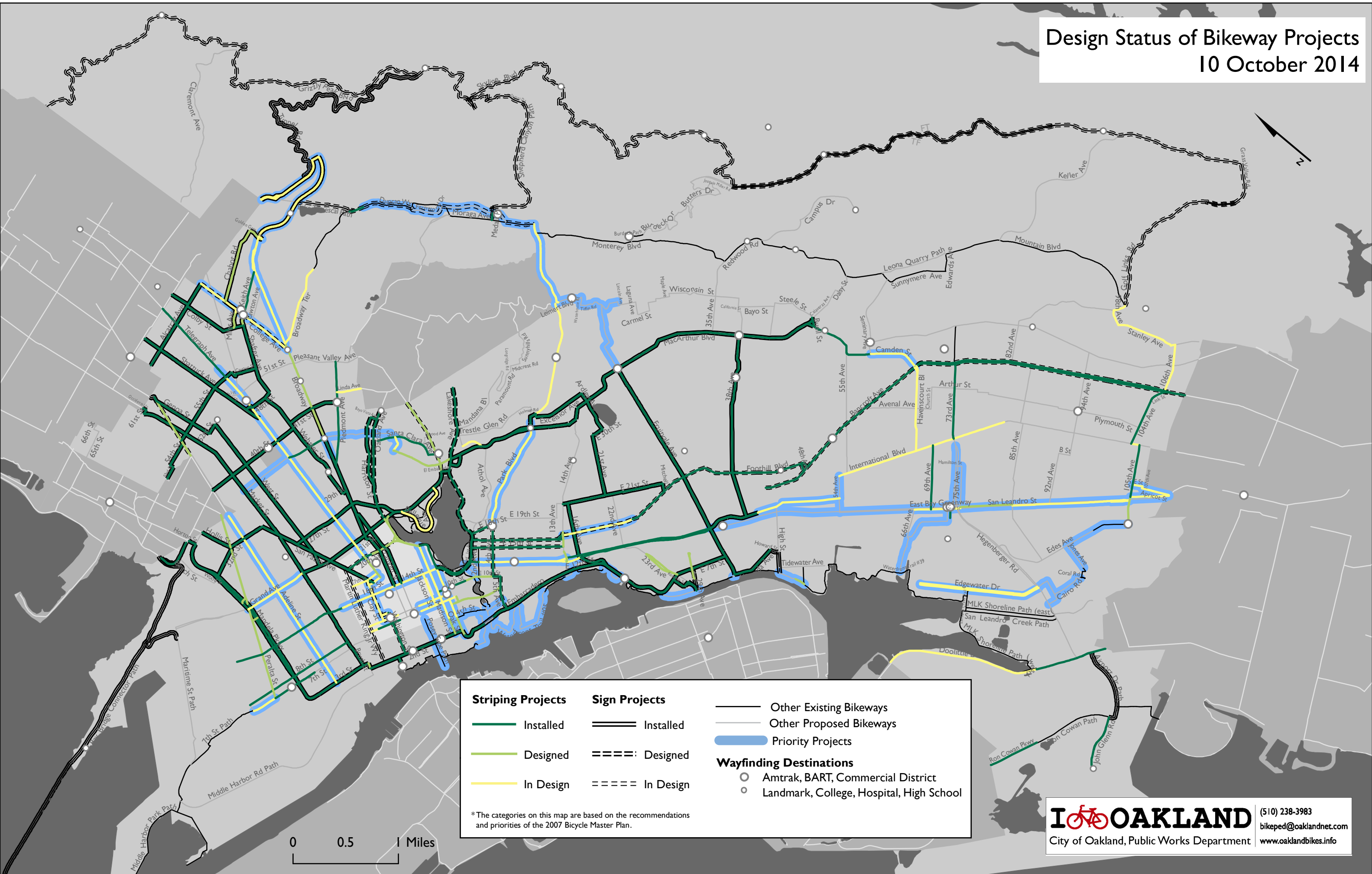
- + Overview of Work
  - o Defining Arrival and Mode of Travel
  - o Defining Gateways and Area Identification
  - o Pedestrian Wayfinding
  - o Vehicular Wayfinding
  - o Public Transport and Bicycle Wayfinding
- + Signage Guidance Tree:
  - o Pedestrian Maps and Directional and Auto Directional
- + Sign Location/Matrix
  - o Conceptual Design for Placement of Elements
- + Methodology From Arrival to Destinations

### 4. Preliminary Designs

### 5. Next Steps

# Design Status of Bikeway Projects

## 10 October 2014



Striping Projects		Sign Projects		Other Existing Bikeways		Other Proposed Bikeways		Priority Projects	
	Installed		Installed		Other Existing Bikeways		Other Proposed Bikeways		Priority Projects
	Designed		Designed						
	In Design		In Design						

**Wayfinding Destinations**

- Amtrak, BART, Commercial District
- Landmark, College, Hospital, High School

\*The categories on this map are based on the recommendations and priorities of the 2007 Bicycle Master Plan.

Street	From	To	Length (miles)	Bikeway Type	Project Type	Design (% complete)	Feasibility	BPAC Review	AC Transit review	Community Outreach	Environmental clearance	City Council approval	Fund Source	Paving	Caltrans permit	Implementation
105th Ave	Edes Ave	Russett St	0.3	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	n/a	2014
20th St	Broadway	Harrison St	0.2	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	n/a	2015
27th St	Northgate Ave	Harrison St	0.3	2	redesign	100%	✓	✓	n/a	n/a	n/a	✓	2212	no	n/a	2014
Adeline St	47th St	61st St	0.7	2	new	100%	✓	✓	n/a	✓	✓	✓	2166	no	n/a	2015
Broadway	38th St	Broadway Ter	0.9	2/3A	new	100%	✓	✓	✓	✓	✓	✓	pave	no	n/a	2014
Chabot Rd / Golden Gate Ave	College Ave	Broadway	0.9	3B	new	100%	✓	x	n/a	✓	✓	✓	2212	overlay	no	2014
Embarcadero Bridge Detour	2nd St / Oak St	Embarcadero/ 5th Ave	1.4	2/3A	new	100%	✓	x	n/a	✓	✓	✓	2211	no	✓	2015
Grand Ave	Jean St	El Embarcadero	0.7	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	✓	2015
Grand Ave	Harrison St	Bay Pl	0.2	2	redesign	100%	✓	✓	n/a	n/a	n/a	✓	2212	no	n/a	2014
MacArthur Blvd	Chetwood St	Lakeshore Ave	0.6	2/3A	new	100%	✓	x			✓	✓	pave	yes	✓	2015
Peralta St	Mandela Pkwy	32nd St	0.6	2/3A	new	100%	✓	x	✓	✓	✓	✓	pave	overlay	n/a	2015
Shafter Ave / Miles Ave	Forest St	College Ave	0.3	2/3A	new	100%	✓	x	✓	✓	✓	✓	2212	no	n/a	2015
Telegraph Ave	16th St	20th St	0.2	2	new	100%	✓	✓	✓	✓	✓	✓	pave	yes	n/a	2015
Webster St	14th St	Grand Ave	0.6	2	redesign	100%	✓	x	n/a	n/a		✓	pave	overlay	n/a	2015
Embarcadero/E 7th St	16th Ave	Kennedy St	0.8	2	redesign	90%	✓	✓	n/a	n/a		✓		no	n/a	
Jackson St	8th St	14th St	0.3	2	new	90%	✓	x	n/a	no	✓	✓	pave	yes	n/a	2014
17th St	MLK Jr Wy	Broadway	0.3	2	new	65%	✓	x	n/a	✓	✓	✓	pave	overlay	n/a	2015
3rd St/Mandela Pkwy	Brush St	7th St	0.8	2	redesign	65%	✓	x	n/a	n/a		✓		no	n/a	
Broadway	Broadway Ter	Keith Ave	0.8	2	new	65%	✓	x					pave	overlay	n/a	2016
Broadway Terrace	Clarewood Dr	Broadway	0.8	2	new	65%	✓	x				✓		no	n/a	
Camden Rd	Seminary Ave	Bancroft Ave	0.5	2	new	65%	✓	x				✓		no	n/a	
Chetwood St	MacArthur Blvd	Santa Clara Ave	0.1	2	new	65%	✓	x	n/a			✓		no		
College Ave	Miles Ave	Shafter Ave	0.1	2	new	65%	✓	x			✓	✓		overlay	no	2014
Edgewater Dr	End	Hegenberger Rd	1.1	2	new	65%	✓	x				✓	pave	partial	n/a	
Embarcadero	Oak St	16th Ave	1.5	2	redesign	65%	✓	✓	n/a	n/a		✓		no	n/a	
Kennedy St	E 7th St	23rd Ave	0.2	2	redesign	65%	✓	x		n/a		✓		spot PCC	n/a	
Lake Park Ave	Wesley Wy	MacArthur Blvd	0.2	2/3A	new	65%	✓	x				✓	pave			
Linda Ave	Piedmont Ave	Rose Ave	0.2	2/3A	new	65%	✓	x				✓		no	n/a	
MacArthur Blvd	Sheffield Ave	Hopkins Pl	0.1	2	redesign	65%	✓	✓	n/a	n/a	n/a	✓		no	n/a	
San Leandro St	66th Ave	75th Ave	0.4	2	new	65%	✓	x				✓		no	n/a	
W Grand Ave	San Pablo Ave	Telegraph Ave	0.3	2	restripe	65%	✓	x	n/a	n/a	n/a	n/a		no		
West St	MacArthur Blvd	Grand Ave	1.0	2	redesign	65%	✓	x	n/a	n/a		✓		no		



KEY

[check] = completed | n/a = not applicable | BPAC = Bicycle Pedestrian Advisory Committee | x = pending BPAC request | Bikeway Type = 2 (bike lane), 3A/3B (sharrows)



Street	From	To	Length (miles)	Bikeway Type	Project Type	Design (% complete)	Feasibility	BPAC Review	AC Transit review	Community Outreach	Environmental clearance	City Council approval	Fund Source	Paving	Caltrans permit	Implementation
14th St	Brush St	Oak St	1.0	2	new	35%		x						no		
8th St	Harrison St	Fallon St	0.4	2	new	35%		x	✓						n/a	2016
8th St/9th St	MLK Jr Wy	Broadway	0.6	2/3A	new/red.	35%	✓	x						no	n/a	
9th St	Harrison St	Fallon St	0.4	2	new	35%		x	n/a						n/a	2016
Adeline St	3rd St	36th St	1.9	2	new	35%		x	✓							
College Ave	Alcatraz Ave	Broadway	1.0	3A	new	35%	✓	x	✓			✓		no		
Doolittle Dr	Harbor Bay Pkwy	Swan Way	2.2	2	new	35%	✓	x				✓		no		
E 12th St	40th Ave	54th Ave	0.8	2/3A	new	35%		x	n/a					no		
E 18th St	Lakeshore Ave	Park Blvd	0.2	2	redesign	35%		x						no	n/a	
Foothill Blvd	14th Ave	23rd Ave	0.7	2	new	35%		x							n/a	
Madison St	Lakeside Dr	4th St	0.8	2	new	35%		x	✓							2016
Market St	MacArthur Blvd	57th St	1.0	2	restripe	35%		x		n/a		✓		no	n/a	
Oak St	14th St	4th St	0.5	2	new	35%		x	✓							2016
Park Blvd	E 18th St	Excelsior Ave	1.1	2	new	35%		x								
Park Blvd	Excelsior Ave	Leimert Blvd	1.2	2	new	35%		x						no		
Park Blvd	Leimert Blvd	Mountain Blvd	0.8	2/3A	new	35%		x						no	n/a	
Road diet spot fixes (7 locations)	various	various	0.8	2	new	35%		x							n/a	
W Grand Ave	Mandela Pkwy	Market St	0.6	2	new	35%		x	✓						n/a	
106th Ave/Stanley Ave/98th Ave	Bancroft Ave	Mountain Blvd	1.3	TBD	new	15%	✓	x				✓		no		
MacArthur Blvd	Broadway	Vernon St	0.7	TBD	new	15%		x							n/a	
San Leandro St	85th Ave	San Leandro border	2.0	2	new	15%	✓	x	n/a			✓		no	n/a	

**Design Completed (100%):** 7.9 roadway miles  
**Design in Progress (15% - 90%):** 29.5 roadway miles  
**Total:** 37.4 roadway miles

**Color Coding**  
 Pending task  
 Priority task

**Fund Source**  
 2162 TDA Article 3  
 2163 MTC (SR2T or paving)  
 2166 BAAQMD  
 2211 Measure B local streets & roads  
 2212 Measure B Ped/Bike Local (ACTC)  
 pave Included in paving project

**Design Completion**



100%	Plans packaged for construction
90%	Review (field, internal, external)
65%	Markings and details
35%	Lane configuration
15%	Project set-up (limits, viewports, street widths)

**KEY**

[check] = completed | n/a = not applicable | BPAC = Bicycle Pedestrian Advisory Committee | x = pending BPAC request | Bikeway Type = 2 (bike lane), 3A/3B (sharrows)

Corridor	From	To	Length	Design	BPAC Review	Community Outreach	Environmental Clearance	Funding Source	Cost Estimate	Implementation
Harrison/Oakland	Piedmont border	Grand Ave	1.8	100%	x	✓	✓	2162	\$ 16,200	2014
Lakeshore Ave/Lake Merritt Blvd	Piedmont border	Oak St	2.4	100%	x	n/a	✓	2162	\$ 21,600	2014
Foothill/Bancroft	Lakeshore Ave	San Leandro	7.5	55%	x	n/a	✓		\$ 67,500	
20th St/MLK (at San Pablo)	Harrison St	2nd St	0.5	35%	x	n/a	✓		\$ 4,500	
Adeline St	47th St	61st St	0.6	35%	x	✓	✓		\$ 5,400	
Grand Ave	El Embarcadero	Jean St	0.7	35%	x	✓	✓		\$ 6,300	
College Ave	Broadway	Alcatraz Ave	1.0	15%	x				\$ 9,000	
E 18th St/4th/5th Aves	Lakeshore Ave	Embarcadero	1.1	15%	x	n/a			\$ 9,900	
Grizzly Peak / Skyline / Golf Links	Berkeley	Mountain Blvd	18.0	15%	x	n/a			\$ 162,000	
Mountain/Shepherd Canyon	Broadway	Skyline Blvd	4.4	15%	x	n/a			\$ 39,600	
Washington St/Clay St	2nd St	17th St	0.9	15%	x	n/a			\$ 8,100	

Design Completed (100%): 4.2 roadway miles  
 Design in Progress (> 0%): 34.7 roadway miles  
 Total (> 0%): 38.9 roadway miles

**Color Coding**  
 Pending task  
 Priority task

Design Status Work Completed	
100%	Final work order
90%	Final project map and installation locations
75%	Field verification
55%	Revised project map and field review sheet
35%	Preliminary project map (sign locations, sign messages)
15%	Overview map (project boundaries, supported destinations)

Funding	
2140	Caltrans (BTA)
2162	TDA Article 3
2163	Safe Routes to Transit (MTC)
2166	BAAQMD
2212	Measure B Ped/Bike Local (ACTIA)
2230	State Gas Tax (CIP)
2609	Federal Stimulus (DOE)

**KEY**  
 Design = % completed | [checkmark] = completed | n/a = not applicable  
 prelim = preliminary | BPAC = Bicycle Pedestrian Advisory Committee | x = pending BPAC request

City of Oakland Bicycle Master Plan (2007, 2012)

Bikeway Prioritization: Updated 10-Oct-2014

SS = Signing and Striping project  
 LC = Lane Conversion project  
 BP = Bicycle Path project

[blue] = priority project (score ≥ 6)  
~~[strike]~~ = pending implementation

Project	From	To	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasi-bility	Project Type	Score
College Ave	Alcatraz Ave	Broadway	2	2	2	2	1	SS	9
Camden St	Seminary Ave	Bancroft Ave	2	2	0	1	2	SS	7
San Leandro St	66th Ave	75th Ave	2	0	2	1	2	SS	7
Broadway/Caldecott Ln/Tunnel Rd	Tunnel Rd	Keith Ave	2	1	0	1	2	SS	6
Edes / Jones / Cairo / Hegenberger Loop / Edgewater	105th Ave	Bay Trail	2	2	0	1	1	SS	6
Fruitvale Ave/Tiffin Rd	Park Blvd	MacArthur Blvd	2	2	0	1	1	SS	6
<del>Grand Ave</del>	<del>Lake Park Ave</del>	<del>El Embarcadero</del>	<del>0</del>	<del>2</del>	<del>0</del>	<del>2</del>	<del>2</del>	<del>SS</del>	<del>6</del>
Hegenberger/Snell/75th/Hamilton	International Blvd	San Leandro St	0	1	2	1	2	SS	6
Mountain Blvd	Lake Temescal Path	Park Blvd	2	2	0	1	1	SS	6
San Leandro St	75th Ave	San Leandro border	2	0	2	0	2	SS	6
85th Ave	Bancroft Ave	Edes Ave	2	1	0	1	1	SS	5
Avenal/Arthur/Plymouth	Bancroft Ave	104th Ave	0	2	0	1	2	SS	5
Butters Dr/Joaquin Miller Rd	Monterey Ave	Skyline Blvd	2	0	0	1	2	SS	5
Golf Links / 98th / Stanley / 106th / Foothill	Mountain Blvd	Bancroft Ave	2	1	0	1	1	SS	5
Havenscourt Blvd	Bancroft Ave	International Blvd	2	1	0	1	1	SS	5
Linda Ave	Piedmont Ave	Rose Ave	0	1	0	2	2	SS	5
<del>Peralta St</del>	<del>MacArthur Blvd</del>	<del>7th St</del>	<del>0</del>	<del>2</del>	<del>0</del>	<del>1</del>	<del>2</del>	<del>SS</del>	<del>5</del>
35th Ave	Monterey Blvd	MacArthur Blvd	0	1	0	1	2	SS	4
65th St/Herzog St	Berkeley border	Emeryville border	0	1	0	2	1	SS	4
8th St	Wood St	Market St	0	1	2	1	0	SS	4
92nd/94th Aves	MacArthur Blvd	San Leandro St	0	1	0	2	1	SS	4
Broadway Ter	Clarewood Dr	Broadway	0	1	0	1	2	SS	4
Calaveras/Daisy/Davenport	MacArthur Blvd	Mountain Blvd	2	0	0	1	1	SS	4
Doolittle Dr	Alameda border	Swan Wy	0	2	0	1	1	SS	4
<del>Grand Ave</del>	<del>Piedmont border</del>	<del>Lake Park Ave</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>2</del>	<del>1</del>	<del>SS</del>	<del>4</del>
Lawton Ave	College Ave	Broadway	0	0	2	1	1	SS	4
Monterey Blvd	Park Blvd	Redwood Rd	2	0	0	1	1	SS	4
Mountain Blvd/Redwood Rd	Monterey Blvd	Calaveras Ave	2	0	0	1	1	SS	4
Tiffin/Wisconsin/Bayo/Steele	Fruitvale Ave	MacArthur Blvd	0	1	0	1	2	SS	4
Trestle Glen Rd/Grosvenor Pl	Lakeshore Ave	Park Blvd	0	1	0	2	1	SS	4
Wayne / E 19th St / 13th / E 21st	Lakeshore Ave	14th Ave	0	2	0	2	0	SS	4
55th Ave	MacArthur Blvd	International Blvd	0	1	0	2	0	SS	3
82nd Ave/Golf Links Rd	98th Ave	Bancroft Ave	0	1	0	1	1	SS	3

Project	From	To	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
Athol/Lake Park/Wesley	Trestle Glen Rd	E 18th St	0	1	0	1	1	SS	3
Edes Ave	85th Ave	Hegenberger Rd	0	1	0	1	1	SS	3
Hegenberger Rd	Edgewater Dr	Doolittle Dr	2	1	0	0	0	SS	3
Mandana Blvd/Sunnyhills Rd	Lakeshore Ave	Piedmont border	0	1	0	1	1	SS	3
51st St/Pleasant Valley Ave	Shattuck Ave	Piedmont border	0	0	0	1	1	SS	2
International Blvd	85th Ave	San Leandro border	0	0	0	2	0	SS	2
Keller Ave	Skyline Blvd	Mountain Blvd	0	0	0	0	2	SS	2
Moraga Ave	Thornhill Dr	Piedmont border	0	0	0	1	1	SS	2
Redwood Rd/Campus Dr	Merritt College	Mountain Blvd	0	0	0	1	1	SS	2
Claremont Ave	Grizzly Peak Blvd	Berkeley border	0	0	0	0	1	SS	1
Hegenberger Rd	San Leandro St	Edgewater Dr	0	0	0	0	0	SS	0
<del>Telegraph Ave</del>	<del>16th St</del>	<del>20th St</del>	<del>2</del>	<del>1</del>	<del>2</del>	<del>2</del>	<del>2</del>	<del>LC</del>	<del>9</del>
14th St	Brush St	Lakeside Dr	2	2	2	2	0	LC	8
<del>20th St</del>	<del>Broadway</del>	<del>Harrison St</del>	<del>0</del>	<del>2</del>	<del>2</del>	<del>2</del>	<del>2</del>	<del>LC</del>	<del>8</del>
E 12th St	2nd Ave	14th Ave	2	2	0	2	2	LC	8
<del>Harrison St / Lakeside Dr</del>	<del>Grand Ave</del>	<del>19th St</del>	<del>2</del>	<del>1</del>	<del>2</del>	<del>2</del>	<del>1</del>	<del>LC</del>	<del>8</del>
MacArthur Blvd	Market St	Telegraph Ave	2	2	2	2	0	LC	8
Madison St /Oak St	19th St	Embarcadero	2	1	2	2	1	LC	8
Telegraph Ave	Aileen St	20th St	2	2	2	2	0	LC	8
8th/9th St couplet	Harrison St	Oak St	0	1	2	2	2	LC	7
Clay St / 16th St / 17th St	Telegraph Ave	9th St	2	2	0	2	1	LC	7
Foothill Blvd	14th Ave	23rd Ave	2	2	0	2	1	LC	7
7th St	Wood St	Peralta St	0	1	2	1	2	LC	6
Adeline St	36th St	3rd St	0	2	0	2	2	LC	6
<del>Adeline St</del>	<del>Genoa St</del>	<del>47th St</del>	<del>0</del>	<del>2</del>	<del>0</del>	<del>2</del>	<del>2</del>	<del>LC</del>	<del>6</del>
Broadway	I-580	38th St	2	2	0	2	0	LC	6
<del>Broadway</del>	<del>38th St</del>	<del>Broadway Ter</del>	<del>2</del>	<del>1</del>	<del>0</del>	<del>2</del>	<del>1</del>	<del>LC</del>	<del>6</del>
Broadway	Broadway Ter	Keith Ave	2	2	0	1	1	LC	6
E 12th St	40th Ave	54th Ave	2	1	2	1	0	LC	6
Grand Ave	Mandela Pkwy	Market St	2	2	0	2	0	LC	6
MacArthur Blvd	Broadway	Lakeshore Ave	2	2	2	0	0	LC	6
Park Blvd	Grosvenor Pl	E 18th St	2	2	0	2	0	LC	6
8th/9th St couplet	MLK Jr Wy	Harrison St	0	1	2	2	0	LC	5
International Blvd	54th Ave	73rd Ave	0	1	0	2	2	LC	5
International Blvd	73rd Ave	85th Ave	0	1	0	2	2	LC	5
MLK Jr Wy	San Pablo Ave	2nd St	0	2	0	2	1	LC	5
San Leandro St	54th Ave	66th Ave	2	0	2	0	1	LC	5
Webster/Franklin couplet	14th St	8th St	0	1	2	2	0	LC	5
7th St	Mandela Pkwy	MLK Jr Wy	0	1	2	1	0	LC	4
Bellevue Ave	Park View Ter	Grand Ave	0	0	0	2	2	LC	4

Project	From	To	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
Claremont Ave	Alcatraz Ave	Telegraph Ave	0	1	0	2	1	LC	4
MacArthur Blvd	Seminary Ave	San Leandro border	0	1	2	1	0	LC	4
Mountain Blvd	Keller Ave	Golf Links Rd	2	0	0	1	1	LC	4
Mountain Blvd/Sunnymere Ave	Calaveras Ave	Keller Ave	2	0	0	1	1	LC	4
Park Blvd	Leimert Blvd	Grosvenor Pl	2	1	0	1	0	LC	4
22nd/23rd Aves	E 21st St	Kennedy St	0	2	0	1	0	LC	3
66th Ave	San Leandro St	Coliseum Wy	0	0	0	1	2	LC	3
Golf Links Rd	Grass Valley Rd	Mountain Blvd	2	0	0	0	1	LC	3
14th Ave	MacArthur Blvd	E 12th St	0	0	0	2	0	LC	2
High St	E 12th St	Alameda border	0	1	0	1	0	LC	2
Seminary Ave	Mountain Blvd	MacArthur Blvd	0	0	0	1	1	LC	2
<del>Lake Merritt Paths</del>			<del>2</del>	<del>2</del>	<del>0</del>	<del>2</del>	<del>2</del>	<del>BP</del>	<del>8</del>
Coliseum BART to Bay Trail Connector Path	San Leandro St	Oakport Rd	2	1	2	1	1	BP	7
East Bay Greenway	Fruitvale Ave	San Leandro border	2	1	2	0	1	BP	6
Estuary Crossing	Alameda border	Jack London Sq	2	1	2	1	0	BP	6
Lake Merritt Channel Paths	Lake Merritt Path	Waterfront Trail	0	2	0	2	2	BP	6
Park Blvd Path	Mountain Blvd	Leimert Blvd	2	2	0	1	1	BP	6
Waterfront Trail	Jack London Square	MLK Jr Shoreline	2	2	0	1	1	BP	6
Lake Temescal Bridge	Berkeley border	Lake Temescal Path	2	1	0	1	0	BP	4
Middle Harbor Rd Path	7th St	Market St	0	2	0	1	1	BP	4
Leona Quarry Path	Edwards Ave	Kuhnle Ave	2	0	0	1	0	BP	3
San Leandro Creek Path	Hegenberger Rd	98th Ave	0	1	0	1	1	BP	3
Maritime St Path	Grand Ave	7th St	0	1	0	0	1	BP	2

City of Oakland Bicycle Master Plan (2007, 2012)  
Existing Bikeways with Opportunities for Upgrades [10-Oct-2014]

Street	From	To	Length (miles)	Design (% complete)	Notes
27th St	Northgate Ave	Harrison St	0.3	100%	Add green in bike lane conflict zone; add buffer
Grand Ave	Harrison St	Bay Pl	0.2	100%	Add green in bike lane conflict zone; improve bike lane striping
Webster St	14th St	Grand Ave	0.6	100%	add bike lane buffer
Embarcadero/E 7th St	16th Ave	Kennedy St	0.8	90%	add bike lane; widen bike lanes
3rd St/Mandela Pkwy	Brush St	7th St	0.8	65%	add bike lane buffers
73rd Ave	MacArthur Blvd	International Blvd	0.8	65%	eliminate bike lane gaps & add buffers
Bancroft Ave	82nd Ave	98th Ave	1.8	65%	add bike lane buffers
Bancroft Ave	98th Ave	Durant Ave	0.7	65%	add bike lane buffers
Embarcadero	Oak St	16th Ave	1.5	65%	add bike lane buffers
Kennedy St	E 7th St	23rd Ave	0.2	65%	fix concrete pavement; add bike lane buffers
MacArthur Blvd	Sheffield Ave	Hopkins Pl	0.1	65%	add green in bike lanes conflict zones
Mandela Pkwy	Horton St	7th St	1.7	65%	add bike lane buffers
Market St	3rd St	18th St	0.8	65%	widen bike lanes
West St	MacArthur Blvd	Grand Ave	1.0	65%	widen bike lanes; consider studying removal of 2-way center turn lane
Bancroft Ave	66th Ave	82nd Ave	1.0	35%	add bike lane buffers; consider intersection studies at Camden/Havenscourt and 73rd Ave
E 18th St	Lakeshore Ave	Park Blvd	0.2	35%	Study removal of travel lanes to add bike lanes
MacArthur Blvd	Alma Ave	Hillgirt Cl	0.3	35%	Study removal of 2-way center turn lane to make bike lanes more continuous and wider
55th St	Adeline St	Telegraph Ave	0.7	0%	add bike lane buffers; study parking removal between Shattuck and Telegraph
8th St	Wood St	Market St	1.1	0%	curbside bike lanes with ineffective parking prohibition; consider replacing with bike blvd
Horton St	40th St	Mandela Pkwy	0.1	0%	add bike lane buffers
MacArthur Blvd	Coolidge St	Midvale Ave	0.5	0%	add bike lane buffers