

CITY OF OAKLAND



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Bicycle and Pedestrian Advisory Committee, Monthly Meeting
Thursday, July 21, 2011; 5:30-7:30 pm
Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor

AGENDA

Time	Item #	Topic	Topic Type *
5:30	1	Introductions, appointment of note taker (5 minutes)	Ad
5:35	2	Approval of meeting minutes (consent item) (5 minutes) Vote on motion to adopt the June meeting minutes.	A
5:40	3	Safe Routes to Transit Grant applications —(25 minutes) City Senior Transportation Planner, Bruce Williams, will provide an overview of the projects being considered for submission to the Metropolitan Transportation Commission’s Safe Routes to Transit (4 th Cycle) grant funding program, and take comments from the committee.	A
6:05	4	Update to bike plan bikeway prioritization Attachment (30 minutes)—Jason Patton will share the draft list of bikeway project priorities, updated to reflect completed projects and changing network gaps as per the prioritization scheme in the Bicycle Master Plan, and take comments from the committee.	A
6:35	5	Who is Robert and what’s up with his rules? (20 minutes)—BPAC Vice-Chair Rebecca Saltzman and member Jonathan Bair will provide training for members on Robert’s Rules of Order.	I
6:55	6	10th Street bikeway project and OUSD temporary striping conflict (20 minutes)—Staff will provide an overview of the pending bikeway project on 10 th St (Oak St to 5 th Ave) and describe the temporary diagonal parking installed as part of a construction project on Oakland Unified School District property.	I
7:15	7	North Oakland representative needed for Alameda County Transportation Commission (ACTC) BPAC (5 minutes)—A change in ACTC by-laws has resulted in an opening on the ACTC BPAC. Oakland and Alameda County BPAC member Midori Tabata will describe the committee make up and goals, and encourage people to express interest in filling the vacancy.	I
7:20	8	Announcements, suggestions for next meeting topics (10 minutes)	Ad

* **Topic Types:**
 I=informational; A=action item; Ad=administrative

*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.*

City of Oakland Bicycle Master Plan (2007)

Bikeway Prioritization: Proposed Update (July 15, 2011)

Priority Projects:

Signing and Striping (SS)
Lane Conversion (LC)
Bicycle Path (BP)

6 or more points
6 or more points
5 or more points

~~6 or more points~~ pending implementation
proposed priority

Project	#	From	To	Bikeway Segments	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
38th Ave	44	MacArthur Blvd	E 12th St	433,432,621,620,619	2	2	2	2	2	SS	40
E 12th St	53	Fruitvale Ave	40th Ave	409	2	2	2	2	2	SS	40
Fruitvale Ave	63	MacArthur Blvd	E 12th St	782,783,82,83,84	2	2	2	2	2	SS	40
2nd St	12	Brush St	Oak St	28,29	2	2	2	4	2	SS	9
Cavour / Vicente / 55th	134	Shafter Ave	Telegraph Ave	691,690,624	2	2	2	2	4	SS	9
Telegraph Ave	122	20th St	Broadway	282,283,597	2	4	2	2	2	SS	9
20th St	8	Broadway	Harrison St	427,426,344	0	2	2	2	2	SS	8
41st St	16	Webster St	Piedmont Ave	734,741	0	2	2	2	2	SS	8
54th St/Gaskill St/53rd St	49	Adeline St	Emeryville	800,799,798	2	4	2	2	4	SS	8
Foothill Blvd	64	23rd Ave	Fremont Wy	237,241,242,657	2	2	0	2	2	SS	8
Genoa St	66	Stanford Ave	West St	746,146,147	0	2	2	2	2	SS	8
MacArthur Blvd	86	35th Ave	High St	269	2	2	0	2	2	SS	8
San Pablo/32nd St/Hollis	118	Emeryville border	16th St	101,104,674,2,3,675,659,660	0	2	2	2	2	SS	8
Washington St	144	10th St	2nd St	349,654	2	4	2	2	4	SS	8
Webster/Shafter/Forest/Colby	129	Berkeley border	29th St	202,203,204,205,206,207,385,755	0	2	2	2	2	SS	8
14th St	5	Brush St	Lakeside Dr	617,618	2	0	2	2	1	SS	7
14th St	6	Mandela Pkwy	Brush St	424,425	2	4	0	2	2	SS	7
69th Ave	22	International Blvd	San Leandro St	874	2	0	2	2	4	SS	7
Ardley / 23rd / E 30th / 21st / 16th	7	MacArthur Blvd	Embarcadero	379,728,743,742,749,677,695	2	2	0	2	4	SS	7
College Ave	49	Alcatraz Ave	Broadway	374,51,612,692,52	2	0	2	2	1	SS	7
E 18th St	137	Lakeshore Ave	Park Blvd	72	2	2	0	2	4	SS	7
E 7th St	55	Kennedy St	Fruitvale Ave	663,33	2	2	0	4	2	SS	7
Link St/104th Ave/105th Ave	4	Bancroft Ave	Edes Ave	194,195,197,639	2	4	0	2	2	SS	7
San Leandro St	116	66th Ave	75th Ave	164	2	0	2	1	2	SS	7
10th St	2	Madison St	5th Ave	152,492,153, 757	0	0	2	2	2	SS	6
4th Ave	17	E 18th St	E 10th St	336	2	0	0	2	2	SS	6
Broadway/Caldecott Ln/Tunnel Rd	42	Tunnel Rd	Keith Ave	55,54,53,230,469,58,598	2	1	0	1	2	SS	6
E 21st St / Mitchell St	9	14th Ave	Foothill Blvd	410,411,696	0	2	0	2	2	SS	6
Edes / Jones / Cairo / Hegenberger Loop / Edgewater	58	105th Ave	Bay Trail	198,412,721,723,724,725,44,413,42	2	2	0	1	1	SS	6
Grand Ave	133	Lake Park Ave	El Embarcadero	517,518	0	2	0	2	2	SS	6
Hegenberger/Snell/75th/Hamilton	72	International Blvd	San Leandro St	117,,764,765,766	0	1	2	1	2	SS	6
Lakeshore Ave	84	Mandana Blvd	MacArthur Blvd	366	0	2	0	2	2	SS	6

Project	#	From	To	Bikeway Segments	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
Mountain Blvd	103	Lake Temescal Path	Park Blvd	299,302,747,748,641,308	2	2	0	1	1	SS	6
Shattuck Ave	120	Berkeley border	Telegraph Ave	355,356,359	0	2	0	2	2	SS	6
7th St	25	Wood St	Mandela Pkwy	449,450	0	1	2	1	1	SS	5
85th Ave	27	Bancroft Ave	Edes Ave	682,681,685	2	1	0	1	1	SS	5
Alcatraz Ave	34	College Ave	Dover St	292	0	1	0	2	2	SS	5
Avenal/Arthur/Plymouth	36	Bancroft Ave	104th Ave	225,226,227,229	0	2	0	1	2	SS	5
Butters Dr/Joaquin Miller Rd	43	Monterey Ave	Skyline Blvd	717,726,718,716,719	2	0	0	1	2	SS	5
Foothill Blvd/E 15th St	62	Lakeshore Ave	44th Ave	234,372	0	4	0	2	2	SS	5
Fruitvale Ave/Tiffin Rd	65	Park Blvd	MacArthur Blvd	697,698,699,700,701,611,626,760	2	1	0	1	1	SS	5
Golf Links / 98th / Stanley / 106th / Foothill	121	Mountain Blvd	Bancroft Ave	513,174,191,199,193,751	2	1	0	1	1	SS	5
Monterey Blvd	100	Park Blvd	Redwood Rd	310,311	2	0	0	1	2	SS	5
Mountain Blvd/Redwood Rd	104	Monterey Blvd	Calaveras Ave	572,573,574,575,752	2	0	0	1	2	SS	5
Park Blvd	107	Leimert Blvd	Grosvenor Pl	585	2	1	0	1	1	SS	5
Piedmont Ave	138	MacArthur Blvd	Broadway	642	0	1	0	2	2	SS	5
Piedmont Ave	414	Pleasant Valley Ave	MacArthur Blvd	377	0	4	0	2	2	SS	5
San Leandro St	117	75th Ave	San Leandro border	165,166,590,591,169,170,171	2	0	2	0	1	SS	5
35th Ave	13	Monterey Blvd	MacArthur Blvd	79,753	0	1	0	1	2	SS	4
55th Ave	20	MacArthur Blvd	International Blvd	440	0	1	0	2	1	SS	4
65th St/Herzog St	21	Berkeley border	Emeryville border	295,297,687	0	1	0	2	1	SS	4
8th St	28	Wood St	Market St	327,328,329,330,331	0	1	2	1	0	SS	4
92nd/94th Aves	30	MacArthur Blvd	San Leandro St	686,683,684	0	1	0	2	1	SS	4
Bellevue Ave	39	Park View Ter	Grand Ave	284	0	0	0	2	2	SS	4
Calaveras/Daisy/Davenport	44	MacArthur Blvd	Mountain Blvd	387,632,490,491,485	2	0	0	1	1	SS	4
Camden/Havenscourt	45	MacArthur Blvd	International Blvd	105,108	2	1	0	1	0	SS	4
Doolittle Dr	50	Alameda border	Swan Wy	87	0	2	0	1	1	SS	4
Grand Ave	69	Piedmont border	Lake Park Ave	255	0	1	0	2	1	SS	4
Hegenberger Rd	71	Edgewater Dr	Doolittle Dr	120,121,761	2	1	0	0	1	SS	4
Trestle Glen Rd/Grosvenor Pl	125	Lakeshore Ave	Park Blvd	74,75,76	0	1	0	2	1	SS	4
51st St/Pleasant Valley Ave	18	Shattuck Ave	Piedmont border	630,288,376,415	0	0	0	1	2	SS	3
82nd Ave/Golf Links Rd	26	98th Ave	Bancroft Ave	679,137,138	0	1	0	1	1	SS	3
Athol/Lake Park/Wesley	35	Trestle Glen Rd	E 18th St	398,399,400	0	1	0	1	1	SS	3
Broadway Ter	41	Clarewood Dr	Broadway	298,482	0	0	0	1	2	SS	3
Edes Ave	57	85th Ave	Hegenberger Rd	497,498	0	0	0	1	2	SS	3
International Blvd	77	85th Ave	San Leandro border	647,181,758,535	0	0	0	2	1	SS	3
Peralta St	110	32nd St	7th St	587,634	0	0	0	1	2	SS	3
Redwood Rd/Campus Dr	113	Merritt College	Mountain Blvd	78,317	0	0	0	1	2	SS	3

Project	#	From	To	Bikeway Segments	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
Tiffin/Wisconsin/Bayo/Steele	124	Fruitvale Ave	MacArthur Blvd	702,703,704,705,706,707,708,709,710,711,712,713,94	0	0	0	1	2	SS	3
Wayne / E 19th St / 13th / E 21st	54	Lakeshore Ave	14th Ave	671,672,670,676,678	0	1	0	2	0	SS	3
Keller Ave	79	Skyline Blvd	Mountain Blvd	134	0	0	0	0	2	SS	2
Linda Ave	139	Piedmont Ave	Rose Ave	287	0	0	0	1	1	SS	2
Mandana Blvd/Sunnyhills Rd	94	Lakeshore Ave	Piedmont border	664,665,666,667,668,669	0	1	0	1	0	SS	2
Moraga Ave	101	Thornhill Dr	Piedmont border	375,566,306	0	0	0	1	1	SS	2
Claremont Ave	47	Grizzly Peak Blvd	Berkeley border	18	0	0	0	0	1	SS	1
Hegenberger Rd	73	San Leandro St	Edgewater Dr	651,118,652	0	0	0	0	0	SS	0
MacArthur Blvd	135	Telegraph Ave	Broadway	543	2	1	2	2	2	LC	9
40th St	15	Emeryville border	MLK Jr Wy	434	2	2	2	2	0	LC	8
E 12th St	132	14th Ave	Fruitvale Ave	156,157,158,496	2	1	2	2	1	LC	8
Harrison St / Lakeside Dr	136	Grand Ave	19th St	361,521,	2	1	2	2	1	LC	8
MacArthur Blvd	90	Market St	Telegraph Ave	895	2	2	2	2	0	LC	8
MacArthur Blvd	94	Park Blvd	Lincoln Ave	550,551,552,553,266,744,745,754,759	2	2	0	2	2	LG	8
Madison St /Oak St	93	19th St	Embarcadero	251,252,558,559,560,577,576,378,31	2	1	2	2	1	LC	8
Telegraph Ave	123	Aileen St	20th St	280,281,596	2	2	2	2	0	LC	8
Foothill Blvd	60	14th Ave	23rd Ave	236	2	2	0	2	1	LC	7
Grand Ave	68	Mandela Pkwy	Market St	318	2	2	0	2	1	LC	7
MacArthur Blvd	89	High St	Buell St	271,554,797	2	4	0	2	2	LG	7
Park Blvd	109	Grosvenor Pl	E 18th St	872,71	2	2	0	2	1	LC	7
Webster/Franklin couplet	128	25th St	14th St	604,627,603,602,509,638	0	4	2	2	2	LG	7
12th St reconstruction	3	Lakeside Dr	Foothill Blvd	693,694,173	2	0	0	2	2	LG	6
27th St/Bay Place	14	MLK Jr Wy	Grand Ave	869,868,278	0	2	0	2	2	LG	6
Broadway	40	Keith Ave	MacArthur Blvd	470,471,472,473,474	2	1	0	2	1	LC	6
E 12th St	52	40th Ave	54th Ave	493,494,714,750	2	1	2	1	0	LC	6
Oakland/Harrison couplet	106	Piedmont border	Grand Ave	578,579,580,523,249,519,520,247	0	2	0	2	2	LC	6
8th/9th St couplet	29	MLK Jr Wy	Oak St	333,616,335,461,405,463,629,395	0	1	2	2	0	LC	5
Clay St / 16th St / 17th St	126	Telegraph Ave	10th St	345,346,351,348,347,352,353	2	2	0	1	0	LC	5
E 12th St	51	2nd Ave	14th Ave	408	2	1	0	2	0	LC	5
Webster/Franklin couplet	140	14th St	8th St	876,508	0	1	2	2	0	LC	5
7th St	24	Mandela Pkwy	MLK Jr Wy	448,649,447,325,25	0	1	2	1	0	LC	4
Adeline St	31	36th St	3rd St	406,465	0	2	0	1	1	LC	4
Adeline St	32	Genoa St	47th St	464	0	2	0	1	1	LC	4

Project	#	From	To	Bikeway Segments	Primary Bikeway	Gap Closure	SR2T	Land Use	Feasibility	Project Type	Score
International Blvd	75	54th Ave	73rd Ave	180	0	1	0	2	1	LC	4
International Blvd	76	73rd Ave	85th Ave	533	0	1	0	2	1	LC	4
MacArthur Blvd	87	Seminary Ave	San Leandro border	273,274,276,555,556,557	0	1	2	1	0	LC	4
MacArthur Blvd	88	Broadway	Lakeshore Ave	544,640,635,636,546,547,9,10,11,548,637	2	1	0	1	0	LC	4
MacArthur Blvd	134	Buell St	Seminary Ave	272	2	1	0	1	0	LC	4
Mountain Blvd	102	Keller Ave	Golf Links Rd	124,569,570,571	2	0	0	1	1	LC	4
Mountain Blvd/Sunnymere Ave	105	Calaveras Ave	Keller Ave	313,314,123,610,615	2	0	0	1	1	LC	4
22nd/23rd Aves	10	E 21st St	Kennedy St	382,428,383,633,396,429,48	0	2	0	1	0	LC	3
Claremont Ave	46	Alcatraz Ave	Telegraph Ave	19	0	0	0	2	1	LC	3
Golf Links Rd	67	Grass Valley Rd	Mountain Blvd	189,512	2	0	0	0	1	LC	3
MLK Jr Wy	99	San Pablo Ave	2nd St	343	0	0	0	2	1	LC	3
San Leandro St	115	54th Ave	66th Ave	162,163	2	0	0	0	1	LC	3
14th Ave	4	MacArthur Blvd	E 12th St	371,419,420,421,422,423	0	0	0	2	0	LC	2
66th Ave	23	San Leandro St	Coliseum Wy	441	0	0	0	1	1	LC	2
High St	74	E 12th St	Alameda border	98,99,38,36	0	1	0	1	0	LC	2
Seminary Ave	119	Mountain Blvd	MacArthur Blvd	315,614	0	0	0	1	1	LC	2
Lake Merritt Path	81			860,862,865	2	2	0	2	2	BP	8
Bay Bridge Connector Paths	38	Bay Bridge Path	Maritime/Shellmound	1,736,319,756	2	2	0	4	2	BP	7
Coliseum BART to Bay Trail Connector Path	48	San Leandro St	Oakport Rd	738	2	1	2	1	1	BP	7
Waterfront Trail	127	Jack London Square	MLK Jr Shoreline	801 to 835	2	2	0	1	2	BP	7
Estuary Crossing	131	Alameda border	Jack London Sq	43	2	1	2	1	0	BP	6
Lake Merritt Channel Path	80	Lake Merritt Path	Waterfront Trail	850,853,17	0	2	0	2	2	BP	6
Park Blvd Path	108	Mountain Blvd	Leimert Blvd	309	2	2	0	1	1	BP	6
East Bay Greenway	56	54th Ave	San Leandro border	739	2	1	2	0	0	BP	5
Lake Merritt Channel Bridge	141	I-880	Embarcadero	852	0	2	0	2	1	BP	5
Lake Temescal Bridge	82	Berkeley border	Lake Temescal Path	59	2	1	0	1	0	BP	4
Middle Harbor Rd Path	98	7th St	Market St	386,390	0	2	0	1	1	BP	4
Leona Quarry Path	85	Edwards Ave	Kuhnle Ave	122	2	0	0	1	0	BP	3
San Leandro Creek Path	114	Hegenberger Rd	98th Ave	394	0	1	0	1	1	BP	3
Maritime St Path	95	Grand Ave	7th St	49	0	1	0	0	1	BP	2

6. Implementation

Achieving the goals of the *Bicycle Master Plan* requires the careful coordination of staff time with available funding and public input. This chapter identifies priority projects and programs—those bicycle facilities and outreach efforts that are likely feasible and most capable of providing the greatest community benefit. This implementation plan is a critical component of the overall planning effort. It helps ensure a consensus-based approach to project development that involves the bicycling community, the general public, elected officials, city staff, partner organizations, and funding agencies. Additionally, the implementation plan serves as a measure of Oakland’s progress on achieving these goals through the completion of particular projects with each passing year.

6.1 Priority Bikeway Projects

All segments of the proposed bikeway network are designated as either primary bikeways or secondary bikeways. This distinction is a prioritization tool—from the perspective of the overall bikeway network—to specify the relative importance of various bikeway connections. It is analogous to the distinctions between arterial/collector roadways and trunk/local bus lines. The primary bikeway network provides basic connectivity throughout Oakland and includes only those segments that passed the citywide feasibility analysis (as described in Section 4.2). The secondary bikeway network provides additional connections at a finer level of detail, decreasing the distance between the bikeways on the primary network. The secondary network also includes a small number of segments that, based on the planning level analysis, were determined to be infeasible at this time. While an effort was made to minimize the number of such segments, some were retained because they provide critical connections that should be considered in the long term. A map of the “Primary Bikeways” is on page 207.

Priority projects give direction to staff in using discretionary resources and pursuing grant funding. As explained below, the priorities have an element of flexibility for responding to the coordination of bikeways with other projects and the changing nature of bikeway gaps as projects are completed. To develop priorities, the proposed bikeway network was divided into projects of approximately one-half mile to two miles in length. These projects were then awarded points based on the following criteria, creating a ranking system of zero to ten for all proposed bikeways. The priority bikeways are listed in Figures 6.1 to 6.3. The

Project	From	To	Segments	Miles	Class
104th/105th/106th Aves	Stanley Ave	Edes Ave	195, 197, 639, 193, 194, 751, 758	2.14	2, 3A
14th St	Wood St	Brush St	424, 425	0.75	2
16th Ave	E 21st St	Embarcadero	695, 677, 749	0.79	2, 3B
20th St	San Pablo Ave	Harrison St	628, 427, 426, 344	0.55	2, 3A
2nd St	Brush St	Oak St	28, 29	0.99	3A
38th Ave	MacArthur Blvd	E 12th St	433, 432, 621, 620, 619	1.76	2, 3A
4th/5th Aves	E 18th St	Embarcadero	336, 338, 757	0.87	2, 3B
53rd St/55th St/Cavour St	Emeryville border	Shafter Ave	655, 624, 623, 690, 691	1.58	2, 3B
Camden/Havenscourt (1)	MacArthur Blvd	International Blvd	105, 108	1.32	2
College Ave	Alcatraz Ave	Broadway	374, 51, 612, 692, 52	2.38	3A
E 12th St (1)	Fruitvale Ave	40th Ave	409	0.50	3A
E 7th St	Kennedy St	Fruitvale Ave	663, 33	0.55	2, 3B
Foothill Blvd	23rd Ave	Fremont Wy	237, 241, 242, 657	1.45	3A
Fruitvale Ave	MacArthur Blvd	Foothill Blvd	82	1.20	3A
Hollis St/32nd St/San Pablo	Emeryville border	16th St	101, 104, 674, 2, 3, 675, 659, 660	2.88	3A, 3B
MacArthur Blvd	35th Ave	High St	269	0.55	3A
Market St (1)	Berkeley border	Adeline St	128, 688, 127	0.44	3A
Mountain Blvd	Lake Temescal Path	Park Blvd	299, 302, 747, 748, 641, 308	1.92	3A, 3B
San Leandro St (1)	66th Ave	85th Ave	164, 165	0.93	2
Telegraph Ave (2)	20th St	Broadway	282, 283, 597	0.28	3A
Webster/Shafter/Forest/Colby	Berkeley border	29th St	202, 203, 204, 205, 206, 207, 385, 755	2.99	3B

Figure 6.1: *Priority Projects – Signing and Striping Projects.* (1) Under development; (2) Construction pending.

Project	From	To	Segments	Miles	Class
12th St Reconstruction (2)	Lakeside Dr	Foothill Blvd	693, 694	0.56	2
14th St	Brush St	Lakeside Dr	617, 618	0.96	2, 3A
40th St (1)	Emeryville border	Telegraph Ave	434, 729	0.77	2
Bancroft Ave (2)	66th Ave	82nd Ave	244, 115	1.36	2
Broadway (1)	Keith Ave	MacArthur Blvd	470, 471, 472, 473, 157, 158, 496, 173,	1.89	2
E 12th St (1)	1st Ave	Fruitvale Ave	408, 156	2.29	2
Fruitvale Ave	Foothill Blvd	E 12th St	83, 84	0.55	2
Lakeshore Ave (2)	MacArthur Blvd	E 12th St	538, 367, 368, 539, 369, 253, 418	1.13	2
MacArthur Blvd (1)	Park Blvd	Lincoln Ave	550, 551, 552, 553, 266, 744, 745, 754, 759	1.86	2
Madison/Oak/Lakeside Dr	2nd St	Grand Ave	251, 252, 558, 559, 560, 577, 576, 378, 361, 540, 541, 521, 31	2.36	2
Market St (2)	MacArthur Blvd	18th St	130, 562, 131	1.19	2
Telegraph Ave (1) (*)	Aileen St	20th St	280, 281, 596	2.26	2
W Grand Ave	Mandela Pkwy	Market St	318	0.61	2
W MacArthur Blvd (1)	Market St	Broadway	543	0.91	2
Washington/Clay Sts	Telegraph Ave	2nd St	349, 654, 345, 346, 351, 348, 347, 352, 353	1.28	2, 3A
Webster/Franklin couplet (1)	25th St	8th St	604, 627, 603, 602, 509, 638, 508, 673	1.97	2, 3A

Figure 6.2: *Priority Projects – Lane Conversion Projects.* (1) Under development; (2) Construction pending; (*) Telegraph Ave (Aileen St to 20th St) is provisionally designated as part of the Proposed Bikeway Network. The provisional designation will only be lifted, and those segments automatically incorporated into the Proposed Bikeway Network, if further environmental review is performed and appropriate CEQA findings are adopted by the City.

Project	From	To	Segments	Miles	Class
Bay Bridge Connector Paths (1)	Bay Bridge Path	Maritime St / Shellmound St	1, 736, 319, 756	4.14	1
Coliseum BART to Bay Trail Connector Path (1)	San Leandro St	Oakport Rd	738	0.90	1
East Bay Greenway (1)	Fruitvale Ave	San Leandro border	739	4.35	1
Estuary Crossing (*)	Jack London Square	Alameda	43	0.25	1*
Lake Merritt Channel Path (1)	Lake Merritt Path	Waterfront Trail	850, 852, 853, 17	0.55	1
Lake Merritt Path (1)			860, 862, 865	1.83	1
Park Blvd Path	Mountain Blvd	Leimert Blvd	309	0.80	1
Waterfront Trail (1)	Jack London Square	MLK Jr Shoreline	801 to 835	3.39	1

Figure 6.3: *Priority Projects – Bicycle Path Projects.* (1) Under development. (*) The Estuary Crossing project may include a water taxi, improvements to the Posey Tube, and/or some other facility type.

project types—“Signing and Striping Projects,” “Lane Conversion Projects,” and “Bicycle Path Projects”—are defined in Section 6.3.

1. *Primary Bikeway*: Is the project part of a primary bikeway?
 - (a) 2 points: Yes.
 - (b) 0 points: No.

2. *Gap Closure*: Does the project connect to existing bikeways (Class 1, 2, 3A, or 3B)?
 - (a) 2 points: The project closes a gap between existing bikeways.
 - (b) 1 point: The project extends an existing bikeway.
 - (c) 0 points: The project does not connect to an existing bikeway.

3. *Safe Routes to Transit*: Does the project create a direct connection to a transit station?
 - (a) 2 points: Yes.
 - (b) 0 points: No.

4. *Land Use*: Do the surrounding land uses support cycling or include key destinations?
 - (a) 2 points: Strongly supportive.
 - (b) 1 point: Supportive.
 - (c) 0 points: Not supportive.

5. *Feasibility*: From the planning level analysis, how feasible is the project compared to other projects of the same project type (Signing and Striping, Lane Conversion, Bicycle Path)?
 - (a) 2 points: Comparatively easy.
 - (b) 1 point: Typical.
 - (c) 0 points: Comparatively difficult.

These points were awarded based on the following methods and assumptions. The evaluation of “primary bikeway” projects was based on the accompanying map of primary bikeways. Gap closures were determined based on the map of existing bikeways. The evaluation of “Safe Routes to Transit” projects was based on the streets listed in Figure 4.8. The land use points were awarded by a qualitative assessment that considered land

use density and mix, recreational opportunities, and topography. The relative feasibility of projects was determined from the data and fieldwork of the citywide feasibility analysis included in Appendix H.

The priority projects were then checked against the streets and intersections with the greatest number of bicyclist-involved collisions as described in Section 2.5. All of these locations are either included in the priority projects list, addressed by a nearby priority project that provides a preferred routing, or the location already has an existing bikeway.¹

When pursuing project implementation, city staff will also consider the following factors:

1. *Concurrent Project*: The proposed bikeway would be included, where feasible, as part of a pending street resurfacing, streetscape, reconstruction, or development project.
2. *Gap Closure*: The project rankings will be updated as new bikeways are constructed to reflect the changing nature of key gaps in the bikeway network.
3. *BPAC Review*: Modifications to the bikeway prioritization list shall be reviewed by the Bicycle and Pedestrian Advisory Committee.

In particular, lower priority projects may be implemented sooner if they are bundled with resurfacing projects, other transportation improvements, or major development because of the improved efficiencies in project delivery.

6.2 Priority Parking and Programs

The following priorities offer a holistic approach for promoting safe and convenient bicycling. This prioritization emphasizes (a) the maintenance and expansion of existing programs; and (b) the creation of new programs to meet specific and pressing needs regarding increasing bicycle use, adult education, and improved enforcement.

Bicycle Parking

1. *Short-term Bicycle Parking*: Continue and expand the CityRacks Program to meet the ongoing need for bicycle parking in the downtown, neighborhood commercial districts, at transit stations, and other activity centers. Work proactively to increase the parking supply in response to public requests and the removal of parking meters.

¹In the case of existing facilities, the concentration of collisions may be explained by the larger number of cyclists using that bikeway when compared to other streets without bikeways. See Section 2.5 for a discussion of bicyclist collisions with respect to cycling rates.