

OAKLAND CITY COUNCIL

RESOLUTION No. 79040 C. M. S.

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OFFICE OF THE CITY CLERK
OAKLAND

2004 DEC 29 PM 12:53

Mark P. Wald

RESOLUTION CERTIFYING THAT THE BICYCLE MASTER PLAN, ADOPTED JULY 20, 1999, IS CURRENT AND IN COMPLIANCE WITH THE STREETS AND HIGHWAYS CODE SECTION 891.2

WHEREAS, the Bicycle Master Plan was originally adopted as part of the Oakland General Plan on July 20, 1999; and

WHEREAS, bicycle plans must be reaffirmed or updated every five fiscal years to ensure eligibility for funding through the State's Bicycle Transportation Account (BTA); and

WHEREAS, the 1999 Plan ensured BTA funding eligibility through the 2003/2004 fiscal year; and

WHEREAS, BTA requirements allow for the re-affirmation by Council resolution of an existing bicycle plan to ensure funding eligibility for an additional five years; and

WHEREAS, the 1999 Plan continues to meet the minimum requirements for a bicycle transportation plan as specified by Streets and Highways Code Section 891.2; and

WHEREAS, Council re-affirmation of the 1999 Plan will allow the Public Works Agency to apply for grants in the 2004/2005 cycle of the Bicycle Transportation Account; now, therefore, be it

RESOLVED: That the City Council certifies that the Bicycle Master Plan, adopted July 20, 1999, is current and in compliance with the Streets and Highways Code Section 891.2.

FEB 1 2005

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2005

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, NADEL, QUAN, ~~REID~~, ~~WAX~~ AND
PRESIDENT DE LA FUENTE - **6**
DISTRICT 2 - VACANT

NOES-

ABSENT-

ABSTENTION-

EXCUSED- REID- 1

ATTEST: *Latonda Simmons*
Latonda Simmons
Interim City Clerk and Clerk of the Council
of the City of Oakland, California

Attachment A: Streets and Highways Code Section 891.2

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.



Executive Summary

The Bicycle Master Plan, part of the Land Use and Transportation Element of the Oakland General Plan, provides a much-needed policy framework and action program for increasing bicycle travel options in Oakland. These measures are intended to enable Oakland residents to reach jobs, shopping, school, and recreational facilities in a safe, inexpensive, enjoyable, and timely manner. Improving bicycle access throughout the City supports the City's efforts to become more environmentally, economically, and socially sustainable.

The Bicycle Master Plan (BMP) will serve as the official policy document addressing the development of facilities and programs to enhance the role of bicycling as a viable and appropriate transportation choice in Oakland. In the past, limited policies pertaining to bicycle circulation were contained within the Transportation Element of the General Plan. However, with the adoption of the most recent Land Use and Transportation Element in 1998, the creation of a separate, more comprehensive document to address bicycle circulation was mandated. In addition, eligibility for key sources of grant funding for bicycle projects is contingent upon adoption of a bicycle plan.

The BMP presents community based recommendations to improve bicycle access throughout Oakland. The Plan recommends the creation of a citywide bikeway network and related policies. The scope of the BMP focuses on six elements:

1. Evaluating existing conditions.
2. Recommending the creation of a citywide bikeway network.
3. Providing secure bicycle parking and support facilities.
4. Improving the link between bicycling and transit.
5. Promoting bicycle education, awareness and safety programs.
6. Implementing the Plan and obtaining grants to fund the recommended programs.



The BMP compliments a number of existing plans and programs currently underway in Oakland and has been completed as required by Policy T4.5 of the Land Use and Transportation Element of the General Plan. The City of Oakland initiated a Bicycle Master Plan to:

- Work with active bicyclists and bicycle advocacy groups toward making substantial physical and program improvements in Oakland that will benefit all citizens, business interests, and visitors;
- Position the City to successfully compete for federal, state and regional funding for bicycle related improvements;
- Focus City departments and Capital Improvement funds on creating a sensible bicycle improvement program;
- Take advantage of opportunities to develop bicycle facilities as part of roadway improvements and through new development and redevelopment projects.
- Meet federal and state guidelines for improving air quality and reducing traffic congestion;

The planning approach for this project involved working closely with the Bicycle and Pedestrian Advisory Committee (BPAC) to: (1) assess current conditions; (2) determine needs; (3) develop goals, policies, objectives and actions, and (4) create a recommended bikeway system map. In addition, community meetings were held to solicit additional public input.

Goals of the Bicycle Master Plan

- Provide a policy framework and action program for enhancing the role of bicycling as a viable and appropriate transportation choice.
- Encourage and support bicycling to work, shopping, school and recreation by eliminating barriers and providing safe and convenient bicycle facilities.
- Maximize the number of bicycle commuters to help reduce traffic congestion and air pollution.
- Create a citywide network of bikeways connecting neighborhoods, activity centers and regional destinations.



Existing Conditions (Chapter 2)

Determining the current number of bicyclists in Oakland with any precision is difficult, since most traffic studies do not include counts of bicyclists. According to the 1990 Census, 1.1 percent of Oakland residents commuted to work primarily by bicycle, a total of 1,758 commuters. This figure does not include those who ride less than fifty percent of the time, nor does it accurately measure the number of bicyclists travelling to school, shopping, to run errands or for recreation. However, the census data may be useful in comparing the percentage of bicycle commuters from one census year to the next and extrapolating trends.

Oakland has many unique characteristics that suggest potential to increase the number of bicyclists. The City is located in close proximity to numerous major employers and universities. The Bay Area's mild climate allows for year-round bicycle commuting. BART, AC Transit, Capitol Corridor rail service and ferry service to San Francisco create opportunities for bicyclists to extend their trips. Remnants of the old Key System trolley network has left the City a legacy of wide through streets that provide direct and relatively flat routes between activity centers.

Unfortunately, large segments of the City have no existing bikeways. Most of the existing bikeways are located in North Oakland, in the hills and along the estuary, as shown on the Existing Bikeways map provided as an attachment to the BMP. However, bicyclists can be found in virtually all Oakland neighborhoods. One of the few existing and continuous bikeways in Oakland is the Webster/Shafter/Colby route that connects downtown Oakland with neighborhoods in North Oakland and Berkeley. Within the past few years, bicycle lanes have been striped on portions of Telegraph Avenue, West Street and Broadway.

Bicycle-related accident data reveals an average of 225 accidents per year occurred over a 10-year period. Accidents occurred throughout the City, indicating that bicycle travel is not limited to one area. Accident rates were highest on corridors such as Shattuck Avenue, College Avenue, Telegraph Avenue, International Boulevard and Grand Avenue, indicating a need for bicycle-related safety improvements on those streets.

The lack of adequate training and education is a leading cause of accidents involving bicyclists, especially among young people. Adult education is also important, not only for bicyclists learning to adequately negotiate intersections and safely interact with motor vehicles, but also for motorists unsure of how to share a roadway with a bicyclist.



There is a shortage of bicycle parking facilities in Oakland, with the exception of bicycle racks at some parks, public buildings and a few locations downtown. Bicyclists visiting stores, restaurants, places of employment, and community facilities are often left to their own devices to temporarily store their bicycles. The City's Bicycle & Pedestrian Coordinator is actively working to provide additional bicycle parking at key locations and has recently secured grant funding to provide bicycle parking at key locations in the downtown area and as part of the "merchant request" program.

Objectives of the Bicycle Master Plan

- Objective 1: Expand the bikeway network to connect all six of the City's service delivery districts within five years.
- Objective 2: Increase the percentage of Oakland residents commuting to work by bicycle to 4% by 2010.
- Objective 3: Reduce the number of bicycle-related accidents by 10% within five years.
- Objective 4: Double the number of bicycle parking spaces within five years.

Recommended Bikeway Network (Chapter 3)

A principle reason that more people do not choose to regularly bicycle in Oakland is that automobile traffic often threatens the safety of bicyclists. Given the fact that Oakland is a built-out urban community, this problem can best be addressed by facility designs that safely accommodate and encourage bicycling on the existing network of roads.

The Recommended Bikeway Network map was adopted as an attachment to the Bicycle Plan. The proposed bikeways are prioritized into short-term, mid-term and long-term projects. The creation of a safe and seamless citywide bicycle network is essential to allow bicyclists to safely travel through all of Oakland's neighborhoods and between activity centers. The goal is to create a network of bikeways tailored to Oakland's geography, current transportation network, and land use pattern.



The recommended bikeway routes were selected to satisfy the following criteria:

1. Connect residential areas to activity centers such as transit stations, commercial districts, employment centers and educational institutions.
2. Create a citywide network of bikeways serving each of the City's six service delivery districts.
3. Choose direct routes that take advantage of old trolley corridors.
4. Facilitate community development by locating routes along commercial corridors.
5. Take advantage of recreational amenities along the waterfront, Lake Merritt and in the hills.

The recommended bikeway network map indicates the preferred locations and types of improvements for development of the citywide bikeway network. While some of the proposed bikeways have been subject to preliminary engineering and feasibility analysis, other proposed bikeways are of a conceptual nature and will ultimately require design, engineering and feasibility studies. Most of the recommended bikeways are located on existing streets. In most cases, the preferred type of bikeway improvement is the provision of Class II bicycle lanes.

Bicycle Parking & Support Facilities (Chapter 4)

Every bicycle trip has two basic components, the route selected by the bicyclist and the end-of-trip facilities at the destination. These end-of-trip facilities include convenient and secure bicycle parking and showers and changing space for bicycle commuters. The Plan recommends that bicycle support facilities be provided at key destination points throughout Oakland and that the City adopt a bicycle-parking ordinance to require that adequate bicycle parking be provided when new development or redevelopment occurs. Proposed bicycle parking requirements are described on page 4-7.



Bicycles & Transit (Chapter 5)

Bicycles can serve an important “feeder” role with respect to public transportation. If the “service area” for a transit station is calculated based on a 10-minute journey to and from the station, the “service area” is 15 times greater for travel by bicycle than by foot (assuming an average travel speed of 3 mph for pedestrians and 12 mph for bicyclists).

The BMP recommends policies and actions aimed at improving the bicycle-transit link, an important part of offering additional transportation choices to Oakland residents. Allowing bicycles on buses and rapid transit vehicles greatly increases the range of destinations that may be reached by bicycle and helps to overcome barriers such as riding in bad weather, through hill areas, at night or through seemingly unfriendly areas. Providing secure bicycle parking facilities at transit stations helps to make bicycling and transit a convenient option in comparison to the private automobile. Furthermore, the provision of bicycle parking at transit stations is a low-cost alternative to the costly provision of subsidized automobile parking found at most BART stations and “park-and-ride lots”.

Education and Encouragement (Chapter 6)

The need for enhanced bicycle safety education is demonstrated in City and national surveys that consistently identify safety as being the top reason people do not choose to commute by bicycle. An analysis of accident statistics in the City reveals that a substantial percentage of collisions were caused by either bicyclists or motorists being unaware of basic rules-of-the-road. Motorist education of the rights of bicyclists is virtually non-existent.

Existing programs to encourage bicycling are currently sponsored through the Public Works Agency and the Parks and Recreation Department. The annual ‘Bike-to-Work Day’ is a City-facilitated event that attempts to encourage bicycle commuting. The completion of the Bicycle Master Plan and related BPAC and public workshop activities are other efforts to maximize interest and exposure of bicycling needs and constraints.



Funding and Implementation (Chapter 7)

Implementation of the programs, policies and actions proposed by the Bicycle Master Plan will require a long-term commitment. While it is anticipated that the majority of the funding will be provided through grants, adequate staffing is essential for the City's bicycle program to submit grant applications, conduct planning and promotion and ensure that development or redevelopment projects incorporate the needs of bicyclists.

Federal funding through the TEA-21 (Transportation Efficiency Act for the 21st Century) program will provide a considerable percentage of outside funding. Federal funding programs include:

- TEA (Transportation Enhancement Activities)
- CMAQ (Congestion Mitigation and Air Quality Improvement)
- Transit Enhancements
- TLC (Transportation for Livable Communities)
- STP (Surface Transportation Program)

State and regional funding sources are expected to increase in the next few years:

- Bicycle Lane Account (BLA): Annual program for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. Funding was increased to \$1 million in Fiscal Year 1999 with an increase to \$5 million per year scheduled for the next few years.
- TDA Article 3: State block grants awarded annually to local jurisdictions for bicycle and pedestrian projects in California. These funds originate from state sales tax revenue and are distributed to local jurisdictions based on population.
- The Bay Trail Regional Development Program (RDP): In 1996-97 and 1997-98 the Bay Trail project awarded nearly \$1 million in grants under the RDP to local jurisdictions for construction of Bay Trail segments. The RDP has been funded through State legislative appropriations to the California Conservation Corps.
- Transportation Fund for Clean Air (TFCA): The Bay Area Air Quality Management District is a major potential source of funding for bicycle and pedestrian programs. TFCA funds are generated by a \$4 vehicle surcharge paid on all motor vehicles registered in the Bay Area.



Policies and Implementation Actions

The following policies were adopted as part of the Bicycle Master Plan. Each policy contains accompanying implementation actions.

BMP Policy 1: Create, enhance and maintain the recommended bikeway network.

Action 1.1: Prioritization

Work in conjunction with the Bicycle and Pedestrian Advisory Committee and other community organizations to identify and prioritize projects to implement the recommended bikeway network as funding becomes available.

Action 1.2: Grants

Apply for grants to fund the recommended bikeway network.

Action 1.3: Design

Complete necessary preliminary design and engineering work for all proposed projects as funding becomes available.

Action 1.4: Route and Facility Upkeep

When designing bicycle facilities, identify and include the cost, funding source and agency responsible for future maintenance and operation of the facilities.

Action 1.5: Signage System

Develop a continuous, easy to identify, and informative signage system for the recommended bikeway network. Provide directional signs for bicyclists as well as warning signs for motorists. Include occasional information kiosks for the use of visiting cyclists. Work with adjacent cities and the county to develop a uniform and informative signage system for designating routes of regional significance.

Action 1.6: Support Facilities

Provide facilities including, but not limited to, restrooms, drinking water, and public telephones



at end of trip destinations, as funding becomes available.

Action 1.7 Maintenance

Inspect and maintain all support facilities on a regular basis.

Action 1.8 Safety

Publicly identify security and monitoring mechanisms such as lighting, call boxes, emergency access, and bicycle patrols, especially along isolated portions of pathways and publicly sponsored park and ride lots.

Action 1.9 Colored Bicycle Lanes

Consider the use of colored lane treatment for bicycle lanes crossing hazardous intersections or freeway ramps.

Action 1.10 Alternative Bikeway Types

In cases where the installation of Class II bicycle lanes is not feasible, consider the use of wide curb lanes, green bicycle stencils, "share the road signs", traffic calming and other similar methods to improve safety for bicyclists.

Action 1.11 Bicycle Priority Streets

Consider enhancements to some Class III routes on local streets to create "bicycle priority streets" or "bicycle boulevards". Evaluate the success of similar efforts in other cities. Prior to the development of bicycle priority streets, affected residents and property owners should be polled.

Action 1.12: Diagonal Parking

Discourage the installation of diagonal or 90-degree parking on streets included in the recommended bikeway network. Replace existing diagonal or 90-degree parking on streets included in the recommended bikeway network with parallel parking or off-street parking where feasible.



BMP Policy 2: Establish design and maintenance standards for all streets that recognize the needs of bicyclists.

Action 2.1: Roadway Improvements

Include bicycle-related improvements in roadway resurfacing or realignment projects. For all multi-lane streets with excess capacity or adequate width, bicycle lanes or wide curb lanes should be installed whenever feasible, subject to review by the Bicycle Program Manager and Bicycle Pedestrian Advisory Committee (BPAC).

Action 2.2: Paving and drainage grates

Review and maintain city streets with a smoothly paved surface and bicycle-safe drainage grates.

Action 2.3: Public Utilities

When locating or relocating public utilities, design the placement of boxes, hydrants, curbs, poles and other objects so that they do not interfere with bicycle travel.

Action 2.4: Barriers and hazards to bicycle access

Identify and eliminate barriers to bicycle access in Oakland. Inventory railroad crossings and install bicycle-safe treatments at these locations.

Action 2.5: Automobile Parking

Whenever new on-street automobile parking spaces are created, especially the conversion of parallel parking to diagonal parking, the potential detrimental effects on cyclists should be considered.

Action 2.6: Design Standards

Develop standards for bicycle-friendly design of road geometrics, intersections, traffic controls, bikeways, and bicycle parking. Follow these guidelines in all future new development and improvement projects.

Action 2.7: Intersection Improvements

Schedule intersections for needed improvements including signal loop or video detectors, bike



lane pockets, curve geometry, striping, and signage.

Action 2.8: Ramp and Lane Improvements

Work with Caltrans to reduce conflicts produced by loop ramps, free right-turn lanes, or speed ramps at freeway interchanges.

Action 2.9: Right Turn Lanes

Provide straight-through bicycle lanes to the left of right-turn only lanes where possible. Alternatively, additional width for bicyclists should be provided in the right through-lane.

BMP Policy 3: Make efforts to obtain, redevelop, or encourage private redevelopment of unused railroad, utility, and other right-of-ways as linked, multi-use Class I bicycle paths or trails.

Action 3.1: Rail Line Abandonment

Where rail lines (including sidings and spurs) are to be abandoned, evaluate feasibility of acquiring the line for transportation and recreational uses, such as bikeways, footpaths, or public transit.

Action 3.2: Union Pacific Right-of-Way

Evaluate the abandoned Union Pacific right-of-way as a potential Class I bicycle pathway connecting Jack London Square with the planned Fruitvale BART Transit Village, Oakland Coliseum and the San Leandro Bikeway System. If this right-of-way proves unfeasible or too costly, consider the installation of bicycle lanes on the entire length of San Leandro Street.

BMP Policy 4: Include provisions for safe and direct bicycle access to special development areas and key corridors.

Action 4.1: Mandela Parkway Improvements

Include Class II bicycle lanes in plans for the development of Mandela Parkway. Provide connections to the proposed surrounding bicycle network that includes Grand Avenue, Maritime Street, Shellmound Street, 3rd Street, and the new Bay Bridge alignment as funding becomes available.

**Action 4.2: Broadway Corridor**

Designate Broadway from Caldecott Field to Jack London Square as a transit/bicycle corridor promenade. Incorporate bicycle facilities in any development or redevelopment projects with ¼ mile of Broadway whenever feasible.

Action 4.3: Coliseum and East Oakland Access

Ensure that development and redevelopment plans in and for the Coliseum, Coliseum BART, and East Oakland incorporate bicycle access to and from the Coliseum, regional shopping centers, Martin Luther King Jr. Regional Shoreline, and Oakland International Airport and surrounding employers.

Action 4.4: The Waterfront

Seize opportunities to improve bicycle access to the Oakland waterfront through completion and implementation of 1) the Estuary Policy Plan; 2) the Bay Trail alignment; and 3) the joint City, Port, and BCDC's Public Access Plan.

Action 4.5: Lake Merritt

Develop a network of bikeways around and leading to Lake Merritt incorporating landscape treatments to enhance the aesthetic and natural qualities of the lake. Design the bikeways closest to the shore of the lake as multi-use paths for walking, wheel-chair access, running, and in-line skating. Design the bikeways further from the lake to provide more direct and higher speed routes for bicycling. Provide a safe, direct and convenient route across the 12th/14th Street couplet at the west end of the lake.

Action 4.6: Channel Pathway

Upgrade the existing path along the Lake Merritt Channel from Lake Merritt to the Bay Trail. Design the path to accommodate a variety of users as noted in the action above.



BMP Policy 5: Promote secure and conveniently located bicycle parking at destinations throughout Oakland.

Action 5.1: Bicycle Parking at Public Destinations

Work with local public, private, and nonprofit agencies to provide and maintain secure and weatherproof bike racks, lockers, or corrals at all public destinations, including BART and bus stations, community centers, parks, schools, hospitals, libraries, in the public right-of-way near shops, in public plazas, and near or inside public buildings.

Action 5.2: Conduct Needs Assessment

Examine major destinations to determine the type of bicycle parking appropriate to the users in that area.

Action 5.3: Security

Identify security and monitoring mechanisms around bicycle parking such as lighting, call boxes, emergency access, and bicycle patrols.

Action 5.4: Bicycle Parking Ordinance

Adopt an ordinance to be implemented as part of the City's Zoning Code that requires public and private development or redevelopment projects to provide conveniently located, clearly signed, weatherproof and secure, short and long-term bicycle parking.

BMP Policy 6: Support improved bicycle access to public transportation

Action 6.1: Bicycle racks on AC Transit buses

Support AC Transit's efforts to provide bicycle racks on all buses. Assist AC Transit in obtaining the necessary funding and selecting the appropriate rack type most suitable for bicyclists and has the lowest maintenance impacts. Work with AC Transit to develop a policy for carrying bicycles on buses when racks are not available.

**Action 6.2: Bicycle Parking at Transit Stations**

Provide safe and secure long-term bicycle parking at the Alameda-Oakland Ferry terminal, Jack London Square Amtrak Station, BART stations and major AC Transit bus stops. Bicycle parking should be identified by consistent signing and provide sufficient capacity to meet existing and future needs of all bicyclists. Bicycle parking should be in lockers available on both a monthly and coin-operated basis. Explore the feasibility of installing Bike Stations at transit terminals that provide valet-type parking, maintenance, and supplies for bicycle commuters. Encourage BART to provide high security, weather protected racks to supplement their bicycle locker program, especially at 12th Street and 19th Street Stations where lockers are not available.

Action 6.3: Bicycles on BART

Work with BART to expand the hours that bicyclists have access to BART trains, including commute direction trains. Encourage researching the feasibility of adding new types of bicycle storage and/or special train cars specifically designed to accommodate bicycles. Identify the cost-benefits of such improvements in comparison to similar investments in vehicle parking and connecting transit service. Continue to support the work of the BART Bicycle-Accessibility Task Force in addressing these and other related issues. Encourage BART to ease the current restriction on carrying bicycles in the 12th Street and 19th Street stations during peak hours.

Action 6.4: Access to Transit Stops

In implementing the proposed bikeway network, provide direct bicycle access from all directions to the Alameda-Oakland Ferry terminal, Jack London Square Amtrak Station, BART stations and major AC Transit bus stops. Install new bridges or under-crossings as needed.

Action 6.5: Access to Ferries

Support the provision of adequate bicycle storage on ferry service to San Francisco.

Action 6.6: Estuary Water Taxi Service

Work with the Port of Oakland, Metropolitan Transportation Commission, and the City of Alameda in exploring a potential water taxi service on the Estuary that could provide an alternative to the Webster/Posey tubes for bicyclists. Identify the threshold of service levels, optimum routes, and costs that would address bicyclists' needs and abilities.

**Action 6.7: Amtrak/Capitol Corridor**

Work with Amtrak and the Capitol Corridor operators (BART) to ensure that adequate capacity is provided for bicyclists on all inter-city rail service in Oakland. Assist rail operators in obtaining the necessary funding and selecting the appropriate rack type that is most suitable for bicyclists and has the lowest maintenance impacts.

Action 6.8: Bicycle – Transit Information

Work with appropriate agencies, including AC Transit, BART, MTC, and RIDES to publish bicycle transit information.

BMP Policy 7: Work with other public agencies and the private sector to improve bicycle education, enforcement and promotional programs.**Action 7.1: Bicycle Education**

Assist with the development of a program of bicycle education in the City of Oakland that extends to all age groups in the city and targets bicyclists, pedestrians and motorists alike. Make use of opportunities in the schools (public and private, elementary, junior and high schools and colleges), day care centers, parks and recreation programs, citywide media campaigns, drivers education classes and city events, fairs and festivals.

Action 7.2: Expand Current Education Programs.

Encourage the expansion of educational programs in Oakland schools and the development of a secure, regular funding source. A Joint City/School District Safety Committee, consisting of appointed parents, teachers, administrators, police, and public works staff, should work to identify problems and solutions, ensure implementation, and submit recommendations to the School Board or City Council.

Action 7.4: Develop an Adult Education Program.

Encourage the establishment of an adult bicycle education program through local colleges, the Parks and Recreation Department, or other City departments that (a) teaches adults how to ride defensively, (b) how to ride on a variety of city streets, and (c) encourages adults to feel more confident to ride to work or for recreation. Work with local groups such as the East Bay Bicycle



Coalition (EBBC) who could provide the training expertise, and possibly lead organized bicycle training sessions, tours and rides.

Action 7.5: Educate Motorists

Educate motorists on the rights and characteristics of bicyclists through a variety of means including: (a) making bicycle safety a part of traffic school curriculum in Oakland, (b) producing a brochure on bicycle safety and laws for public distribution, (c) enforcing existing traffic laws for both motorists and bicycles, (d) sending an official letter to the Department of Motor Vehicles recommending the inclusion of bicycle laws in the drivers license exam, and (e) install signs that read 'Share the Road' with a bicycle symbol at least every 1,000 feet along all routes of the proposed primary system where bike lanes are not feasible, travel lanes are under 14 feet wide, and Average Daily Trips (ADT) exceed 10,000.

Action 7.6: Enforcement

Enforce existing traffic laws as they are applied to both motorists and bicyclists. Consider developing a fine structure for bicycle violators including a provision for a bicycle traffic school program. Educate law enforcement officials on the necessity and methods for citing bicycling offenders.

Action 7.7: Commute Incentives

Develop a bicycle commute incentive program for city employees to encourage bicycle commuting, perhaps as part of the Sustainable Community Development Initiative. Work with employers in Oakland to develop similar programs for their employees.

Action 7.8: Incentives for New Development

Consider reducing required automobile parking in new developments in exchange for provisions of bicycle parking and other commute alternatives.

Action 7.9: Public Awareness

Provide awareness of educational programs for children and adults through a comprehensive marketing program, including the use of local press, politicians, businesses, utility companies, Department of Motor Vehicles (DMV) and public service announcements on radio and television.

**Action 7.10: Maps**

Provide adequate maps of the Oakland bikeway system and support facilities for distribution to the public and placement at key locations such as BART stations. Include information such as the location of transit routes that carry bicycles, trailheads, bicycle parking, and scenic and commuter routes. Work with the East Bay Bicycle Coalition to increase availability of the maps to local schools, employers, libraries, and other locations. Work with Parks & Recreation, the School District, and other departments to update and produce specialty maps such as school commute maps and routes through historic downtown and the waterfront. Explore the feasibility of placing the Oakland Bikeways Map in the local telephone book.

BMP Policy 8: Insure that the needs of bicyclists are considered in the design of new development and redevelopment projects.**Action 8.1: Project Review**

Through existing project review processes, evaluate both public and private development projects to ensure that they meet adopted standards for bicycle-friendly design.

Project 8.2: Drive-up windows

Drive-up windows, drive-in services and take-out services, excluding car washes, should provide full access to bicyclists.

BMP Policy 9: Provide the support necessary to implement the Bicycle Master Plan**Action 9.1: Bicycle Program Manager**

Designate a Bicycle Program Manager to guide implementation of the Plan.

Action 9.2: Responsibilities of the Bicycle Program Manager

Implement the facilities and programs outlined in the Master Plan; apply for grants and other funding; manage a program budget; complete necessary preliminary design and engineering work.



Action 9.3: City Commitment

Allocate adequate funds to enable the Bicycle Program Manager to obtain roadway engineering and public outreach assistance and to provide seed money to obtain other funding.

Action 9.4: Capital Improvement Program (CIP)

To help achieve the goal of increasing the bicycle commute share to 4% by 2010, the City should consider allocating four percent of CIP transportation funds to bicycle projects on an annual basis.

BMP Policy 10: Prior to the implementation of bikeway projects, affected residents, merchants and property owners shall be notified in writing of the potential impacts.

Action 10.1: Citizen Input

Public meetings shall be held for all bikeway projects.

Action 10.2: City Council Approval

If the design of a bikeway will reduce the number of traffic lanes or parking, there shall be a vote of the City Council before implementation of the bikeway project.