

# OAKLAND BICYCLE MASTER PLAN

Final Environmental Impact Report  
*State Clearinghouse No. 205092011*

Prepared for  
City of Oakland

September 2007



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350 Frank H. Ogawa Plaza  
Suite 300  
Oakland, CA 94612  
510.839.5066  
[www.esassoc.com](http://www.esassoc.com)

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# CHAPTER 1

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## Introduction

### A. CEQA Process

On March 14, 2007, the City of Oakland (Lead Agency) released for public review a Draft Environmental Impact Report (Draft EIR or DEIR) for the Oakland Bicycle Master Plan (ER 05-104). The 45-day public review and comment period on the Draft EIR began on March 14, 2007 and closed on at 4:00 p.m. on April 27, 2007. The City of Oakland Planning Commission held a public hearing on the Draft EIR on April 18, 2007.

The Draft EIR for the Oakland Bicycle Master Plan, together with this response to comments document, constitute the Final Environmental Impact Report (Final EIR or FEIR) for the project.<sup>1</sup> The Final EIR is an informational document prepared by the Lead Agency that must be considered by decisionmakers (including the Oakland City Planning Commission and City Council) before approving or denying the proposed project.

The City of Oakland (Lead Agency) has prepared this document pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15132 of the CEQA Guidelines that specify the following:

“The Final EIR shall consist of:

- (a) The Draft EIR or a revision of that draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in a summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The response of the Lead Agency to significant environmental points raised in review and consultation process.
- (e) Any other information added by the Lead Agency.”

This Final EIR incorporates comments from public agencies and the general public and contains appropriate responses by the Lead Agency to those comments.

---

<sup>1</sup> The commonly used term “EIR” is used in this document to refer to the Draft EIR combined with this document. This document is referred to as “Final EIR,” its commonly used and practical title.

## **B. Organization of the Final EIR**

This document contains information that responds to issues and comments raised during the public comment period on the Draft EIR. Comments received after the close of the public comment period, and appropriate responses thereto, are also included and noted as such. The document is organized as follows after this introductory chapter.

Chapter 2, *Changes to the Draft EIR*, contains changes and corrections to the Draft EIR initiated by the Lead Agency or resulting from comments on the Draft EIR.

Chapter 3, *Agencies, Organizations and Individuals Commenting on the Draft EIR*, lists all agencies, organizations, and persons that submitted written comments on the Draft EIR during the public review and comment period, and/or that commented verbally at the Planning Commission public hearing on the Draft EIR on April 18, 2007. The list also indicates the receipt date of each written correspondence.

Chapter 4, *Responses to Written Comments on the Draft EIR*, contains comment letters received during the review and comment period (and within a reasonable timeframe after). The responses to the comments are provided following each letter.

Chapter 5, *Responses to Comments Received at the Planning Commission Public Hearing on the Draft EIR*, contains a summary of all environmental topics raised regarding Draft EIR at Planning Commission public hearing on the Draft EIR on April 18, 2007 and responses to those comments.

Appendices are included at the end of this report.

# CHAPTER 2

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## Changes to the Draft EIR

The text changes presented in this chapter are initiated by Lead Agency staff or by comments on the DEIR. Changes include text corrections to the DEIR in cases where the existing text may allow for misinterpretation of the information. Throughout this chapter, newly added text is shown in underline format, and deleted text is shown in strikethrough format. For changes initiated by comments on the DEIR, the alpha-numeric comment designator is indicated at the end of the revision in italics. Where no comment number is given, the change is initiated by the City of Oakland.

This Final EIR/Response to Comments document, combined with the Draft EIR, constitutes the Final EIR.<sup>1</sup>

### A. Revisions to the DEIR

The following text changes to the project description, environmental settings, impact statements, impact discussions, mitigation measures are revised as follows:

---

*The following text has been added to page 3-8 first paragraph:*

The City has established a Transit Streets Cooperative Agreement with AC Transit for information-sharing and review of proposed bikeways on the streets which are listed in the Cooperative Agreement. [Response to Comment 1-g].

---

*The following text has been added to page 3-9 as the fourth paragraph:*

**Public Utilities Commission** – Segments of the Proposed Bikeway Network would transverse at-grade railroad crossings. [Response to Comment 7-d]

---

<sup>1</sup> This Response to Comments document is also referred to as simply, “Final EIR,” its commonly used and practical title.

*The following text has been added to page 4.A-23 third paragraph under Evaluation of Transit Facilities:*

An additional two bikeway segments totaling 1.52 miles in length would require the removal of a travel lane, leaving two lanes per direction, on a bus line that is under consideration for the development of a rapid bus line. These two segments are Broadway (College Avenue to MacArthur Boulevard) and West Grand Avenue (Market Street to Mandela Parkway). [Response to Comment 1-j]

*The following lines were added to Table 4.A-3, “Proposed Bikeways on Transit Streets for Additional Study,” on page 4.A-23:*

Roadway	From	To	Length (Miles)
Broadway*	College Avenue	MacArthur Boulevard	0.91
West Grand Ave*	Market Street	Mandela Parkway	0.61

(\* The analysis of incident delays does not apply to these segments that would result in two travel lanes per direction.

[Response to Comment 1-j]

*The following modifications were made to the enumerated list on page 4.A-24:*

- ~~2. Bus Stop Access: Given one travel lane per direction,~~ What is the effect of queue lengths on the bus accessing its stops? What is the effect on traffic gaps for bus egress from the stop?
3. Incident Delays (if applicable): How will double-parked vehicles (including delivery vans, garbage trucks, private vehicles, and the like) affect bus movements?

[Response to Comment 1-j]

*The following text has been added to page 4.B-13 under Impact B.3:*

Further, it is possible, or reasonable to suggest, that implementation of the proposed Plan will expand and improve the City’s bikeway network, which will in turn enhance the opportunities for drivers of motor vehicles to use non-motorized transportation more frequently or exclusively, thus reducing the aforementioned emissions that contribute largely to global warming. [Response to Comment 13-l]

*The following text has been added to page 5-5 second paragraph under Alternative 3: No Lane Conversions:*

A 1999 study by the U.S. Department of Transportation presented operational and safety findings and countermeasure recommendations from a comparative analysis of bicycle lanes versus wide curb lanes.<sup>2</sup> Significant differences in operational behavior and conflicts were found between bike lanes and wide curb lanes but varied depending on the behavior being analyzed. For example:

- wrong-way riding and sidewalk riding were much more prevalent where there were wide curb lanes compared to bicycle lanes.
- Significantly more motor vehicles passing bicycles on the left encroached into the adjacent traffic lane from wide curb lanes situations compared to bicycle lane situations.
- Proportionally more bicyclists obeyed stop signs where there were are bicycle lanes; however, when a stop sign was disobeyed, the proportion of bicyclists with both "somewhat unsafe" and "definitely unsafe" movements was higher where there were bicycle lanes.
- The vast majority of observed bicycle-motor vehicle conflicts were minor, and there were no differences in the conflict severity by type of bicycle facility.
- Bicyclists in wide curb lanes experienced more bike/pedestrian conflicts while bicyclists in bicycle lanes experienced more bike/bike conflicts. An initial model fitted to the intersection conflicts showed no differences in the conflict rate by type of bicycle facility, but showed higher conflict rates for left turn movements.

A study by the University of Texas at Austin documented the following<sup>3</sup>:

- bicyclists are less likely to ride on sidewalks when on-street bike lanes exist, and riding on sidewalks, increases the bicycle accident risk 25 times.
- bicycle lanes reinforce the concept that bicyclists are supposed to behave like other vehicles, and make life safer for everyone involved as a result.

Bicycle lanes give a visual cue to drivers that bicycles are present on a roadway. The proposed bikeway network outlined in the Oakland Bicycle Master Plan would stripe lanes on roadways with high volumes to establish a "right-of-way" for bicyclists. As stated on page 5-5, Alternative 3 would not meet the Bicycle Master Plan goals and objectives to the extent that the proposed Plan would because it would not create a bikeway network that would provide safe and convenient access throughout the city to as great a degree. [Response to Comment 1-p]

<sup>2</sup> U.S. Dept. of Transportation. Bicycle Lanes vs. Wide Outside Curb lanes. October 1999.

<sup>3</sup> University of Texas at Austin, 2006. Bike lanes prevent over-correction by drivers, bicyclists reducing danger for both even when sharing narrow roads. Office of Public Affairs. September 18, 2006.

## B. Revisions to Appendix E

The following text changes to the Broadway Corridor Bikeway Feasibility Study, published in the DEIR as Appendix E are revised as follows:

*The following text has been added to page 1-2 of the Introduction:*

### Consistency with Bikeway Feasibility Study Requirements

The City of Oakland Bicycle Master Plan has identified the requirements for bikeway feasibility studies (See Appendix G) to be prepared for the development and implementation of segments on the proposed bikeway network as described in the Plan. There are seven requirements, in total, which may be applicable for inclusion in the feasibility study for a proposed project. The requirements and applicability to the Broadway Corridor Bikeway project are listed below in Table 1-1.

**TABLE 1-1  
CONSISTENCY OF THE BROADWAY CORRIDOR BIKEWAY FEASIBILITY STUDY WITH  
BIKEWAY FEASIBILITY REQUIREMENTS**

Requirement	Applicable?	Meets the Requirements?
1. Data Collection: Base Information	Yes	Yes
2. Analysis of Travel Lane Removal	Yes	Under Study <sup>a</sup>
a. Data Collection: Traffic Counts	Yes	Yes
b. Intersection Operations Analysis	Yes	Yes
c. MTS Analysis	Yes	Yes
d. Transit Streets Analysis	Yes	Under Study <sup>a</sup>
3. Analysis of Parking Space Removal	No	N/A
4. Analysis of Bicycle Path Alignment	No	N/A
5. Comparative Analysis of Alternatives	Yes	Yes
6. Conceptual Plans	Yes	Yes
7. Reporting	Yes	Yes

<sup>a</sup> The list of bikeways requiring the Transit Streets Analysis was modified in response to comments received on the Draft Bicycle Master Plan and Draft EIR. This requirement now applies to the portion of the Broadway Corridor on Broadway between MacArthur Blvd and College Ave. Since this requirement was added subsequent to the scoping of the Broadway Corridor Bikeway Feasibility Study, this analysis is not included in the Study. Prior to project approval and implementation, additional study of the proposed bikeway on Broadway between MacArthur Blvd and College Ave is necessary to meet the requirement of the Transit Streets Analysis. The other segments included in the Broadway Corridor Bikeway Feasibility Study meet all of the applicable requirements and thus have environmental clearance under the Bicycle Master Plan EIR.

*Figure 3-1A: Proposed Cross-sections was revised and is presented in Appendix B.*

*Figure 3-1B: Proposed Cross-sections was revised and is presented in Appendix B.*

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*Figure 3-1C: Proposed Cross-sections was revised and is presented in Appendix B.*

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*Figure 3-1D: Proposed Cross-sections was revised and is presented in Appendix B.*

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*Figure 3-1G: Proposed Cross-sections was revised and is presented in Appendix B.*

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*Figure 3-1H: Proposed Cross-sections was revised and is presented in Appendix B.*

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*Table 3-2 Comparison of Peak Hour Intersection Levels of Service- Existing Conditions/ Existing Plus Project Conditions was updated as follows:*

Intersection 5, Broadway/51<sup>st</sup> Street/Pleasant Valley Avenue:

Existing AM Peak Hour Delay: ~~61.7~~ 61.6

Intersection 9, Broadway/Piedmont Avenue:

Existing plus Project PM Peak Hour Delay: ~~23.9~~ 23.4

Intersection 10, Broadway/Hawthorne Avenue/Brook Street:

Existing plus Project AM Peak Hour Delay: ~~15.9~~ 16.4

Existing plus Project PM Peak Hour Delay: ~~21.0~~ 20.8

Intersection 16, Webster Street/W Grand Avenue:

Existing plus Project AM Peak Hour Delay: ~~25.6~~ 25.8

Intersection 19, Webster Street/17<sup>th</sup> Street

Existing plus Project AM Peak Hour Delay: ~~4.1~~ 4.2

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*Table 4-1 Peak Hour Intersection Levels of Service- Cumulative Conditions (2025) No Project was updated as follows:*

Intersection 8, Broadway/MacArthur Boulevard:

PM Peak Hour Delay: ~~62.1~~ 62.3

Intersection 9, Broadway/ Piedmont Avenue:

PM Peak Hour Delay: ~~20.3~~ 20.2

Intersection 10, Broadway/Hawthorne Avenue/Brook Street:

PM Peak Hour Delay: ~~23.6~~ 23.2

Intersection 13, Broadway/25<sup>th</sup> Street/Webster Street:

AM Peak Hour Delay: ~~5.4~~ 5.6

Intersection 14, Broadway/Grand Avenue:

AM Peak Hour Delay: ~~15.4~~ 15.6

Intersection 20, Franklin Street/19<sup>th</sup> Street

PM Peak Hour Delay: ~~6.2~~ 6.5

Intersection 21, Webster Street/17<sup>th</sup> Street

AM Peak Hour Delay: ~~4.9~~ 5.1

PM Peak Hour Delay: ~~5.6~~ 5.7

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*Table 4-2 Comparison of Peak Hour Intersection Levels of Service- Year 2025 Conditions/Year 2025 plus Project Conditions was updated as follows:*

Intersection 8, Broadway/MacArthur Boulevard:

No Project PM Peak Hour Delay: ~~62.1~~ 62.3

Intersection 9, Broadway/ Piedmont Avenue:

No Project PM Peak Hour Delay: ~~20.3~~ 20.2

Plus Project PM Peak Hour Delay: ~~20.3~~ 20.4

Intersection 10, Broadway/Hawthorne Avenue/Brook Street:

No Project PM Peak Hour Delay: ~~23.6~~ 23.2

Plus Project PM Peak Hour Delay: ~~23.6~~ 22.8

Intersection 13, Broadway/25<sup>th</sup> Street/Webster Street:

No Project AM Peak Hour Delay: ~~5.4~~ 5.6

Intersection 20, Franklin Street/19<sup>th</sup> Street

No Project PM Peak Hour Delay: ~~6.2~~ 6.5

Intersection 21, Webster Street/17<sup>th</sup> Street

No Project AM Peak Hour Delay: ~~4.9~~ 5.1

No Project PM Peak Hour Delay: ~~5.6~~ 5.7

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*Table 4-2 Comparison of Peak Hour Intersection Levels of Service- Year 2025 Conditions/Year 2025 plus Project Conditions/ Recommended Improvement Conditions was updated as follows:*

Intersection 4, Broadway/College Avenue:

Plus Recommended Improvements AM Peak Hour Delay: ~~22.6~~ 24.8

Intersection 6, Broadway/42nd Street/Mather Street:

Plus Recommended Improvements PM Peak Hour Delay: ~~7.3~~ 8.0

Intersection 7, Broadway/40th Street:

Plus Recommended Improvements PM Peak Hour Delay: ~~28.4~~ 30.7

Intersection 8, Broadway/MacArthur Boulevard:

Plus Recommended Improvements AM Peak Hour Delay: ~~48.1~~ 48.2

No Project PM Peak Hour Delay: ~~62.1~~ 62.3

Plus Recommended Improvements PM Peak Hour Delay: ~~62.1~~ 63.1

Intersection 9, Broadway/Piedmont Avenue:

No Project PM Peak Hour Delay: ~~20.3~~ 20.2

Plus Project PM Peak Hour Delay: ~~20.3~~ 20.4

Plus Recommended Improvements PM Peak Hour Delay: ~~20.3~~ 20.4

Intersection 10, Broadway/Hawthorne Avenue/Brook Street:

No Project PM Peak Hour Delay: ~~23.6~~ 23.2

Plus Project PM Peak Hour Delay: ~~23.6~~ 22.8

Intersection 13, Broadway/25<sup>th</sup> Street/Webster Street:

No Project AM Peak Hour Delay: ~~5.4~~ 5.6

Intersection 20, Franklin Street/19<sup>th</sup> Street

No Project PM Peak Hour Delay: ~~6.2~~ 6.5

Intersection 21, Webster Street/17<sup>th</sup> Street

No Project AM Peak Hour Delay: ~~4.9~~ 5.1

No Project PM Peak Hour Delay: ~~5.6~~ 5.7

# CHAPTER 3

## Commenters on the Draft EIR

### A. Agencies, Organizations, and Individuals Commenting in Writing

The following agencies, organizations and individuals submitted written comments on the Draft EIR (DEIR) within the public comment period of March 14, 2007, through 5:00 p.m. on April 27, 2007, as officially noticed in the March 14, 2007 Notice of Release and Availability of the Draft EIR. The following list includes the date of the correspondence and when it was received by the City of Oakland. (In cases where there is no official indication of the received date/time, reference is made to the date of the correspondence.) Correspondence received after the close of the public comment period is also listed and responded to herein pursuant to CEQA Guidelines Section 15207.

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#### PUBLIC AGENCIES

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Designator	Public Agency and Signatory	Correspondence Received	Correspondence Dated
1	Alameda-Contra Costa Transit District Nancy Skowbo, Deputy General Manager, Service Department	April 30	April 24
2	Alameda County Congestion Management Agency Beth Walukas, Senior Transportation Planner	April 30	April 25
3	San Francisco Bay Area Rapid Transit District Val Joseph Menotti, Deputy Planning Manager, Stations	-	April 27
4	Association of Bay Area Governments Lee Huo, Bay Trail Project	-	April 26
5	East Bay Regional Park District Jamie Perkins, Senior Planner, Regional Trails Department	-	April 26
6	Governor's Office of Planning and Research Terry Roberts, Director, State Clearinghouse	-	April 30
7	Public Utilities Commission Kevin Boles, Environmental Specialist Consumer Protection and Safety Division	April 30	April 25

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**ORGANIZATIONS**


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Designator	Organization / Signatory Name	Correspondence Received	Correspondence Dated
8	NorCal High School Mountain Bike League Austin McInerney, President	-	April 27
9	North Hills Phoenix Association David Kessler, President	April 30	April 25
10	Sierra Club Northern Alameda County Group Kent Lewandowski, Chair	-	April 16
11	Temescal Merchants Association Carlo Busby, President	April 25	April 20
12	Temescal/Telegraph Community Association (BID) Rick Raffanti, President	-	April 24

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**INDIVIDUALS**


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Designator	Commenter's Name(s)	Correspondence Received	Correspondence Dated
13	Alex, Glen	-	April 16
14	Bishop, Ron	-	April 10
15	Bishop, Ron	-	April 20
16	Bret, Charles	-	April 16
17	Eastman, John	-	April 18
18	Goode, Howard	-	April 20
19	Hoffmann, Tegan	-	April 18
20	Kattenburg, Chris	-	April 19
21	Marquis, Roger	-	April 18
22	Matis, Howard	-	April 19
23	Matis, Howard	-	April 27
24	Meyer, Steven	-	April 18
25	Parrott, Stefanie	-	April 27
26	Seum, Stefan	-	April 27
27	Stewart, Jonathan	-	April 19
28	Wang, Yan	-	April 17

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## **B. Commenters at the Public Hearing**

### **Planning Commission**

The following persons offered public comment during the City of Oakland Planning Commission Public Hearing on the Draft EIR held at Oakland City Hall on April 18, 2007:

- Vice Chair Boxer
- Commissioner Garrison
- Commissioner Lighty
- Commissioner Colbruno
- Vice Chair Boxer
  
- Robert Raburn
- David E. Mix
- Mark Dieter
- Midori Tabata
- Kent Lewandowski
- Howard Goode
- Douglas Cross
- Derek Liecty
- Sanjiv Handa
- David Whithall

## CHAPTER 4

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# Responses to Written Comments on the Draft EIR

This chapter includes copies of the written comment letters received during the public review period on the Draft EIR and responses to those written comments. Letters are presented in the order of the listing in Chapter 3, Commenters on the Draft EIR. Letters are generally listed in alphabetical order by commenter. Comment letters received after the public review period are noted as such and responded to herein.

Each letter is identified by an alphabetical designator. Individual comments within each letter are identified by an alphanumeric designator that reflects the correspondence designator (numeric) and the sequence of the specific comment (alpha).

Where responses result in changes to information in the Draft EIR, these changes are indicated in the response, as well as in Chapter 2 of this document, generally in order of its occurrence in the Draft EIR document. An accompanying list of changes to the Draft Plan is included as Appendix C.



1600 Franklin Street, Oakland, CA 94612 - Ph. 510/891-4716 - Fax. 510/891-7157

**Nancy Skowbo**  
Deputy General Manager - Service Development

April 24, 2007

Jason Patton  
Bicycle and Pedestrian Program Manager  
City of Oakland  
Public Works Department, Transportation Services Agency  
250 Frank Ogawa Plaza, Suite 4344  
Oakland, CA 94612

RECEIVED  
PUBLIC WORKS AGENCY  
TRANSPORTATION SERVICES  
07 APR 30 PM 2:15

Subject: Draft Oakland Bicycle Master Plan and Draft Environmental Impact Report (EIR) on the Master Plan

Dear Mr. Patton:

## INTRODUCTION

Thank you for the opportunity to comment on the Draft Oakland Bicycle Plan (the Plan or the Bike Plan) and the Draft Environmental Impact Report (EIR) on this Plan. As you know, the Bicycle Master Plan has been a matter of great interest to AC Transit. Our comment letter (in October, 2005) on the Notice of Preparation (NOP) for the Plan and EIR highlighted a number of concerns we had about the Plan. We noted AC Transit's longtime support of bicycling, and our concern that bicycle improvements not occur at the expense of transit riders. We noted that Oakland has designated itself a "transit first" city. There are approximately 100,000 AC Transit boardings every weekday in Oakland.

The draft Plan responds to many of our concerns. It represents a thoughtful effort to formulate a network of bike ways in Oakland's multi-modal context. The current draft Plan represents a real advance over the very problematic 1999 Plan.

However, AC Transit continues to have concerns about the Plan and adequacy of the EIR. When the NOP was issued, we had grave concerns that implementation of the Bicycle Plan would significantly degrade bus service in Oakland. While that potential has been substantially reduced, it has not been completely eliminated, in the draft Plan. The Plan acknowledges and proposes an approach to address possible impacts of bike ways on transit streets, although we do not believe that approach is as yet complete. Since issuance of the NOP, the following has occurred that will, or should, be considered in the creation of the Plan and the consideration of its impacts on AC Transit: (1) AC Transit and the City of Oakland have developed a Transit Streets Cooperative Agreement as a framework for collaborative planning that will soon be adopted by both entities and its terms should be considered as part of the process; and

(2) AC Transit's Bus Rapid Transit DEIS/R will be issued on May 4, 2007 and its content must be considered in determining the significant impacts of the Plan on transit.

As a consequence of reviewing the Plan DEIR, this letter contains sixteen recommendations about the Plan and/or DEIR, concerning the following subjects:

1. Criteria for bikeway route selection;
2. Review of the EIR's adequacy concerning alternative transportation plans.
3. Deletion of bikeways segments that have close parallel bikeways;
4. Segments where further environmental review should be conducted;
5. Initial Studies as required documents in further environmental review;
6. Incorporation of the Transit Streets Cooperative Agreement into the processes envisioned by the Plan and EIR
7. City procedures if a bikeway project has a significant negative impact
8. Recognition of impacts to transit as impacts under the California Environmental Quality Act (CEQA);
9. Assurance that streets being considered for Bus Rapid Transit/Rapids will not be inappropriately modified;
10. Exclusion of Telegraph Avenue and International Boulevard from this EIR;
11. Special study of 40<sup>th</sup> Street and MacArthur Boulevard near MacArthur BART;
12. Bikeway and bus operations planning on Foothill Boulevard;
13. Analysis of Boulevard between High Street and Buell Street;
14. Further study of bike ways on and around Fruitvale Avenue;
15. More thorough analysis of Alternative Three—No Lane Conversions;
16. Transit Station Access Alternative.

## OVERVIEW OF THE BICYCLE MASTER PLAN AND EIR

The “project” that this EIR analyzes is an update to Oakland's 1999 Bicycle Master Plan. An update is required to maintain Oakland's eligibility for state bicycle funding. The proposed Plan is a comprehensive revision of all aspects of the 1999 Plan. The draft Plan includes a network of bikeways, and a set of policies for Oakland on bicycling issues such as education of cyclists and traffic enforcement. The term bike ways include Class One off-street bike paths, Class Two on-street bike lanes, and Class Three bike routes designated by signs. Bicycles also have the legal right to use undesignated roadways, except freeways. The revised Bicycle Master Plan would be adopted as part of the Land Use and Transportation Element of the General Plan.

Program EIR: The Environmental Impact Report on the Bicycle Plan is a Program EIR, which analyzes the potential environmental impacts of implementing the Plan. The EIR focuses on the impacts of creating the bike way network, and, in particular, on the impacts of adding bicycle lanes on city streets (Class Two Bikeways). The EIR analyzed potential transportation impacts and air quality impacts, concluding that all potential impacts could be mitigated to a level where they are less than significant.

However, the EIR specifically excludes Telegraph Avenue from the analysis of this EIR because it is undergoing separate environmental review by the City of Oakland (see p. 1-3). International Boulevard from 54<sup>th</sup> Avenue to 82<sup>nd</sup> Avenue involves the same type of bikeway project (center turn lane removal) and is also excluded from the EIR. These two segments will also be considered in the Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the East Bay Bus Rapid Transit line, which will be released on May 4.

The Bicycle Plan EIR does not analyze the specific potential impacts of each new bikeway. Instead, it identifies categories of potential impacts (e.g. removing a travel lane to accommodate a bike lane could increase traffic congestion on a roadway). The EIR sets out standards for evaluating these impacts and the procedures and types of actions for mitigating them. The EIR also notes that site-specific impacts of bikeway projects would require further environmental review. The EIR includes an “example” analysis of developing a bike way on Broadway north of 25<sup>th</sup> Street that illustrates the criteria and standards that would be used for other streets.

Education, The Plan makes proposals for cycling education. This proposal includes Action 2A.6 (p.44): **“Bicycle/Bus Education: Work with AC Transit to develop a joint educational campaign for bicyclists and bus drivers on sharing the road safely and courteously.”**

Bicycling to Transit: Plan Policy 1C—Safe Routes to Transit (p.42)—calls on the City to **“Improve bicycle access to transit, bicycle parking at transit facilities, and bicycle access on transit vehicles.”** The Plan calls for secure parking at transportation hubs (including major AC Transit stops) and supports **“AC Transit’s efforts to maintain and expand the carrying capacity of bicycles on buses using front-mounted racks as well as the luggage compartment of Transbay buses.”** The draft Plan identifies major transit stations as high priorities for improving bike access and developing bike ways from all four directions around the station. The designated major transit stations are Eastmont Transit Center, the eight BART stations in Oakland, two BART stations close to Oakland, the downtown and Emeryville Amtrak stations, and the Oakland ferry terminal. The Plan notes that some 338,000 Oakland residents live within a two-mile bike ride of a major transit station.

The Bike Way Network: The Bike Plan contemplates creating a bike way network in Oakland that is considerably more extensive than the existing network, and slightly larger than the network envisioned by the 1999 Bicycle Plan. Oakland currently has 80.7 miles of bike ways, including Class 2 bike lanes; Class 1 off-street bike paths; and Class 3 sign designated bike routes. If the draft Bike Plan network were fully implemented, Oakland would have 216.4 miles of bike ways of various types—close to tripling the length of the network. The 1999 Plan contemplated a 206.6 mile bikeway network. The Plan notes that if a network of bike ways exactly ½ mile apart could be designated, this would create 220 miles of bike way in the 55 square miles of Oakland,

The Plan’s network remains heavily focused on arterial streets, more so than other Bike Plans in the East Bay. This reliance on arterials is illustrated by the fact that “primary” cross-city bike routes in the Plan include substantial segments of MacArthur Boulevard, Foothill Boulevard-Bancroft Avenue, San Leandro Street, Telegraph Avenue), Market Street, and Fruitvale Avenue. The Plan designates bike ways on numerous other arterial streets.

## **AC TRANSIT COMMENTS ON THE PLAN AND EIR**

Our comments below discuss elements of the Bike Plan and EIR that are responsive to AC Transit’s concerns, as well as elements of the Plan and EIR that remain problematic for bus operations and bus service. Many of our comments in this letter refer back to our October 2005 letter commenting on the Bike Plan NOP. Referring back to that letter allows us to comment now on how well the City of Oakland has addressed AC Transit’s stated concerns. Our comments in this letter concern three main areas:

1. Network Design—Bike way Locations and Bike way Types
2. Potential Impacts to AC Transit Corridors
3. Alternatives—No Lane Conversion Alternative, Transit Station Access Alternative

Several specific issues are discussed—and recommendations made—in each of these three main sections. Our recommendations for changes in the Plan, bike way network, and/or EIR will be indicated below in ***bold italics***.

## 1. Bike Way Network Design

### Identifying the Needs of Oakland’s Cyclists

A fundamental difficulty in designing a bike way route network is that there is apparently little systematic information about the origins and destinations, behavior or preferences of Oakland’s cyclists. This problem is not unique to Oakland. Until very recently there has been little research in the United States on bicycling as a mode of transportation.

However, this type of information is critical for designing a system that meets the users’ needs. The Plan (pp. 16-17) describes four different cyclist types—Experienced commuters, casual commuters, experienced recreationists, and casual recreationists. However, no data about the relative size, behavior, or interests of these groups of cyclists—and whether there might be additional types of cyclists—is presented. Nor is data on cycling by age presented. The Bike Plan should discuss the degree to which the Plan and the network meet the needs of all types of cyclists. Is this the case, or is the arterial based network tilted towards commuter cyclists? What criteria would produce a balanced network? The Plan should also call for continuing research on the origins and destinations, behavior and preferences of cyclists, as well as research of bus/bike interactions and design concepts. These types of research would provide a stronger data base for future planning efforts and help more accurately determine dedicated bicycle lanes, to the detriment of transit, are necessary or feasible.

a

### Bike Way Network Design

The Bicycle Plan lacks clear, well-defined defensible criteria to support its choices of bikeway routes. The Plan provides detailed information about how various streets were analyzed for physical suitability as various types of bike ways. Design Guidelines for the implementation of various types of bikeways are provided. The Plan also adds two new (for Oakland) types of bikeways: arterial bike routes, and (local street) bicycle boulevards. Thus the Plan’s analytical basis for the “bottom up” street level analysis of bike way feasibility is strong.

b

However, clear statements of overarching network route design goals and criteria are lacking. In some cases, the Plan’s proposal appears to follow implicit route network design criteria, but these are not explicitly stated. For example the Plan emphasizes long segments of single streets—such as Telegraph Avenue, MacArthur Boulevard, and Foothill Boulevard—but does not explain the rationale for this approach. Providing explicit design criteria would clarify the intent of the Plan and allow readers to evaluate whether the network appropriately meets the stated goals.

The Plan does not clearly state its geographic access goal. In Goal One (p.40), the Plan is possibly trying to provide “**safe and convenient access by bicycle**” to the entire city, although this is not explicitly stated. The Plan does highlight certain locations as key destinations and routes, such as transit facilities (see Policy 1C, p.42). Bridges over the Oakland Estuary, Lake Merritt Channel, railroad tracks, and freeways are also highlighted (Action 1B.4, p.42). The introduction to Chapter 4—Bike ways—also notes commercial districts and downtown as key destinations, although they are not specified in the Goals and Policies section.

With clarity on origins and destinations, the Plan could begin to specify the routes to reach these destinations. The Plan very broadly states (p.50) that “**The network focuses and prioritizes the implementation of bike ways where they will provide the best connectivity and greatest community benefit.**” The Plan also seeks to justify its heavy reliance on main transit streets with the statement that “**A key constraint to the planning and implementation of Oakland’s bike way network in many parts of the city are the limited number of streets that connect one neighborhood to the next**” (p.90).

These statements do not provide adequate guidance for selection of bike way routes. None of the terms, such as “community benefit” or “neighborhood” is defined in the Plan. The term “neighborhood” in Oakland is used to refer to areas as small as a ½ mile radius and as large as a seven mile span (“East Oakland”). It is unclear if most Oakland cyclists want to ride between neighborhoods or within neighborhoods. Nor does the Plan weigh the relative importance of these two statements against the effort to find alternatives to transit streets (described on pp. 90-91). How should the City proceed if “community benefit” to cyclists produced harm in the same community to transit users?

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cont.

***Recommendation One: The Plan should define and include a clearer set of bike way route criteria. One criterion should be that the Plan will “Select bike way routes that minimize conflicts between bicycles and transit buses”. Once defined the criterion should be used to evaluate the environmental consequences of the Plan.***

With this and other appropriate route design criteria, the Plan could structure a bike way network that fits better into Oakland’s multi-modal context. In our view, a Bicycle Plan that adhered to these principles would reduce both the need to concentrate bike ways on transit streets and to remove travel lanes on those streets. These changes would reduce impacts on transit. Reducing those impacts would in turn reduce the need for further environmental review under the Plan, which AC Transit has a number of concerns about.

Extent of the Bike Way Network on Transit-Served Streets

In our NOP comment letter, we characterized the proposed bike way network as “massive.” We noted that it proposed bike lanes on 80 street segments with transit service. We said that “If fully implemented, it would create bike lanes along the length of four (of five) of AC Transit’s trunk corridors in Oakland. It would create bike lanes along every other bus line in Oakland as well”—a total of 34 bus lines would be directly affected.

The draft Plan discusses the approach to transit streets on pp. 90-91. Although the draft Plan is somewhat less sweeping than at the time of the NOP; It still designates bike ways on numerous arterial streets, most of which are transit streets.

Bike ways are proposed for the full length of the 57 MacArthur route and the NL MacArthur-Grand route (not included in the 5 routes referred to above). Bike lanes would be striped on significant portions of the Telegraph/International corridor, the 51 Broadway/College corridor (though not in Downtown Oakland), and on the 43 Shattuck Avenue route. College Avenue in Oakland and a portion of International Boulevard would be designated an Arterial Bike Route, but a bike lane would not be striped. San Pablo Avenue from 17<sup>th</sup> St. to 32<sup>nd</sup> St. would also be designated an Arterial Bike Route.

Five of these transit streets are proposed for Bus Rapid Transit/Rapid service in the Alameda County Countywide Plan, the Regional Transportation Plan, and the Regional Transit Expansion Plan (Metropolitan Transportation Commission Resolution 3434). Actions that impede implementation of those Plans would represent significant negative impacts under Oakland’s Initial Study Checklist item 16g: “Conflict with adopted policies, plans, or programs supporting alternative transportation.”

***Recommendation Two: AC Transit is not convinced that the DEIR has adequately mitigated this potentially significant impact and recommends that a more detailed explanation be provided or that the item be reconsidered.***

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The Plan continues to propose a bike way along at least a portion of all 34 AC Transit routes in Oakland. In a few instances—lines 48, 63, and O—the bike ways would cover only a short segment, a few blocks, of the route. Indeed the bike way network to a significant extent mirrors AC Transit’s bus route map. The Plan justifies this identify with its discussion on P.90, arguing that transit streets are often the only appropriate bikeway locations.

However, AC Transit would caution against too close an identification of the bikeway network with the bus route network. Due to physical and political constraints, the number of streets potentially usable for bus service is smaller than the number available for bike ways. While some bicyclists may, understandably, find it faster and more convenient to travel on arterial streets, buses in most cases simply have no other choice.

If the proposed bike lanes succeed in their intent and attract more cyclists, more buses will encounter more bikes in more locations. The degree to which the Plan and EIR mitigate potential conflicts therefore becomes critical to AC Transit's operations in Oakland. Our comments below will note our ongoing concerns about this issue.

Non-transit Streets for Bike ways:

To minimize the potential for bus/bike conflicts, we suggested in our NOP letter that the City "Use alternative parallel streets for bicycles ... In some cases, it may be necessary to link more than one street."

The Bike Plan identifies some alternatives to major bus routes for bike ways (see pp. 90-91) East 12<sup>th</sup> Street is the proposed East Oakland Flatlands bikeway from 1<sup>st</sup> Ave. to 54<sup>th</sup> Avenue. This avoids the parallel segment of International Boulevard, which is being initiated as a Bus Rapid Transit/Rapid route. East 12<sup>th</sup> Street has bus service on only a portion of this segment, and the service is less frequent than on International. The Plan proposes 14<sup>th</sup> Street rather than 11<sup>th</sup> and 12<sup>th</sup> Streets, which have significant bus traffic, as the major bike route across Downtown Oakland. The Plan also proposes using the Franklin/Webster couplet, rather than Broadway, for bike ways south of 25<sup>th</sup> St. AC Transit supports the Bike Plan's designation of these alternatives to transit streets. However, no alternatives are identified for large segments of the MacArthur-Grand corridor, where AC Transit plans to develop Bus Rapid Transit/Rapid service.

Bike Way Spacing and Duplicative Segments that Should Be Deleted

In our NOP comment letter we suggested that the Bike Plan should adopt a spacing standard for bike ways, so that there would not be unnecessarily close parallel bike ways. The spacing standard makes it possible to judge the spatial appropriateness of the bike way network. The draft Plan adopts a target of bike ways ½ mile apart as an average spacing standard.

However, some bike ways proposed in the Plan remain closely spaced, and have the potential to impact main AC Transit routes. In these cases, the problem is not a lack of alternate bike routes as discussed above, but rather that too many alternatives have been selected for implementation, contradicting the Plan's own spacing standard.

***Recommendation Three: Five closely paralleled segments of proposed bike routes on AC Transit routes (shown in the table below) should be deleted as unnecessary and duplicative. If they are not deleted from the final Plan, the Plan should explain why they are being retained despite the spacing standard.***



<b><i>Bike way Segment to be Deleted (Main AC Transit Route)</i></b>	<b><i>Closely Parallel Bike way Segment(s)</i></b>
<b><i>MacArthur Boulevard South of 66<sup>th</sup> Avenue</i></b>	<b><i>Bancroft Avenue existing and proposed bike route</i></b>
<b><i>International Boulevard, 73<sup>rd</sup> Avenue-104<sup>th</sup> Avenue</i></b>	<b><i>Proposed Plymouth Street. bike boulevard</i></b>
<b><i>Foothill Boulevard, 14<sup>th</sup> Avenue to Mitchell Street/East 20<sup>th</sup> Street (near 27<sup>th</sup> Avenue)</i></b>	<b><i>East 21<sup>st</sup> Street proposed bike lanes/bike boulevard, also East 12<sup>th</sup> St. bike lanes</i></b>
<b><i>Telegraph Avenue, 20<sup>th</sup> Street-51<sup>st</sup> Street</i></b>	<b><i>Webster-Shafter existing bike route (route is proposed 20<sup>th</sup> St.-25<sup>th</sup> Street)</i></b>
<b><i>Telegraph Avenue, 51<sup>st</sup> Street-Berkeley border</i></b>	<b><i>Claremont-Colby proposed bike lanes/bike boulevard</i></b>



AC Transit is not recommending deletions of all closely spaced bike routes that lie along bus routes, but only those bike ways that appear to have a potential for substantial negative impacts on the bus route.

## 2. Potential Impacts to Transit Corridors

There are a number of corridors proposed for bike ways where AC Transit continues to have serious concerns about potential impact to bus operations. These are corridors where our most frequent and best utilized main routes operate. We have concerns about both the environmental process proposed for these corridors as well as the substantive standards of environmental impact that will be applied to these corridors.

### Street Segments Proposed for Further Environmental Review

The Bike Plan (p. 92) identifies two types of bike way projects “requiring further study.” The first is “proposed bikeways with lane conversions on rapid, trunk, or major bus lines that would result in one travel lane per direction.” The second is “proposed bike ways that would remove a travel lane or two way center turn lane on a street with an existing or proposed rapid bus or bus rapid transit line.” The Plan (pp. 91-92) identifies a “Feasibility Study” approach to evaluating potential impacts on transit, highlighting five main issues. This approach would represent a clear advance if consistently implemented, but major elements of it remain incompletely defined.

Bike Plan Figure G-1 identifies 44 street segments, totaling 31.3 miles in length, where vehicle travel lanes would need to be eliminated to create bike ways. AC Transit operates on 31 of those segments, which total 26.0 miles. However, this figure overstates the impact on bus routes, because AC Transit only operates on a portion of 10 of these segments. Important transit street segments where lanes would be removed include:

Segment	Proposed Change in Lanes	Notes
Broadway I-580 to Keith Ave. (near Highway 24)	3 lanes per direction to 2	Line 51 turns off Broadway at College Avenue
Fruitvale Avenue , E. 12 <sup>th</sup> Street to Foothill Boulevard.	2 lanes per direction to 1	
Grand Ave., Market Street. to Mandela Parkway.	3 lanes per direction to 2	
Bldv., Fairmount Ave. to Market Street	3 lanes per direction to 2	Line 57 turns off at Broadway
Boulevard., High St. to Buell Street.	2 lanes per direction to 1	
Boulevard., 73 <sup>rd</sup> Ave. to Foothill Boulevard.	2 lanes per direction to 1	Recommended above to study for deletion as duplicative

We have specific comments on some of these corridors below, after the general discussion of the proposed environmental review process.

***Recommendation Four: As discussed throughout this letter, AC Transit does not necessarily support the bikeway network as currently mapped. However, among currently identified bike way segments and treatments, segments listed in Figure G-1 should be subject to further environmental review.***

e

Environmental Analysis of Impacts of Lane Removals—Environmental Review Process

The EIR indicates (p.1-2) that site specific impacts of bike way projects will be subject to further environmental review. The normal CEQA process for these projects, under a Program EIR such as this, would be to prepare an Initial Study for projects when they were ready for implementation. The Initial Study might find no negative impacts and allow a Negative Declaration to be issued or it might find negative impacts that could be mitigated under a Mitigated Negative Declaration.

However, City staff has indicated that the City does not intend to prepare follow up Initial Studies for the bike way projects. AC Transit's understanding of CEQA is that

such a procedure would not be consistent with state law. Failure to adhere to state law requirements would create a deficient environmental document, which could in turn lead to negative consequences for the Bike Plan project.

***Recommendation Five: The City should follow appropriate CEQA procedure and prepare Initial Studies for bike way projects developed pursuant to this Program EIR. Preparation of “Feasibility Studies” or other analytical documents does not obviate the need to prepare Initial Studies.***

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Substantively, the City of Oakland has an established Initial Study checklist of environmental impacts that bikeway projects can be reviewed against. Procedurally, Initial Studies with Negative Declarations must be made publicly available and subject to comment for at least 21 days. This period allows appropriate review time for AC Transit, other agencies, and the public.

Following correct CEQA procedures is particularly important given the unusual approach used by the Bicycle Plan EIR. The EIR does not attempt to specifically analyze the likely effects of Bike Plan implementation on transit service. Instead it proposes to establish future processes to define impacts and criteria those processes would use. Such an approach can only adequately define impacts and address AC Transit’s concerns if it uses appropriate, well-understood environmental review mechanisms.

Transit Streets Cooperative Agreement

AC Transit and the City of Oakland have prepared a Transit Streets Cooperative Agreement to codify, systematize and improve our working relationship with regard to projects on major transit streets. Our understanding is that the Agreement will be heard by the Oakland City Council in May; the Agreement will also be submitted shortly to the AC Transit Board of Directors. We have every reason to believe that by the time the Final EIR and Bike Plan are prepared, the Agreement will be in force. We also understand that City staff took the Agreement into account as they prepared the EIR.

***Recommendation Six: The Oakland Bicycle Master Plan and Environmental Impact Report should reference the Transit Streets Cooperative Agreement with regard to project development and review procedures and information to be shared.***

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Incorporating the Transit Streets Agreement into the FEIR will help reassure AC Transit that in addition to required CEQA notices, it will receive ample opportunity to review and comment on Bike Plan projects as they are reviewed.

Environmental Review Concerns

The EIR identifies the potential for Bike Plan implementation to negatively impact transit. Impact A.7 (p.4A-18) reads **“Altering existing roadway configurations in the Plan area (city of Oakland) to accommodate the Proposed Bike Way Network, as proposed in the Bicycle Master Plan, could affect transit service.”** The EIR states that the impact would be significant if it caused **“...an intersection to perform at an unacceptable level of service or caused a roadway segment on the Metropolitan Transportation System to have an unacceptable volume to capacity ratio.”** The EIR sets forth intersection and roadway performance standards on pp. 4A-3 and 4A-4. The mitigation to the potential impact is that the intersection or roadway segment must be redesigned to operate within these standards. If this is not possible, **“the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.”** Under those circumstances, environmental review would have to take the form of an Environmental Impact Report. In these circumstances the City should not assume that it will always adopt a Statement of Overriding Considerations, which would be to the detriment of AC Transit.

***Recommendation Seven: If the City finds that a bike way project will cause a significant and unavoidable negative impact it should, in consultation with AC Transit, withdraw, modify or mitigate the project to avoid the need for a Statement of Overriding Considerations***

h

The benefits of this approach are undercut by the EIR’s bifurcation of transit impacts into what it describes as CEQA and non-CEQA impacts. A section labeled **“Non-CEQA Issues”** begins on p. 2-2. The section begins **“In addition to the physical environmental impacts analyzed pursuant to CEQA, this EIR also addresses the following topics that are relevant to the implementation of the Proposed Bike Way Network: Transit Facilities and Off-Street Parking.”**

The section goes on to acknowledge that, **“the Proposed Bike Way Network would reduce the number of travel lanes on various segments of existing roadways in the city. Altering the roadway configuration by reducing the number of travel lanes on roadways where transit routes operate could increase transit vehicle delays. Transit vehicles that operate in the paved right-of-way would experience the same delay, if any, as other motor vehicles due to localized congestion at controlled intersections. This issue is addressed through the impacts, standard conditions, and mitigation measures identified for the potentially significant impact that could result with travel lane removal. In addition, transit vehicles could experience increased delays associated with accessing bus stops.**

While there are no established methods of study that the City of Oakland employs to assess the potential effects of travel lane removal on transit operations under

**CEQA, this EIR analysis identifies measures that will provide a more comprehensive accounting of the individual projects' effects, guide decision-making on project feasibility, development, and implementation; and allow for ongoing City and AC Transit strategies to address the effects resulting from implementing on-street bike ways on key transit streets."**

The EIR thus states that some impacts on transit are CEQA impacts and thus subject to required CEQA procedures and mitigations, while other impacts on transit are not. Under this approach, it might be possible for a bike lane to significantly impact a transit street but not trigger CEQA analysis or mitigations. This bifurcation of impacts is neither logical nor acceptable, and is not supported by either the CEQA statute or state Guidelines. All impacts on transit should be acknowledged as CEQA impacts.

***Recommendation Eight: All project derived impacts that cause delay to transit should be acknowledged as impacts under the California Environmental Quality Act (CEQA). The City of Oakland, in consultation with AC Transit, should formulate and implement a criterion of significance to quantify these impacts. This criterion should be used in any environmental review for a project with the potential to significantly delay transit.***

The fact that Oakland does not currently have a CEQA standard for impacts on transit does not relieve the City of its obligation of identifying and implementing such a standard. Legally an environmental document must identify and respond to all significant environment impacts.

AC Transit is prepared to work with the City of Oakland to help it define such a standard. The City and County of San Francisco has considered it a CEQA impact if "...the project contributed substantially to the deterioration of transit service or caused a substantial conflict with transit operations." AC Transit also is prepared to work with the City to develop criteria that respond to both transit and other multimodal needs.

Lane Removal on Rapid Streets With 3 Lanes Per Direction(West Grand, Broadway)

The Plan (p.92) acknowledges the potential problems of removing lanes on streets planned for Rapid bus service. The Plan states that **"These projects should be addressed on a case by case basis to ensure close coordination with AC Transit's efforts for capital and operations improvements. This coordination should occur throughout project scoping, analysis, and design."**

The tools provided in the Plan and EIR are not necessarily sufficient to ensure a positive outcome on these streets. Streets such as West Grand (Market-Mandela) and Broadway (I-580 to College Avenue) have three travel lanes in each direction. Removal of a lane may or may not trigger the thresholds of significance set out in the EIR. But removal of a lane could make it physically and/or politically impossible to implement a BRT/Rapid. It may be that on some segments of these streets AC Transit would seek a

dedicated bus lane. The incremental loss of the possibility for a BRT/Rapid has already occurred on Foothill Boulevard, a high patronage transit street designated for Rapid service in the AC Transit Strategic Vision.

***Recommendation Nine: The City of Oakland should make a commitment to take no action to remove a travel lane on these streets until such time as AC Transit has had an opportunity to fully study what is needed for Rapid service.***

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West Grand is a matter of particular concern, given the large amount of development proposed in the area and the likely deterioration of traffic conditions. AC Transit would undertake these analyses in a timely manner.

Other Streets of Particular Concern

AC Transit is concerned about the operation of all transit streets proposed for bikeways in Oakland. We have particular concerns about the following streets and corridors. We have proposed that some of these segments be considered for deletion because they closely duplicate other bike ways. However, if these segments are not deleted, the following comments apply:

**Telegraph-International:** As noted above, the Bike Plan EIR excludes Telegraph Avenue and International Boulevard (54<sup>th</sup> Avenue to 82<sup>nd</sup> Avenue) from analysis, because separate environmental review will be conducted by the City for those streets. Telegraph and International are the primary streets proposed for the East Bay Bus Rapid Transit line. The EIS/EIR for that project will be published by AC Transit and the Federal Transit Administration on May 4, 2007. The entire BRT corridor should be treated in a consistent manner. Oakland should take no action that would prejudice the development of the BRT line.

***Recommendation Ten: All of Telegraph Avenue north of 20<sup>th</sup> Street and all of International Boulevard be excluded from this EIR and analyzed in a separate EIR if a bike way project is proposed along those streets.***

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**MacArthur Boulevard and 40<sup>th</sup> Street west of Martin Luther King Jr. Way:** As the Plan notes, the City has been working with AC Transit to evaluate potential bike way routings in the area of MacArthur BART. AC Transit has been very concerned about the proposal to add bike lanes and remove travel lanes on 40<sup>th</sup> Street, one of our most important corridors (and a corridor also used by Emery Go Round and the Kaiser Shuttle). We are pleased to see that the Plan does not designate a bike lane on 40<sup>th</sup> St. between Broadway and Telegraph. We also understand that a project is going forward at the BART station to stripe bike lanes on 40<sup>th</sup> Street between Telegraph and MLK Junior Way, without removing any travel lanes.

***Recommendation Eleven: West MacArthur Boulevard should continue to be studied as an alternative to 40<sup>th</sup> Street west of MLK Junior Way because of the ongoing study in this area, these bike ways should have a “special study” designation on the map and in the text.***

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**Foothill Boulevard between 14<sup>th</sup> Avenue and Mitchell Street:** AC Transit seeks to retain the ability to provide efficient, reliable local bus service on this important street. We are concerned that further narrowing of the street could add to losses of speed and reliability that we have already experienced there.

***Recommendation Twelve: The City should delete this bike way segment as redundant. The City should work with AC Transit to develop a plan to maintain and improve bus operations on Foothill Boulevard.***

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**MacArthur Boulevard between High Street and Buell Street:** AC Transit buses operate in an unusual and not necessarily desirable couplet alignment in this area. Residents in the area are also actively developing plans to improve the streetscape.

***Recommendation Thirteen: : Before restriping MacArthur Boulevard for bike lanes, the City should work with AC Transit to comprehensively analyze opportunities to restructure bus, bike, and other vehicle movements in this area. Any projects in this area should be subject to appropriate environmental review.***

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**Fruitvale Avenue between East 12<sup>th</sup> Street and Foothill Boulevard:** Fruitvale Avenue is one of the most important east-west bus routes in Oakland, and one of the more congested ones. The single most productive line in the entire two county AC Transit system operates on Fruitvale Avenue—buses here average 100 passengers per hour of operation. This segment of Fruitvale Avenue is close to the proposed bike way on 38<sup>th</sup> Avenue, where AC Transit no longer operates bus service. Access to Fruitvale BART should be studied more comprehensively as is being done around MacArthur BART.

***Recommendation Fourteen: The proposal for bike lanes on Fruitvale Avenue between East 12<sup>th</sup> Street and Foothill Boulevard should be withdrawn for further analysis of bikeway locations and types. The area could be designated as a “special study” area including further environmental review.***

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### 3. Alternatives

All EIRs must include alternatives to the proposed project. In this case, the alternatives were alternative bike way networks, reduced in size from the preferred projects.

Because the alternatives simply reduce the bike way network drastically, without providing compensating benefits to cyclists, they seem somewhat like “straw men”-- proposals that are unlikely to be considered seriously.

The EIR proposes an Alternative which would have been less reliant on Bike Lanes— Alternative 3: No Lane Conversion (EIR pp.5-4 & 5-5). This Alternative was structured to leave all vehicle travel lanes in place rather than converting many to bike lanes. However, the EIR summarily rejects this alternative as not providing safe access because of the lack of bike lanes, without providing any data to support this conclusion

***.Recommendation Fifteen: The issues raised by and concepts discussed in Alternative 3 should be more carefully and thoroughly analyzed in the Final EIR, with a stronger rationale why this Alternative was not chosen.***

p

The Plan’s emphasis on bike access to major transit stations, which AC Transit supports, suggests another approach to constructing a credible Alternative. An Alternative should be developed and analyzed that focuses on providing four direction bike access to 14 major transit stations in and near Oakland. The Bike Plan already highlights these routes in Figure 4-8 “Safe Routes to Transit—Priority Bike Ways” (p.60).

***Recommendation Sixteen: A new Alternative—the Transit Station Access Alternative—as described above, should be analyzed in the Final EIR.***

q

The Transit Station Access Alternative would be based on the assumption that most bike trips are probably shorter trips rather than 5-10 mile rides across in Oakland (the Plan and EIR do not include any data on the typical length of bicycle trips in Oakland). This alternative would assume greater reliance on the transit network—especially BART—for long distance, cross-city cycling. While some bike routes to transit could presumably link up into longer corridors, the emphasis of the network in this Alternative would be facilitating shorter rides to transit and local destinations. Some would argue that such an alternative would represent a more integrated approach that makes better use of Oakland’s multi-modal transportation network.

## CONCLUSION

AC Transit supports bicycling as an environmentally sound mode of transportation, and a method of extending the reach of transit. Yet if implementation of the Plan resulted in degradation of bus service or preclude enhanced bus service (Rapid service) then the environmental benefits of increased bicycling are significantly reduced or negated. Operating conditions for AC Transit in Oakland have been difficult and deteriorating for years. Our speed of operation—which is very important to our passengers—has steadily declined. Roadway congestion has also reduced our reliability--the ability of buses to meet their schedules. Though many City projects have been neutral or helpful

towards buses, some have exacerbated these problems. This undesirable operating situation has many causes, but it means that AC Transit must act vigorously to insure that conditions do not deteriorate further. We must use all the tools at our disposal, including CEQA, to help assure this outcome.

In the final analysis, our comments, critiques and proposals in this letter are offered to the City of Oakland in a spirit of collegiality and collaboration. Our sincere hope is that the Bicycle Master Plan will be part of the solution for environmentally sound non-automotive transportation in Oakland, rather than part of the problem.

Yours Truly,



Nancy Skowbo  
Deputy General Manager for Service Development

Cc: Jim Gleich; Anthony Bruzzone; Tina Spencer; Robert Del Rosario; Nathan Landau

## Letter 1: Alameda-Contra Costa Transit District

**1-a:** The Draft Plan makes use of available data from the U.S. Census, including Journey to Work data at the census tract level. Other data sources include the Bay Area Travel Survey (Metropolitan Transportation Commission), BART, AC Transit, and Capitol Corridor. The Draft Plan includes bicycle counts taken by the City of Oakland and an extensive collision analysis based on Oakland-specific data from the Statewide Integrated Traffic Records System (SWITRS). The City of Oakland also completed a bicyclist opinion survey in 2003. That survey received 174 responses and that information was used as an input to the planning process (Draft Plan, p. 104).

In the Revised Plan, the following action was added under Policy 3B (Project Development): “Data Collection: Work with the Alameda County Transportation Improvement Authority, Alameda County Congestion Management Agency, and Metropolitan Transportation Commission to improve data collection on bicycle trips.” The Revised Plan also includes additional data from the Nationwide Personal Transportation Survey (1995) for the San Francisco Bay Area. These data were queried for trips of fifty miles or less. Of those trips, 43 percent are two miles or less in length while 67 percent are five miles or less in length. These are the trips that the proposed bikeway network seeks to serve.

The proposed bikeway network is intended to meet the needs of all users through bikeway selection criterion No. 5: “Ability: Include a mixture of bicycle paths, lanes, and routes as part of the overall network to support cyclists of differing experience levels.”

**1-b:** The bikeway network selection criteria are explicitly stated and defined in Section 4.2 (Proposed Bikeway Network). Those criteria are Connectivity, Coverage, Safety, Convenience, Ability, and Feasibility. The inclusion of the Coverage criterion is in response to AC Transit’s comment letter on the Draft Plan’s Notice of Preparation (NOP) and Initial Study. The geographic access goal is made explicit by the Connectivity criterion: “Connect major transit stations, downtown, commercial districts, neighborhoods, and adjoining jurisdictions with a citywide network of bikeways.” This criterion is consistent with the Draft Plan’s vision and goals. AC Transit’s suggested bikeway selection criterion for minimizing conflicts between bicycles and buses is included in the Feasibility criterion that states, “Propose bikeways that meet the evaluation criteria in the plan’s citywide feasibility analysis” (Draft Plan, p. 52). Those evaluation criteria include, “Bicycle/Bus Interactions: This analysis compared potential bikeways to existing bus routes (AC Transit, Emery-Go-Round, and AirBART) to minimize the complications in both design and operations of having designated bikeways on heavily used transit streets...” (Draft Plan, p. 54). See Response to Comment 1-c for a listing of bikeways included in the *1999 Bicycle Master Plan* that overlap with bus lines that this Draft Plan proposes to relocate to nearby streets.

“[L]ong segments of single streets (such as Telegraph Avenue, MacArthur Boulevard, and Foothill Boulevard)” were selected to meet the Connectivity criterion for bikeway selection. For example, MacArthur Boulevard is the only alignment that connects Grand Lake, Dimond, Laurel, Mills College, and Maxwell Park. Continuous corridors are a basic building block of vehicular transportation networks, including the AC Transit system. The value of continuous corridors is that they provide an intelligible network and they serve many trips along their length that are

relatively short compared to the overall corridor. For example, the value of the 82 (International Boulevard/E 14th Street) is not for conveying individuals from downtown Oakland to Bay Fair BART because few bus patrons use the entire corridor for a single trip. Rather, it is to provide a continuous connection for shorter trips within the corridor, for example, between downtown, Eastlake, San Antonio, and Fruitvale. The same is true for the proposed bikeway network. In the example of MacArthur Boulevard, there is no alternative alignment that provides a continuous corridor. Where alternative corridors are available, they must be evaluated for their ability to serve destinations that are on the primary corridor. See Response to Comment 16-a for a discussion of bicycle boulevards as a potential alternative to bikeways on arterial and collector streets.

**1-c:** As discussed in the Draft Plan and outlined on page 3-4 of the DEIR, the Proposed Bikeway Network was developed based on multiple criteria which considered the existing transportation modes operating on the roadway, including buses. As a result of this consideration, and in response to comments received on the NOP, the following bikeways on bus lines included in the 1999 Bicycle Master Plan are proposed by the Draft Plan for relocation to nearby streets:

- 35th Avenue (MacArthur Boulevard to E 12th Street)
- 40th Street (Telegraph Avenue to Broadway)
- 82nd Avenue (Bancroft Avenue to San Leandro Street)
- 98th Avenue (Stanley Avenue to Empire Road)
- Broadway (22nd Street to 2nd Street)
- High Street (MacArthur Boulevard to International Boulevard)
- International Boulevard (1st Avenue to 54th Avenue)
- San Pablo Avenue (32nd Street to 36th Street and 48th Street to 67th Street)
- Seminary Avenue (MacArthur Boulevard to San Leandro Street)

Because of such modifications, the proposed bikeway segments that would involve the removal of a travel lane and result in one travel lane in each direction on a rapid, trunk, or major bus line was reduced to 3.8 percent of the proposed bikeway network (8.2 miles of the 216.4-mile network) (p. 4.A-23 of the DEIR). Bikeway segments that would remove a travel lane or a continuous two-way center turn lane and result in two lanes per direction on a rapid or trunk line account for an additional 2.5 percent of the proposed bikeway network (5.4 miles of the 216.4-mile network). Transit as an alternative transportation mode was considered (p. 4.A-23 of the DEIR) as the Proposed Bikeway Network was designed with existing and proposed bus operations as a criterion in the citywide feasibility analysis. The City has made a reasonable attempt to avoid transit routes in the creation of a bikeway network that is feasible to implement and responsive to cyclists of all levels.

In addition, bicycling is an alternative transportation mode. As noted on page 3-3 of the DEIR, Policy T4.4 of Envision Oakland, the Land Use and Transportation Element (LUTE) of the Oakland General Plan recommended the preparation, adoption, and implementation of a Bicycle Master Plan. Therefore, the Plan in itself conforms to adopted policies and plans supporting alternative transportation. Implementing bikeways that overlap with bus lines would not adversely affect the provision or use of alternative transportation modes, nor the access of

alternative modes by users, in a manner that would constitute a conflict with General Plan policies. In fact, the provision of new and extended bicycle facilities, including those that interface with other modes of transit, further facilitate and support the City's alternative transportation policies.

**1-d:** The bikeway selection criterion of Coverage specifies that bikeways should be spaced at one-half mile intervals on average. The criterion for Ability specifies that the network should include a range of facility types (paths, lanes, and routes) to support cyclists of differing experience levels. All selection criteria must be balanced with each other to create an optimal network. International Boulevard versus Plymouth Street, Foothill Boulevard versus E 21st Street, and Telegraph Avenue versus Webster/Shafter/Colby are examples of this balance. These arterial versus local streets provide different bicycle accommodations. In particular, experienced cyclists generally will not use the suggested alternatives because of the increased travel time due to indirect routing and the generally slower speeds on local streets. Furthermore, the elimination of International Boulevard would create a gap of approximately one mile between Plymouth/Arthur/Avenal and San Leandro Streets. Similarly, the elimination of MacArthur Boulevard would create a gap of approximately one mile between Bancroft Avenue and Mountain Boulevard.

AC Transit has not substantiated that bikeways adversely affect bus lines. The Draft Plan proposes a mechanism for studying this issue. Proposed bikeways would be deleted from the Bicycle Master Plan if the required technical analysis demonstrates that the proposed bikeway would adversely affect bus operations and there is a reasonable alternative for addressing bicyclist safety and access.

Foothill Boulevard and E 12th Street (14th Avenue to Mitchell Street) is an example of a possible redundancy in that both streets are arterials and the elimination of Foothill Boulevard would still preserve bikeways spaced at half-mile intervals. The E 12th Street bikeway is currently under study and, if the project is determined to be feasible, the City of Oakland will consider AC Transit's request to remove Foothill Boulevard from the bikeway network. Any bikeway project on this stretch of Foothill Boulevard would be developed in consultation with AC Transit as described in the Draft Plan.

**1-e:** The proposed bikeways in Figure G.1 of the Draft Plan are addressed by Impact A.3 and the associated mitigations in the Draft Environmental Impact Report (DEIR). The DEIR (p. 1-2) explains, "Given the specificity of this program-level analysis, the City does not anticipate that further project-level analysis (beyond what is provided in this EIR) would be required in most cases. In other words, the program-level impacts, mitigation measures and/or standard conditions of approval identified in this EIR encompass and address impacts that could occur with the implementation of specific projects identified by the Plan. While the City has made every effort in preparing this EIR to address all of the anticipated effects of bicycle projects (CEQA Section 15168[c]), each project is "site specific" and could include issues that are not specifically addressed by this program EIR. Such projects would require additional environmental review to address the issues that are not included within the framework established by this program EIR."

**1-f:** The Bicycle Plan EIR is a Program EIR, and as outlined in the CEQA Guidelines Section 15168, if the Program EIR addresses the program's effect as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents would be not required. However, if a subsequent activity would have effects that are not within the scope of the Program EIR, the City of Oakland would prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR for that specific project.

As stated on page 4.A-6 of the DEIR, the Bikeway Feasibility Study is required on all proposed bikeways for project development. Additionally, the DEIR states that the Feasibility Study framework established by this Program EIR would be applied to particular projects for environmental clearance and does not state that all projects would be adequately addressed under CEQA by this requirement. The City will assess each project and determine the appropriate environmental review necessary pursuant to CEQA, utilizing the Feasibility Study framework to assist in that determination. In addition, as stated on page 4.A-24 of the DEIR, the City will continue to work directly with AC Transit on strategies to address concerns created by the implementation of on-street bikeways on key transit streets, including requiring consideration of bus operation effects in the Bikeway Feasibility Study.

**1-g:** In the Revised Plan, the Transit Streets Cooperative Agreement is referenced in Section 6.3 (Project Implementation), "Transit Streets," as defining the protocol for information-sharing and review of proposed bikeways on the streets listed in the Cooperative Agreement.

**1-h:** Pursuant to CEQA, the City may choose to approve an individual bikeway project for which one or more significant and unavoidable environmental impacts is identified. In doing so, the City would be required to prepare and adopt a statement of overriding considerations in support of its choice, stating why the benefits of the individual project would outweigh the significant unavoidable impact. However, the City must consider all feasible alternatives, modifications, and mitigation measures to avoid significant impacts prior to electing to adopt a statement of overriding considerations and make appropriate findings.

**1-i:** Transit vehicles are part of the traffic evaluated according to the thresholds set forth in the EIR, and delays affect transit as transit is a part of the overall roadway traffic. This EIR determines that additional congestion caused by implementation of the Plan could create or contribute to certain significant traffic congestion impacts, and the delay to transit is captured in the evaluation of congestion at intersections (see impact discussions A.2 and A.3 of the DEIR). Bus traffic will be affected by these potential impacts as other traffic will be.

As set forth in the Guidelines sec. 15204, the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation. The DEIR provided discussion of roadway capacity. Transit delay was not analyzed separately.

In addition, as stated on page 4.A-24 of the DEIR, the City will continue to work directly with AC Transit on strategies to address concerns created by the implementation of on-street bikeways on key transit streets.

**1-j:** The possibility of AC Transit seeking dedicated bus lanes on these streets at some undefined future time is not a sufficient reason for the City of Oakland to forgo bikeway planning and project development of these priority roadway segments. Note that the analysis for lane removal on Broadway is part of the Broadway Corridor Bikeway Feasibility Study that was included as Appendix E to the DEIR. The Draft Plan identifies both West Grand Avenue (Mandela Parkway to Market Street) and Broadway (College Avenue to I-580) as priority projects because they extend existing bikeways. In fact, these proposals would extend the existing configuration on both Broadway (25<sup>th</sup> Street to I-580) and West Grand Avenue (Telegraph Avenue to Market Street). In the latter case, the Grand Avenue segment would complete the Grand Avenue bikeway, connecting Grand Lake, Lake Merritt, downtown, and West Oakland to Emeryville via Mandela Parkway. This alignment provides an important alternative to San Pablo Avenue, thus minimizing potential conflicts with the AC Transit Route 72. In response to AC Transit's comment, the City of Oakland proposes to apply the study criteria for Bus Travel Times, Bus Stop Access, Total Travel Delay, and Cumulative Effects (Draft Plan, pp. 91-92) to these two additional roadway segments. The City of Oakland does not propose to study incident delays for these segments because the proposals would preserve two travel lanes per direction and rapid bus lines make use of both travel lanes.

**1-k:** The Draft EIR states (p. 1-3), "The analysis of Telegraph Avenue (Aileen Street to 20<sup>th</sup> Street) is not included in this EIR because it is a bikeway project type (removal of a continuous two-way center turn lane) that is not addressed by the program-level analysis herein. [...] International Boulevard (54<sup>th</sup> Avenue to 82<sup>nd</sup> Avenue) involves the same type of bikeway project and is therefore not addressed by this EIR. Further, this program EIR is not intended to provide CEQA clearance for these two roadway segments because these segments are 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 the City adopts appropriate CEQA findings." (Also see Comment 1-j above.)

**1-l:** W MacArthur Boulevard is being studied as an alternative to 40<sup>th</sup> Street west of Martin Luther King, Jr. Way as part of the Safe Routes to Transit MacArthur BART Bicycle Access Study. However, W MacArthur Boulevard does not cross San Pablo Avenue and thus it is possible that W MacArthur Boulevard will not be able to replace 40<sup>th</sup> Street. Note that 40<sup>th</sup> Street between Telegraph Avenue and Broadway was removed from the proposed bikeway network in direct response to AC Transit's concerns over this proposal. Also note, however, that a bikeway could be developed on this portion of 40<sup>th</sup> Street if the above noted study determines that it would provide important bicycle access without adversely affecting bus operations. (See p. 52 of the Draft Plan for an explanation of how bikeways may deviate from the proposed bikeway network.) In contrast to the *1999 Bicycle Master Plan*, the Draft Plan does not include "special study corridors" in order to avoid the vagueness of this designation. The included proposals are specific

recommendations based on the available information at the time of the update. All projects require additional study of some type and some proposals, like those on transit streets, require “special study.” The nature of this special study is explicitly stated by the Draft Plan and Appendix G places specific requirements on the study of 40<sup>th</sup> Street between Martin Luther King, Jr. Way and Adeline Street.

**1-m:** See Response to Comment 1-d above.

**1-n:** Comment noted. The City of Oakland welcomes AC Transit’s contribution to a neighborhood-based planning process to improve multimodal safety and access along MacArthur Boulevard between Maxwell Park, the Laurel District, and Mills College.

**1-o:** Fruitvale Avenue provides a key bicycle connection between the Dimond, Fruitvale, Fruitvale BART, Waterfront Trail, and the City of Alameda. Removing this portion of Fruitvale Avenue from the proposed bikeway network would create a counterintuitive link and require out-of-direction travel. The implementation of the Fruitvale bikeway, or the removal of this proposed bikeway from the Bicycle Master Plan, will be based on technical analysis and evaluation of the potential benefits and impacts. AC Transit has not substantiated that bikeways adversely affect bus lines and thus it is premature to eliminate such proposals without thorough analysis. The City of Oakland is committed to working with AC Transit on this proposal as explained in the Draft Plan under Section 6.3 (Project Implementation), “Transit Streets.” As per Response to Comment 1-l, the Revised Plan does not include a designation for “special study” areas. Also see Response to Comment 3-t.

**1-p:** Alternative 3, the No Lane Conversion Alternative, would modify the proposed project to eliminate proposals that include the removal of travel lanes by applying other bikeway treatments on those roadways. Reasons for rejecting a particular alternative are not legally required to be in an EIR. Rather, appropriate findings must be made at the time of project approval. Nevertheless, the following response is provided.

A 1999 study by the U.S. Department of Transportation presented operational and safety findings and countermeasure recommendations from a comparative analysis of bicycle lanes versus wide curb lanes.<sup>1</sup> Significant differences in operational behavior and conflicts were found between bike lanes and wide curb lanes but varied depending on the behavior being analyzed. For example:

- Wrong-way riding and sidewalk riding were much more prevalent where there were wide curb lanes compared to bicycle lanes.
- Significantly more motor vehicles passing bicycles on the left encroached into the adjacent traffic lane from wide curb lanes situations compared to bicycle lane situations.
- Proportionally more bicyclists obeyed stop signs where there were bicycle lanes; however, when a stop sign was disobeyed, the proportion of bicyclists with both "somewhat unsafe" and "definitely unsafe" movements was higher where there were bicycle lanes.

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<sup>1</sup> U.S. Dept. of Transportation. Bicycle Lanes vs. Wide Outside Curb lanes. October 1999.

- The vast majority of observed bicycle-motor vehicle conflicts were minor, and there were no differences in the conflict severity by type of bicycle facility.
- Bicyclists in wide curb lanes experienced more bike/pedestrian conflicts while bicyclists in bicycle lanes experienced more bike/bike conflicts. An initial model fitted to the intersection conflicts showed no differences in the conflict rate by type of bicycle facility, but showed higher conflict rates for left turn movements.

While this study demonstrates the benefits of bicycle lanes versus wide curb lanes, the streets proposed for lane reductions cannot, in their current form, accommodate either bicycle lanes or wide curb lanes. The actual alternatives are thus either a lane reduction with bicycle lanes or no lane reduction and travel lanes of 10 to 13 feet in width. Travel lanes of this width do not allow for bicyclists to ride clear of the door zone while simultaneously sharing the lane with passing cars. In these “narrow lane” situations, cyclists should take the lane and thereby have drivers pass in the adjacent travel lane. Where possible, this situation should be avoided because it provides a bikeway that only small numbers cyclists will be willing to use.

A separate study by the University of Texas at Austin documented the following<sup>2</sup>:

- Bicyclists are less likely to ride on sidewalks when on-street bike lanes exist, and riding on sidewalks increases the bicycle accident risk by 25 times.
- Bicycle lanes reinforce the concept that bicyclists are supposed to behave like other vehicles and make life safer for everyone involved as a result.

Bicycle lanes give a visual cue to drivers that bicycles are present on a roadway. The proposed bikeway network outlined in the Oakland Bicycle Master Plan would stripe lanes on roadways with high volumes to establish a “right-of-way” for bicyclists. As stated on page 5-5, Alternative 3 would not meet the Bicycle Master Plan goals and objectives to the extent that the proposed Plan would because it would not create a bikeway network that would provide safe and convenient access throughout the city. It would leave unchanged key streets that bicyclists regard as barriers to bicycling in Oakland. As indicated above, if the City Council ultimately rejects Alternative 3, appropriate findings must be made.

**1-q:** This alternative is not explicitly considered in the Final EIR for two reasons. First, this issue is addressed by the Safe Routes to Transit policy that is already included as a component of the proposed bikeway network. A two-mile radius around each of the fourteen transit stations includes 85 percent of Oakland’s population and the majority of Oakland’s land area. To illustrate this point, the Revised Plan includes a map of land area within two miles of transit stations and the central business district. Limiting the proposed bikeway network to this land area would not significantly change the proposed bikeway network, except for in the Oakland Hills. In the Hills, the bikeways are primarily designated for recreational use and thus cannot be replaced by transit nor do they create conflicts for AC Transit bus lines.

<sup>2</sup> University of Texas at Austin, 2006. Bike lanes prevent over-correction by drivers, bicyclists reducing danger for both even when sharing narrow roads. Office of Public Affairs. September 18, 2006.

Second, for trips within Oakland, bicycle trip times are comparable to transit trip times, especially when accounting for door-to-door travel. For example, it is unreasonable to suggest that a person traveling from Grand Lake to Fruitvale should ride to Lake Merritt BART and then take transit to Fruitvale BART. Such a bicycle-transit trip is not time- or cost-competitive with a direct bicycle trip. A casual bicyclist traveling at 10mph can comfortably travel two miles in twelve minutes with no direct cost. Experienced cyclists travel at 15-20 mph on city streets. These speeds are comparable to or in excess of AC Transit travel speeds, without including walking times to/from bus stops and waiting times at the stops. Unless a person lives immediately at a BART station and is traveling to a destination that is immediately at a BART station, door-to-door travel times are quicker by bicycle than by BART, even for trips of five miles in length.

As per Response to Comment 1-a, the Revised Plan now includes data on trip length for the San Francisco Bay Area from the Nationwide Personal Transportation Survey (NPTS). For all transportation trips under 50 miles in length, these data show that 43 percent of the trips are two miles or less while 67 percent of the trips are five miles or less. At 10mph, a bicyclist covers these distances in 12 minutes and 30 minutes, respectively. These are the trips that the Draft Plan seeks to promote by bicycle through the provision of a citywide network of bikeways.



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

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Dennis R. Fay

April 25, 2007

Mr. Jason Patton  
Bicycle and Pedestrian Program Manager  
City of Oakland  
Public Works Agency  
Transportation Services Division  
250 Frank H Ogawa Plaza, Suite 4344  
Oakland, CA 94612

**SUBJECT:** Comments on the Draft Bicycle Master Plan Update and Environmental Impact Report in the City of Oakland

Dear Mr. Patton:

Thank you for the opportunity to comment on the City of Oakland's Draft Bicycle Master Plan and Environmental Impact Report (DEIR). The ACCMA respectfully submits the following comments.

- On page 92 of the Draft Bicycle Master Plan, dated March 14, 2007, it states that International Boulevard (54<sup>th</sup> Ave to 82<sup>nd</sup> Ave) is a proposed bikeway that "would remove a travel lane or two-way center turn lane on a street with an existing or proposed rapid bus or bus rapid transit line." This route is not listed in Tables 4.A-1 or 4.A-2 (pages 4.A-15 and 16) in the DEIR or in related tables in the Plan itself. International Boulevard is on the MTS and is also a designated CMP route. As you know and as has been stated in the DEIR, arterial streets in Oakland are evaluated as part of the Congestion Management Program. Taking away traffic lanes on arterials that are on the CMP or MTS networks could result in level of service degradation triggering the need for deficiency plans (in the case of the Level of Service Monitoring program) or mitigation (in the case of the Land Use Analysis Program). The requirements of these two programs make it necessary to do locally detailed traffic and transit studies prior to implementation of any improvements, including using a local transportation model developed for this purpose. This is consistent with the Congestion Management Program requirements. Please clarify why International Boulevard has not been included in the tables for transit and MTS segments and include it as necessary.

- Figure H.7: County/Regional Bikeway Network should be modified to show all Bay Trail projects in the City of Oakland. The Countywide Bicycle Plan does not include all Bay Trail segments on its network. The Regional Bicycle Network revised by MTC at the ACCMA's request in October 2006 includes all Bay Trail

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Mr. Jason Patton  
April 25, 2007  
Page 2

segments, the Countywide Financially Constrained network, and Countywide High Priority projects. Because this is a joint map, the Bay Trail segments not included on the Countywide network should be added. This would affect city Class 1 bicycle segments on Maritime Street, 7<sup>th</sup> Street, Middle Harbor Road, and along San Leandro Creek west of Edgewater Drive.

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b  
cont.

Once again, thank you for the opportunity to comment on the Draft Bicycle Master Plan and DEIR. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Beth Walukas  
Senior Transportation Planner

cc: Saravana Suthanthira, Senior Transportation Planner  
file: CMP/Environmental Review Opinions - Responses - 2007

## Letter 2: Alameda County Congestion Management Agency

**2-a:** International Boulevard (54<sup>th</sup> Avenue to 82<sup>nd</sup> Avenue) and Telegraph Avenue (Aileen Street to 20<sup>th</sup> Street) are not included in Tables 4.A-1 and 4.A-2 (pp. 4.A-15 to 4.A-16) of the DEIR and they are not included in the associated Figures G.1 and G.2 (pp. 135-136) of the Draft Plan. These tables and figures only apply to bikeway segments that would require the removal of one or more travel lanes. The segments of International Boulevard and Telegraph Avenue noted above would require the removal of a continuous two-way center turn lane. They would not require the removal of travel lanes. The DEIR (p. 1-3) explains, “[T]his program EIR is not intended to provide CEQA clearance for these two roadway segments because these segments are 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 the City adopts appropriate CEQA findings.” The further environmental review would include a volume-to-capacity analysis as required for streets included in the Congestion Management Program (CMP).

**2-b:** Figure H.7, “Map – County and Regional Bikeway Networks,” in the Bicycle Master Plan is revised to include all Bay Trail segments as regional bikeways. In the Draft Plan, this map assumed that all regional bikeways were also countywide bikeways. The revised map includes three designations to clarify this partial overlap: “countywide bikeways,” “regional bikeways,” and “countywide and regional bikeways.”



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2807

April 27, 2007

Lynette Sweet  
PRESIDENT

Gail Murray  
VICE PRESIDENT

Thomas E. Margro  
GENERAL MANAGER

Jason Patton  
Bicycle and Pedestrian Program Manager  
City of Oakland, Public Works Agency  
Transportation Services Division  
250 Frank H. Ogawa Plaza, Suite 4344  
Oakland, CA 94612

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9TH DISTRICT

Re: Oakland Bicycle Master Plan and Draft EIR  
Case No.: ER 05-104, State Clearinghouse No. 20005092011

Dear Mr. Patton

On behalf of the San Francisco Bay Area Rapid Transit District (BART), we are pleased to have the opportunity to comment on the Draft Oakland Bicycle Master Plan and the Draft Environmental Impact Report (DEIR) prepared for the Master Plan and have prepared the following comments on the project.

**Draft Bicycle Master Plan**

**Comment 1:**

Page 40: Goal #1 - It would be helpful to include an "Action" item for "multi-modal" travel corridors, defined as a set of streets within a given travel corridor. Within a corridor, a one or a set of streets should be designed to accommodate all travel modes, including bus, bike, cars, parking and pedestrians. MacArthur Boulevard, 40th Street and Fruitvale Avenue should be included as "multi-modal" corridors where a range of bicycle treatments may be appropriate.

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**Comment 2**

Page 42 BMP Policy 1C: For Action 1C.2 - Future demand for bicycle parking from existing and future residential developments in the vicinity of 12th and 19th Street BART stations (such as projects in the Upper Broadway, Adams Point and the Waterfront District areas) coupled with limited sidewalk capacity for increased bicycle parking around the 19<sup>th</sup> Street BART Station will increase the need for the City of Oakland should examine opportunities to co-locate an off-street, high capacity, high security bicycle parking facility at the street level in conjunction with new office or high-intensity retail development. An attended facility would be most appropriate as a long-term solution to manage bicycle parking. In the near term, bicycle parking demand could be handled by an automated bike cage or additional electronic lockers.

b

**Comment 3**

Page 42 BMP Policy 1C: For Action 1C.3 - BART is currently modifying at least 50 and up to 80 rail cars to accommodate wheelchairs, strollers, luggage and bicycle storage.

c

**Comment 4**

Page 43 BMP Policy 1D: Page 73 indicates that shower and locker facilities are a key incentive to encourage bicycle commuting. Like Arlington, VA, the City of Oakland should consider requiring office buildings to have shower/locker facilities.

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**Comment 5**

Page 43 - BMP Policy 1D: An Action Measure to require major community facilities, such as new/expanded colleges, schools and community centers to include more secure bicycle parking facilities (such as bike cages or attended facilities) should be considered.

| e

**Comment 6**

Page 45 - BMP Policy 3C: This policy should include a reference to encouraging public review of Bikeway Feasibility Studies, where required.

| f

**Comment 7**

Page 60 - Bikeway access to rail transit: Figure 4.8 is helpful in distilling the key bicycle routes accessing BART stations. The proposed Genoa Street Bike Boulevard will provide more direct access from Oakland to the Ashby BART station and Figure 4.8 should be revised to reflect this. This section should also include some discussion on BART's bicycle wayfinding program, s<sup>C</sup> as the 40th Street/MacArthur wayfinding project (or on p. 59). Perhaps include a graphic example.

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**Comment 8**

Page 74 - Long Term Bicycle Parking: As of April 26, 2007, the 20th Street electronic bicycle lockers have not been installed by the City of Oakland. BART staff looks forward to their installation in the near future. Note that given ridership growth opportunities, and constraints to expanding rack parking, the 19th Street BART Station area should also be considered for future bicycle station (or an unattended facility) at the street-level. Also, the document should mention that BART has obtained funding from the Safe Routes to Transit program and the Transportation Fund for Clean Air to install Electronic Bicycle Lockers at West Oakland BART (6 lockers); Lake Merritt BART (32 lockers); MacArthur BART (32 lockers) and Rockridge BART (32 lockers).

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**Comment 9**

Page 75: See Comment #8 regarding bicycle facilities adjacent to 19<sup>th</sup> Street Station.

**Comment 10**

Page 76: Figure 5.1 - Relabel as "Existing Bicycle Parking". Based on the Fall 2006 Bicycle Parking Inventory conducted by BART, the following amount should be updated: Lake Merritt - 21 rack spaces; 52 locker spaces; Fruitvale BART - 40 locker spaces.

| j

**Comment 11**

Chap. 6 Implementation - Many local jurisdictions have roads with potholes (this isn't exclusive to Oakland). Is there a way that the City of Oakland can prioritize primary bicycle and/or bus routes that are in need of repaving, before other routes? Perhaps it can be included in some type of point scheme for road repaving such as is illustrated on p. 82. Also, can anything be done to minimize ripping up pavement for utility work? San Francisco has worked to develop an integrated system for their key roadways to incorporate major utility work from new development (or from other items) when they

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are resurfacing. They may also have a higher fee structure if the external utility work is not done at the right time.

▲ k  
| cont.

**Comment 12**

Page 93: Chapter 6 - Implementation: Bicycle Performance Measures, such as Bicycle Level of Service (BLOS) should be included in the City of Oakland's Thresholds of Significance for Development Projects. This could promote better decision making and analysis of trade-offs between improvements in the roadway network required to meet the City's Automobile Level of Service and Bicycle Level of Service standards.

| l

**Comment 13**

Page 143 - Figure H.3 - Proposed Bikeway Network:

- It is hard to distinguish red (Class 2) from pink (Class 3B) on the map. Please use a color other than pink.
- Genoa - it appears that Genoa is pink - a Bicycle Blvd - which seems appropriate. It should not be red (bike lane). - 20th Street - the sidewalks from Broadway to Lakeside need to be expanded. Please look multi-modally at street when adding bicycle lanes.
- Kaiser Center - consider adding a link to Broadway on the north side of the Kaiser Center. Should be from Kaiser Plaza across Grand to Valdez. May have to walk bike on sidewalk near Caltrans. Webster is a one-way street near here.
- Should indicate one-way streets in the downtown detail
- Lake Merritt BART - Oakland's Measure DD includes a project to improve bicycle and pedestrian circulation along Lake Merritt Channel. There should be a link connecting to Lake Merritt Channel south of the station between 10<sup>th</sup> Street and Interstate 880. This should be indicated on the proposed bikeway network (or identified as being completed by the Measure DD process). The Measure DD bikeway improvements should be extended to connect to Lake Merritt Channel area to Oak-to-Ninth project.
- Harrison past Posey Tube - Is there really an existing bicycle PATH (green) from Posey Tube into Chinatown?
- Fruitvale BART - Why was 35<sup>th</sup> Avenue not included in the bikeway network? This roadway provides a direct link into the BART station and we would like to see the section between International Boulevard/E. 12<sup>th</sup> Street and Interstate 580 included in the network. At the BART station, bicycle would have to walk through the Fruitvale plaza (or go around).
- Rockridge BART - how does the Oakland College Avenue bike route connect to the Berkeley network? It appears to be discontinuous north of Alcatraz Avenue.

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**Draft Environmental Impact Report for the Draft Bicycle Master Plan**  
No Comments

BART strongly supports improving the bicycle network in the City of Oakland and creating the bikeway network proposed in the plan, including improved connections to BART stations, increased bicycle parking and City Ordinance and policy changes to increase the amount of trips made by bicycle in the City of Oakland. If you have any questions, please contact F. Kenya Wheeler, Senior Planner at (510) 287-4782 or by e-mail at [fwheele@bart.gov](mailto:fwheele@bart.gov).

Sincerely,



Val Joseph Menotti  
Deputy Planning Manager, Stations

### **Letter 3: San Francisco Bay Area Rapid Transit District**

**3-a:** The designation of streets as “multimodal travel corridors” is beyond the scope of the Bicycle Master Plan. In the Revised Plan, Section 6.3 (Project Implementation), the subsection on “Transit Streets” was renamed as “Transit Streets and Multimodal Corridors” to acknowledge this issue. This subsection provides a possible starting point for future efforts on citywide multimodal transportation planning.

**3-b:** In the Revised Plan, Action 1C.2 was revised to read: “Bicycle Parking at Transportation Hubs: Work with partner agencies to provide secure bicycle parking at transportation hubs that accommodates demand with bicycle racks, bicycle lockers, bicycle cages, and/or bicycle stations.” Section 5.2 (Existing and Proposed Facilities) was revised to include 19<sup>th</sup> Street BART as a key location for a future bicycle station or a publicly accessible bicycle cage. 19<sup>th</sup> Street BART is included rather than 12<sup>th</sup> Street BART because it provides a better connection to the residential neighborhoods in proximity to downtown.

**3-c:** Comment noted.

**3-d:** This issue is addressed through Action 1D.6 that calls for the adoption of a bicycle parking ordinance. In the Revised Plan, the narrative explanation in Section 5.3 was revised to note the recommended components of such an ordinance (short-term parking, long-term parking, and support facilities).

**3-e:** See Response to Comment 3-d. If adopted, a bicycle parking ordinance could require such facilities in new development and with major remodels to existing development.

**3-f:** This issue is addressed in the Draft Plan by Action 3B.3 (Feasibility and Design) and Action 3C.1 (Information Sharing). Following the process that is currently in place, agency stakeholders participate through technical advisory committees. Members of the public participate through the overall outreach effort for each project. Key aspects of the feasibility studies are included in that outreach to inform community members of project details and possible tradeoffs.

**3-g:** In Figure 4.8 of the Revised Plan, Market Street is replaced with Genoa Street as the Safe Routes to Transit priority bikeway for Ashby BART from the south. Genoa Street is one block closer to the station than Market Street and, with the proposed improvements, it will likely provide better bicycle access across the intersections with Adeline Street and Market Street.

**3-h:** In the Revised Plan, Section 4.3 was revised to note BART’s bicycle wayfinding program. See also Section 3.3 (Issues for Further Discussion), “Bikeway Guide Signage,” and see Response to Comment 4-c.

**3-i:** In the Revised Plan, Section 5.2 (Existing and Proposed Facilities) was revised as noted. The electronic lockers at Broadway and 20<sup>th</sup> Street were installed in June 2007. The number of racks at 19<sup>th</sup> Street BART also increased to 24 with an installation by the City of Oakland in the latter part of 2006.

**3-j:** These revisions are incorporated in the Revised Plan.

**3-k:** The prioritization of resurfacing on bikeways is addressed by Action 3B.2 (Resurfacing). The prioritization of resurfacing on transit streets is beyond the scope of the Bicycle Master Plan. The City imposes a five-year moratorium on utility trenching after streets are resurfaced or slurried. (Emergency conditions are exempt from the moratorium.) In general, trenching is necessary for utility companies to access and maintain their infrastructure. The quality of post-trenching compaction can be improved such that the patched pavement results in a smooth surface. The City has offered utility companies use of the City testing lab. Testing will help minimize most utility trench failures. City inspection staff is instructed to ensure that trenches are compacted to the required relative density and that the utility companies use the right backfill materials. These safeguards will help ensure that the trenching for utility work compromises pavement quality as little as possible.

**3-l:** See Action 1A.6 (Bicycle Performance Measure) and the associated discussion in the Draft Plan (pp. 92-93). The Revised Plan includes the above action under Policy 1B (Routine Accommodation), rather than Policy 1A (Bikeway Network), to clarify that the performance measure would apply to all projects, not just projects on the proposed bikeway network.

**3-m:** For the bikeway maps, red is used to denote bicycle lanes (Class 2) and purple is used to designate bicycle boulevards (Class 3B). Purple was chosen for the bike boulevards because of the association created by Berkeley's bicycle boulevard signage. When the document went to print, the purple came out as pink and this admittedly does not provide a clear contrast with the red. This issue is noted and will be addressed in the quality control of future printings.

**3-n:** Genoa Street is proposed for a bicycle boulevard, not a bicycle lane (as per Action 1A.1). See Response to Comment 3-m for the source of this confusion.

**3-o:** 20<sup>th</sup> Street between San Pablo Avenue and Harrison Street is included in the Downtown Oakland Streetscape Master Plan (2003). As with other overlapping plans, this document is called out in Appendix C (Local and Regional Coordination) of the Draft Plan to facilitate a multimodal approach to any modifications to 20<sup>th</sup> Street.

**3-p:** This alignment is not included in the proposed bikeway network because it would be redundant with the proposed Webster Street bikeway that is one block away. Because Webster Street is one-way south of Grand Avenue, northbound cyclists leaving the Kaiser Center would use Kaiser Plaza, Grand Avenue, and Webster Street or Harrison Street, Grand Avenue, and Webster Street. Note that the Draft Plan (Section F.3, p 128) recommends the conversion of Webster Street from 21st Street to Grand Avenue from one-way to two-way to improve this connection. Also note that the proposed connection via Kaiser Plaza and Valdez could be designated as a "neighborhood connector" as described in the Draft Plan in Section 4.1 (Bikeway Types, p. 51) and in Action 1A.5 (p. 41). The Draft Plan defines this bikeway type but does not identify specific neighborhood connectors at this time.

**3-q:** One-way streets with existing and proposed bikeways are now noted on the bikeway maps and the downtown details.

**3-r:** These connections are included in the proposed bikeway network via the Lake Merritt Channel Path, Lake Merritt Channel Bridge, 4<sup>th</sup> Street Path, and bikeways on Embarcadero, Madison Street/Oak Street, 5<sup>th</sup> Avenue, and 10<sup>th</sup> Street. Seventh Street (Fallon Street to 5<sup>th</sup> Avenue) was considered as a possible bikeway but rejected because of its automobile-oriented streetscape and the intersections of Fallon Street with 7<sup>th</sup> and 8<sup>th</sup> Streets that create difficult conditions for cyclists due to one-way traffic flow. Also note that 10<sup>th</sup> Street provides a better connection to Laney College while also serving the Kaiser Convention Center and the Oakland Museum.

**3-s:** The bicycle path along Harrison Street from the Oakland Estuary to 6<sup>th</sup> Street is the Posey Tube Path. It returns to grade in the vicinity of 6<sup>th</sup> Street. Note that this path does not meet the standards for width specified by the Highway Design Manual (Draft Plan, p. 127).

**3-t:** The *1999 Bicycle Master Plan* proposed bicycle lanes on the length of 35<sup>th</sup> Avenue. This proposal was evaluated as part of the citywide feasibility analysis in the Draft Plan. This bikeway was rerouted to 38<sup>th</sup> Avenue because of right-of-way constraints on 35<sup>th</sup> Avenue between I-580 and Foothill Boulevard and to minimize potential conflicts with AC Transit buses. In particular, this stretch of roadway is 40 feet in width with two travel lanes and curbside parking on both sides. Adding bicycle lanes would require removal of all parking from one side of the street in this residential neighborhood. In its existing configuration, the travel lanes are too narrow for an arterial bike route. In contrast, 38<sup>th</sup> Avenue has more width, lower traffic volumes, and provides a direct connection between the center of the Laurel District and the Fruitvale BART station. However, 38<sup>th</sup> Avenue is hillier than 35<sup>th</sup> Avenue. Note that 35<sup>th</sup> Avenue between Foothill Boulevard and International Boulevard has adequate width for bicycle lanes and this may be a potential alternative to the proposed bicycle lanes on Fruitvale Avenue between Foothill Boulevard and International Boulevard if those bicycle lanes should be determined to be infeasible.

**3-u:** The proposed connection is via College Avenue, Alcatraz Avenue, and Colby Street. Cyclists may choose to use the more direct route via College Avenue, Alcatraz Avenue, and Hillegass Avenue. This block of Hillegass Avenue could be designated a “neighborhood connector” as described in the Draft Plan in Section 4.1 (Bikeway Types, p. 51) and in Action 1A.5 (p. 41). Alternately, the City of Berkeley could consider adding to its bikeway network the one block of College Avenue from Alcatraz Avenue to Woolsey Street.

**Association of Bay Area Governments**  
**Lee Huo, Bay Trail Project**  
**Comments on 14-Mar-07 Draft Bicycle Master Plan**  
**Received via telephone on 26-Apr-07 by Jason Patton**

- (1) Opportunities and Constraints (p 15): Consider adding a bullet on the following constraint: “In some areas, current land uses and structures limit the ability to develop new bicycle paths.” | a
  
- (2) Policies (p 41 or thereabouts): Consider adding the following action: “Work with partner agencies to support the development of regional and inter-regional trails.” (These include the Bay Trail, Ridge Trail, EBRPD trails, Great Delta Trail, Pacific Coast Bikeway, and the like.) | b
  
- (3) Policies, Issues for Further Discussion: Address bicycle wayfinding signage in addition to what Oakland is proposing for the bikeway network. These other signage systems include the Bay Trail, countywide bikeways (CMA), and BART station area access. In the policy discussion of signage, explain the need and opportunities for coordination between these efforts. | c
  
- (4) Bikeway Design Guidelines (p 63): Note that Bay Trail’s recommended path width is at least 10’-12’ with 2’ graded shoulders. Consider noting this guideline in that it adds value by exceeding the Caltrans minimums. | d

## **Letter 4: Lee Huo, Association of Bay Area Governments (Bay Trail Project)**

**4-a:** This constraint was added to the Plan to reflect this physical limitation on developing bicycle paths. Proposed bicycle paths are largely in areas that avoid this constraint: along waterways (Lake Merritt, Lake Merritt Channel, Oakland Estuary, Damon Slough) and along railroad lines (San Leandro Street, Middle Harbor Road, Maritime Street).

**4-b:** This proposed action was added under Policy 1A (Bikeway Network).

**4-c:** This issue of coordinating multiple and overlapping wayfinding signage systems was added to the existing discussion of “Bikeway Guide Signage” under Section 3.3, “Issues for Further Discussion.”

**4-d:** The Bay Trail Design Guidelines are now referenced in Section 4.5, “Bikeway Design Guidelines.”



2950 PERALTA OAKS COURT PO. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T. 510 635 0135 F. 510 569 4319 TDD. 510 633 0460 WWW.EBPARKS.ORG

## Comment Letter 5

April 26, 2007

Jason Patton  
Bicycle and Pedestrian Program Manager  
City of Oakland Community and Economic Development Agency  
Planning and Zoning Division  
250 Frank H. Ogawa Plaza, Suite 3315  
Oakland, CA 94612-2032

RE: Oakland Bicycle Master Plan  
Draft Environmental Impact Report (DEIR)

Dear Mr. Patton:

East Bay Regional Park District ("District") has received the Draft Environmental Impact Report (DEIR) for the City of Oakland Bicycle Master Plan and would like to make the following comments.

The relevant District existing parks and trails under District maintenance and management in the shoreline area of Oakland include the Martin Luther King Jr. Regional Shoreline Park, a 1,220-acre park leased from the Port of Oakland, and the paved multi-use San Francisco (SF) Bay Trail within the Park, which extends from Hegenberger Avenue to less than a quarter mile south of the High Street Bridge.

The District's intention is to develop SF Bay Trail along Doolittle Drive from the existing Bay Trail at Swan Way to Harbor Avenue. In order to provide the public with contiguous SF Bay Trail, the City of Oakland should include the development of Bay Trail along Doolittle Drive south of Swan Way to connect to Airport Way. SF Bay Trail is under development south of Airport Way and will be complete to the Highway 92 San Mateo Bridge.

a

Regarding the Oakland Waterfront Trail and Access proposed project boundaries, the District currently operates and maintains the SF Bay Trail from 66<sup>th</sup> Ave. north to the East Creek Point at Tidewater. In order to complete a trail link from this location to the High Street Bridge, the District is currently evaluating the potential for a non-motorized bicycle and pedestrian inland route along Tidewater Rd. to connect with the High Street Bridge. The City of Oakland should include a signalized crossing of the High Street Bridge intersection with Tidewater Rd. which would allow bicycle and pedestrian trail users a safe north-south crossing location. This segment would then transition to the existing City of Oakland segment of trail on the north side of the bridge. The Boathouse is also a part of the Tidewater project which includes a segment of SF

b

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Jason Patton  
April 26, 2007  
Page 2

Bay Trail along the property's frontage with the Bay. The City of Oakland proposed access and overlook improvements at 66<sup>th</sup> Avenue will require review and approval by the District. ▲ b  
| cont.

Regarding the proposed Oak to Ninth Development plan, a quality public access plan for the shoreline should include a well-designed SF Bay Trail segment across the development site. | c

Regarding a Lake Temescal Bridge which the DEIR states would link the Lake Temescal Path to Tunnel Road near the interchange of Highways 24 and 13 (pg. 4.A-8), the District would suggest that this would be a structural project with agencies such as the City of Oakland and Caltrans. The District does not have plans to construct a Lake Temescal Bridge. | d

Thank you for the DEIR and opportunity to provide comments. Should you have any additional comments, please do not hesitate to call me at (510) 544-2611.

Sincerely,



Jamie Perkins  
Senior Planner, Regional Trails Department

cc: Lee Huo, SF Bay Trail

## Letter 5: East Bay Regional Park District

**5-a:** The City of Oakland values the work of the East Bay Regional Park District in completing the Bay Trail along Doolittle Drive between Swan Way and Harbor Bay Parkway. The City will work in cooperation with the Port of Oakland and Caltrans to complete the on-street bikeway on Doolittle Drive (State Route 61) between Harbor Bay Parkway and the San Leandro border.

**5-b:** The Draft Plan includes the proposal for bicycle lanes on Tidewater Avenue as specified by the “Oakland Waterfront Trail: Bay Trail Feasibility and Design Guidelines” (2003). The request for a traffic signal at High Street and Tidewater Avenue is contingent on a technical analysis of the applicable signal warrants and the potential need to interconnect such a signal with the operations of the High Street Bridge.

**5-c:** Per the City of Oakland’s Development Agreement with Oakland Harbor Partners, the developer shall be responsible for construction of the public open space improvements associated with the Bay Trail. Plans for the construction shall be substantially similar to the project development plans (pg 2.2) included within the project approvals for the Oak to Ninth project. The final improvements will be subject to the City of Oakland’s adopted design standards for the Bay Trail.

**5-d:** Comment noted. While the District would not be the lead agency for this project, the District would be a key stakeholder to ensure a quality connection to the Lake Temescal Path that is within the District’s jurisdiction.



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

April 30, 2007

Jason Patton  
City of Oakland  
250 Frank H. Ogawa Plaza, Suite 4344  
Oakland, CA 94612

Subject: Bicycle Master Plan  
SCH#: 2005092011

Dear Jason Patton:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on April 27, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive script that reads "Terry Roberts".

Terry Roberts  
Director, State Clearinghouse

Document Details Report  
State Clearinghouse Data Base

Comment Letter 6

**SCH#** 2005092011  
**Project Title** Bicycle Master Plan  
**Lead Agency** Oakland, City of

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**Type** EIR Draft EIR  
**Description** The City of Oakland is updating its 1999 Bicycle Master Plan (Plan). The resulting Plan will continue to ensure Oakland's eligibility for funding for bicycle facilities and programs from the State's Bicycle Transportation Account and other bicycle grant programs. The Plan serves as the official policy document and addressing the development of facilities and programs to enhance the role of bicycling as a viable and appropriate transportation choice in Oakland. Through a General Plan amendment, the updated Plan will be adopted as part of the Land Use and Transportation Element (LUTE) of the Oakland General Plan. The project would implement General Plan LUTE Policy T4.4 which recommends the preparation, adoption, and implementation of a Bicycle Master Plan.

---

**Lead Agency Contact**

**Name** Jason Patton  
**Agency** City of Oakland  
**Phone** (510) 238-7049 **Fax**  
**email**  
**Address** 250 Frank H. Ogawa Plaza, Suite 4344  
**City** Oakland **State** CA **Zip** 94612

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**Project Location**

**County** Alameda  
**City** Oakland  
**Region**  
**Cross Streets**  
**Parcel No.**  
**Township**

**Range** **Section** **Base**

---

**Proximity to:**

**Highways** 13,61,24,123,185/I-80,580,880,98  
**Airports** Oakland International Airport  
**Railways** BART, Union Pacific  
**Waterways** San Fran. Bay, Lake Merritt, Oakland Inner Mid. and Outer Harbor, Brooklyn Basin Tidal Canal,etc  
**Schools**  
**Land Use** Varies (citywide)

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**Project Issues** Air Quality; Cumulative Effects; Growth Inducing; Traffic/Circulation

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**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Caltrans, Division of Aeronautics; Caltrans, Division of Transportation Planning

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**Date Received** 03/14/2007 **Start of Review** 03/14/2007 **End of Review** 04/27/2007

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## **Letter 6: Governor's Office of Planning and Research**

The letter acknowledges that no state agencies submitted comments.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298

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07 APR 30 PM 2:40



April 25, 2007

Jason Patton  
City of Oakland  
250 Frank H. Ogawa Plaza, Suite 4344  
Oakland, CA 94612

RE: Bicycle Master Plan, SCH# 2005092011

Dear Mr. Patton:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. Any project that includes a modification to an existing crossing or proposes a new crossing is legally required to obtain authority to construct from the Commission. If the project includes a proposed new crossing, the Commission will be a responsible party under CEQA and the impacts of the crossing must be discussed within the environmental documents.

We support the City's efforts to improve accommodations for alternate modes of transportation. We recommend that the Bicycle Master Plan carefully consider the particular hazards presented to cyclists by railroad crossings.

Particular routes where railroad crossing safety should be considered include 5th Avenue near Embarcadero, Oak Avenue at Embarcadero, Fruitvale Avenue, 66th Avenue, 85th Avenue, 105th Avenue, and Edes Avenue. Also, we recently became aware of a proposal for a bike trail crossing near the Oakland Coliseum BART/Amtrak Station.

In order to safely accommodate bicycles near railroad crossings, bike path, sidewalk, and warning device improvements should be considered. Warning signs indicating rough or skewed railroad crossings may be particularly important along a bike route. Improvements to the crossing surface at the track, such as installation of concrete paneling, should be considered. Materials which reduce the flangeway gap adjacent to the rail should also be considered. Abandoned track and associated traffic control devices should be removed along bike routes.

a

b

It appears that the Bicycle Master Plan includes a Class 1 bike path along San Leandro Street. If a bike trail is proposed parallel to a railroad track, fencing and signage should be installed to separate the railroad right-of-way. Where a bike trail crosses a signalized intersection that is in close proximity with a railroad crossing, it may be necessary to make improvements in coordination between the railroad crossing equipment and the intersection traffic signals.

c

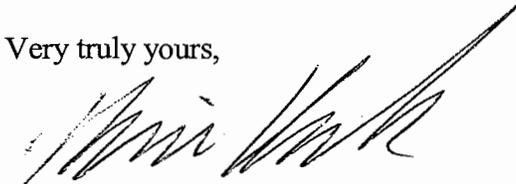
The City should be aware that federal funding is available through the State for hazard elimination and safety improvements at railroad crossings. This 'Section 130' funding may be able to assist with necessary improvements to address bicycle safety. Federal law requires that: "In carrying out projects under this section, a State shall take into account bicycle safety."

d

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,



Kevin Boles  
Environmental Specialist  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

cc: Terrel Anderson, Union Pacific Railroad  
Lisa Carvalho, Steefel, Levitt & Weiss

## Letter 7: Public Utilities Commission

**7-a:** Safety is a key concern of the Draft Plan as expressed in the goals (Infrastructure and Education). Grade separation is under consideration for the Coliseum BART to Bay Trail Connector and for the Lake Merritt Channel Bridge. Other locations with railroad crossings on the proposed bikeway network use existing at-grade crossings that, due to the cost of grade separation, are likely to remain at grade for the foreseeable future. To facilitate safety improvements at railroad crossings, the Revised Plan includes in Appendix F (Bikeway Descriptions) an inventory of all railroad crossings on the proposed bikeway network.

**7-b:** The Draft Plan included “Action 1B.5 – Railroad crossings: Inventory railroad crossings and strive to improve the pavement quality at these locations.” The inventory is now included in the Revised Plan (as per Response to Comment 7-a) and the Action was rewritten to read, “Railroad crossings: Strive to enhance bicyclist safety at railroad crossings by improving pavement quality, reducing the flangeway gap, removing abandoned tracks, and installing warning signs to indicate rough surfaces or skewed tracks where needed.” Additionally, an entry was added under Section 4.5 (Bikeway Design Guidelines) that addresses railroad crossings.

**7-c:** These issues are addressed in the Revised Plan under the Bikeway Design Guidelines entry for railroad crossings as described in Response to Comment 7-b.

**7-d:** In Section 3.1 (Related Federal, State, and Local Policies), the Revised Plan now includes, “United States Code, Title 23, Section 130(j) Railway-highway crossings, Bicycle Safety: In carrying out projects under this section, a State shall take into account bicycle safety.” A reference to railroad crossing improvements was also added to the explanation of the “Hazard Elimination and Safety Program” in Section 6.5 (Funding).

Patton, Jason

From: Austin McInerny [austinm@sbcglobal.net]
Sent: Friday, April 27, 2007 1:32 PM
To: jpatton@oaklandnet.com
Cc: 'Matthew Fritzinger'
Subject: Comment on Draft Oakland Bicycle Master Plan

Dear Jason -

On behalf of the NorCal High School Mountain Bike League, I congratulate you on completing the Draft Bicycle Master Plan and accompanying Draft EIR! The Master Plan is very comprehensive and, if implemented, will do much to improve cycling in Oakland.

I provide the following brief comments and suggestions regarding the Draft Master Plan with the intent of improving the plan's implementation.

Comment 1: The Plan correctly identifies on page 27 that by age group, the greatest number of collisions involved children ages 10 to 17. People ages 18 to 24 are also overrepresented in collisions based on their share of the population.

To help decrease the chance of collision involving youth, the City of Oakland should expand and support rider education efforts. To this end, we fully support Action 2A.1, Child Education. As this action calls out, the NorCal League is willing and able to work with the Oakland Unified School District to develop educational programs aimed at youth. Figure 6.5, "Cost Estimates for Bikeway Projects and Programs" (page 94) indicates \$30,000 earmarked for youth education programs. The NorCal League is very interested in helping with this program when the funds are allocated. Please keep us informed of opportunities to team with the City to undertake this action.

a

Comment 2: Please add the NorCal High School Mountain Bike League to the list of organizations on page 33 as we are present in Oakland and are looking to bring additional youth into cycling programs. The description should read:

"NorCal High School Mountain Bike League provides a complete mountain bike riding and racing program for all interested public and private high school teams and individuals and is based in Oakland. (http://www.norcalmtb.org/)."

b

Comment 3: The description starting on page 47 regarding "Mountain Biking" needs to explain the Joaquin Miller Park Working Group and its efforts at improving trail conditions in the park. The description provided in the Draft Plan lends the reader to believe that bicycle conflict is a bigger issue than it really is in the park. The Working Group has been meeting for nearly two years and the Volunteer Bike Patrol has been existence for longer. I believe mention of the good work undertaken by the Bicycle Trails Council of the East Bay (BTCEB) should be included and it would also be great and might provide additional motivation for the City of Oakland to implement OSCAR Action OS-5.3.2, which calls for the preparation of a Bicycle Trail Plan.

c

Thank you for the opportunity to comment on the Draft Plan.

Sincerely,

Austin McInerny, President
NorCal High School Mountain Bike League
2342 Shattuck Ave., #361, Berkeley, CA 94704
510/219-0043 cell
510/981-1124 office
510/981-1123 fax
CoachBobo@gmail.com
http://www.norcalmtb.org/

## Letter 8: NorCal High School Mountain Bike League

**8-a:** The Draft Plan was revised to emphasize community-based organizations in child education programs. In particular, Action 2A.1 reads, “Child Education – Work with the Oakland Unified School District and community-based organizations to develop education programs and parking facilities at schools that promote youth cycling.” In Section 6.2 (Priority Programs), the education priority for youth was revised to read, “Continue and expand on- and off-road bicycle safety education for youth through the Parks and Recreation Department, Oakland Unified School District, and community-based organizations.”

**8-b:** The requested text was added as follows: “*NorCal High School Mountain Bike League* is an Oakland-based organization that works to establish and maintain safe, quality high school mountain bike programs. The league is committed to teaching safe riding practices and believes that forming high school teams is the best way for students to learn how to ride safely (<http://www.norcalmtb.org>).”

**8-c:** A paragraph was added to this explanation that describes the work of the Joaquin Miller Park Working Group and the Joaquin Miller Park Volunteer Bike Patrol (Bicycle Trails Council of the East Bay). The extent of mountain bike access in Joaquin Miller Park is a sensitive issue with some park users and the discussion in the Bicycle Master Plan makes a sincere effort to fairly and accurately represent these differing views.



**North Hills Phoenix Association**

PO Box 20784 • Oakland CA 94620  
[president@nhphoenix.org](mailto:president@nhphoenix.org) [www.nhphoenix.org](http://www.nhphoenix.org)

President: David Kessler  
Vice President: Teresa Ferguson  
Treasurer: Howard Matis  
Recording Secretary: John Eastman  
Membership Secretary: Vallery Feldman  
Past President: Anne Seasons

April 25, 2007

Jason Patton, Bicycle and Pedestrian Program Manager  
City of Oakland, Public Works Agency, Transportation Services Division  
250 Frank H. Ogawa Plaza, Suite 4344  
Oakland, Ca 94612

RECEIVED AGENCY  
TRANSPORTATION SERVICES DIVISION  
01 APR 30 PM 2:30

OAKLAND BICYCLE MASTER PLAN

Dear Mr. Patton,

The North Hills Phoenix Association (NHPA) has reviewed the City of Oakland's Draft Bicycle Master Plan and wishes to make several comments. In general, we feel that the City has made a commendable effort to draft a comprehensive plan. Nevertheless, the NHPA is very concerned that, in setting priorities for a 20-year projection, the Master Plan does not address significant problems in our area. These problems occur because we have two highways, 13 and 24, that surround our neighborhood and isolate us from the rest of Oakland. These highways make biking to our homes very dangerous and difficult.

We are concerned that the plan uses a point system for which no rationale is provided. For a long-range plan, it is arbitrary to say that an easy project will have a feasibility score of 2 points, while a difficult or complicated project will have zero. The system is subject to arbitrary judgments, and it does not include safety as an important consideration. No points are applied for dangerous pathways. For example, any cyclist who has crossed SR13 at the intersection of the Warren Freeway with Tunnel Road can attest to the extreme risks at this corner. We cannot find any mention of this intersection in the Master Plan.

a

There are two significant bicycle issues at the intersection of the Warren Freeway with Tunnel Road. First, because of the continuous stream of traffic going into Highway 13, southbound cyclists have great difficulty turning at the light by Hiller Highlands. This region is a major cycle route for people going to Grizzly Peak and Skyline. It is the best way to reach our neighborhood. The second issue is the problem of traveling to Lake Temescal. Since the costs of each are quite different and the solutions can be decoupled, it is essential to separate these into two different bike improvement projects.

b

In addition, the points given in the Oakland Master Plan conflict with the project prioritization in the Alameda County Master Plan. In particular, the Alameda Countywide Bicycle Plan gives the Lake Temescal over-crossing "highest priority" because the project closes a gap in regional bicycle corridors, can significantly reduce auto dependency, would serve existing and potential demand as a cycling corridor, and will connect with BART and bus hubs. In the Oakland plan the project misses the numerical cut for high-priority because it is a complicated project, and the project is given second-rank scores for "gap closure" and "land use".

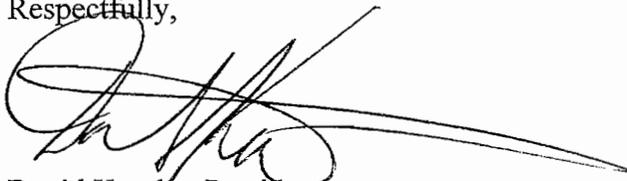
c

Figure 6 of the Master Plan (Priority Projects) lists only those projects that are currently under development or those pending construction. The Figure omits "project proposals". It appears that priority is given only to those projects that are under way already. This is not appropriate for a long-range plan. We request that your tables of priority projects also include the long-range project proposals.

d

In summary, we commend city staff for their thorough inventory and analysis of bicycle pathways in Oakland. However, we strongly recommend that you write more flexibility into Oakland's General Plan and it's Bicycle Master Plan. In particular, the restrictive points given for the Lake Temescal over-crossing need to be reevaluated and given a high priority. In addition, the crossing for southbound cyclists at the location where Highway 13 becomes a freeway needs to be made a separate high-priority project. With these changes we could enthusiastically support Oakland's new bicycle master plan.

Respectfully,



David Kessler, President  
North Hills Phoenix Association

Cc: Claudia Cappio, Elois Thornton, Jane Brunner, Doug Johnson, Robert Raburn, Ron Bishop, Jim Dexter

## Letter 9: North Hills Phoenix Association

**9-a:** Projects were prioritized using a point system based on five criteria, the rationale for which is provided in Section 6.1 (Priority Projects). The complete results of this prioritization method are included in Appendix H (Supplementary Documentation). In the prioritization, safety was accounted for by comparing the priority projects to the high collision locations identified in Section 2.5 (Bicyclist Collisions).

**9-b:** The conditions on Tunnel Road (State Route 13) near Hiller Drive are noted, and the City of Oakland will work with Caltrans to address bicyclist safety on this roadway that is under Caltrans' jurisdiction. As requested, this effort will be undertaken as a separate project from the proposed Lake Temescal Bridge.

**9-c:** The "Highway 24 Ped/Bike Overcrossing" is included as Project 47-AL in the *Alameda Countywide Bicycle Plan* (2006). It is not identified as a "high priority" as per Table 5-5 (p. 86) and Appendix C.3 (Description of Cross-county Corridors). Based on the analysis in the Draft Plan, the Lake Temescal Bridge is not currently a priority when compared to other bicycle path projects in Oakland. However, should a major project occur in the area, the City would seek to leverage that project's EIR process for appropriate mitigations such as this proposed bicycle and pedestrian bridge. As specified in the Draft Plan (p. 84), project prioritization may be modified based on a "concurrent project" whereby the bikeway would be included, where feasible, as part of a pending street resurfacing, streetscape, reconstruction, or development project.

**9-d:** Figure 6.3 was not limited to projects that are currently under development. The priority bicycle path projects largely coincide with those that are under development. The Draft Bicycle Master Plan specifies 67 percent of all bicycle path projects as priorities. In comparison, 36 percent of all bikeway projects were specified as priorities. Bicycle paths are over-represented in the prioritization because many of these projects were prioritized through other planning efforts and are now under development. Project prioritization is a legitimate goal of a long-term plan when the proposed projects exceed available resources for the foreseeable future.

*Northern Alameda County Group  
Oakland – Alameda – Berkeley – Emeryville –  
Albany – San Leandro*



Planning Commissioners  
Oakland Planning Commission  
250 Frank H. Ogawa Plaza, Suite 2114  
Oakland, CA 94612

April 16, 2007

**SUBJECT: City of Oakland Bicycle Master Plan**

Dear Planning Commissioners:

The Sierra Club Northern Alameda County Group supports the updated City of Oakland Bicycle Master Plan as developed by the Community and Economic Development Agency (CEDA). The bike plan is needed from a practical standpoint to secure funding from multiple state and federal sources – resources that are vital for striping additional bike lanes, changing key intersections to accommodate bikes, and repaving worn-out and pothole-filled streets where bike lanes are installed. These resources are preferentially awarded to cities that can present a comprehensive, up-to-date bike plan. The updated Bicycle Master Plan you are considering tonight has in our estimation been prepared in a very thorough and professional manner, seeking input from the public through a series of presentations made to neighborhood groups and at forums throughout Oakland.

Besides allowing the City of Oakland to obtain funding from public agencies, the Bicycle Master Plan also has the advantage of allowing better advance planning and coordination between city agencies to ensure more cost- efficient and rapid installation of bike lanes.

Last but not least, the Oakland Bicycle Master Plan is important from an environmental standpoint, because by making more bicycle lanes possible, it promotes bicycling and helps reduce the number of vehicle trips made. It hopefully also makes Oakland a better and healthier place to live for people of all ages and bicycling abilities.

Sierra Club requests that the Planning Commission approve the updated Bicycle Master Plan as part of the Land Use and Transportation Element of the Oakland General Plan.

Sincerely,

Kent Lewandowski, Chair  
Sierra Club Northern Alameda County Group

a

## **Letter 10: Sierra Club Northern Alameda County Group**

**10-a:** Comment noted.

# Temescal

MERCHANTS ASSOCIATION

07 APR 25 PM 3:26  
RECEIVED  
PUBLIC WORKS AGENCY  
OFFICE OF ENGINEERING

Jason Patton, Bicycle and Pedestrian Program Manager  
Public Works Agency  
Transportation Services Division  
City of Oakland  
Suite 4344  
250 Frank H. Ogawa Plaza  
Oakland, CA 94612

April 20th, 2007

RE: Comment on Draft EIR for Bicycle Master Plan

Dear Mr. Patton,

Thank you for meeting with representatives of the Temescal Merchants Association on April 10th and for your presentation of the many details of the Draft EIR for the Oakland Bicycle Plan. We appreciated your expertise in guiding us through and explaining key elements of that extensive document.

Our Association is a voluntary organization, representing a wide variety of commercial entities and accordingly the members have a wide range of views on the issue of bicycle lanes on Telegraph Avenue. Previous meetings which you have attended have made that reality clear to you. Nevertheless, I believe that the overall goal of improving Telegraph Avenue to encourage increased bicycle, pedestrian and transit access and use in our district is shared by many merchants in Temescal. Enhancements to Telegraph that would promote Temescal as a destination rather than a thoroughfare, by whatever means, would make our businesses attractive to our current and new customers. Elements of the proposed Bicycle Master Plan help promote that objective.

We wish to submit the following comments for consideration prior to the finalizing of this EIR report.

- We support the designation of Webster Street and the Webster/Shafter corridor in our district as a Bike Route and as a possible future Bicycle Boulevard. ( ref. F.1 On-Street Bikeways - Priority Projects - pg. 125 DEIR)

a

• We also support the designation of Shattuck Avenue from Telegraph to the City Limits as a Bike Lane.

b

Both of these routes provide convenient and direct access from and through our neighborhood toward downtown and toward Berkeley. We believe that both of these routes provide greater cycling safety and a safer mixing of bicycle, automobile and bus traffic than the previous proposal for a bike lane on Telegraph Avenue.

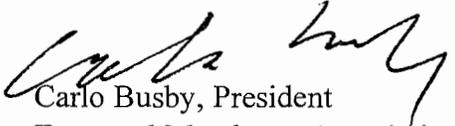
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• With regard to Telegraph Avenue from Aileen St. to 20th St., we also support the position in the EIR that would require further environmental study before a bike lane is established on Telegraph Avenue. (ref. pg. 124) Please keep us advised as to the progress of this review.

Finally, we would note that the possible future use of Telegraph Avenue as a bicycle route will need to take into account the potential removal of two traffic lanes to create two exclusive use bus lanes for the proposed Bus Rapid Transit system along the avenue. At this point we do not know the status of that project.

We appreciate your arranging your schedule to meet with us. We thank you for keeping us informed of the progress of Master Plan and look forward to working with you in the future.

Sincerely,



Carlo Busby, President  
Temescal Merchants Association  
c/o SAGRADA  
4926 Telegraph Ave.  
Oakland CA 94609

## **Letter 11: Temescal Merchants Association**

**11-a:** Comment noted.

**11-b:** Comment noted.

**11-c:** Comment noted.

**Patton, Jason**

**From:** Rick Raffanti [rikraf@earthlink.net]  
**Sent:** Thursday, April 26, 2007 9:28 AM  
**To:** jpatton@oaklandnet.com  
**Cc:** Darlene Rios Drapkin  
**Subject:** EIR for Bicycle Master Plan

Jason Patton, *Bicycle and Pedestrian Program Manager*  
24th, 2007  
*Public Works Agency*  
*Transportation Services Division*  
*City of Oakland*  
*Suite 4344*  
*250 Frank H. Ogawa Plaza*  
*Oakland, CA 94612*

April

*RE: Comment on Draft EIR for Bicycle Master Plan*

*Dear Mr. Patton,*

*Thank you for meeting with members of the Temescal/Telegraph Community Association (Business Improvement District) on April 10th and for your presentation of the many details of the Draft EIR for the Oakland Bicycle Plan.*

*The Association strongly supports measures to encourage increased bicycle, pedestrian and transit access and use in our district. The proposed Bicycle Master Plan can, with care, help promote that objective. We wish to submit the following comments for consideration prior to the finalizing of this EIR report.*

*• We support the designation of Webster Street and the Webster/Shafter corridor in our district as a Bike Route and as a possible future Bicycle Boulevard. ( ref. F.1 On-Street Bikeways - Priority Projects - pg. 125 DEIR)*

a

*• We also support the designation of Shattuck Avenue from Telegraph to the City Limits as a Bike Lane.*

b

*Both of these routes provide convenient and direct access from and through our neighborhood toward downtown and toward Berkeley. We believe that both of these routes provide greater cycling safety and a safer mixing of bicycle, automobile and bus traffic than the previous proposal for a bike lane on Telegraph Avenue.*

c

*• With regard to Telegraph Avenue from Aileen St. to 20th St., we also support the position in the EIR that would require further environmental study before a bike lane is established on Telegraph Avenue. (ref. pg. 124) Please keep us advised as to the progress of this review.*

c

*Finally, we note that the possible future use of Telegraph Avenue as a bicycle route is clouded by the potential removal of two traffic lanes to create two exclusive use bus lanes for*

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Comment Letter 12

*the proposed Bus Rapid Transit system along the avenue.*  <sup>c</sup>  
| cont.

*We thank you for keeping us informed of the progress of the Master Plan and look forward to working with you in the future.*

*Sincerely,*

*Rick Raffanti  
President*

**Letter 12: Temescal/Telegraph Community Association (BID)**

**12-a:** Comment noted.

**12-b:** Comment noted.

**12-c:** Comment noted.

**2715 Alcatraz Ave.  
Berkeley, CA 94705**

April 16, 2007

Mayor Ron Dellums  
One Frank Ogawa Plaza, 3rd Floor  
Oakland, California 94612

Planning & Zoning Division  
Community & Economic Devel. Agency (CEDA)  
City of Oakland  
250 Frank Ogawa Plaza, Suite 2114  
Oakland, California 94612

Bicycle and Pedestrian Program  
Transportation Services Division of the Public Works Agency  
City of Oakland  
250 Frank H. Ogawa, Suite 4344  
Oakland, CA 94612

East Bay Bicycle Coalition  
P.O. Box 1736  
Oakland, CA 94604

**Re: Comments on City of Oakland's 3/14/07 Draft Bicycle Master Plan**

Dear Mayor Dellums and Others Whom It May Concern:

I have been commuting to work by bicycle from just north of the Oakland border to downtown Oakland most working days for the past 18 years. I just became aware of and read the City of Oakland's 3/14/07 draft Bicycle Master Plan ("the Plan"). Please consider my comments below in later versions of the Plan, in environmental review of the Plan, and in city activities that affect bicycles.

My comments request changes to the draft Plan:

- Increase emphasis on bicyclists who commute to work
- Assure bicycle parking at work
- Plan new buildings and road modifications with bicyclists in mind
- Use the power of the city—ordinances, permits, CEQA
- Coordinate city agencies, and work with other entities

**Comments on the City of Oakland’s 3/14/07 Draft Bicycle Master Plan**

- Emphasize benefits in opposing global warming; seek funds

1. Increase emphasis on bicyclists who commute to work

The Plan notes several purposes of bicycling—commuting, errands, recreation, exercise. Each has different needs, considerations, policies, and priorities. The plan should more clearly recognize these differences. In light of the problems that vehicle use causes—global warming, pollution, congestion, accidents, noise, wear on roads, damage to infrastructure—the Plan should place more emphasis on the value to the community of actively encouraging bike commuting to work. In section § 1.1, for example, the goals should expressly include encouraging and facilitating bicycle commutes to work.

a

With respect to bicycle commuting, the Plan repeatedly discusses how to get bicyclists to “transit hubs” such as BART. (See, for example, p. 11 regarding Ch. 4, Bikeways.) While this is important, the Plan does not place enough emphasis on direct bicycle commutes from home to work and back. These commutes occur throughout the city, but are especially important from outlying areas to downtown, where employers and jobs are concentrated. Direct bike commuting can also be increased more easily than “multi-modal transportation” because direct bike commuters do not have to wait (or pay) for transit connections. BMP Policy 1(c), for example, should emphasize routes to work, such as downtown.

2. Assure bicycle parking at work

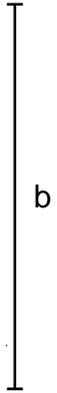
For bicycle commuters, amenities such as showers are helpful; but secure parking is vital. In the downtown Oakland building where I work, the dearth of bike parking spaces prevents more people in my office and other building tenants from commuting by bicycle.

City-installed sidewalk racks may be adequate for very short-term bike parking, for example, stopping to buy a magazine at a store. However, they are not secure against vandalism, theft, or weather, and therefore not adequate for bicycle commuters.

Bicycle commuters typically park all day, and particularly in winter, into the night. Commuters need reasonable assurance that their bicycles will remain where left, intact and dry.

**Comments on the City of Oakland’s 3/14/07 Draft Bicycle Master Plan**

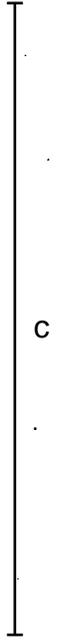
The Plan should describe methods of creating more, secure, weather-proof, convenient, accessible, free bike parking in private buildings. (See the discussion at # 4, below, about use of the city’s powers.) § 5.2, Parking, for example should emphasize the need for private building owners and employers to provide free parking to accommodate employees and tenants.



Small city-installed “kiosks” with roofs and good racks on public property such as the city plaza and parks may serve as a halfway measure. Though not secure enough for commuters unless monitored, at least the kiosks would protect against weather.

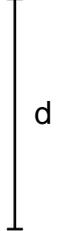
**3. Plan new buildings and road modifications with bicyclists in mind**

Recent construction in Oakland has not adequately considered the needs of bicyclists. The many large, new residential and commercial buildings in and around downtown do not have adequate setbacks to allow for bike lanes or “pockets” to allow respite from vehicle traffic on narrow streets. The Plan should require that new building construction be conditioned on adequate setbacks (better for pedestrians and trees, also).

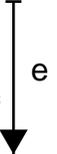


The Plan should require that street modifications encourage, rather than discourage, biking. A few years ago, the city modified Broadway from about 26<sup>th</sup> St. to 23<sup>rd</sup> St. (near the YMCA). While the resulting landscaped median strip is attractive, the changes reduced the number of travel lanes in each direction from three to two, at the same time eliminating potential space for bike lanes in each direction. This is the more regrettable in that striped bicycle lanes on Broadway end at approximately 26<sup>th</sup> St. Almost no one’s bicycle commute or recreational ride south on Broadway ends at 26<sup>th</sup> St. The result is to dump bicyclists suddenly into dangerous downtown vehicle traffic with no good options.

But even striped bike lanes are inadequate. They become parking lanes for double-parkers, delivery vehicles, and buses. Bicyclists must veer into traffic around these vehicles, which also create blind spots. Further, drivers must cross the striped bike lanes to park legally against the curb and to return to the travel lanes. Finally, bicyclists in striped lanes must constantly worry about car-door openings. The Plan should acknowledge and attempt to address these problems.



Streets should be paved at least occasionally. While this may be a problem of inadequate city finances, cars and trucks are much better able than bicycle commuters to absorb the daily effects of cracks, potholes, rough asphalt, and loose gravel. (I slid out on some gravel from degraded asphalt last year while



**Comments on the City of Oakland’s 3/14/07 Draft Bicycle Master Plan**

commuting, badly fracturing my upper arm, and keeping me off my bicycle for six months.) The Plan should suggest keeping bike lanes and areas adjacent to curbs properly paved, or at least coated, even when the city is not ready to repave the entire street.

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The Plan should also seek to minimize bus/bike conflicts; “leapfrogging” is dangerous, though unavoidable, where buses and bicycles share lanes.

f

The Plan should designate one or two north-south and east-west bicycle corridors in and near the downtown area for improved bicycle commuting. For example, one vehicle lane adjacent to the curb on Franklin and Webster Streets could be converted from a vehicle or parking lane to a bicycle lane. Alternatively, vehicle traffic on those or other streets could be diverted left or right every few blocks, while allowing bicycles through.

g

Finally, the Plan should try to address the need for a better bike-commute connection to Alameda. Many people live in Alameda and commute to work in Oakland. The bridges between the two cities are too far south for a practical daily bike commute. While the Alameda Tunnel is much better placed, the bad design of the tunnel makes that commute on a bicycle a vision from Dante’s Inferno and a danger to life. The Plan should explore the possibility of a light-weight bicycle/pedestrian bridge from downtown Oakland to Alameda.

h

Some of these changes could be addressed, for example, in § 3.2, Bicycle Master Plan Policies, Goal 1—infrastructure.

4. Use the power of the city—ordinances, permits, CEQA

Other than mentioning occasionally that the city should adopt an ordinance, the Plan does not adequately indicate how the city can use its authority in the public interest to regulate activities and impose permit conditions and fees to assist bicycling.

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New construction and remodeling that enhances growth creates adverse environmental effects. Not least of these are adverse contributions to global warming, congestion, pollution and human health from vehicle commutes and deliveries. Under the California Environmental Quality Act (CEQA), these effects must be mitigated. One way to partially offset the effects of more vehicle use and traffic is to encourage bicycle commuting. New and remodeled buildings should be expected to contribute to bicycle commuting through setbacks sufficient to allow bike lanes and pockets, and provision of an adequate quantity of secure,

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**Comments on the City of Oakland’s 3/14/07 Draft Bicycle Master Plan**

weather-proof, convenient, accessible, free bike parking. The draft Plan itself indicates that two standard car spaces (18’ x 20’) accommodate 28 bikes; thus, the provision by the developer/building owner of adequate bicycle parking to tenants, employees, and the general public would not require much of a commitment. The Plan should require this, and the city should impose this requirement.

Where, for justified reasons, the developer/owner is not able to provide enough bicycle parking, the developer/owner should be required to contribute to an “in lieu” fund. The fund would be used for acquiring (buying or leasing) secure bicycle parking space in other private buildings, whether garages or other structures. (Because bike commuting reduces car commuting, the city should consider contributing its own money to this same fund.)

Similarly, the Plan should provide that whenever car-parking garages need a city permit or permit renewal, or business license, they should be required to provide free bike spaces—to offset the carbon emissions, pollution, and congestion that the parking garages encourage.

Drivers of vehicles, including delivery vehicles, who double-park in bike lanes, should receive large tickets. The city could increase its revenue by beginning adequate enforcement of this bicycle-safety measure.

5. Coordinate city agencies, and work with other entities

The Plan should include more discussion about how the various city departments will coordinate with each other to assure that the needs of bicyclists, especially commuters, are met. For example, how will city staff responsible for issuing building permits to private developers coordinate with city staff responsible for assuring adequate bike parking and setbacks for bike lanes? How will city staff responsible for road alterations coordinate with bicycle-planning staff to avoid a repeat of the Broadway median problem discussed above? How will public works staff, and parks and recreation staff coordinate with “bicycle staff” to assure that facilities are built in order of priority?

The Plan should also indicate how the city will coordinate with other entities such as the Association of Bay Area Governments and its Bay Trail staff, neighboring cities, the East Bay Regional Parks District, AC Transit, Caltrans, and BART to coordinate regional bike-path and facilities connections.

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**Comments on the City of Oakland's 3/14/07 Draft Bicycle Master Plan**

6. Emphasize benefits in opposing global warming; seek funds

Vehicle transportation and shipping in this country is responsible for a significant share of greenhouse gas emissions. These need to be reduced and offset to protect the global climate. Oakland can make a contribution by encouraging bicycle commuting, but only if adequate and safe bike lanes and parking facilities are available. In § 1.2 Benefits, discussion should be added about the role that bike commuting can play in helping to address global warming.

New obligations, through AB 32, CEQA, and otherwise, to help offset global warming will soon confront cities throughout California. But attached to these obligations will likely be new sources of funds. The City of Oakland should position itself to receive some of these anticipated funds in part by preparing as strong a bicycle commuter program as possible.

Finally, I would note that publicity surrounding the Plan has been inadequate. Although I work in downtown Oakland for a state environmental agency and have been a bicycle commuter here for almost two decades, the first time I heard of the Plan was a few days ago, thanks to someone who emailed me an article.

Yours truly,



Glenn C. Alex  
Attorney at Law

## Letter 13: Glen Alex

**13-a:** The primary emphasis of the Draft Plan is utilitarian cycling (including commuting) as per the State of California’s requirements for “Bicycle Transportation Plans” and because Oakland’s Bicycle Master Plan is part of the Land Use and Transportation Element of the General Plan. In the Draft Plan, see Appendix A for a summary of the state requirements and see Appendix D for related policies on the Land Use and Transportation Element. Transportation is called out by the Vision Statement and addressed in the “Benefits of Bicycling” (Section 1.2). The available mode share data that are discussed in Chapter 2 (Existing Conditions) are predominantly for utilitarian trips. Action 2A.4 proposes an incentive program for promoting bicycle commuting. Bike to Work Day is the single largest outreach and promotional event for bicycling and the Draft Plan reaffirms the primacy of this event. For bikeways serving downtown, see Response to Comment 13-g.

**13-b:** Bicycle parking on private property is addressed by Action 1D.6 that calls for a bicycle parking ordinance that would require short term bicycling parking, long term bicycle parking, and support facilities in new development.

**13-c:** Road widening at individual parcels is not a strategy for building bicycle lanes because there is no reasonable mechanism for applying this condition to all parcels in a given corridor and thus ensuring a continuous widening of the public right-of-way. The City of Oakland does not have long-term plans for roadway widening. The proposals in the Draft Plan work within the existing curb-to-curb right-of-way, making recommendations for the reallocation of that right-of-way to improve conditions for cyclists. With respect to medians, the Revised Plan includes the following action under Policy 1B (Routine Accommodation): “Medians: Discourage the installation of medians where those medians would preclude a proposed bikeway or otherwise compromise bicyclist safety and access.” Note that a bikeway feasibility study for the Broadway corridor was included as Appendix E of the Draft EIR.

**13-d:** In the Draft Plan’s Bikeway Design Guidelines (Section 4.5), see the discussion of “Curbside Parking” (p 68) and “Diagonal Parking” (p 72). Also see Actions 1A.8 and 1B.6 that address the issues for bicyclists created by diagonal parking. The Draft Plan proposes wider parking lanes to shift the bicycle lane out of the door zone (pp. 65 and Figure 4.3). This recommendation is based on research completed by the City of San Francisco. Note that the Caltrans Highway Design Manual requires a 5 foot bicycle lane where adjacent to parallel parking, regardless of the parking lane width. However, members of Oakland’s Bicycle and Pedestrian Advisory Committee have expressed concerns that wider parking lanes may attract larger vehicles or encourage drivers to park further away from the curb, thus negatively impacting bicyclists. See Response to Comment 14-a. With respect to double parking, see Response to Comment 13-j.

**13-e:** In the Draft Plan, see Actions 1A.12 (Street Cleaning), 1B.7 (Pavement Quality and Drainage Grates), and 3B.2 (Resurfacing). Note that the City of Oakland has a massive backlog of deferred maintenance for resurfacing. Oakland’s streets are on an 85-year resurfacing schedule

whereas the industry standard is a 25-year schedule. Lack of funding is the key barrier and this is a structural problem for older cities throughout California.

**13-f:** The proposed bikeway network was revised from that in the 1999 Bicycle Master Plan to minimize the overlap of bikeways with rapid, trunk, and major bus lines. See “Bicycle/Bus Interactions” in the Draft Plan (p. 54). Also see Action 2A.5 (Bicycle/Bus Education).

**13-g:** The “Connectivity” selection criteria for the proposed bikeway network explicitly includes downtown. Note that the Safe Routes to Transit policy reinforces connections to downtown because of the numerous transit stations in the downtown (12<sup>th</sup> Street BART, 19<sup>th</sup> Street BART, Lake Merritt BART, Jack London Square Amtrak, and Oakland/Alameda Ferry). These connections would serve downtown bicycle commuters, regardless of whether or not they use transit. The Central Business District includes four north-south bikeways (Martin Luther King Jr. Way, Clay Street/Washington Street/Telegraph Avenue, Franklin Street/Webster Street, Madison Street/Oak Street/Lakeside Drive) and five east-west bikeways (Grand Avenue, 20<sup>th</sup> Street, 14<sup>th</sup> Street, 8<sup>th</sup> Street/9<sup>th</sup> Street, 2<sup>nd</sup> Street). The feasibility analysis for Franklin Street/Webster Street is part of the Broadway Corridor Bikeway Feasibility Study included as Appendix E of the Draft EIR.

**13-h:** A connection between downtown Oakland and Alameda is included in the Draft Plan as per Action 1C.7 (Estuary Crossing) and Figure 6.3 (Priority Projects – Bicycle Path Projects). Currently, the City of Alameda is the lead agency on a study to evaluate possible alternatives.

**13-i:** As stated on page 4.A-20 of the DEIR, the Bicycle Master Plan recommends that the City adopt a bicycle parking ordinance and incorporate it into the City’s development plan review process. See Response to Comment 13-c regarding building setbacks and bicycle lanes.

**13-j:** In the Draft Plan, Policy 2B states, “Enforcement: Prioritize the enforcement of traffic laws that protect bicyclists.” Double parking is a violation of the California Vehicle Code and the rates are set by the Oakland Municipal Code, Chapter 10.48 (Parking Fines). Given the numerous demands on the Oakland Police Department, double parking is not a police enforcement priority at this time. Individuals may report violations in particular locations by calling the Parking Enforcement Dispatcher at 238-3099 (Parking Division, Finance and Management Agency).”

**13-k:** Appendix C (Local and Regional Coordination), of the Draft Plan, is dedicated to this issue. The appendix includes an inventory of all known plans, including the planning documents of other agencies that directly overlap with proposals of the Draft Bicycle Master Plan. Section C.3 (Adjacent Jurisdictions) provides an overview of the coordination between the City of Oakland and adjoining jurisdictions to promote seamless bikeway connections across jurisdictional borders. To help ensure this coordination, all maps of Oakland’s proposed bikeway network include existing and proposed bikeways in the adjoining jurisdictions.

**13-l:** As stated on page 4.B-12 of the DEIR, the City recognizes that bicycle travel is an environmentally friendly means of transportation as there are no tail pipe emissions, no evaporative emissions, and no emissions from gasoline pumping or oil refining, and zero carbon

dioxide or other greenhouse gases that contribute to global warming. Furthermore, it is reasonable to suggest that implementation of the proposed Plan will promote bicycling as a transportation mode. By improving its bikeway network, the City will increase opportunities for drivers of motor vehicles to use non-motorized transportation more frequently or exclusively and thus reduce the aforementioned emissions. In the Draft Plan, see Section 1.2 (Benefits of Bicycling) for a discussion of transportation and sustainability. See Section 2.3 (Bicycling Rates in Oakland) for research that establishes a positive correlation between the extent of bikeways and bicycle mode share.

**13-m:** See Section C.1 (Community Outreach) of the Draft Plan for an itemized list of the project outreach to date.

**Patton, Jason**

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**From:** RBishop747@aol.com  
**Sent:** Tuesday, April 10, 2007 9:56 AM  
**To:** JPatton@oaklandnet.com  
**Subject:** Bike Plan Comments Prelim \* Parking Size \*page 55

Jason,

Below is one comment. I have others I will send soon but this is a serious issue. I will finish as soon as I can.

One serious issue on **page 55** is using the Bike Plan to increase the sizing of motor vehicle [MV] parking. I personally find this totally inappropriate. Increasing MV parking sizes should be left to motorists and their lobbyists, not using a bike plan.

This approach will seriously limit our ability to put bike lanes on city streets. It will especially constrain the ability on existing streets that have specific widths that are already marginal. This issue is serious and will leave our hands tied for many years if it is approved. It is not a necessary measure and I am very upset that this idea should even creep into any Bike Plan Document.

If the idea is to get cyclists to ride in a bike lane where they are more out of harms way there are other ways to achieve that other than increasing MV space. The overall idea is to decrease the loss of public space to MV and this does not achieve that aim.

Sincerely,

Ron Bishop - Architect - AIA  
Bishop Architecture  
Bicycle Safety Instructor - LCI  
[510] 652-4667

---

See what's free at [AOL.com](http://AOL.com).

4/10/2007

## Letter 14: Ron Bishop

**14-1:** In Figures 4.3, 4.4, and 4.6, “Bikeway Cross-Sections” and the associated bikeway design guidelines, the Revised Plan specifies 8 feet parking lanes and 6 feet bike lanes (recommended) for all cross-sections and 9 feet parking lanes and 6 feet bike lanes (maximum) where width allows. These guidelines apply to locations without metered parking and marked stalls. Where parking stalls are marked with parking T’s, the recommended allocation is 7-foot parking, 2-foot buffer created by the parking T’s, and a 5-foot bike lane. The Revised Plan also calls for additional research on how best to allocate these widths to protect cyclists from the door zone.

**RON BISHOP - ARCHITECT**

409 45th Street - Oakland - CA - 94609 - (510) 652-4667 E-Mail:  
rbishop747@aol.com

Oakland Bicycle Master Plan - 2007

1.2 Benefits:

Bicycling is a healthy, non-polluting, low-cost. And quiet form of transportation and recreation that is ideal for many trips, including shopping and commuting. a

2 Existing conditions: Lack of proper road etiquette for both motorist and bicycle riders b

2.1 BART, AC Transit, Capitol Corridor, Alameda Ferry and **the Bridge Bicycle shuttles** c

Opportunities: TOD @ BART needs to embrace bicycle travel all the way to the station. d

Chapter 2 Existing conditions -This seems to talk almost entirely about recreations riding and not transportation. e

Constraints: The Oakland Estuary is a significant obstacle to bicycle travel??? f

2.2 Who rides? Add shoppers, night out on the town. It is not only recreation and commuting. g

\*\*\*\*\*Rates of Bicycle Collisions? This comment does not belong here, but should be addressed somewhere. The OPD does not take bicycle issues serious. I was stalked, and chased by a motorist and the motor eventually threw a water bottle at me, missed and broke a window at a residence in Montclair. I reported the incident and the motorist was not charged for any misconduct. A cyclist was killed on Skyline and there is not yet a ticket. We need to elevate the issue until we are at least treated equal. h

2.3 Bicycling rates in Oakland  
Increase in Oakland - Can we make a tie to gas prices and concern about Global Warming? i

2.4 Transit Connections More racks for busses or ability to put inside when not crowded, relaxed time blackouts for BART [If not crowded you can ride] j

I have friends in the hills that would ride if they could get back up the hill. There needs to be a route along tunnel and Skyline so cyclist can get dropped off and ride down to their homes as well as providing public transport to the Parks in the area.

↑ j

Page 29: Reasons for Bicyclist Collisions: Often I have found that the police are more likely to side with the motorist version and discount the cyclist. That could be a factor in the blame game.

k

Page 31: I heard the Earn Your Bike Program was phased out.

l

Page 32 EVENTS : Listing bike clubs or at least saying there are some With weekly rides might be appropriate.

m

Page 40 Route Signage: . [I see page 47 address the issue.] I must be missing a link, because I have found the signage to be poor at best. Yes, there are numbers on signs, but to me they only indicate that I am on a bike route. I have no idea where the route goes because a number alone means nothing. A better approach would be to follow the Berkeley lead and use their Bike Blvd. Signage. Also the signs are to small and blend into the background

n

**Action 1A.13 – Discourage slip turns.**

o

**Action 1B.3 – Improve freeway intersections, like MacArthur at Grand to Lakeshore**

p

**BMP Policy 1D.8 – Parking Garages. Place bike racks near the attendant station and maximize opportunities**

q

**Action 3B.2 – Resurfacing: Consider non plan projects to include bike lanes. Whenever we resurface all the options should be considered.**

r

**Mountain Biking and parks. The regional parks should have bike racks wherever there is a MV parking lot.**

s

## Letter 15: Ron Bishop

**15-a:** This edit is included in the Revised Plan.

**15-b:** Section 2.1 (Opportunities and Constraints) notes, “Many drivers and bicyclists are unaware of the rights and responsibilities of cyclists on city streets.”

**15-c:** This edit is included in the Revised Plan.

**15-d:** In the Revised Plan, the opportunities bullet regarding transit-oriented development was revised to read, “Transit village development at Oakland’s BART stations is creating opportunities to improve bicycle access to the stations and bicycle parking at the stations.”

**15-e:** Issues for utilitarian cyclists are noted throughout Section 2.1 (Opportunities and Constraints). Section 2.2 (Who Rides Bicycles?) differentiates between commuters and recreationalists. In Section 2.3 (Bicycling Rates in Oakland) and Section 2.4 (Transit Connections), the data are based on commuting and other utilitarian trips. The data in Section 2.5 (Bicyclist Collisions) does not differentiate between commuter and recreational cyclists. Section 2.6 (Education, Encouragement, and Enforcement) provides a comprehensive inventory of all such efforts in Oakland, irrespective of the type of cyclist. Overall, the Draft Plan provides more emphasis on utilitarian cycling than recreational cycling as per the State of California’s requirements for “Bicycle Transportation Plans” and because Oakland’s Bicycle Master Plan is part of the Land Use and Transportation Element of the General Plan.

**15-f:** Yes, the Oakland Estuary is a barrier to bicycle travel between Alameda and Oakland, limiting cyclists to the Posey Tube, Park St Bridge, Fruitvale Bridge, and High Street Bridge.

**15-g:** The Draft Plan (p. 16) defines commuter bicycling to include “all utilitarian trips—to work, school, stores, or restaurants.”

**15-h:** The Draft Plan includes an explanation of the Police Bicycle Patrol (p. 33), Policy 2B and associated actions on enforcement (p. 44), and specifies a bicycle traffic school as a priority program (p. 87).

**15-i:** In the Revised Plan, the following language was added following the first sentence of this section: “This interest is related to a heightened awareness of climate change, oil dependence and gas prices, and the health-related impacts of physical inactivity. In this context, bicycling is receiving more attention as healthy, environmentally benign, and affordable transportation.”

**15-j:** In the Draft Plan, see Actions 1C.3 (Bicycles on BART) and 1C.4 (Bicycle Racks on Buses). Regarding bus routes in the hills, these general issues are noted in Section 2.4 (Transit Connections).

**15-k:** The City of Oakland welcomes research that substantiates or refutes this point.

**15-l:** The Earn Your Bike Program has been partially funded by grants from the State Office of Traffic Safety. The grants allow the program to provide the bicycle repair classes and bicycle giveaway incentive. As of September 2006, the grant funds expired. However, Parks and Recreation staff continued to appear at events at recreation centers and schools, offering limited outreach on bicycle and traffic safety. Staff intends to apply for the next round of grant funding. If funded, the program would resume in summer 2008.

**15-m:** In the Revised Plan, the following bullet was added under Events: “Bicycle Club Rides: The Oakland Yellowjackets Bicycle Club and the Royal Ground Velo Raptors are local clubs that offer regular recreational rides for cyclists of all ability levels. For additional information, see the descriptions under “Organizations” below.”

**15-n:** The issue of bicycle wayfinding signage is discussed in Section 3.3 (Bikeway Guide Signage). These concerns regarding the numbered routes are specifically noted. Direction for future work is provided by Action 1A.4 (Route Signage).

**15-o:** This issue is addressed by Action 1A.7 in the Draft Plan that was modified for clarity to read as follows: “Dedicated Right Turn Lanes and “Slip Turns”: Avoid the use of dedicated right turn lanes and slip turns on streets included in the bikeway network. Where infeasible, consider a bicycle through lane to the left of the turn lane or a combined bicycle lane/right turn lane.”

**15-p:** All such freeway intersections are called out in the Draft Plan, Section F.3 (Major On-street Projects), under “Bridges and Freeway Crossings” (pp. 129-130). In particular, see the entry for Interstate 580.

**15-q:** This issue will be addressed through a bicycle parking ordinance as specified by Action 1D.6. It is also addressed in the Draft Plan, Section 5.4 (Parking Design Guidelines).

**15-r:** The consideration of bike lanes on streets that are not on the bikeway network is addressed by Action 1B.1. Action 3B.2 gives priority to streets on the bikeway network.

**15-s:** This comment is consistent with the goals of the Draft Plan. Note that these parking lots are within the jurisdiction of the East Bay Regional Park District and thus the City of Oakland will not be installing racks at these locations.

**Patton, Jason**

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**From:** CABret@aol.com  
**Sent:** Monday, April 16, 2007 8:20 AM  
**To:** jpatton@oaklandnet.com  
**Subject:** Bike Master Plan

**Patton, Jason**

---

Unfortunately I will not be able to attend the public hearing. I support the plan but, based on the article in the Montclairion, our models should not be Davis, etc. but **Berkeley whose bike blvds. are excellent.** Key is to get the bikes off main streets and onto side streets where there is less traffic and less protest by business establishments. In San Francisco there is a problem with double parked vehicles because they did not do this. Of course, anything is better than the present nothing. ] a

**Charles Bret...1021 aquarius way**

"There is, in fact, no law or government in Italy; and it is wonderful how well things go on without them." -- Lord Byron

## Letter 16: Charles Bret

**16-a:** The Draft Plan includes bicycle boulevard proposals to make use of quieter streets as well as to minimize overlap with AC Transit bus lines. However, the intent of the boulevard proposals is not necessarily to get bicyclists off of the main streets. Major destinations tend to be located on the main streets and these streets generally provide the shortest and quickest routes between destinations. Additionally, Oakland has more limited opportunities than Berkeley because of the discontinuities in Oakland's street grid. Berkeley, for example, has Milvia Street that parallels Shattuck Avenue and Russell Street that parallels Ashby Avenue. In contrast, for example, Oakland has no street that parallels San Pablo Avenue that would provide for a direct and intuitive bike boulevard. Similarly, the connections between the flatland neighborhoods and Montclair are via Broadway, Moraga Avenue, or Park Boulevard. There are not parallel local streets.

For bicycle boulevards to be effective, they must make use of quiet streets and provide direct connections with a minimum number of turns. These were the Draft Plan's criteria for evaluating such proposals. The City of Berkeley's "Bicycle Boulevard Design Tools and Guidelines" (April 2000) includes the following selection criteria that speak to the difficulty of specifying bicycle boulevards in Oakland: (a) the bicycle boulevard should be within a quarter mile of a major street or a high-traffic collector street; (b) it should be reasonably continuous (i.e., extends over half of the cross-section of the City); and (c) it should include few jogs with main segments of at least 0.5 miles long. In the Revised Plan, these selection criteria are adapted to Oakland and included in Section 4.5 (Bikeway Design Guidelines).

The best example in North Oakland is proposed improvements to the Webster/Shafter bike route. Note that this proposal also illustrates the difficulties in designating bicycle boulevards in Oakland: Webster/Shafter does not continuously parallel Telegraph Avenue within a quarter mile; it does not extend across a majority of the City; and it uses five streets in under two miles of its length. Another proposal is Cavour/55th Street/Adeline Street/53rd Street to link Rockridge BART to Emeryville (although a portion of that would be bike lanes on 55th Street). There are also proposed bicycle boulevards in East Oakland including 92nd/94th Avenues and Avenal/Church/Arthur/Plymouth. Note, however, that in all cases the proposed bike boulevards use multiple streets because of the discontinuities in Oakland's street grid. The effectiveness of a potential bicycle boulevard is inversely proportional to the number of streets needed because each turn increases distance and travel time while decreasing the understandability of the bikeway.

Patton, Jason

**From:** John or Marlene Eastman [eastman70sh@comcast.net]  
**Sent:** Wednesday, April 18, 2007 10:28 AM  
**To:** Patton Jason  
**Cc:** Matis Howard; Raburn Robert; Bishop Ron; Dexter Jim; Cappio Claudia; Stone-Francisco Sarah; Wald Zachary  
**Subject:** Draft Bicycle Master Plan

Jason - Unfortunately, the draft bicycle plan closes doors on worthy projects, I feel. The plan might be used as a weapon against those of us who seek funding for the SR24 over-crossing at Lake Temescal. The ACCMA master plan is good support for us because it gives the project a high priority. But the new draft Oakland plan gives it a low priority. Any agency we contact, after reading the Oakland City Master Plan, is likely to dismiss the SR24 over-crossing project. My neighborhood has worked hard to develop a funding plan via Fourth Bore mitigations. We have submitted letters of support from two local primary schools, North Hills Phoenix Assoc, Councilmember Brunner, former CEDA Director Leslie Gould as well as other individuals. I don't think we'll stand a chance if Oakland's new master plan now downgrades the priority. .... Why do all bike paths get an automatic low priority, when compared to on-street projects? This would be a political, management and fiscal decision, and not something that should go into a 20-year plan. .... The master plan equates "ease" with "feasibility". So any complicated project is dismissed with a low priority. .... My suggestion might be to pull back on a lot of detail in the plan that has the effect of closing doors. In a 20-year master plan, all options should be left open, in my view. - John Eastman, Steering Committee, North Hills Phoenix Association.



## **Letter 17: John Eastman**

**17-a:** See the Response to Comments 9-c and 9-d.

**17-b:** See the Response to Comment 9-d.

**Patton, Jason**

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**From:** Goode, Howard [goodeh@samtrans.com]  
**Sent:** Friday, April 20, 2007 12:06 PM  
**To:** jpatton@oaklandnet.com  
**Subject:** Bicycle Master Plan

I am an Oakland resident of the Rockridge neighborhood, specifically the upper Broadway area.

Several comments on the plan update and draft environmental impact report.

1. The effort to reach out to the community by project staff Jason Patton was outstanding. He kept us informed about the process and listened to our comments and concerns.
2. The recommended plan for upper Broadway will make it much more usable by bicyclists, local and longer distance.
3. The reconfiguration of the street section will have several positive impacts:
  - It will reduce vehicle speeds which regularly exceed the posted limit.
  - Pedestrians from our neighborhood going to BART, College Ave and Chabot School will all benefit.
  - Residents along the street will be able to safely park their cars.
4. I believe that the implementation of the recommended plan in our neighborhood will have a significant, positive impact on the quality of life for those of us who live along upper Broadway and the nearby area.

a

I look forward to the adoption and implementation of the Plan.

Howard Goode  
5808 Mendocino Ave.  
Oakland, CA 94618

## **Letter 18: Howard Goode**

**18-a:** Comment noted.

## Comment Letter 19

April 18, 2007

Elois A. Thornton, Case Planner IV  
City of Oakland  
Community & Economic Development Agency  
250 Frank H. Ogawa Plaza, Suite 5313  
Oakland, CA 94612-2032  
510-238-6284 Phone / 510-986-2653 Fax  
[eathornton@oaklandnet.com](mailto:eathornton@oaklandnet.com)

**OAKLAND BICYCLE MASTER PLAN DRAFT ENVIRONMENTAL IMPACT REPORT  
and PROPOSED GENERAL PLAN AMENDMENT**

Dear Ms. Thornton,

I am writing to acknowledge and express support for the proposed updates to the City of Oakland Bicycle Master Plan. As a member of an active committee within the Rockridge neighborhood, we have followed the progress of the Bicycle Master Plan updates with great interest. The scope and vision of the Plan updates provide not only much needed bikeways throughout the City of Oakland to link our neighborhoods, but in addition offer more far reaching benefits in the way of bicyclist and pedestrian safety, while minimizing the impact on motor vehicle traffic flow; thereby improving the overall quality of life for residents throughout the city. In particular I strongly support the bike boulevards and also encourage the city to impose fees for new development projects that go towards the bike and pedestrian plan. These are key elements that our committee has been proactively working toward within Rockridge, and therefore we hope that the city accepts the Draft EIR and ultimately adopts the Oakland Bicycle Master Plan as part of the General Plan, so that these important transportation and safety issues are carried out throughout the city of Oakland.

Respectfully submitted,

Tegan Hoffmann  
6015 Colby Street  
Oakland CA 94618  
510-655-2201

Tegan Churcher Hoffmann, Ph.D  
[tchurcherhoffmann@yahoo.com](mailto:tchurcherhoffmann@yahoo.com)  
Home: (510) 655-2201  
Cell: (510) 847-3167

4/18/2007

## **Letter 19: Tegan Hoffmann**

**19-a:** Comment noted.

## Comment Letter 20

**Patton, Jason**

---

**From:** chris.kattenburg [chris.kattenburg@gmail.com]  
**Sent:** Thursday, April 19, 2007 3:30 PM  
**To:** Jason Patton  
**Subject:** Written Comment - Bicycle Master Plan

Ladies and Gentleman,

I've had a chance to thoroughly review the maps and staff report on the updates to the Bicycle Master Plan. The several proposed class 2 bicycle lanes will be an instrumental tool in persuading many to feel more comfortable about riding bicycles around town for everyday transportation. In short, I support fully funding this project, as proposed, and also see its speedy implementation as an important natural resource conservation measure, and as a recreation and public health opportunity. ] a

Waiting to ride the upcoming Lakeshore Avenue bike lane,  
Chris Kattenburg  
Vice President  
Downtown Lake Merritt Neighborhood Group  
<http://www.groups.yahoo.com/group/DowntownLakeMerritt>  
e-mail: [chris.kattenburg@gmail.com](mailto:chris.kattenburg@gmail.com)

4/20/2007

## **Letter 20: Chris Kattenburg**

**20-a:** Comment noted.

Patton, Jason

From: Roger Marquis [marquis@roble.com]
Sent: Wednesday, April 18, 2007 8:21 AM
To: Jason Patton
Cc: JStanley@oaklandnet.com; rwheeler@acta2002.com; mjneary@oaklandnet.com; sohare@oaklandnet.com; jlwong@oaklandcityattorney.org; ebbc-talk@lists.ebbc.org
Subject: Re: Park Blvd Sidepath Plan

Thanks for the update Jason, but I would still like to know when this change was made. According to Kathryn, at that time, the plan was for improvements to Park Blvd, not for a sidepath.

In my opinion, and in the publications of AASHTO and other professional traffic engineering agencies, a sidepath is not an appropriate substitute for roadway safety. A sidepath parallel to Park Blvd 1) will not be an option for many cyclists and pedestrians using this key east-west bicycle arterial, 2) will decrease the safety of cyclists and pedestrians who continue to use Park, 3) are an inappropriate method of getting cyclists off of the road, and 4) represent a liability to the city, who will be at fault for accidents that occur as a result of its failure to correct these design flaws, which effect all non-motorized traffic, despite repeated notifications.

a

Under California Government Code Section 835.2, you are hereby placed on actual notice of a dangerous condition of public property. The condition of Park Blvd, between Leimert and Mountain, creates a substantial risk of injury when used with due care in a manner in which is reasonably foreseeable that it will be used.

Sincerely,
Roger Marquis

> Park Blvd (Leimert Blvd to Mountain Blvd) is included as part of the
> proposed bikeway network. The proposal is for a bicycle path that
> makes use of available right-of-way along Dimond Canyon, part of which
> is on bridge structures. We considered bicycle lanes but the existing
> traffic volumes would not accommodate a lane reduction project.
> Widening the roadway to add bicycle lanes would encroach on the
> existing sidewalk on the bridges. (Multiple stretches of Park Blvd are
> actually on bridge structures over Dimond Canyon.) In both of these
> scenarios, we only considered bike lanes in the uphill direction in
> that downhill bicyclists travel at or near the speed limit and should
> not be restricted to a bike lane, especially given the steep hillside
> that can put rocks and debris in the roadway. Park Blvd (Leimert Blvd
> to Monterey Ave) is identified by the draft plan as a priority path
> project.

> The path proposal is a compromise solution to accommodate the
> following three user groups: casual cyclists (uphill and downhill),
> pedestrians (uphill and downhill), and experienced cyclists (uphill on
> path, downhill on roadway). The preferred solution would include both
> the path and the uphill bike lane but the right-of-way does not allow
> it.

> Note that Councilmember Jean Quan has been actively promoting this
> path proposal. See her web site (http://www.jeanquan.org/) for more
> information from her newsletter archives.

> Thank you for your interest in the update to Oakland's Bicycle Master
> Plan. Please contact me if you should have additional questions.

> Sincerely,

> Jason Patton  
> Bicycle and Pedestrian Program Manager  
> City of Oakland, Public Works Agency  
> Transportation Services Division  
> 250 Frank Ogawa Plaza, Suite 4344  
> Oakland, CA 94612  
>  
> 510-238-7049 (phone)  
>  
>

> -----Original Message-----  
> From: Roger Marquis [mailto:marquis@roble.com]  
> Sent: Tuesday, April 17, 2007 10:09 AM  
> To: Stanley, Jennifer  
> Subject: City Bicycle Plan  
>  
>

> Hi Jennifer,  
>  
> Can you help confirm my reading of the draft bike plan. I could not  
> find improvements to upper Park, between Leimert and Mountain, listed.  
> Two years ago Kathryn Hughes assured me this heavily used bicycle  
> arterial was in the pipeline for safety improvements. Has something  
> changed?  
>

> Sincerely,  
> Roger Marquis  
>

## Letter 21: Roger Marquis

**21-a:** This change in the facility type is part of the proposed update to Oakland's Bicycle Master Plan. The *1999 Bicycle Master Plan* proposed bicycle lanes (Class II). The Draft Plan is proposing a bicycle path (Class I). The bicycle path proposal makes use of available right-of-way along Dimond Canyon, part of which is on bridge structures. The path would be designed according to the standards specified by Chapter 1000 of the Caltrans Highway Design Manual and thus would not create liability for the City. The analysis considered bicycle lanes but the existing roadway width cannot accommodate the lanes and the existing traffic volumes are unlikely to accommodate a lane reduction project. Widening the roadway to add bicycle lanes would encroach on the existing sidewalk at the bridges. (Multiple stretches of Park Boulevard are on bridge structures over Dimond Canyon.) In both of these scenarios, the analysis only considered bike lanes in the uphill direction in that downhill bicyclists travel at or near the speed limit and should not be restricted to a bike lane, especially given the steep hillside that can put rocks and debris in the roadway.

The recommendation is based on the citywide feasibility analysis of proposed bikeways that is detailed in the Draft Plan on pages 53 through 58. The raw data for this analysis are available as described in the Draft Plan's Appendix H, "Supplementary Documentation," (p. 137). The path proposal is a compromise solution to accommodate the following three user groups: casual cyclists (uphill and downhill), pedestrians (uphill and downhill), and experienced cyclists (uphill on path, downhill on roadway). An on-street bicycle lane in the uphill direction would best serve experienced cyclists. However, the addition of that bicycle lane may require narrowing the sidewalk and would thus adversely affect pedestrians. Even with an uphill bicycle lane, less experienced cyclists are likely to ride on the sidewalk as they do today. The narrow sidewalk would increase pedestrian/bicyclist conflicts in comparison to the existing conditions.

In response to this comment, the recommendation in the Draft Plan is revised to include the bicycle path plus a bicycle lane in the uphill direction only if the right-of-way can accommodate both facilities. See Section F.2 (Bicycle Paths and Bridges). If the width is not available for both, the Draft Plan recommends a bicycle path designed in accordance with Caltrans standards.

**Patton, Jason**

---

**From:** Howard Matis [matis@comcast.net]  
**Sent:** Thursday, April 19, 2007 6:34 PM  
**To:** Patton, Jason  
**Cc:** 'John or Marlene Eastman'; Raburn Robert; Bishop Ron; Dexter Jim; Cappio, Claudia; Stone-Francisco Sarah; Wald, Zachary  
**Subject:** Re: Draft Bicycle Master Plan

Jason,

What I find missing in the rating is safety. I think that must be included when deciding which plans to choose. The area on the north side of the the proposed Lake Temescal Bridge is extremely dangerous. Cyclists must cross a path where cars are going 30 to 50 miles per hour as the cycle south on Tunnel Road as we reach Hiller Drive. Younger cyclists might be able to navigate that section, but I every time my wife and I try it we risk our life on that intersection. Fixing that problem on a road which is a major bikeway, must make this on highest priority list.

a

The difficulty of crossing to the bike lane is not included in any of your priorities. Safety must be included as a criterion in your final report.

Howard

On Apr 19, 2007, at 5:43 PM, Patton, Jason wrote:

> John,  
 >  
 > Thank you for your email. Let me clarify a few points. All bikeway  
 > projects  
 > -- including bicycle paths and bridges -- were prioritized using  
 > the same  
 > process. The evaluation criteria are explained on pages 82-84 of  
 > the Draft  
 > Plan. The resulting priority projects are listed in Figures 6.1,  
 > 6.2, and  
 > 6.3 (on pages 85-87). In particular, note that Figure 6.3 specifies  
 > the  
 > priority bicycle path projects. The details of the prioritization are  
 > documented in the file available via the following link:  
 > <http://www.oaklandpw.com/AssetFactory.aspx?did=2168>  
 > (See Appendix H, page 137, of the Draft Plan for an explanation of the  
 > supplementary documentation.)  
 >  
 > In sum, the Lake Temescal Bridge (as it's labeled in the Draft  
 > Plan) did not  
 > rank highly enough to be a priority project when compared to other  
 > paths  
 > (like the Waterfront Trail and Lake Merritt Paths). However, that  
 > doesn't  
 > mean it's a "low priority." The purpose of this prioritization is  
 > not to  
 > foreclose opportunities, but rather to provide direction on how to  
 > best use  
 > staff time and discretionary funding. The Lake Temescal Bridge is a  
 > priority  
 > in the sense that it is linked to a "concurrent project," namely  
 > Caltrans'  
 > Caldecott Fourth Bore. See page 84 of the Draft Plan for an

> explanation of  
> "concurrent project." We included these additional prioritization  
> factors  
> such that the Plan could be used flexibly in pursuing these bicycle  
> access  
> improvements through other projects. As you suggest, we used these  
> factors  
> to leave "all options open." At the same time, staff needs  
> direction on how  
> to use time and resources. That direction will be provided by the  
> plan, as  
> shaped by the public process, by being specific about key projects.

>  
> Sincerely,

>  
> Jason Patton  
> Bicycle and Pedestrian Program Manager  
> City of Oakland, Public Works Agency  
> Transportation Services Division  
> 250 Frank Ogawa Plaza, Suite 4344  
> Oakland, CA 94612

>  
> 510-238-7049 (phone)

>  
> -----Original Message-----

> From: John or Marlene Eastman [mailto:eastman70sh@comcast.net]  
> Sent: Wednesday, April 18, 2007 10:28 AM  
> To: Patton Jason  
> Cc: Matis Howard; Raburn Robert; Bishop Ron; Dexter Jim; Cappio  
> Claudia;  
> Stone-Francisco Sarah; Wald Zachary  
> Subject: Draft Bicycle Master Plan

>  
> Jason - Unfortunately, the draft bicycle plan closes doors on  
> worthy projects, I feel. The plan might be used as a weapon against  
> those of us who seek funding for the SR24 over-crossing at Lake  
> Temescal. The ACCMA master plan is good support for us because it  
> gives the project a high priority. But the new draft Oakland plan  
> gives it a low priority. Any agency we contact, after reading the  
> Oakland City Master Plan, is likely to dismiss the SR24 over-crossing  
> project. My neighborhood has worked hard to develop a funding plan  
> via Fourth Bore mitigations. We have submitted letters of support  
> from two local primary schools, North Hills Phoenix Assoc,  
> Councilmember Brunner, former CEDA Director Leslie Gould as well as  
> other individuals. I don't think we'll stand a chance if Oakland's  
> new master plan now downgrades the priority. .... Why do all  
> bike paths get an automatic low priority, when compared to on-street  
> projects? This would be a political, management and fiscal decision,  
> and not something that should go into a 20-year plan. ....  
> The master plan equates "ease" with "feasibility". So any  
> complicated project is dismissed with a low  
> priority. .... My suggestion might be to pull back on  
> a lot of detail in the plan that has the effect of closing doors. In  
> a 20-year master plan, all options should be left open, in my  
> view. - John Eastman, Steering Committee, North Hills Phoenix  
> Association.

## **Letter 22: Howard Matis**

**22-a:** See Responses to Comments 9-a and 9-b.

Patton, Jason

**From:** Howard Matis [matis@comcast.net]  
**Sent:** Friday, April 27, 2007 12:00 PM  
**To:** Patton, Jason  
**Cc:** 'John or Marlene Eastman'; Raburn Robert; Bishop Ron; Dexter Jim; Cappio, Claudia; Stone-Francisco Sarah; Wald, Zachary  
**Subject:** Re: Draft Bicycle Master Plan

Jason,

I have been trying for more than 20 years to be able to cross the street at the Hiller light.. All I can say, is the plan does not address at high priority the fact that cyclists have to cross a lane of traffic that is accelerating to 55 MPH and the lane has no stop light, then your plan is deeply flawed. The only way to get to my house is take my life in my hand and try to cross over. Whether it is the responsibility of Caltrans or not, it is time that Oakland takes responsibility for its citizens and find a safe way to cross the road. Any plan must address this problem at highest priority. This intersection is simply too dangerous to be ignored.

|  
a  
|

Howard

On Apr 19, 2007, at 5:43 PM, Patton, Jason wrote:

> John,  
 >  
 > Thank you for your email. Let me clarify a few points. All bikeway  
 > projects  
 > -- including bicycle paths and bridges -- were prioritized using  
 > the same  
 > process. The evaluation criteria are explained on pages 82-84 of  
 > the Draft  
 > Plan. The resulting priority projects are listed in Figures 6.1,  
 > 6.2, and  
 > 6.3 (on pages 85-87). In particular, note that Figure 6.3 specifies  
 > the  
 > priority bicycle path projects. The details of the prioritization are  
 > documented in the file available via the following link:  
 > <http://www.oaklandpw.com/AssetFactory.aspx?did=2168>  
 > (See Appendix H, page 137, of the Draft Plan for an explanation of the  
 > supplementary documentation.)  
 >  
 > In sum, the Lake Temescal Bridge (as it's labeled in the Draft  
 > Plan) did not  
 > rank highly enough to be a priority project when compared to other  
 > paths  
 > (like the Waterfront Trail and Lake Merritt Paths). However, that  
 > doesn't  
 > mean it's a "low priority." The purpose of this prioritization is  
 > not to  
 > foreclose opportunities, but rather to provide direction on how to  
 > best use  
 > staff time and discretionary funding. The Lake Temescal Bridge is a  
 > priority  
 > in the sense that it is linked to a "concurrent project," namely  
 > Caltrans'  
 > Caldecott Fourth Bore. See page 84 of the Draft Plan for an  
 > explanation of  
 > "concurrent project." We included these additional prioritization  
 > factors  
 > such that the Plan could be used flexibly in pursuing these bicycle

> access  
> improvements through other projects. As you suggest, we used these  
> factors  
> to leave "all options open." At the same time, staff needs  
> direction on how  
> to use time and resources. That direction will be provided by the  
> plan, as  
> shaped by the public process, by being specific about key projects.

>  
> Sincerely,  
>  
> Jason Patton  
> Bicycle and Pedestrian Program Manager  
> City of Oakland, Public Works Agency  
> Transportation Services Division  
> 250 Frank Ogawa Plaza, Suite 4344  
> Oakland, CA 94612

>  
> 510-238-7049 (phone)  
>  
>

> -----Original Message-----

> From: John or Marlene Eastman [mailto:eastman70sh@comcast.net]  
> Sent: Wednesday, April 18, 2007 10:28 AM  
> To: Patton Jason  
> Cc: Matis Howard; Raburn Robert; Bishop Ron; Dexter Jim; Cappio  
> Claudia;  
> Stone-Francisco Sarah; Wald Zachary  
> Subject: Draft Bicycle Master Plan

>  
> Jason - Unfortunately, the draft bicycle plan closes doors on  
> worthy projects, I feel. The plan might be used as a weapon against  
> those of us who seek funding for the SR24 over-crossing at Lake  
> Temescal. The ACCMA master plan is good support for us because it  
> gives the project a high priority. But the new draft Oakland plan  
> gives it a low priority. Any agency we contact, after reading the  
> Oakland City Master Plan, is likely to dismiss the SR24 over-crossing  
> project. My neighborhood has worked hard to develop a funding plan  
> via Fourth Bore mitigations. We have submitted letters of support  
> from two local primary schools, North Hills Phoenix Assoc,  
> Councilmember Brunner, former CEDA Director Leslie Gould as well as  
> other individuals. I don't think we'll stand a chance if Oakland's  
> new master plan now downgrades the priority. .... Why do all  
> bike paths get an automatic low priority, when compared to on-street  
> projects? This would be a political, management and fiscal decision,  
> and not something that should go into a 20-year plan. ....  
> The master plan equates "ease" with "feasibility". So any  
> complicated project is dismissed with a low  
> priority. .... My suggestion might be to pull back on  
> a lot of detail in the plan that has the effect of closing doors. In  
> a 20-year master plan, all options should be left open, in my  
> view. - John Eastman, Steering Committee, North Hills Phoenix  
> Association.  
>

## **Letter 23: Howard Matis**

**23-a:** See the Responses to Comments 9-a and 9-b.

## Comment Letter 24

**Thornton, Elois**

---

**From:** Steven Meyer [meyer770@sbcglobal.net]  
**Sent:** Wednesday, April 18, 2007 7:02 AM  
**To:** Thornton, Elois  
**Cc:** Brunner, Jane  
**Subject:** OAKLAND BICYCLE MASTER PLAN DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Ms. Thornton,

Unfortunately, I will not be able to attend the Planning Commission meeting tonight. However, I wanted to express my strong support for the proposed changes to the Oakland Bicycle Master Plan, and I hope that the Planning Commission accepts the Draft EIR, and eventually accepts the final version of the Plan updates, with a recommendation to the City Council for including the Plan updates into the General Plan. Jason Patton and his group have done an excellent job in working with the neighborhoods, to keep the residents informed and to get their input throughout the planning process. The proposed updates provide not only much needed improvements to the bicycle network within Oakland, but also include pedestrian and bicyclist safety elements as well; all without negatively impacting vehicular traffic flow. Specifically, along Broadway, I, along with many other residents, have been actively working with the city to determine what traffic calming measures could be implemented to reduce the chronic speeding of cars, and to dramatically improve pedestrian safety. It has been quite fortuitous that the proposed Bicycle Master Plan updates provide solutions to those issues, as well as a bike path connection from the Broadway corridor to downtown Oakland.

Thank you for your time and consideration of the Draft EIR.

Kind Regards,

Steve Meyer  
5457 Broadway

4/18/2007

April 17, 2007

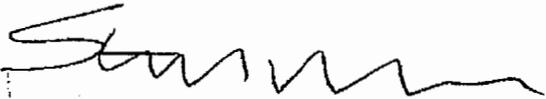
Elois A. Thornton, Case Planner IV  
City of Oakland  
Community & Economic Development Agency  
250 Frank H. Ogawa Plaza, Suite 5313  
Oakland, CA 94612-2032  
510-238-6284 Phone / 510-986-2653 Fax  
[eathornton@oaklandnet.com](mailto:eathornton@oaklandnet.com)

**OAKLAND BICYCLE MASTER PLAN DRAFT ENVIRONMENTAL IMPACT REPORT  
and PROPOSED GENERAL PLAN AMENDMENT**

Dear Ms. Thornton,

I am writing to acknowledge and express support for the proposed updates to the City of Oakland Bicycle Master Plan. As a member of an active committee within the Rockridge neighborhood, we have followed the progress of the Bicycle Master Plan updates with great interest. The scope and vision of the Plan updates provide not only much needed bikeways throughout the City of Oakland to link our neighborhoods, but in addition offer more far reaching benefits in the way of bicyclist and pedestrian safety, while minimizing the impact on motor vehicle traffic flow; thereby improving the overall quality of life for residents throughout the city. These are key elements that our committee has been proactively working toward within Rockridge, and therefore we hope that the city accepts the Draft EIR and ultimately adopts the Oakland Bicycle Master Plan as part of the General Plan, so that these important transportation and safety issues are carried out throughout the city of Oakland.

Respectfully submitted,



Steven Meyer  
5457 Broadway  
Oakland CA 94618  
510-655-6081

## **Letter 24: Steven Meyer**

**24-a:** Comment noted.

## Comment Letter 25

**Patton, Jason**

**From:** Stefanie Parrott [spreal@comcast.net]  
**Sent:** Tuesday, March 27, 2007 4:58 PM  
**To:** Patton, Jason  
**Subject:** Re: City of Oakland's Bicycle Master Plan: draft documents

i cannot attend the meeting since it conflicts with WOPAC. however, i wanted to send in a couple of comments. 8th St. is supposed to be the new bike route through west oakland and it is a disaster. first, it was probably poor planning to send the bike path along the housing projects where there is so much loitering. bicyclists are particularly vulnerable to attack, and i (a 15 year west oakland resident who comes and goes as she pleases) would never take the route at night. the bike lane is constantly filled with parked cars. not just one or two, but along the entire length of the bike lane. cars are often parked in the bike lanes along mandela parkway, too, and i have NEVER seen a car ticketed or the problem dealt with. it is disappointing that such an investment was made in 8th St. when 7th St. really is the better route. whenever i ride on 7th i usually see other cyclists. there is not that much car traffic, so the street seems like it could easily accommodate a bike lane.

a

adeline is the best street for cross city/area traffic, but the street is gnarly.

b

i don't know if this is the kind of stuff you'll be discussing, but now you have my 2¢, for whatever its worth.

thanks for your tireless work on this.

SP

On Mar 13, 2007, at 5:15 PM, Patton, Jason wrote:

Greetings,

The update to the City of Oakland's Bicycle Master Plan is scheduled for completion in fall 2007. At this time, we are releasing a Draft Plan and Draft Environmental Impact Report (EIR) for public review and we welcome your comments on our work to date. This letter provides information on the upcoming community meeting and public hearing as well as how to access the Draft Plan and Draft EIR.

- **Community Meeting: Join us on Thursday, April 5, 2007, 5:30pm to 7:30pm in**

## Comment Letter 25

the Lakeside Park Garden Center (666 Bellevue Ave, at Grand Ave) for an open house on the Draft Plan. There will be a presentation at 6:15pm and members of the public are welcome to stop by at any time between 5:30pm and 7:30pm.

- **Public Hearing: On Wednesday, April 18, 2007, at 6:00pm, there will be a public hearing at the City Planning Commission.** This hearing is on the Draft EIR and the proposed General Plan amendment to adopt the Bicycle Master Plan as part of the Land Use and Transportation Element of the Oakland General Plan.

- *Reviewing the Draft Documents:* The Draft Bicycle Master Plan and Draft EIR are available on the City's website at [www.oaklandpw.com/bicycling/bikeplan.htm](http://www.oaklandpw.com/bicycling/bikeplan.htm). Copies of the documents are also available (at no charge) from the Community and Economic Development Agency, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30am to 5:00pm. The documents are also available for review at the Oakland Main Public Library, Social Science and Documents, 125 14th

St.

- *Key Changes to the Bicycle Master Plan:* The Draft Plan is the first update to Oakland's Bicycle Master Plan, adopted in 1999. The update is comprehensive, addressing all sections of the previous plan and providing greater detail and incremental improvements throughout. Key changes include the following:

- *Citywide Feasibility Analysis:* The greatest effort in the plan update was invested in the detailed evaluation of all streets on the proposed bikeway network. The updated network is based on an evaluation of street grades, curb-to-curb right-of-way widths, peak hour traffic volumes, and bicycle/bus interactions. The purpose of this analysis was to develop feasible proposals that maximize bicyclist safety and access while minimizing adverse effects on motor vehicle congestion, parking, and bus operations.

- *Additional Bikeway Types:* Since the completion of the 1999 Plan, the State of California adopted the shared roadway bicycle marking (sharrow). This traffic control device is a tool for improving bicycle routes and provides a potential alternative in cases where bicycle lanes are not feasible. The sharrow is one aspect of two bikeway types that are new to Oakland's proposed bikeway network: arterial bicycle routes and bicycle boulevards.

- *Safe Routes to Transit:* While the 1999 Plan emphasized connections to transit, this

## Comment Letter 25

update integrates "Safe Routes to Transit" as a key policy for identifying and prioritizing capital improvements. For each major transit station, the proposed bikeway network includes a bikeway connecting from each direction surrounding the station. These streets are explicitly named and prioritized because of their potential to increase transit ridership while connecting cyclists to destinations throughout the region.

◦ *Routine Accommodation:* In light of policies at the regional, state, and federal levels, the Draft Plan is based on a policy position that the City of Oakland will consider bicycle safety and access in the design and maintenance of all streets. This policy differs from the 1999 Plan in that the scope of potential bicycle improvements is not as focused on the proposed bikeway network. At the same time, the Draft Plan retains the proposed bikeway network as a foundation for prioritizing and improving streets as bikeways that will have the greatest community benefit.

For additional information, see the project's web site at:

[www.oaklandpw.com/bicycling/bikeplan.htm](http://www.oaklandpw.com/bicycling/bikeplan.htm)

**Comments must be received no later than 4:00pm on Friday, April 27,** and should be sent to the attention of Jason Patton, Bicycle and Pedestrian Program Manager, City of Oakland, Public Works Agency, Transportation Services Division, 250 Frank H. Ogawa Plaza, Suite 4344, Oakland, CA 94612; telephone: (510) 238-7049; email: [jpatton@oaklandnet.com](mailto:jpatton@oaklandnet.com).

Sincerely,

Jason Patton

Bicycle and Pedestrian Program Manager

*Please contact me if you would like your name removed from this list of occasional mailings regarding Oakland's Bicycle Master Plan.*

4/19/2007

## **Letter 25: Stefanie Parrott**

**25-a:** The Draft Plan includes a bikeway on 7<sup>th</sup> Street because it provides a continuous connection between downtown, West Oakland BART, and Middle Harbor Shoreline Park. Eighth Street does not provide a connection across I-980 (into downtown) nor does it provide a connection across I-880 (to the Port). For these reasons, 7<sup>th</sup> Street is retained in the Draft Plan in addition to the existing bikeway on 8<sup>th</sup> Street. The Draft Plan (p. 130) also proposes that the 8<sup>th</sup> Street bikeway be converted from bicycle lanes to a bicycle boulevard. A boulevard treatment is more appropriate for a low-volume, residential street like 8<sup>th</sup> Street. This change would also restore the curbside parking and thus eliminate the current conflict between bicyclists and illegally parked motor vehicles.

**25-b:** The Draft Plan includes bike lanes on most of Adeline Street in Oakland. Between 36th Street and 47th Street, Adeline Street is in Emeryville. In Oakland, at 61st Street approaching the Berkeley border, the Adeline Street bikeway connects to the King Street bicycle boulevard in Berkeley so as to avoid the intersection of Adeline Street and Martin Luther King, Jr. Way.

## Comment Letter 26

**Patton, Jason**

**From:** Stefan Seum [steseum@comcast.net]  
**Sent:** Friday, April 27, 2007 3:26 PM  
**To:** Patton, Jason  
**Cc:** Jennifer Hosek; 'Dean M. Morier'  
**Subject:** Re: Draft Bike Plan posted  
**Importance:** High

Dear Jason,

Attached please find my comments on the City of Oakland Draft Bicycle Master Plan 2007. (in the format of a Adobe PDF Comment summary page by page) First, I would like to praise the document for its comprehensive discussion of the issues and for the City's focus on bicycle issues. Bicycling can be an important mode of transport as well as a healthy way of leisure activity and I applaud the City's efforts to improve the conditions of Oakland's bicycle network. Safe and coherent bicycle systems will attract more user, which in turn can only benefit the City and its strive for sustainable development.

a

As you may know, I have been engaged in the Eastlake community for several years, as member of the Eastlake Community Group and the Eastlake Merchant Association. The first is a citizen group focused on street calming around Franklin and Garfield schools. For the latter I had been the representative in the Project Area Committee of the Redevelopment Program. Both functions gave me an opportunity to speak to many residents in the neighborhood, residential and business the like. It was unfortunately not possible to reach out to the community before submitting those comments and to solicit a uniform response. However, my comments reflect the experiences that I have made in the conversations with the community to the degree possible. I hope that those comments add to the perspective that Eastlake residents may have on the development of Oakland's bicycle network.

b

With best regards,  
 Stefan Seum

P.S. Please let me know if you would like to have the original PDF draft BP with my comments for your reference.

Patton, Jason wrote:

CAC Members,

FYI, Our mailings for the Draft Bike Plan and Draft EIR went out on Monday. Also, the attached letter was sent via mail to the project contact list, the City's list of neighborhood groups, and bike shops in Oakland. I will send the letter as an email to the project contact list later today. (Note that with the project contact list, I generally have either an email address or a mailing address and thus the distribution via both methods.)

The documents as well as the supplementary information (Appendix H) are now available on the project web site at: [www.oaklandpw.com/bicycling/bikeplan.htm](http://www.oaklandpw.com/bicycling/bikeplan.htm)

The public review period for these drafts runs through Friday, April 27.

I'll contact you later in the month with an update on the community meeting that we are having on Thursday, April 5.

5/1/2007

Sincerely,

Jason Patton  
Bicycle and Pedestrian Program Manager  
City of Oakland, Public Works Agency  
Transportation Services Division  
250 Frank Ogawa Plaza, Suite 4344  
Oakland, CA 94612

510-238-7049 (phone)

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Stefan Seum Consulting  
Environmental & International Consulting  
Oakland US (company seat) - Kingston CA - Berlin DE

Tel.: +1(510)773-1109; NEXTEL #: 117\*131941\*23  
Tel./Fax Germany: +49(0)1805-233-633-31010  
[SteSeum@comcast.net](mailto:SteSeum@comcast.net)

# Summary of Comments on Draft BMP March 2007.aspx

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## Page: 52

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Sequence number: 1  
Author: Administrator  
Date: 4/27/2007 3:09:17 PM  
Type: Highlight

shared lane bic bicycle ycle stencils,

NOTE: stencils in Oakland often have been of poor quality and deteriorated quickly (as do streets). It would be important to require quality work from contractors - maybe by requireing contractors to adopt the maintenance for a several years with contract award.

c

## Page: 58

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Sequence number: 1  
Author: Administrator  
Date: 4/23/2007 11:31:09 PM  
Type: Highlight

Figure 4.5: Bikeway cross section

NOTE: Shared travel lanes should encourage the sharing of lanes, even if and in particular if they are not wide enough to have both, bicyclist and car next driving parallel. Successful examples in San Francisco show that stencils indicating the safe zone are very helpful to educate drivers and to motivate safe behaviors by both bicyclist and automobilist.  
The BMP should to integrate this type of shared lane.

d

## Page: 67

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Sequence number: 1  
Author: Administrator  
Date: 4/23/2007 11:33:50 PM  
Type: Highlight

To minimize maintenance,

SUGGESTION: to improve stencil quality require several years (e.g. 10 years) of maintenance included in the bids through RFP requirements..

c

Sequence number: 2  
Author: Administrator  
Date: 4/27/2007 3:12:04 PM  
Type: Highlight

Class 3A arterial routes should only

be used in cases where bic bicycle ycle lanes are infeasible for the foreseeable future.

COMMENT: why? It is my perception that this bikeway type may be a good and cheap interim solutions for proposed bile lane routes with lower priority.

e

Sequence number: 3  
Author: Administrator  
Date: 4/23/2007 11:37:56 PM  
Type: Highlight

Narro Narrower wer shared lane

facilities acilities are acceptable only if no other alternati alternative exists.

NOTE: although I agree with the 'should' - shared lane signs are very important on major connectors that do not provide sufficient space (e.g. W 14th Street, Grand Ave East of I-580) In those cases markings on the lane makes car drivers accept that bicyclist take the lane.

d

Page: 68

Sequence number: 1  
 Author: Administrator  
 Date: 4/23/2007 11:39:15 PM  
 Type: Highlight  
 stencil guides bic bicyclists yclists to ride outside of the door zone and alerts dri drivers ers to share the lane with bic bicyclists.  
 NOTE: Very important point. Sharing the road may also mean staying behind the cyclist.

Sequence number: 2  
 Author: Administrator  
 Date: 4/23/2007 11:39:01 PM  
 Type: Highlight  
 In such cases, bic bicyclists yclists should ride in the center of the tra ravel lane such that dri drivers ers pass in the adjoining lane or wait ait for the cyclist yclist to clear the bottleneck.

Sequence number: 3  
 Author: Administrator  
 Date: 4/23/2007 11:39:57 PM  
 Type: Highlight  
 See comment above: in addition to signs "bicyclists may use full lane" stencils out of the doorway are important. They also guide bicyclist to the save zone.

d  
 cont.

Page: 70

Sequence number: 1  
 Author: Administrator  
 Date: 4/27/2007 2:41:23 PM  
 Type: Highlight  
 In addition to speed humps, I would like to suggest the installation of small round-about, as they have been successfully implemented to calm streets in Berkeley, CA. Round-about have the benefit to act as beautification and street calming. Round-about merely interupt flow of traffic and are very efficient.

f

Page: 121

Sequence number: 1  
 Author: Administrator  
 Date: 4/23/2007 11:46:08 PM  
 Type: Highlight  
 4th/5th Aves ves (E 18 18th th St to Embar Embarcader cadero) o)  
 AGREEMENT: in agreement with impotence of 5th Ave.

g

Sequence number: 2  
 Author: Administrator  
 Date: 4/27/2007 2:39:32 PM  
 Type: Highlight  
 14th St (Brush St to Lak Lakeside eside Dr)  
 AGREEMENT: 14th Str. is very important to connect East and West.  
 14th Street is also not heavily trafficed with cars and would be suitable to be a one-land plus bike lane street.

h

Page: 122

Sequence number: 1  
 Author: Administrator  
 Date: 4/23/2007 11:48:02 PM  
 Type: Highlight

i

16th Ave ve (F Foothill oothill Blvd to Embar Embarcader cadero)  
AGREEMENT

Page: 123

Sequence number: 1  
Author: Administrator  
Date: 4/27/2007 2:44:29 PM  
Type: Highlight

E 12th St (1st Ave ve to Fruitvale ruitvale Ave)  
NOTE: while this route is direct, it has problems from 14th Ave to Fruitvale BART due to high speed of traffic, depris and little safety at night. A second East-ward connector is needed, for example using East 15th, East 16th Streets and Foothill Boulevard, then connecting West to Fruitvale BART.  
Furhtermore, East 15th Street and Foothill between 1st and 14th Avenue should be converted into residentially oriented streets, as demanded by many citizens. For example by converting them in one-lane two direction streets, including bicycle boulevard design with traffic calming devices (round-about etc.)

j

Sequence number: 2  
Author: Administrator  
Date: 4/27/2007 2:48:01 PM  
Type: Highlight

Foothill oothill Blvd (23r 23rd Ave ve to Fremont emont Wy)  
AGREEMENT.  
In addition a bike path could extend from Foothill/23 Ave towards Fruitevale BART using East 16th Street. This could be an alternative or addition to East 12th Street from 14 Ave - Fruitevale BART.

k

Page: 124

Sequence number: 1  
Author: Administrator  
Date: 4/23/2007 11:51:26 PM  
Type: Highlight

Lak Lakeshor eshore Ave ve (MacArthur Blvd to E 12th St)  
AGREEMENT: it should also be a one lane per direction road for cars to ensure safe driving speeds and increase recreational value of Lake Merritt.

k

Sequence number: 2  
Author: Administrator  
Date: 4/27/2007 3:04:13 PM  
Type: Highlight

Gr Grand and Ave ve  
Grand Avenue from I-580 to Cambridge Way should be a priority project for on-street bike path / or share the lane stencil singnage. This section today is a frequently bicycled connector between Oakland and Berkeley and business location. Parking design and lack of awareness of car drivers to share the road makes this stretch dangerous.

l

Page: 125

Sequence number: 1  
Author: Administrator  
Date: 4/23/2007 11:52:23 PM  
Type: Highlight

Tele elegr graph aph Ave ve (Aileen St to 20th St)  
AGREEMENT, very important project

m

Page: 126



Sequence number: 1  
Author: Administrator  
Date: 4/23/2007 11:53:18 PM  
Type: Highlight  
Tele elegegraph Ave ve (20th St to Br Broadway)  
DITO very important

↑  
m  
cont.

Sequence number: 2  
Author: Administrator  
Date: 4/27/2007 2:52:55 PM  
Type: Highlight  
4th St Path ath (e existing)  
As suggested at BCDC hearings, I would like to offer a second and more attractive path alignment, South of 7th Street, considering the future land-use planning in that area:  
Instead of aligning the path on the North-West shore of the Channel, an additional path on the South-East side of the Channel that connects with 5th Avenue near the rail crossing would be a (temporary) more direct bike connection between Lake Merritt and the Bay Trail. 4th Street unfortunately ends in an industrial area that offers no safe and clean bike-path in the foreseeable future.

↑  
n

Page: 127

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Sequence number: 1  
Author: Administrator  
Date: 4/27/2007 2:56:55 PM  
Type: Highlight  
Lak Lake Merritt Channel Path ath and Bridg Bridge  
Please see comment above: Until construction of the bridge a better solution connecting Lake Merritt Chanel and 5th Avenue is needed.

Page: 130

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Sequence number: 1  
Author: Administrator  
Date: 4/27/2007 2:59:26 PM  
Type: Highlight  
13th Ave and 16th Ave (with a connection via E 21st St) could provide vide a viable alternati alternative if traf traffic fic calming were implement implemented AGREEMENT, however as mentioned above - Foothill Blvd. and East 15th street are both suitable to be converted into two-way streets, including the installation of traffic calming devices (round-about). This would create a 'bike boulevard' style connection from Lake Merritt to Fruitvale BART.

↑  
o  
↓  
j

## Letter 26: Stefan Seum

**26-a:** Comment noted.

**26-b:** Comment noted.

**26-c:** Oakland has at times specified that three-coat paint be used for bike lane striping. This decision was made because thermoplastic markings were thought to be slippery for bicyclists. However, the use of paint has resulted in the bike lane markings fading within five years. Furthermore, the slipperiness of thermoplastic can be ameliorated by ensuring that an adequate quantity of glass beads is added to the mixture. Where feasible, Oakland will specify that more durable thermoplastic or tape, rather than paint, be used for bike lane markings. In situations where thermoplastic or tape markings degrade within a year after application, the contractor can be held liable to repair the markings. The Revised Plan includes the following additional action under Policy 1A (Bikeway Network): “Striping Materials: Where feasible, specify thermoplastic or tape for bikeway pavement markings for increased longevity and reduced maintenance.”

**26-d:** The Draft Plan seeks to minimize bikeways on collector and arterial streets that do not provide adequate width for a bicycle lane or a wide outer travel lane because this extra width is an important accommodation for bicyclists. In locations where this width is not available, the Draft Plan (p. 71) recommends the use of shared lane pavement markings in conjunction with the “Bicycles May Use Full Lane” sign. (Note that as of this writing the sign is not approved as a uniform traffic control device.) The sign and stencil are recommended to help educate drivers and bicyclists on sharing the road along bikeways with narrow travel lanes.

**26-e:** The Draft Plan (p. 66) explains, “[Arterial bicycle routes (Class 3A)] should only be used where bicycle lanes are infeasible for the foreseeable future.” This design guidance is provided to discourage the development of bikeway projects that provide insufficient accommodation for bicyclists. Arterial bike routes should not be used as a simple substitute for bicycle lanes because they do not provide comparable accommodation. Arterial bike routes may be used as an interim solution where bike lanes may be infeasible for the foreseeable future. Examples of such locations may include 14<sup>th</sup> Street (Broadway to Oak Street) and Lakeshore Avenue (El Embarcadero to MacArthur Boulevard).

**26-f:** Traffic circles are included in the Draft Plan (p. 70) as a traffic calming device that is compatible with bicycle boulevards.

**26-g:** The Draft Plan proposes this connection on 5<sup>th</sup> Avenue between Embarcadero and E 10<sup>th</sup> Street, continuing on 4<sup>th</sup> Avenue between E 10<sup>th</sup> Street and E 18<sup>th</sup> Street. The shift to 4<sup>th</sup> Avenue is proposed because: (1) both 4<sup>th</sup> Avenue and 5<sup>th</sup> Avenue are 40 feet wide; (2) 4<sup>th</sup> Avenue has lower traffic volumes than 5<sup>th</sup> Avenue; (3) 4<sup>th</sup> Avenue provides a superior connection to the Lake Merritt Business District (at Park Boulevard and E 18<sup>th</sup> Street); and (4) 5<sup>th</sup> Avenue has a significant hill between E 18<sup>th</sup> Street and E 21<sup>st</sup> Street.

**26-h:** Fourteenth Street is the proposed primary east/west bikeway through the downtown because it provides a continuous connection between West Oakland and Lake Merritt. This proposal is consistent with an overall east/west roadway designation for downtown with 11<sup>th</sup>/12<sup>th</sup> Streets as transit streets and 7<sup>th</sup>/8<sup>th</sup> Streets, 11<sup>th</sup>/12<sup>th</sup> Streets, and 17<sup>th</sup>/19<sup>th</sup> Streets for freeway access. (Note that no other street between I-880 and Grand Avenue provides sufficient connectivity for an alternate bikeway alignment.) In the downtown, the majority of 14<sup>th</sup> Street is not wide enough to accommodate two bicycle lanes, two travel lanes, a two-way center turn lane, and parallel parking on both sides of the street. The Draft Plan proposes an arterial bicycle route with one wide travel lane in each direction, a continuous two-way center turn lane, and parallel parking on both sides of the street.

**26-i:** Comment noted.

**26-j:** The conversion of the Foothill Boulevard/E 15<sup>th</sup> Street couplet (1<sup>st</sup> Avenue to 14<sup>th</sup> Avenue) to two-way local streets is beyond the scope of the Bicycle Master Plan. If such a conversion were to occur, the proposal for bike lanes would be revised to a bicycle boulevard on one of the streets. E 16<sup>th</sup> Street (23<sup>rd</sup> Avenue to Fruitvale Avenue) was not proposed as a bicycle boulevard because it is of limited length and does not provide a connection across Fruitvale Avenue. East 16<sup>th</sup> Street is an excellent example of the “neighborhood connector” bikeway type proposed by the Draft Plan (p. 51). With respect to E 12<sup>th</sup> Street (14<sup>th</sup> Avenue to Fruitvale Avenue), this bikeway is proposed as a substitute for International Boulevard (as proposed in the 1999 Bicycle Master Plan) to reduce conflicts with AC Transit bus lines. The project is currently under study and traffic speeds will be addressed in the project’s design.

**26-k:** These proposals in the Draft Plan are consistent with the Lake Merritt Park Master Plan and the Measure DD projects that are currently under development. Those projects include the reconfiguration of Lakeshore Avenue (El Embarcadero to E 18<sup>th</sup> Street) with one travel lane and bike lane per direction plus a two-way center turn lane. These bike lanes will connect to the 12<sup>th</sup> Street Reconstruction via bike lanes on 1<sup>st</sup> Avenue. Due to localized congestion at I-580, bike lanes are not feasible on Lakeshore Avenue between El Embarcadero and MacArthur Boulevard. An arterial bike route is proposed for this section to connect the Lake Merritt facilities to the MacArthur bikeway. (Also see Response to Comment 26-e).

**26-l:** Grand Avenue between I-580 and the Piedmont border was not identified as a priority project as per the prioritization process described in Section 6.1 (Priority Projects) and Appendix H (Supplementary Documentation). The Draft Plan proposes an arterial bike route. Note that currently the California Supplement to the Manual on Uniform Traffic Control Devices does not allow shared lane pavement markings to be used adjacent to diagonal parking (as currently exists along this stretch of Grand Avenue).

**26-m:** Comment noted.

**26-n:** Note that the 4<sup>th</sup> Street Path will be reconstructed by Caltrans as part of the seismic retrofit project of I-880 in the vicinity of the Lake Merritt Channel. The connection between the Lake Merritt Channel Path and 5<sup>th</sup> Avenue is included in the proposed bikeway network. In the Revised

Plan, this connection is explicitly added to the narrative description of the Lake Merritt Channel Path in Section F.2 (Bicycle Paths and Bridges).

**26-o:** Comment noted.

Patton, Jason

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**From:** Stewart, Jonathan [Jonathan.Stewart@ucsf.edu]  
**Sent:** Wednesday, April 18, 2007 10:19 AM  
**To:** jpatton@oaklandnet.com  
**Subject:** Bicycle master plan and helmets

Hello,

As an bicyclist living in Oakland, I've been reading with interest the proposed new bicycle master plan. I see a lot of exciting proposals and good ideas, and I'm using it as a case study in a public policy class. I am wondering if there have been any proposals to require all adult bicyclists to wear helmets, like cities such as Seattle have done? a

Jonathan

Jonathan D. Stewart RN JD  
MS-Health Policy Student Class of 2008  
University of California, San Francisco  
email: Jonathan.Stewart@ucsf.edu  
510.326.5316 (mobile)  
510.985.0361 (fax)

## **Letter 27: Jonathan Stewart**

**27-a:** No, Oakland has no such proposal at this time. California state law requires people under the age of 18 to wear a helmet while bicycling. The enforcement components of the Draft Plan reinforce this law while the encouragement component seeks to promote helmet use for bicyclists of all ages.

From: Wang, Yan [mailto:YWang@ensr.aecom.com]  
Sent: Tuesday, April 17, 2007 8:31 AM  
To: jpatton@oaklandnet.com  
Subject: input for Oakland bike master plan

Hi Jason.

I am very excited about the update of the Oakland bike master plan. I live in Alameda and commute to Oakland using the Posy tube. On the master bike plan, there is no showing of bike lane on Harrison Street for the update. I would like the city to reconsider and add a bike lane to Harrison Street in the update. Thanks for making the city a better place for bikers!

]

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Yan Wang P.E.  
300 Lake Side Drive Suite 220  
Oakland, California 94612  
Phone: (510) 879-4511  
Fax: (510) 350-9988  
Email: ywang@ensr.aecom.com

**Letter 28: Yan Wang**

**28-a:** In the downtown, Harrison Street south of 20<sup>th</sup> Street was not included as a proposed bikeway in the Draft Plan. The plan has a network selection criterion that bikeways be spaced at one-half mile intervals. Above 9<sup>th</sup> Street, Franklin/Webster is a better proposal than Harrison Street because of its proximity to Broadway and the available right-of-way is more conducive to bicycle lanes than is Harrison Street. The Madison/Oak couplet is also included in the proposed bikeway network to provide access along the eastern edge of downtown. For improving connections with Alameda, the Draft Plan includes Action 1C.7 (page 42) to improve bicycle access across the Oakland Estuary. The Estuary Crossing is identified as a priority project in Figure 6.3 (page 87). Such improvements would likely connect to the 2<sup>nd</sup> Street bikeway in Jack London Square, linking to the Madison/Oak couplet and Washington Street to provide access into downtown. The City of Alameda plans to study alternatives for improving bicycle access across the Oakland Estuary. If improvements to the Posey Tube are found to be feasible and desirable, the City of Oakland would work to improve the link between the Posey Tube and the nearby bikeways proposed for 8<sup>th</sup> Street and 9<sup>th</sup> Street.

## CHAPTER 5

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# Responses to Comments at the Public Hearing on the Draft EIR

An opportunity for the public to verbally comment on the Draft EIR (DEIR) was provided by the Planning Commission which held a public hearing on the DEIR on April 18, 2007. The following is a summary of comments received at the public hearing, followed by responses that address those topics. Most of the topics raised have been previously responded to in Chapter 4 (Responses to Written Comments).

### A. Planning Commission Public Hearing

The following comments were made at the Planning Commission public hearing on the Draft EIR on April 18, 2007:

#### Comments and Response to Comments

##### *Vice Chair Douglas Boxer*

**Comment:** Mr. Boxer states his support of the Bicycle Master Plan as part of Oakland's sustainability strategy in conjunction with in-fill development and reducing dependence on private motor vehicles. He indicates that the Plan will also help the City of Oakland seek funding from the State as well as opportunities with the federal government, including the possible continuation of the Non-motorized Pilot Program.

**Response:** The comment state support for the Plan as part of broader City strategies and addresses the merits of the project. The comment does not address the adequacy of the EIR and is noted for consideration prior to action on the project.

##### *Commissioner Paul Garrison*

**Comment:** What is the status of bicycle lanes around Lake Merritt and how are these bikeways addressed in the Draft Plan?

**Response:** The proposed bikeways in the Draft Bicycle Master Plan are coordinated with the proposals in the Lake Merritt Park Master Plan as well as the Measure DD projects including the Waterfront Trail. The Draft Plan includes continuous bicycle lanes around the lake along with a network of bicycle paths that encircle Lake Merritt and connect to the waterfront via the Lake Merritt Channel. The Draft Plan includes an inventory of these and other related planning efforts to ensure that the Bicycle Master Plan serves as a comprehensive resource for facilitating the development of such projects in coordination

with each other. Additionally, the City of Oakland is preparing a separate EIR for the “Measure DD Implementation Project” that includes a project level review of the bicycle lanes around Lake Merritt as part of its transportation analysis.

### **Robert Raburn**

**Comments:** Mr. Raburn, director of the East Bay Bicycle Coalition and a resident of Oakland, states that for the past two years he has served on the project’s Citizens Advisory Committee, which has been a fair, inclusive, and open process. He expresses that he is supportive of the Bicycle Master Plan and will not be making comments on the Draft EIR at this time. He believes that the Plan needs to go further and asks for the support of the Planning Commission on two specific areas. First, the Draft Plan does not include a bicycle parking ordinance although it calls for such an ordinance to be developed as a separate effort. He asks that the ordinance be included as part of the Draft Plan. Second, the existing bicycle access to major transit stations is inadequate. He urges the City to prioritize projects from each of the four directions around each transit station to bridge these gaps. He adds that the Safe Routes to Transit grant program, approved by Bay Area voters in 2004 as part of Regional Measure 2, provides funding for these projects.

**Response:** Action 1D.6 (Bicycle Parking Ordinance) of the Draft Plan (p. 43) calls for the adoption of a bicycle parking ordinance that would establish requirements for short-term bicycle parking, long-term bicycle parking, and support facilities as part of new development. The intent of the proposed ordinance is described in Section 5.3 (Bicycle Parking Ordinance) of the Draft Plan (p. 75). The draft ordinance is not included as part of the Draft Plan due to limitations on staff time and in order for the ordinance to have its own public process when presented to the Planning Commission and City Council. To underscore the importance of this ordinance, the Revised Plan includes it as a priority project in Chapter 6 (Implementation). Currently, bicycle parking is required on a case-by-case basis as a conditions of approval on new development. The amount of required parking is determined from the recommendations included in the 1999 Bicycle Master Plan plus site-specific characteristics of the project.

Safe Routes to Transit is a policy priority for its potential to promote bicycling and transit-riding by effectively linking these two modes. In the Draft Plan, see Policy 1C (Safe Routes to Transit) (p. 42) and Section 4.3 (Safe Routes to Transit) (p. 56). The Draft Plan specifies a priority bikeway from each of four directions to the major transit stations in Oakland and the nearby stations in adjacent cities. To date, the best examples are West Oakland BART (Mandela Parkway, 3<sup>rd</sup> Street) and Fruitvale BART (Fruitvale Avenue and E 7<sup>th</sup> Street).

### **David E. Mix**

**Comments:** Mr. Mix states concern that there is inadequate time at this public hearing to address both the Draft Plan and Draft EIR. He states opposition to the Draft Plan, Draft EIR, and the proposed General Plan Amendment to adopt the Bicycle Master Plan. He offers that the cost of

plan implementation at approximately \$28 million does not have general public support and could not be funded through a public vote (as with a bond). Mr. Mix further adds that bicyclists are primarily young and fit and thus bicycles cannot provide transportation for most people; in countries where people do use bicycles, it is out of economic necessity. In addition, Mr. Mix states that the Draft Plan is lacking on data with respect to bicyclist mode share and collision data, in particular, there is no data on bicyclist collisions by vehicle miles traveled. In Mr. Mix's opinion, bicycling is extremely dangerous when compared to driving, and bicycling is inappropriate for families and children.

**Response:** The Draft Plan includes a discussion of funding in Section 6.5 (Funding). Most bicycle capital projects are funded by grants and this section includes a summary of the relevant programs. Grant funding is available from county, regional, and state agencies as a means of promoting bicycling to help support policy goals related to air quality, land use, mobility, sustainability, and health. The Draft Plan also prioritizes the installation of bikeways in coordination with resurfacing projects so as to reduce costs through combined projects.

The Plan includes an extensive analysis of bicyclist-involved collisions in Section 2.5 (Bicyclist Collisions). Section 2.3 (Bicycling Rates in Oakland) provides data on bicycle mode share from the U.S. Census (2000), Bay Area Travel Survey (2000), and Nationwide Personal Transportation Survey (1995). Data on bicycle access to transit are included for BART, AC Transit, and the Capitol Corridor. Data for bicyclist collisions per vehicle miles traveled is not available from these or other data sources. Improving safety is a key focus throughout the Draft Plan, involving the coordination of engineering, education, and enforcement.

### **Mark Dieter**

**Comments:** Mr. Dieter, resident of East Oakland and the Vice-Chair of the City of Oakland's Bicycle and Pedestrian Advisory Committee, states his support for the Plan and wants to see it implemented as a means of meeting the City Council's goals for promoting sustainability, improving the city's neighborhoods, and enhancing Oakland's physical assets. He comments that the proposed projects will provide the opportunity for more people to bicycle and that the Plan includes bikeways spaced at approximately one-half mile intervals that would benefit residents throughout Oakland. He underscores Mr. Raburn's point that the Plan should include a bicycle parking ordinance. He adds that the Plan should also develop a quantitative means for evaluating level of service for bicyclists.

**Response:** Please see the response to Mr. Raburn's comment regarding the bicycle parking ordinance. The Draft Plan addresses the development of a quantitative measure for bicyclist level of service in Action 1A.6 (Bicycle Performance Measure) (p. 41) and Section 6.3 (under "Bicycle Performance Measures") (pp. 92-93). While additional research is still needed at the national and state levels, the Draft Plan encourages a more holistic approach to traffic impact analyses that would balance the needs of multiple transportation modes.

***Midori Tabata***

**Comments:** Ms. Tabata, District 6 resident and a member of the Plan's Citizens Advisory Committee (CAC), states that she supports the Plan, indicating that it is ambitious but doable. She adds that a bike-able Oakland is an admirable goal to help the City be more sustainable, and the Plan includes facilities throughout Oakland to serve people in all neighborhoods. Ms. Tabata comments that the CAC has participated in the outreach process by reaching out to neighbors and neighborhood groups and has also completed fieldwork that informs the Plan's proposals. She finds the Plan practical in that it recognizes that driving is currently the predominant transportation mode while simultaneously providing a vision for a bicycle-friendly Oakland.

**Response:** The comment discusses the merits of the project and does not address the adequacy of the EIR. The comment is noted for consideration prior to action on the project.

***Kent Lewandowski***

**Comments:** Mr. Lewandowski, District 1 resident and the Chair of the local Sierra Club group, states that the Sierra Club has submitted a letter in support of the Draft Plan. He acknowledges the environmental benefits of bicycle facilities and bicycling. Mr. Lewandowski indicates that he has been involved with the City of Oakland's Bicycle and Pedestrian Advisory Committee and commends the public process for the Plan, including the meetings with neighborhood groups. In response to Mr. Mix's comment, he suggests that better bikeways will make bicycling safer and thereby more accessible to families, children, and older adults.

**Response:** The comment discusses the merits of the Plan and does not address the adequacy of the EIR. The comment is noted for consideration prior to action on the project.

***Howard Goode***

**Comments:** Mr. Goode indicates that he has been a resident of Rockridge for over thirty years. He commends the outreach process in the Rockridge neighborhood and supports the resulting Draft Plan. In addition to benefiting bicyclists, the Plan will provide important neighborhood benefits regarding traffic safety and quality of life. These associated benefits are a key reason to support the Plan.

**Response:** The comment discusses the merits of the Plan and does not address the adequacy of the EIR. The comment is noted for consideration prior to action on the project

***Douglas Cross***

**Comments:** Mr. Cross, resident of the Lower Oakmore/Upper Dimond area, the District 4 representative on the Plan's Citizens Advisory Committee, and a professional transportation planner and former employee of AC Transit, offers comments based on his work-related travels. Mr. Cross states his belief that Oakland is behind other cities on the West Coast in terms of

bicycle facilities. These cities include Portland and Seattle as well as Sacramento and San Francisco. He states that countries in Northern Europe have made a deliberate choice to promote bicycling and those countries have demonstrated that if the facilities are provided people will bicycle. In his opinion, the Plan will promote sustainability, neighborhood accessibility, and a host of other benefits including competitiveness with other cities.

**Response:** The Draft Plan has drawn upon the work of other cities for best practices on bikeway network planning, bikeway design, bicycle parking facilities, and bicycle parking ordinances. Best practices are drawn from San Francisco, Berkeley, and Cupertino, amongst other cities. In particular, Sacramento is an interesting example because it is comparable to Oakland with respect to bicycle mode share as well as land use density and mix (especially for Sacramento's older neighborhoods). For planning purposes, other comparable cities in the West include Seattle, Portland, and Denver. The comment discusses the merits of the Plan and does not address the adequacy of the EIR. The comment is noted for consideration prior to action on the project

### ***Derek Liecty***

**Comments:** Mr. Liecty, resident of Montclair and an Oakland resident for forty-five years, describes that he is an avid cyclist as well as an avid motorist and has been involved since the mid-1990s when Oakland first began bicycle planning. He offers that the industrialized countries in Europe can be a model for making bicycling available to families, children, and older adults. Funding is available from the State and Federal governments and the City of Oakland should seek those funds. He asks the Planning Commission for their support in approving and implementing this Plan.

**Response:** For additional information on funding, please see the response to David Mix. The comment discusses the merits of the Plan and does not address the adequacy of the EIR. The comment is noted for consideration prior to action on the project

### ***Sanjiv Handa***

**Comments:** Mr. Handa commends the outreach for this project that has been completed by the Public Works Agency. He disagrees with the City Attorney's Office on the public noticing requirements that should apply to the Citizens Advisory Committee and offers that the Brown Act should apply to this committee because it includes representatives that were appointed by Council members. Mr. Handa states that City of Oakland vehicles are regularly parking in bicycle lanes and there is no enforcement. He also explains that the City of Seattle is also undergoing an update to its Bicycle Master Plan that includes \$220 million in funding, and that in comparison, Oakland's Draft Plan provides no funding; it is only a conceptual framework. Mr. Handa states that enforcement is a key component, both for double-parking in bicycle lanes and to ensure that bicycle parking on sidewalks maintains the necessary clearance specified by the Americans with Disabilities Act.

**Response:** Meetings of the Citizens Advisory Committee are publicly noticed and open to the public. Interested individuals are welcome to attend and additional information is available on the project's web site at [www.oaklandpw.com/bicycling/bikeplan.htm](http://www.oaklandpw.com/bicycling/bikeplan.htm). The Draft Plan addresses enforcement in Policy 2B (Enforcement) (p. 44) and Section 2.6 (under "California Vehicle Code") (p. 35). Placement standards for bicycle racks in the public right-of-way are included in the Draft Plan in Section 5.4 (Parking Design Guidelines) (pp. 76-77). In compliance with the Americans with Disabilities Act, those standards stipulate a minimum 5.5' of unobstructed pedestrian right-of-way where racks are installed on the sidewalk. By providing bicycle racks in the public right-of-way, the CityRacks Program is proactively encouraging bicyclists to park safely and legally at designated racks rather than to benches, railings, bus stop sign poles, and other locations that may adversely affect pedestrian access. For additional information on project funding, please see the response to comments by David Mix.

### ***David Whithall***

**Comments:** Mr. Whithall, resident of Montclair and a bicycle commuter, offers that he is forty years old and his mother-in-law also commutes by bicycle in Oakland on a daily basis. Mr. Whithall indicates that he commutes from Montclair to San Francisco on a daily basis, a ten-mile bicycle ride from his home to the Oakland/Alameda Ferry Terminal at Jack London Square. He states that there are sections of the route with bicycle lanes, but many sections do not have a designated bikeway. Further, he explains that he rides with a number of other people who take the ferry and believes he may be the youngest of that group of people bicycling to the ferry.

**Response:** The comment acknowledges, as the Draft Plan addresses, that areas of the City that do not have designated bikeways. The comment does not address the adequacy of the EIR and is noted for consideration prior to action on the project.

### ***Commissioner Michael Lighty***

**Comments:** Mr. Lighty indicates that he commutes by bicycle two or three times per week from Montclair. He offers no concerns with the Draft EIR, but indicates that the Draft Plan should put a priority on bicycle paths that separate cars from bicyclists. Specifically, Mr. Lighty states that "The Plan should also include the recommendations for a bicycle parking ordinance and a level of service measure for bicyclists. The Broadway corridor is likely to become a residential or mixed-use corridor following the relocation of Auto Row. Broadway is a convenient and effective arterial that should be emphasized in the new bikeway network. In comparing the existing and proposed bikeways, many of the deficiencies are in East Oakland and the south hills. These gaps should be filled."

He adds, "The Commission also needs to consider these issues when addressing future projects, especially bicycle parking for transit-oriented development. This is a strategy for dealing with issues surrounding density. When the Commission takes up the Plan for adoption, the Commission should also consider a recommendation that the City fund the Plan. The Commission is on the front lines of transportation issues and bicycling can be a strategy for

alleviating some of these issues. Safety cannot completely be addressed through physical treatments and thus education and encouragement are important. The culture of the city needs to change to support bicycling, thereby building awareness and improving safety. For example, bicycling is part of the identity of cities like Eugene and Portland. Bicycling should become part of Oakland's identity.

**Response:** Bicycle paths are prioritized in Section 6.1 (Priority Projects) and summarized in Figure 6.3 of the Draft Plan (pp. 84-87). The Draft Plan specifies 67 percent of all bicycle path projects as priorities. In comparison, 36 percent of all bikeway projects were specified as priorities. Key bicycle paths include those proposed around Lake Merritt, down the Lake Merritt Channel, and along the Oakland Estuary. These Measure DD projects will introduce many new people to bicycling by providing facilities that are separated from the roadway. The best collection of existing bicycle paths for Oakland residents is in the Martin Luther King, Jr. Regional Shoreline between High Street and Hegenberger Road.

With respect to the bicycle parking ordinance and bicyclist level of service measures, please see the response to comments from Robert Raburn and Mark Dieter, respectively.

The Broadway corridor, including the Webster/Franklin couplet in the downtown, is specified as a priority project in the Draft Plan (p. 86). Bicycle lanes are currently installed on Broadway between MacArthur Boulevard and 25<sup>th</sup> Street. The Draft EIR includes as Appendix E the Broadway Corridor Bikeway Feasibility Study as an illustrative example of plan implementation.

Priority bikeways that would serve East Oakland include the following:

- 38<sup>th</sup> Avenue (MacArthur Boulevard to E 12<sup>th</sup> Street) would connect the Laurel District to Fruitvale BART.
- 66<sup>th</sup> Avenue/Havenscourt Boulevard/Camden Street (San Leandro Street to MacArthur Boulevard) would connect Coliseum BART to the neighborhoods of Lockwood, Havenscourt, Picardy, Millsmont, and Maxwell Park as well as to Mills College.
- Bancroft Avenue (66<sup>th</sup> Avenue to 82<sup>nd</sup> Avenue) would complete the Bancroft Bikeway from Courtland Avenue to the San Leandro border and beyond.
- Coliseum BART to Bay Trail Connector Path (San Leandro Street to Oakport Street) would connect the BART station to the waterfront at Martin Luther King, Jr. Regional Shoreline.
- E 12<sup>th</sup> Street (1<sup>st</sup> Ave to Fruitvale Avenue) would connect the Measure DD improvements at Lake Merritt to the neighborhoods of Eastlake, San Antonio, 23<sup>rd</sup> Avenue, and Fruitvale.
- MacArthur Boulevard (Park Boulevard to Lincoln Avenue) that would complete the MacArthur Bikeway between the Laurel, Dimond, and Grand Lake Districts.

### **Commissioner Michael Colbruno**

**Comments:** Mr. Colbruno comments that he also bicycles to work and travels by bicycle to review projects for Planning Commission meetings. He commends staff on the quality of the Draft Plan. He believes that Oakland should be more aggressive on the issue of bicycle parking. Secure bicycle parking should be included as a part of future development projects. He adds that secure bicycle parking is a key issue for encouraging people because bicycle theft is a significant deterrent...The Plan should be stronger on secure bicycle parking and consider “bike trees” as are being used in Europe. (These facilities park bicycles by lifting them off of street level and storing them in an enclosed area.) Mr. Colbruno adds that a “free bike program” is another means for promoting bicycling. Further, he states that “signage is an issue once bicyclists get off of the major corridors. Signage is very important if local streets are used as bicycle routes because cyclists will miss the necessary turns unless it is very clear. The development of the Bay Trail will provide an important facility for getting people out on their bicycles.” Mr. Colbruno also offers that the new bicycle path on the Eastern Span of the Bay Bridge will also be a very important facility.

**Response:** Secure bicycle parking is addressed by the Draft Plan in Section 5.2 (Existing and Proposed Facilities) and Section 5.4 (Parking Design Guidelines). To emphasize the importance of security, the Plan distinguishes between short-term bicycle parking (bicycle racks) and long-term bicycle parking (bicycle lockers, bicycle cages, and bicycle stations). An objective of the proposed bicycle parking ordinance is to ensure that adequate long-term bicycle parking is provided. Such parking would be included in new development because of the space constraints to providing such accommodations in the public right-of-way. Note, however, that the City of Oakland has installed electronic bicycle lockers at 14<sup>th</sup> Street and Broadway (in Frank Ogawa Plaza) and at 20<sup>th</sup> Street and Broadway (on the sidewalk along a BART entrance). Currently, publicly accessible bicycle lockers are the preferred technology – instead of bicycle trees – for such locations. The electronic lockers are becoming more common and the City of Oakland seeks to build on this synergy with other cities and BART by providing similar bicycle parking with compatible access cards. Staff is familiar with the bicycle tree although we are not aware of installations in the nine-county Bay Area. To emphasize the importance of secure bicycle parking, the Revised Plan includes priority parking projects in Chapter 6 (Implementation). These priorities include the preparation of the bicycle parking ordinance and the development of publicly accessible bicycle cages or bicycle stations at MacArthur BART and 19<sup>th</sup> Street BART that would build on the model currently in operation at Fruitvale BART.

A “free bicycle program” is not considered at this time due to the Draft Plan’s priorities on building the bikeway network and providing secure bicycle parking. Such a bicycle lending program could be considered in the future to help ensure that the proposed infrastructure, once built, is fully used. Staff will follow the proposed project in San Francisco as well as similar projects in nearby jurisdictions to learn how such a program could benefit Oakland. As a step towards such a lending program, the Transportation Services Division is exploring the development of a bicycle pool for use by city staff on

work-related trips. Such a bicycle pool would help build experience and understanding for the development of such a public program.

As noted, signage is a critical component for effective bicycle routes and bicycle boulevards. In the Draft Plan, see the discussion of bikeway guide signage in Section 3.3 (Issues for Further Discussion). Based on outstanding issues with existing bikeway signage, staff is proposing a comprehensive evaluation to determine how best to serve bicyclists with guide signage that is also cost-effective for both installation and maintenance. Such future signage would be coordinated with parallel signage efforts by the Alameda County Congestion Management Agency (for countywide bikeways), BART (for station area access), and the Bay Trail Project (for the San Francisco Bay Trail).

### ***Vice Chair Douglas Boxer***

**Comments:** Mr. Boxer states that the Plan is important because it helps provide an alternative to driving and that this issue is becoming increasingly important and needs to be addressed for environmental reasons. He adds that the cost of fuel, particularly in the coming years, will make driving unaffordable to working class people... We need to offer them the opportunity of bicycling to work for economic, health, and environmental reasons.

**Response:** In the Draft Plan, see Section 1.2 (Benefits of Bicycling) for a discussion of the bicycle's relation to transportation, sustainability, public health, equity, and quality of life. The comment does not address the adequacy of the EIR and is noted.

### ***Chair Anne Mudge***

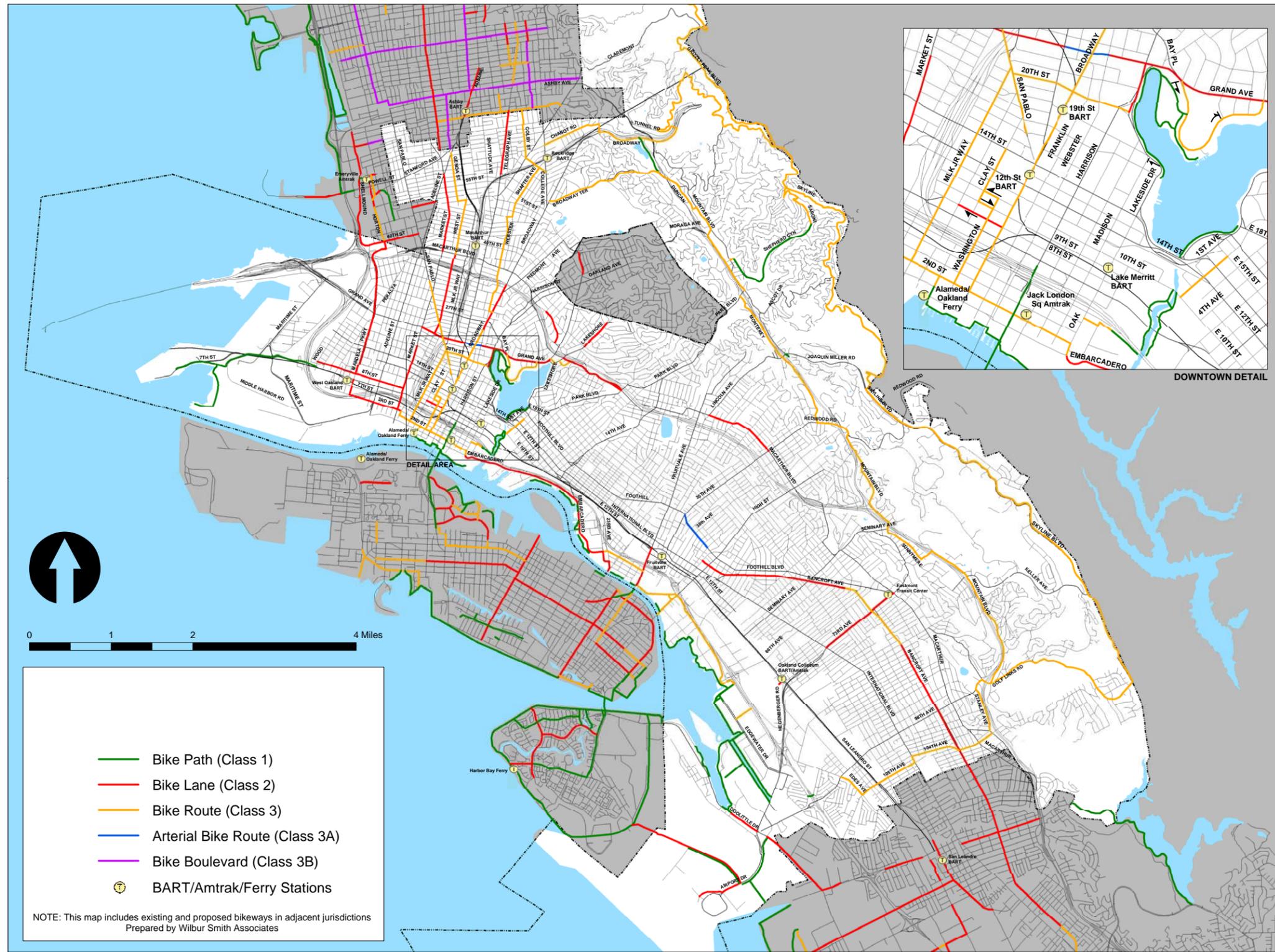
**Comments:** Ms. Mudge is inspired by the Plan and will consider bicycling to work.

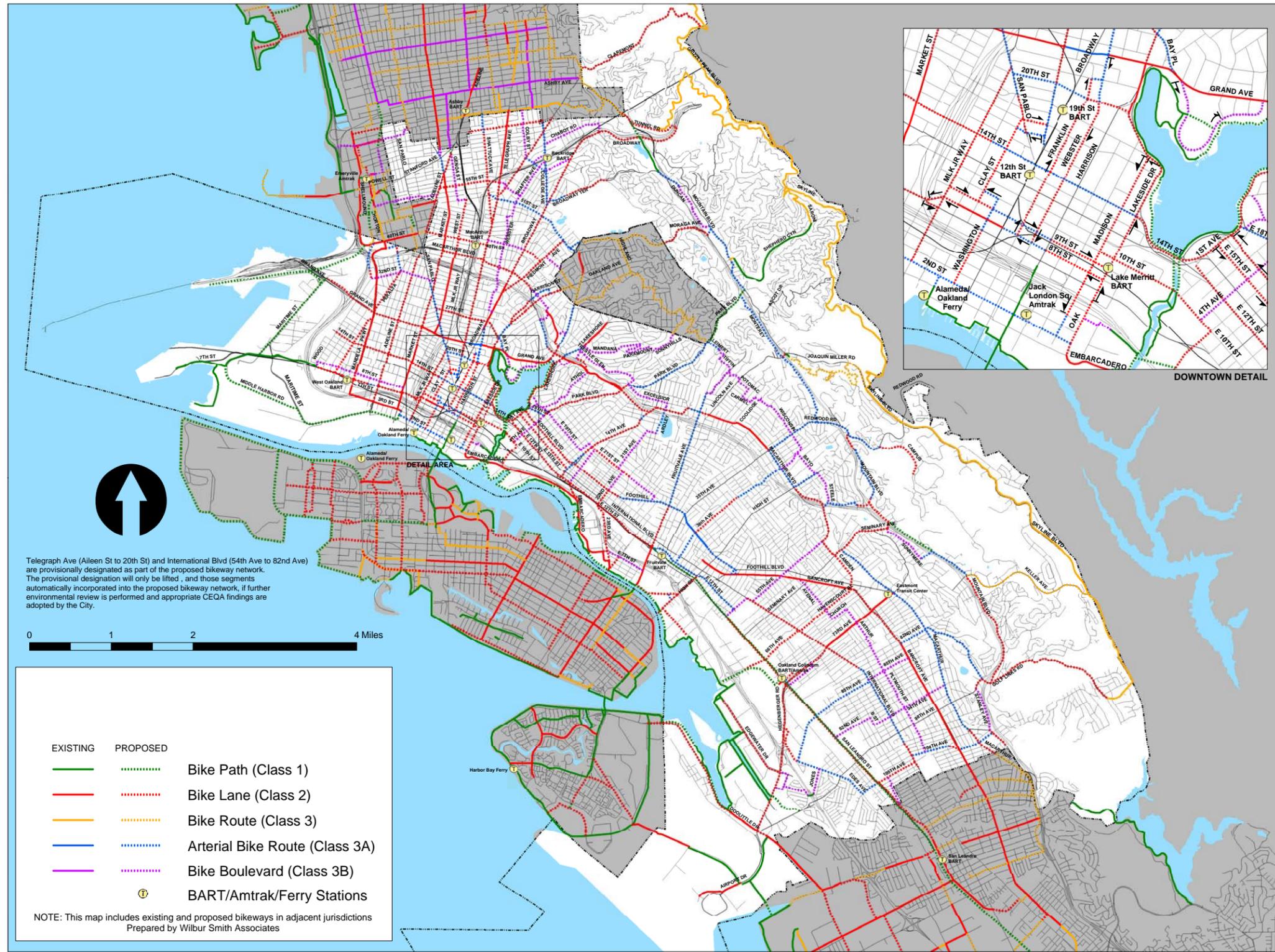
**Response:** The comment does not address the adequacy of the EIR and is noted.

## **APPENDIX A**

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### Changes to DEIR Graphics







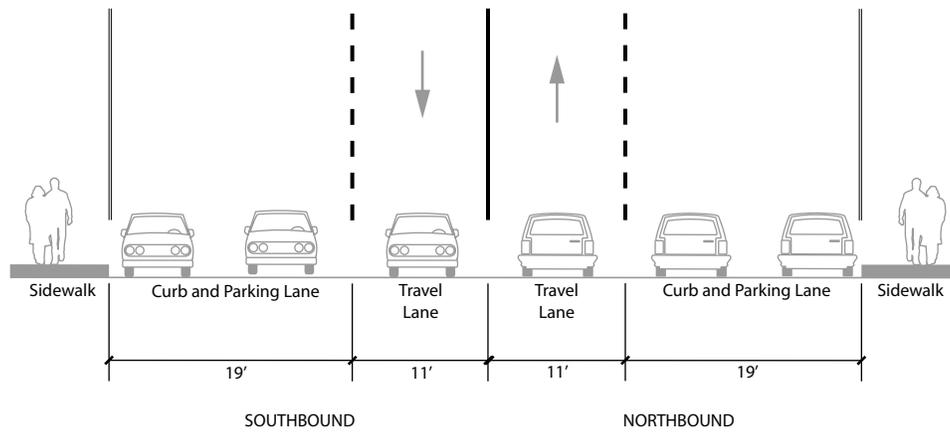
## **APPENDIX B**

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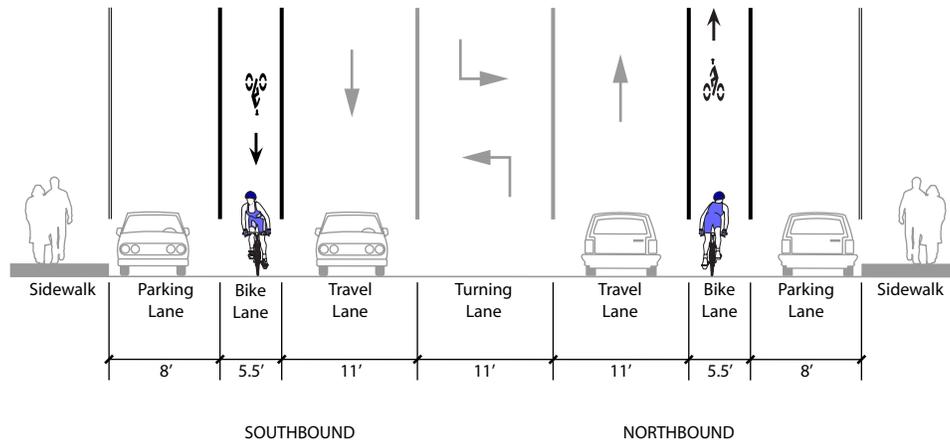
### Changes to Appendix E Graphics

Broadway - Keith Ave to Broadway Terrace

Existing (60' curb-to-curb width)

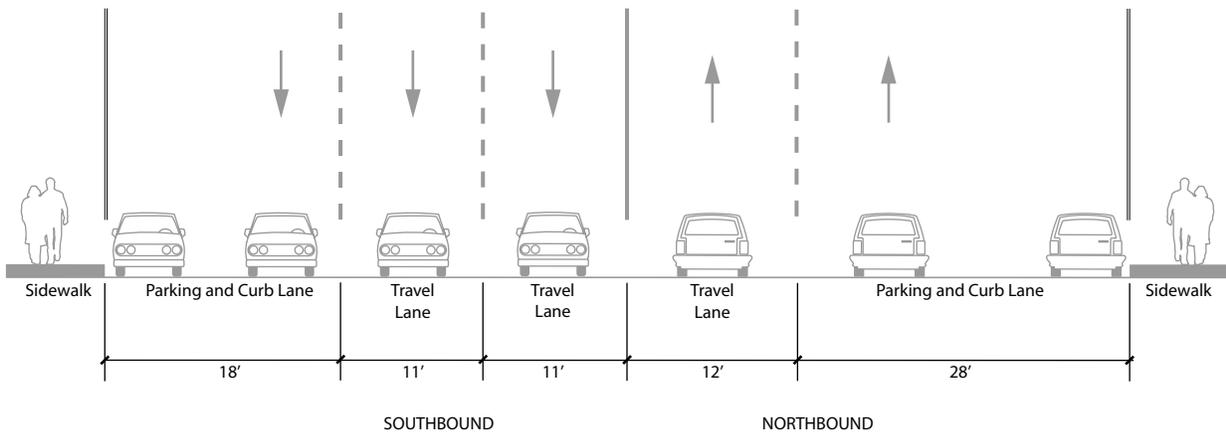


Proposed Bike Lane - Class 2  
(T3 cross-section)

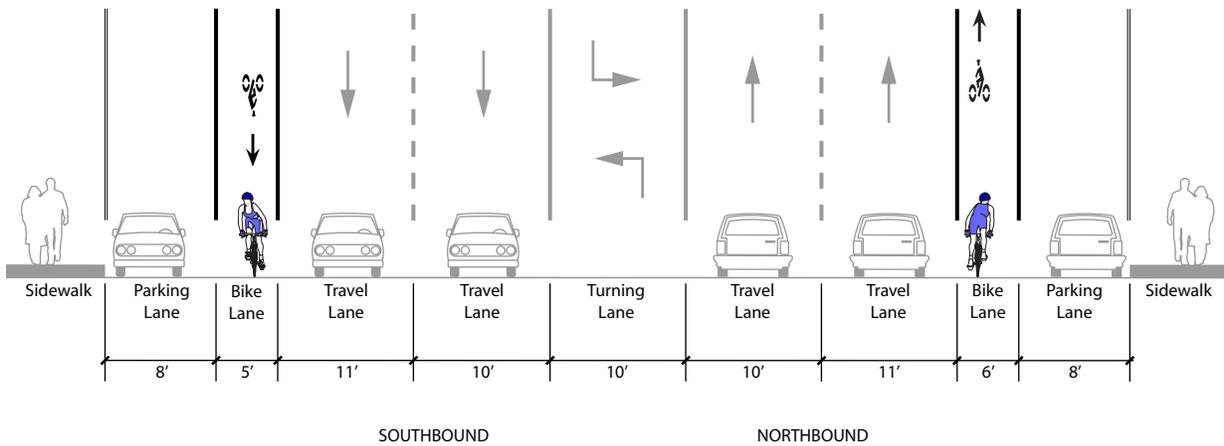


Broadway - Broadway Terrace to College Ave

Existing (80' curb-to-curb width)

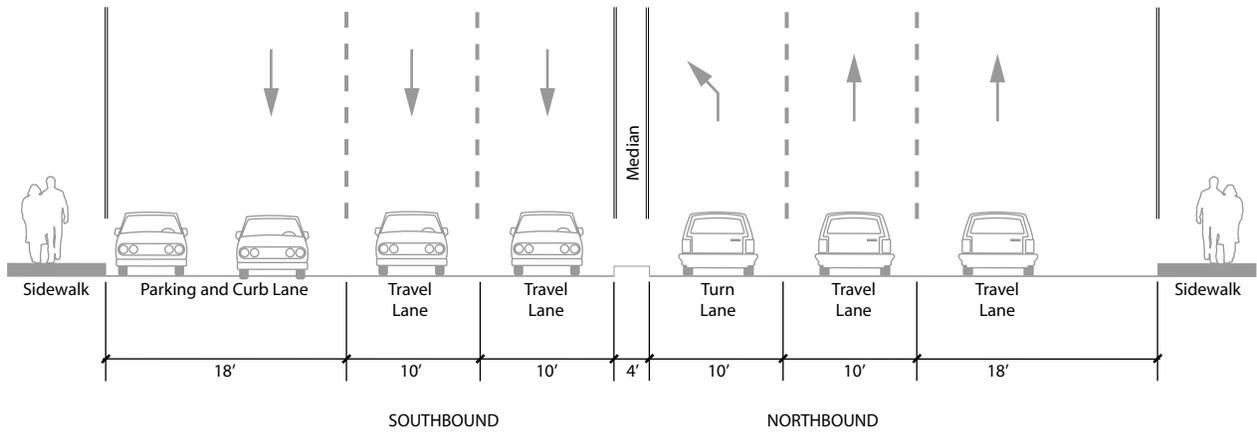


Proposed Bike Lane - Class 2  
(T5 cross-section)

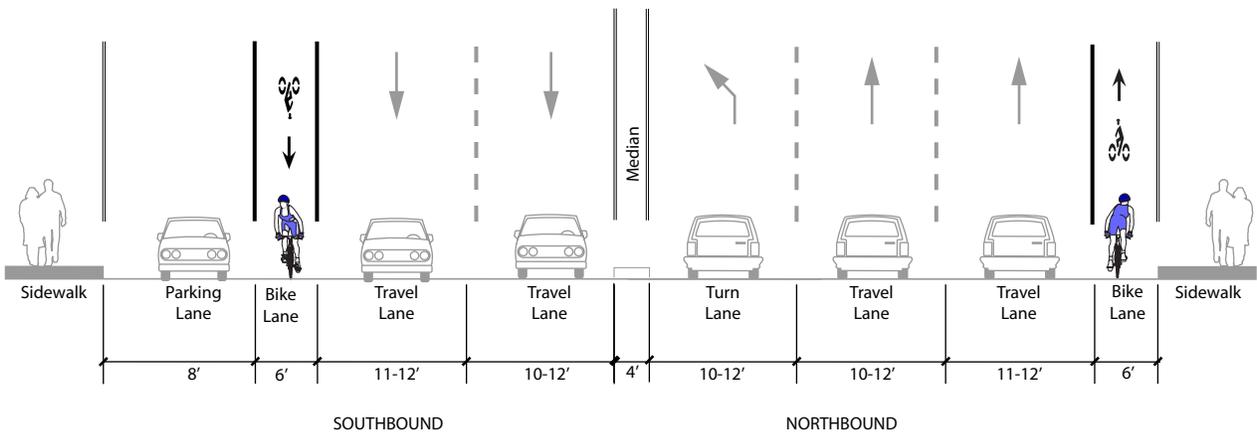


Broadway - College Ave to 51st Street/Pleasant Valley

Existing (curb-to-curb width varies from 80' to 100'. Width is 80' between College and Coronado, then widens to 100' between Coronado and 51st Street/Pleasant Valley)

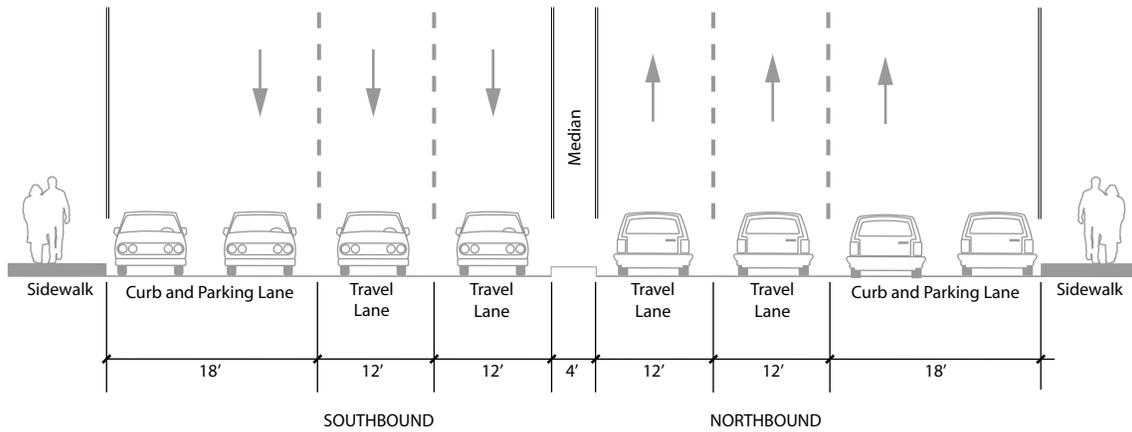


Proposed Bike Lane - Class 2  
(T4 cross-section)



Broadway - 51st Street/Pleasant Valley to MacArthur Blvd

Existing (80' curb-to-curb width)



Proposed Bike Lane - Class 2  
(T4 cross-section)

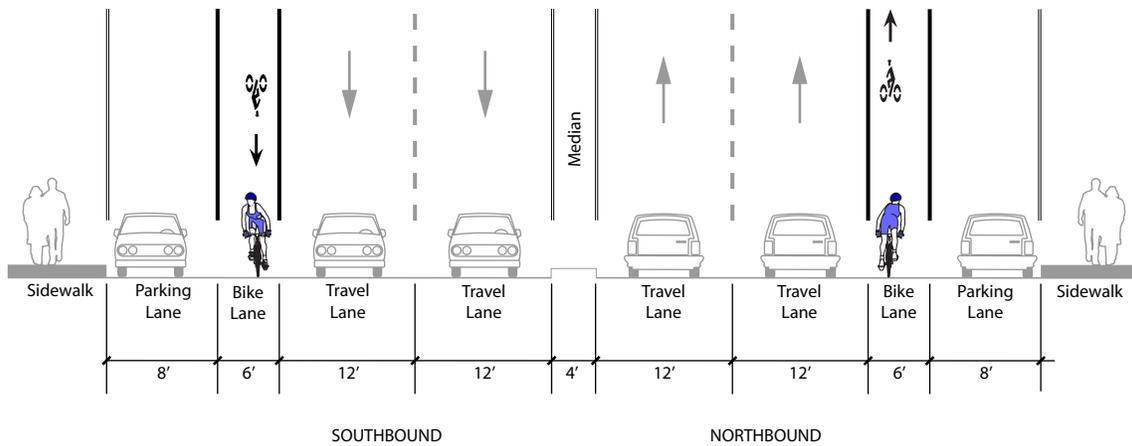


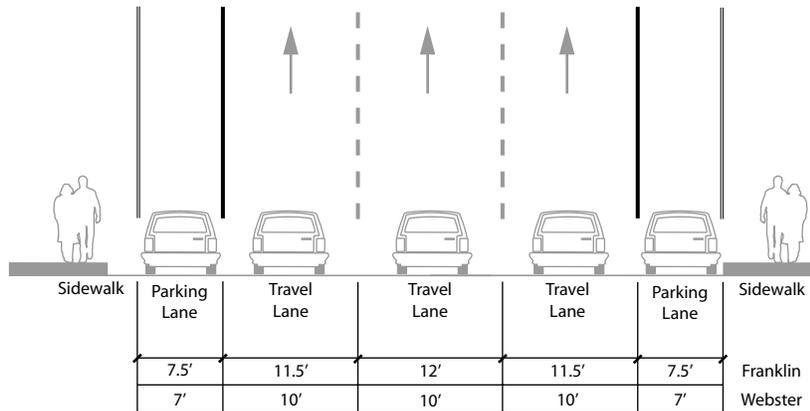
Figure 3-1D

REVISED PROPOSED CROSS-SECTIONS

529370/ELEVATIONS-BDWY - 07/03/07

Franklin - Broadway to 20th St. (Northbound)  
 Webster - Grand Ave. to 20th St. (Southbound)

Existing (50' curb-to-curb width - Franklin)  
 (44' curb-to-curb width - Webster)



Proposed Bike Lane - Class 2  
 (W2 cross-section)

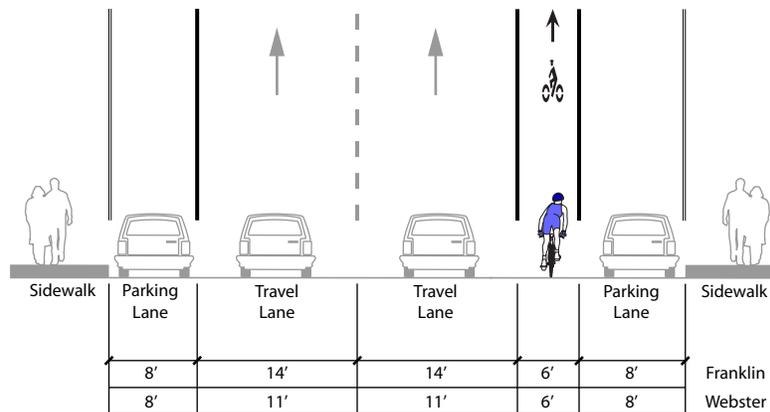


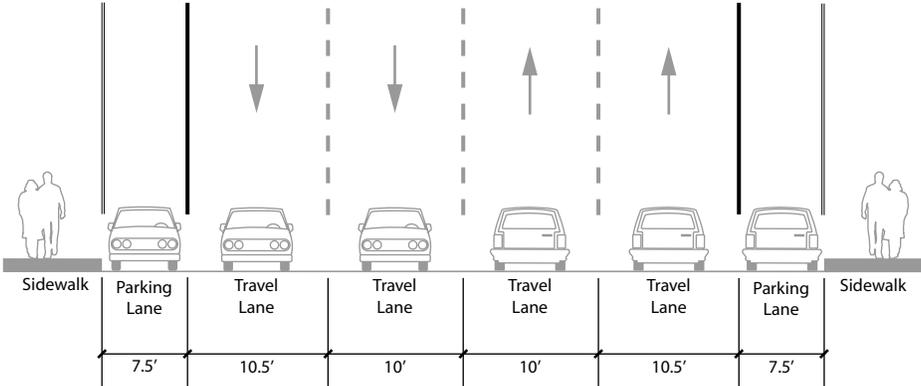
Figure 3-1G

REVISED PROPOSED CROSS-SECTIONS

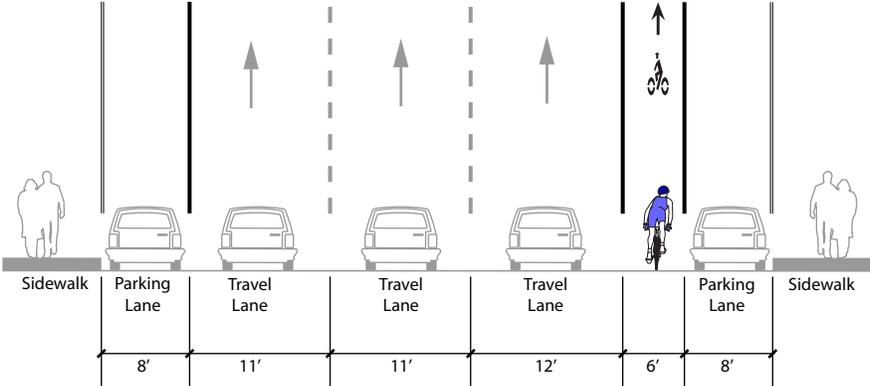
529370/ELEVATIONS-BDWY - 07/03/07

Franklin - 20th St. to 14th St. (Northbound)  
Webster - 20th St. to 14th St. (Southbound)

Existing (56' curb-to-curb width)



Proposed Bike Lane - Class 2  
(W3 cross-section)



## **APPENDIX C**

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### Changes to Draft Bicycle Plan

## Enumerated Revisions to the Draft Bicycle Master Plan dated 14-Mar-07

1. Chapter 1 (Introduction and Executive Summary): Three illustrations with captions were added to enliven the chapter and underscore the key points in the “Benefits of Bicycling.”
2. Section 1.1 (Vision and Goals): A new subsection was added that summarizes “Accomplishments to Date.” See the section in the Revised Plan for the exact language.
3. Section 1.2 (Benefits of Bicycling): The first sentence of the section was revised to call out bicycling for commuting and shopping:

“Bicycling is a healthy, non-polluting, low-cost, and quiet form of transportation that is ideal for many trips, including commuting and shopping.” [Response to Comment 15-a]

4. Section 2.1 (Opportunities and Constraints): The bullet on bicycle-accessible public transportation now includes the Bay Bridge Bicycle Shuttle:

“BART, AC Transit, Capitol Corridor, Alameda/Oakland Ferry, and the Caltrans Bay Bridge Bike Shuttle provide bicycle-accessible public transportation throughout the region.” [Response to Comment 15-c]

5. Section 2.1 (Opportunities and Constraints): The following constraint was added:

“In some areas, current land uses and structures limit the ability to develop new bicycle paths.” [Response to Comment 4-a]

6. Section 2.1 (Opportunities and Constraints): The opportunities bullet regarding transit-oriented development was revised to read:

“Transit village development at Oakland’s BART stations is creating opportunities to improve bicycle access to the stations and bicycle parking at the stations.” [Response to Comment 15-d]

7. Section 2.3 (Bicycling Rates in Oakland): The following language was added following the first sentence of this section:

“This interest is related to a heightened awareness of climate change, oil dependence and gas prices, and the health-related impacts of physical inactivity. In this context, bicycling is receiving more attention as healthy, environmentally benign, and affordable transportation.” [Response to Comment 15-i]

8. Section 2.3 (Bicycling Rates in Oakland): The Revised Plan now includes data on trip length for the San Francisco Bay Area from the Nationwide Personal Transportation Survey (NPTS). The following paragraph was added:

“Data on trip length are available from the 1995 Nationwide Personal Transportation Survey (NPTS) (Federal Highway Administration 1999). These data suggest the potential for bicycle trips replacing trips by other modes, most notably the private automobile. (Note that data on trip length are not included in the US Census or the Bay Area Travel Survey.) For the San Francisco-Oakland Consolidated Metropolitan Statistical Area, the NPTS includes data on 5,369 trips that were 50 miles or less in length. Of these trips, 43% were two miles or less and 67% were five miles or less. At ten miles per hour, a bicyclist covers these distances in 12 minutes and 30 minutes, respectively. Ten miles per hour is a casual cycling speed whereas strong cyclists will travel at fifteen to twenty miles per hour. These trips of five miles or less—and especially those of two miles or less—are trips where the bicycle is a viable and practical mode choice. These figures suggest the potential for increasing bicycle mode share by providing bikeways, bicycle parking, and programs that encourage and promote cycling skills.” [Response to Comment 1-q]

9. Section 2.3 (Bicycling Rates in Oakland): For the projected bicycle mode share, an additional sentence was added suggesting that 10% of all trips may be achievable by bicycle based on contextual factors. The figure of 10% is an extrapolation of the growth rates from the bicycle mode share models applied to the BATS2000 data that accounts for all trips (whereas the US Census data only includes journey to work):

“By accounting for these contextual factors and the bicycle mode share data from BATS2000, Oakland may achieve a 10% bicycle mode share for all transportation trips with the development of the bikeway network and associated education and enforcement programs.”

10. Section 2.4 (Transit Connections): Added a map of bicycle trips to MacArthur BART as an example of the catchment area for transit stations.
11. Section 2.6 (Education, Encouragement, and Enforcement), Bicycle Shops: The Revised Plan includes a listing of all nine bicycle shops located in Oakland. [Response to Comment 29-d]
12. Section 2.6 (Education, Encouragement, and Enforcement), Courses: For clarity, the entry for Cycles of Change was moved from “Courses” to “Organizations.”
13. Section 2.6 (Education, Encouragement, and Enforcement), Events: The following bullet was added under Events:

“Bicycle Club Rides: The Oakland Yellowjackets Bicycle Club and the Royal Ground Velo Raptors are local clubs that offer regular recreational rides for cyclists of all ability levels. For additional information, see the descriptions under “Organizations” below.”  
[Response to Comment 15-m]

14. Section 2.6 (Education, Encouragement, and Enforcement), Maps: The entry for the San Francisco Bay Trail now includes a reference to the “San Francisco Bay Shoreline webGuide”:

“San Francisco Bay Trail: East Bay, Richmond to Hayward (2007) shows the existing and proposed alignment of the Bay Trail through West Oakland and Jack London Square, along the Estuary, and around Arrowhead Marsh. The “San Francisco Bay Shoreline webGuide” provides an on-line, interactive reference for the Bay Trail and waterfront access (<http://gis.abag.ca.gov/website/ShorelineAccess/index.htm>).”

15. Section 2.6 (Education, Encouragement, and Enforcement), Organizations: The following entry was added:

“*Bicycle Trails Council of the East Bay* is a membership-based, non-profit advocacy organization whose mission is to educate cyclists in responsible mountain biking, to advocate for appropriate access and to promote community among trail users so all may fully enjoy and preserve the natural spaces for the East Bay ([www.btceb.org](http://www.btceb.org)).”

16. Section 2.6 (Education, Encouragement, and Enforcement), Organizations: The following entry was added:

“*The Crucible’s* Youth Program offers earn-a-bike classes and bicycle fix-a-thons for West Oakland youth. Participants in the earn-a-bike classes work with volunteer mechanics to fix donated bicycles. Each participant repairs two bicycles: one for he or she to keep and the other to be sold, raising money for the program. For the bicycle fix-a-thons, mechanics work with youth to fix their bicycles while deepening their understanding of repair and maintenance ([www.thecrucible.org](http://www.thecrucible.org)).”

17. Section 2.6 (Education, Encouragement, and Enforcement), Organizations: The following entry was added:

“*NorCal High School Mountain Bike League* is an Oakland-based organization that works to establish and maintain safe, quality high school mountain bike programs. The league is committed to teaching safe riding practices and believes that forming high school teams is the best way for students to learn how to ride safely (<http://www.norcalmtb.org>).” [Response to Comment 8-b]

18. Section 2.6 (Education, Encouragement, and Enforcement), Organizations: The following entry was added:

“*Walk Oakland Bike Oakland (WOBO)* is a community-based organization that works to improve neighborhood quality of life in Oakland by making walking and bicycling safe, accessible, easy, and fun ([www.walkoaklandbikeoakland.org](http://www.walkoaklandbikeoakland.org)).”

19. Section 2.6 (Education, Encouragement, and Enforcement), Programs: Under Police Bicycle Patrol, a sentence was added that explains how the patrol could also serve as an ambassador program, demonstrating good bicycling skills and equipment for Oakland residents:

“The Bicycle Patrol could also be developed as an ambassador program, serving as a model of good bicycling skills and equipment for Oakland residents.”

20. Section 3.1 (Related Federal, State, and Local Policies): The Revised Plan now includes the following policy reference:

“United States Code, Title 23, Section 130(j) Railway-highway crossings, Bicycle Safety: In carrying out projects under this section, a State shall take into account bicycle safety.” [Response to Comment 7-d]

21. Section 3.2 (Bicycle Master Plan Policies): Action 1A.7 in the Draft Plan was modified to include a specific reference to slip turns:

“Dedicated Right Turn Lanes and “Slip Turns”: Where feasible, avoid the use of dedicated right turn lanes and slip turns on streets included in the bikeway network. Where infeasible, consider a bicycle through lane to the left of the turn lane or a combined bicycle lane/right turn lane.” [Response to Comment 15-o]

22. Section 3.2 (Bicycle Master Plan Policies): The following action was added:

“Action 1A.12 – Regional and Inter-regional Bikeways: Work with partner agencies to support the development of regional and inter-regional bikeways.” [Response to Comment 4-b]

23. The Revised Plan includes the following additional action under Policy 1A (Bikeway Network):

“Striping Materials: Where feasible, specify thermoplastic or tape for bikeway pavement markings for increased longevity and reduced maintenance.” [Response to Comment 26-c]

24. Section 3.2 (Bicycle Master Plan Policies): The Revised Plan moved Action 1A.6 (Bicycle Performance Measure) from Policy 1A (Bikeway Network) to Policy 1B (Routine Accommodation) to clarify that the performance measure would apply to all projects, not just projects on the proposed bikeway network. [Response to Comment 3-1]

25. Section 3.2 (Bicycle Master Plan Policies): The following action was added under Policy 1B (Routine Accommodation):

“Medians: Discourage the installation of medians where those medians would preclude a proposed bikeway or otherwise compromise bicyclist safety and access.” [Response to Comment 13-c]

26. Section 3.2 (Bicycle Master Plan Policies): The following action, “Action 1B.5 – Railroad crossings: Inventory railroad crossings and strive to improve the pavement quality at these locations,” was rewritten to read:

“Railroad crossings: Strive to enhance bicyclist safety at railroad crossings by improving pavement quality, reducing the flangeway gap, removing abandoned tracks, and installing warning signs to indicate rough surfaces or skewed tracks where needed.” [Response to Comment 7-b]

27. Section 3.2 (Bicycle Master Plan Policies): The following action, “Action 1C.2 – Bicycle Parking at Transportation Hubs: Work with partner agencies to provide secure bicycle parking that accommodates demand at all BART stations, major AC Transit bus stops, Amtrak stations, Oakland/Alameda ferry terminal, and park and ride lots,” was revised to read:

“Bicycle Parking at Transportation Hubs: Work with partner agencies to provide secure bicycle parking at transportation hubs that accommodates demand with bicycle racks, bicycle lockers, bicycle cages, and/or bicycle stations.” [Response to Comment 3-b]

28. Section 3.2 (Bicycle Master Plan Policies): Action 2A.1 was revised to reference community-based organizations:

“Child Education – Work with the Oakland Unified School District and community-based organizations to develop education programs and parking facilities at schools that promote youth cycling.” [Response to Comment 8-a]

29. Section 3.2 (Bicycle Master Plan Policies): The following action was added under Policy 3B (Project Development):

“Data Collection: Work with the Alameda County Transportation Improvement Authority, Alameda County Congestion Management Agency, and Metropolitan

Transportation Commission to improve data collection on bicycle trips.” [Response to Comment 1-a]

30. Section 3.3 (Issues for Further Discussion), Bikeway Guide Signage: The issue of coordinating multiple and overlapping wayfinding signage systems was added to the existing discussion of “Bikeway Guide Signage”:

“Additionally, the City of Oakland’s bikeway guide signage needs to be coordinated with other agencies that are interested in providing bicycle wayfinding systems. The Alameda County Congestion Management Agency has expressed an interest in signing countywide bikeways. BART is developing wayfinding signs for bicyclists to connect each BART station to its surrounding neighborhoods. The San Francisco Bay Trail Project has its own signage to mark paths and on-street bikeways that are part of the Bay Trail. In some of areas of Oakland including West Oakland BART, for example, all four signage systems would overlap: local bikeways intersecting countywide bikeways that are also part of the Bay Trail and provide access to BART. To ensure that this signage is consistent and understandable, all stakeholders must work together to ensure that the various signage schemes build upon each other. The City of Oakland encourages other agencies to develop their wayfinding systems as supplementary signs to the bikeway guide signage established by the California Supplement to the Manual of Uniform Traffic Control Devices.”

These overlapping systems include existing and proposed signage by the City of Oakland, Alameda County Congestion Management Agency, BART, and the Bay Trail Project. [Response to Comment 4-c]

31. Section 3.3 (Issues for Further Discussion), Mountain Biking: A paragraph was added to this explanation that describes the work of the Joaquin Miller Park Working Group and the Joaquin Miller Park Volunteer Bike Patrol (Bicycle Trails Council of the East Bay):

“The Joaquin Miller Park Working Group and the Joaquin Miller Park Bike Patrol are actively addressing these issues. Under the auspices of Councilmember Jean Quan, the Joaquin Miller Park Working Group has been meeting on a regular basis since May 2005 as part of a community-based planning effort to improve the Park. The Working Group includes representatives of park user groups (hikers, bicyclists, equestrians, dog owners), the Woodminster Theater (Producers Associates), and the Joaquin Miller Community Center Advisory Board as well as staff from city agencies and the East Bay Regional Park District. The group has focused on improvements to signage, education, and trails to enhance visibility, reduce erosion, and address conflicts between different park users. The Joaquin Miller Park Bike Patrol is a volunteer program of the Bicycle Trails Council of the East Bay (BTCEB) in partnership with the Oakland Police Department Rangers. The Bike Patrol is composed of BTCEB members who volunteer their time in the park to

assist and educate park visitors and trail users regarding park rules.” [Response to Comment 8-c]

32. Section 4.2 (Proposed Bikeway Network), Citywide Feasibility Analysis: Under “Street Width Analysis,” a reference to AASHTO (2004, pp. 311-312) was added on lane widths.
33. Section 4.2 (Proposed Bikeway Network): In Figures 4.3, 4.4, and 4.6, “Bikeway Cross-Sections,” the recommended lane widths were revised to replace 9’ parking lanes adjacent to 5’ bike lanes with 8’ parking lanes adjacent to 6’ bike lanes. For the maximum lane widths, 9’ parking lanes adjacent to 6’ bike lanes were included where width allows. Otherwise, 8’ parking lanes adjacent to 6’ bike lanes were included. [Response to Comment 14-a]
34. Section 4.3 (Safe Routes to Transit): Genoa St replaced Market St as the priority bikeway from the south to Ashby BART. [Response to Comment 3-g]
35. Section 4.3 (Safe Routes to Transit): The Estuary Crossing was added as the priority bikeway from the south for both Amtrak (Jack London Square) and the Oakland/Alameda Ferry. Previously, no bikeway was specified because of the waterfront.
36. Section 4.3 (Safe Routes to Transit): This section was revised to include a reference BART’s efforts to develop a bicycle wayfinding program that would connect the surrounding neighborhoods to each BART station:

“As of this writing, BART is developing a system of bicycle wayfinding signage that would direct cyclists from the surrounding neighborhoods to each BART station. Such signage should be coordinated with local and countywide bicycle wayfinding such that the multiple signage systems are consistent and mutually reinforcing (Section 3.3).”

[Response to Comment 3-h]
37. Section 4.3 (Safe Routes to Transit): A map was added to this section to illustrate the extent of Oakland that is within two miles of transit stations and the central business district. [Response to Comment 1-q]
38. Section 4.4 (Existing Bikeways): Additional information on bicycle facility expenditures was provided by the Port of Oakland and incorporated into the summary table [Project, Completion Date, Funding Source(s)]:
  - 7th St Bicycle Path (Portview Park to Wood St), 2005, Port of Oakland
  - Airport Dr Path (Doolittle Dr to Ron Cowan Pkwy), 2001, Port of Oakland
  - Doolittle Dr Bicycle Lanes (Swan Way to Eden Rd), 2001, Port of Oakland

- John Glenn Rd Bicycle Lanes (Ron Cowan Pkwy to Alan Shephard Wy), 2006 (Jun), Port of Oakland
- Middle Harbor Park Bicycle Path (7th St Bicycle Path through Middle Harbor Shoreline Park), 2004, Port of Oakland
- Oyster Bay Bicycle Path (Airport Dr Bicycle Path to Oyster Bay Slough Bridge), 2002, Port of Oakland
- Ron Cowan Pkwy Bicycle Lanes and Path (Harbor Bay Pkwy to Airport Dr), 2001, Port of Oakland

39. Section 4.5 (Bikeway Design Guidelines): The Bay Trail Design Guidelines are now referenced in this section. [Response to Comment 4-d]

40. Section 4.5 (Bikeway Design Guidelines), Bicycle Paths (Class 1), Bollards: The following sentence was deleted: “Where a bollard is deemed essential for restricting motor vehicle access, the bollard should be marked with reflectors or reflective tape and include a diamond-shaped envelope striped around its base.” It was replaced by the following language:

“Where a bollard is deemed essential for restricting motor vehicle access, it should be located in the center of the path such that bicycle traffic in either direction stays to the right of the bollard. The bollard should be marked with reflectors or reflective tape and include a diamond-shaped envelope striped around its base.”

41. Section 4.5 (Bikeway Design Guidelines), Bicycle Lanes (Class 2), Width: The Revised Plan explicitly recommends 6’ bicycle lanes next to 8-9’ parking lanes where width allows. The following sentence was also added:

“The design of bicycle lanes should follow current research and best practices for addressing the door zone.” [Response to Comment 14-a]

42. Section 4.5 (Bikeway Design Guidelines) Bicycle Routes – Boulevards (Class 3B): Three routing criteria for bicycle boulevards were added based on the City of Berkeley’s “Bicycle Boulevard Design Tools and Guidelines” (2000):

“Proposals for bicycle boulevards should strive to meet the following routing criteria (Berkeley 2000). First, the bicycle boulevard should be within one-quarter mile of an arterial if it is intended to provide an alternative to that arterial. Second, it should provide a continuous routing that connects multiple neighborhoods. And third, it should include as few jogs as possible with main segments of at least one-half mile in length.” [Response to Comment 16-a]

43. Section 4.5 (Bikeway Design Guidelines), Additional Guidelines: A figure was added to illustrate “extended parking T’s” as described in the entry for “Curbside Parking.”
44. Section 4.5 (Bikeway Design Guidelines), Additional Guidelines: A new entry on “Railroad Crossings” was included to provide guidance for at-grade railroad crossings on the proposed bikeway network:

“Railroad Crossings: Bicyclist safety at railroad crossings involves the pavement surface, flangeway gap, and crossing angle. The pavement should be level with the top of the rails and concrete pads are the preferred crossing material because of their longevity. The gap between the flangeway and the roadway should be as narrow as possible to provide a smooth travel surface and to reduce instances where a bicycle wheel gets caught by the gap. Where railroad tracks cross bikeways at skewed angles, the bikeway should be designed to allow and encourage bicyclists to cross at a right angle to the rails. (See Figure 1003.6A in the Caltrans Highway Design Manual.) For Oakland examples, see the Embarcadero Bikeway between 5th Ave and 16th Ave that has multiple sets of railroad crossings where the bicycle lane striping encourages right angle crossings. Where bicycle paths parallel active railroad lines, fencing and buffering should be included between the path and the rails to improve the safety and comfort of path users.” [Response to Comment 7-b and 7-c]

45. Section 4.5 (Bikeway Design Guidelines), Other Treatments: An image of the “Bicycles May Use Full Lane” sign was added to accompany the discussion of this treatment.
46. Section 4.5 (Bikeway Design Guidelines), Other Treatments: An image of the “Combined Bicycle Lane/Right-Turn Lane” was added to accompany the discussion of this treatment.
47. Chapter 5 (Parking and Support Facilities): The following photographs were added to this chapter: bicycle racks, bicycle lockers, bicycle cage, Fruitvale Bike Station, and valet bicycle parking.
48. Section 5.2 (Existing and Proposed Facilities): 19<sup>th</sup> St BART was added as a key location for a future bicycle station or publicly accessible bicycle cage:

“A publicly accessible bicycle cage may be needed to meet growing demand for bicycle parking at the 19th St BART Station.”

“The most likely locations in Oakland for additional bicycle stations are MacArthur BART and 19<sup>th</sup> St BART. Such a facility could be coordinated with a major development project. A publicly accessible bicycle cage may be a cost-effective alternative for increasing long-term bicycle parking at these stations.” [Response to Comment 3-b]

49. Section 5.2 (Existing and Proposed Facilities): This section was revised to note a pending BART project to install electronic bicycle lockers at multiple BART stations in Oakland. [Response to Comment 3-i]

50. Section 5.2 (Existing and Proposed Facilities): Figure 5.1 was relabeled as “*Existing* Bicycle Parking at Transportation Hubs.” The table was updated for Lake Merritt (21 rack spaces, 52 locker spaces), Fruitvale (40 locker spaces), and 19<sup>th</sup> St (24 racks). [Response to Comment 3-j]

51. Section 5.2 (Existing and Proposed Facilities): Under “Short-term Bicycle Parking (Class 2 Parking),” a bullet was added on “Bicycle racks (private)” that addresses bicycle racks on private property and the installation by businesses of racks in the public right-of-way:

“Bicycle racks (private): The City of Oakland encourages property owners to install bicycle racks in accordance with the design guidelines provided in Section 5.4. Bicycle racks on private property are especially needed at supermarkets and other stores where large parking lots are located between building entrances and the sidewalk. Businesses may also install bicycle racks in the public right-of-way subject to a minor encroachment fee (\$35) and City approval of the rack specifications and location.”

52. Section 5.3 (Bicycle Parking Ordinance): This narrative explanation was revised to note explicitly the recommended components of such an ordinance (short-term parking, long-term parking, and support facilities):

“The draft ordinance is considering requirements that, based on a development’s size and use, may include short-term bicycle parking, long-term bicycle parking, and shower/locker facilities. Such requirements are also being considered for public parking garages. The adoption of a bicycle parking ordinance would require action by the Planning Commission and the City Council.” [Response to Comment 3-d]

53. Section 6.1 (Priority Bikeway Projects): Additional language was added to clarify the purpose of having bikeway priorities and the flexibility built into the prioritization for responding to changing conditions in Oakland:

“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.”

54. Section 6.2 (Priority Parking and Programs): This section was revised to include bicycle parking priorities:

“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. Encourage the business community to install bicycle racks through outreach and technical assistance.

“2. Long-term Bicycle Parking: Work with BART, major development proposals, and other stakeholders for the creation of high-capacity public bicycle cages or bicycle stations at Oakland’s BART stations. Support BART’s efforts to install electronic bicycle lockers at stations throughout Oakland.

“3. Bicycle Parking Ordinance: Draft an ordinance for consideration by the Planning Commission and City Council that would establish requirements for short-term bicycle parking, long-term bicycle parking, and support facilities in new development.”

55. Section 6.2 (Priority Parking and Programs): The education priority for youth was revised to read:

“Continue and expand on- and off-road bicycle safety education for youth through the Parks and Recreation Department, Oakland Unified School District, and community-based organizations.” [Response to Comment 8-a]

56. Section 6.3 (Project Implementation), Transit Streets: This subsection was renamed as “Transit Streets and Multimodal Corridors” to acknowledge the need for a multimodal framework for citywide transportation planning. This subsection provides a possible starting point for such future efforts. [Response to Comment 3-a]

57. Section 6.3 (Project Implementation), Transit Streets: The Transit Streets Cooperative Agreement is referenced as defining the protocol between the City of Oakland and AC Transit for information-sharing and review of proposed bikeways on the streets listed in the Cooperative Agreement:

“The collaborative process for these projects will follow the protocol established by the Transit Street Cooperative Agreement. This Agreement establishes a process for project development and notification between the City of Oakland and AC Transit for proposed modifications to key streets.” [Response to Comment 1-g]

58. Section 6.3 (Project Implementation), Transit Streets: The identification of streets for further study was reworked to include segments of Broadway, International Blvd, Telegraph Ave, and W Grand Ave in the list of “Transit Streets for Additional Study.” The study of these streets will include bus travel times, bus stop access, total travel delay, and cumulative effects as defined in this section. The analysis of these additional roadway segments will not include incident delays

because these projects would provide two travel lanes per direction. The analysis of incident delays is specific to projects that would result in one travel lane per direction where a double-parked vehicle could create the possibility of delay for bus operations:

“3. Incident Delays: How will double-parked vehicles (including delivery vans, garbage trucks, private vehicles, and the like) affect bus movements? (This study parameter only applies to projects that would result in one travel lane per direction. It does not apply to the roadway segments listed in Figure 6.4 with T4 cross-sections.)” [Response to Comment 1-j]

59. Section 6.5 (Funding): A reference to railroad crossing improvements was added to the explanation of the “Hazard Elimination and Safety Program”:

“Hazard Elimination and Safety Program (HES): Administered by Caltrans, this federally funded program provides grants for safety improvements on all public roads and highways, including railroad crossings.” [Response to Comment 7-d]

60. Appendix B (Major Changes from the 1999 Plan): This appendix was renamed as “Building on the 1999 Bicycle Master Plan.” It now includes an evaluation of progress made on the objectives specified by the 1999 Plan. See the section titled “Progress on the 1999 Plan Objectives” for the exact language that was added.

61. Section C.2 (Local Planning): An entry was added for the East Oakland Community-based Transportation Plan that is currently under development by the Alameda County Congestion Management Agency:

“East Oakland Community-Based Transportation Plan (Alameda County Congestion Management Agency, under development) was in process at the time of this writing. Key priorities from the Bicycle Master Plan include bicycle access to Fruitvale BART and Coliseum BART as well as an east-west bikeway between I-580 and the Oakland Estuary that would connect the neighborhoods on either side of High St.”

62. Section C.2 (Local Planning): An entry was added for the Shepherd Canyon Area Traffic and Pedestrian Safety Assessment (Shepherd Canyon Homeowner’s Association, 2004):

“Shepherd Canyon Area Traffic and Pedestrian Safety Assessment (Shepherd Canyon Homeowner’s Association, 2004) addresses bicycle-related issues at the intersection of Skyline Blvd, Snake Rd, Manzanita Dr, and Colton Blvd (pp. 11-16) and along the Shepherd Canyon Path (pp. 23-25).”

63. Appendix F (Bikeway Descriptions): The description of “Bridges and Freeway Crossings,” previously included under “Major On-street Projects,” is now formatted as its own section.

64. Section F.2 (Bicycle Paths and Bridges): The description of the Lake Merritt Channel Path was revised to include explicit reference to the path connection between the Channel and 5<sup>th</sup> Ave in the vicinity of I-880 and the 4<sup>th</sup> St Path:

“Lake Merritt Channel Path and Bridge (partially existing) would connect the Oakland Estuary to Lake Merritt via the Lake Merritt Channel. It would include a connection from the Channel to 5th Ave in the vicinity of I-880 and the 4th St Path. The bicyclist and pedestrian bridge would cross Embarcadero and the adjacent railroad tracks at the Channel.” [Response to Comment 26-n]

65. Section F.2 (Bicycle Paths and Bridges): The proposal for the Park Blvd Path (Monterey Ave to Leimert Blvd) was modified to include a bicycle lane in the uphill direction if the right-of-way can accommodate the addition of the bicycle lane:

“Park Blvd Path (proposed) would parallel Park Blvd along Dimond Canyon from Leimert Blvd to Monterey Blvd. Based on the available right-of-way, consider including a bicycle lane in the uphill direction to accommodate on-road cyclists and to reduce conflicts between pedestrians and bicyclists on the path.” [Response to Comment 21-a]

66. Appendix F (Bikeway Descriptions), Section F.5, At-Grade Railroad Crossings: A new section was added to include an inventory of existing at-grade railroad crossings on existing or proposed bikeways:

“Figures F.1 and F.2 provide an inventory of at-grade railroad crossings on the proposed bikeway network. The inventory includes the location of the crossing, orientation of the tracks relative to the travel way, paving material at the crossing, and pavement quality. Tracks that are not perpendicular to the travel way are of particular concern to cyclists because of the potential for bicycle wheels to get caught in the flangeway gap. Concrete pads are the preferred paving material because they provide a smooth crossing with superior durability. The overall pavement quality for each crossing was ranked as poor, fair, good, or excellent.” [Response to Comment 7-a]

67. Appendix G (Requirements for Bikeway Feasibility Studies), #3 Analysis of Parking Space Removal: In the Draft Plan, the second sentence of this explanation reads, “The study will be used to determine project specific impacts, minimize the impacts of parking removal, and ensure that such removal will not create a parking shortage and generate demand for new parking facilities.” In the Revised Plan, this sentence is rewritten as follows:

“The study will be used to determine project specific impacts and to identify opportunities for minimizing any impacts of the proposed parking removal.”

This modification was made because the required feasibility study is limited to evaluating issues and opportunities. Ensuring “that such removal will not create a parking shortage and generate demand for new parking facilities” is not appropriate to the analysis and not consistent with the other requirements for bikeway feasibility studies. The framework for bikeway feasibility studies is intended to provide complete information to decision-makers on the costs and benefits of particular projects for their approval, modification, or rejection of those projects.

68. Appendix G (Requirements for Bikeway Feasibility Studies), Figure G.1: Lakeshore Ave (Winsor Ave to Mandana Blvd) and Market St (18<sup>th</sup> St to 3<sup>rd</sup> St) were removed from this table because the projects were implemented since the Draft Plan was circulated on 14-Mar-07.
69. Appendix G (Requirements for Bikeway Feasibility Studies), Figures G.1 to G.4: Total mileage for the listed bikeway segments is now included in each of these figures.
70. Figures H.3, H.4, H.6, and H.7 (bikeway maps): Indications for one-way streets with existing or proposed bikeways are now included on the downtown insets of the bikeway maps. [Response to Comment 3-q]
71. Figure H.7 (Map – County and Regional Bikeway Networks): This map was revised to include all Bay Trail segments as regional bikeways. In the Draft Plan, this map incorrectly assumed that all regional bikeways were also countywide bikeways. The revised map includes three designations to clarify this partial overlap: “countywide bikeways,” “regional bikeways,” and “countywide and regional bikeways.” [Response to Comment 2-b]