



Bicycle and Pedestrian Advisory Committee, Monthly Meeting, March 20, 2008
Oakland City Hall, *Hearing Room 1, First Floor*

- **Regular meeting: 5:30-7:00 p.m.**
- **Proposed Bike Parking Ordinance Community Meeting: 7:00-8:00 p.m.**

AGENDA

Time	Item #	Topic	Topic Type *
5:30	1	Introductions, Appointment of Note Taker (5 minutes)	Ad
5:35	2	Approval of Meeting Minutes (consent item) (5 minutes) Vote on motions to adopt last month's meeting minutes.	A
5:40	3	BPAC Elections Attachment (15 minutes)—The committee will vote to elect Chair and Vice-Chair. (Nominees and statements are attached.)	A
5:55	4	Preliminary TDA Projects Review (25 minutes)—Staff will describe the projects that the City is considering submitting for Oakland's annual allocation of TDA Article 3 Bike/Ped projects funding.	I
6:20	5	Neighborhood Bike Parking Plan (NBPP) Attachment (30 minutes)—Staff will take comments on the draft NBPP to be circulated to merchants and business groups in the commercial districts affected by parking meter removal.	I
6:50	6	Announcements, suggestions for next meeting topics (10 minutes)	Ad
7:00	7	Regular meeting adjourns; bike parking ordinance meeting begins	I

*** Topic Types:**

I=informational; A=action item; Ad=administrative

This meeting will follow Robert's Rules of Order (see <http://www.robertsrules.org/rulesintro.htm>).

For more information, please call (510) 238-3983 or email bikeped@oaklandnet.com.

BPAC Chair Nominee Statements, March 2008

Jonathan Bair

I am excited to ask for this leadership role on the Bicycle and Pedestrian Advisory Committee at this crucial time. I will seek to raise our committee's profile by working with the Vice Chair and other members to use our ability to write letters on topics of concern to the committee, and following-up with decision-makers and the media. In this election year, bike/ped issues deserve to be part of Oakland's debate, and an energetic BPAC can do that. Ultimately, including bike/ped issues in the elections will benefit our communities and help with the uphill battle to get the BPAC recognized as a formal commission.

I am a real estate consultant, a freelance writer, and a neighborhood activist (I'm on the board of Old Oakland Neighbors and attend meetings of the Downtown Lake Merritt Neighborhood Group and NCPC). I will bring a pedestrian perspective to the table without reducing our focus on bicycling.

I have demonstrated my commitment to this committee with a good attendance record, missing only two meetings of the fourteen since I joined. I chaired the bicycle parking subcommittee, which helped to reduce the minor encroachment fee for bike racks. Last year, I chaired a BPAC meeting that had the largest turnout of the year, and included a packed agenda. Without sacrificing a thorough discussion of the agenda items, the meeting concluded on time. As chair, I will respect the opinions of the members of the committee but respect our time as well.

If you give me your vote as Chair, I promise to be energetic, respectful, and committed to advancing bike/ped in Oakland.

Jim Dexter

BPAC needs to become more effective in supporting the City in the effort to improve pedestrian and bicycle environments for our citizens. I have been persistent in attempting to create an effective vision for the BPAC future, and I've worked hard to shape this vision into reality. I've been dedicated to this new vision, wanting our BPAC to become the advisory group for the City of Oakland that was originally intended by the creators.

Now is the time to be clear-minded, to effect the necessary changes so that the next generation of BPAC members can build upon our work. This is the criteria you must keep in mind when you vote for our new Chair. The new challenges before the Oakland BPAC are substantial. We have spent two years together creating a vision of the next ten BPAC years, and the time is now to implement this vision. Whoever leads this effort as the new Chair needs to be clear-minded, persistent, and dedicated to the new vision. It is a wonderful situation where the other candidates for the Chair are clear-minded, persistent, and dedicated, so whoever you vote for will be able to lead us confidently.

Mark Dieter

Candidacy withdrawn.

Vice-Chair Nominee Statement

Midori Tabata

I am running for the position of Vice Chair of the Oakland BPAC. I started out as a recreational cyclist a few years ago and have learned much from my fellow BPACers. I want to continue the work of advocating on behalf of pedestrians and cyclists. I want to ensure that the diverse needs and interests of pedestrians and cyclists are included and reflected in this diverse community of Oakland. My vision is for the chair and vice chair to work as a team so that there will be strong BPAC representation and presence.

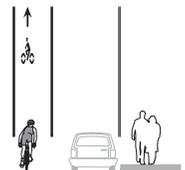


Bicycle Parking Plan for the Neighborhood Commercial Districts



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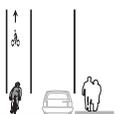
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INTRODUCTION

In 2007, the City of Oakland installed new “pay and display” meter kiosks in Oakland’s main commercial districts, replacing conventional parking meters. An unintended consequence of the kiosk program is that approximately 4,300 on-street bicycle parking spaces would be removed. This **Bicycle Parking Plan** was developed to address the removal of these spaces.



Oakland's new “pay & display” parking meter kiosks

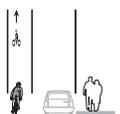
The Plan considers each affected district in its entirety. This approach is more comprehensive than Oakland’s **CityRacks Program** which, since 1999, has responded to requests from merchants, businesses, property owners, bicyclists and shoppers to install bicycle racks on a case-by-case basis.

Maps with area-specific bicycle rack recommendations are provided for the following neighborhoods affected by parking meter removal:

1. Chinatown
2. Dimond District
3. Grand Lake
4. Fruitvale / International Boulevard
5. Montclair
6. Old Oakland
7. Piedmont Avenue
8. Rockridge

“Pay and display” meter kiosks were installed in these areas, and throughout downtown Oakland, because these neighborhoods generate the majority of the City’s parking meter revenue. (For more detail on the kiosk program, go to <http://tinyurl.com/288n9p>.)

Some of the bicycle racks installed specified by this Plan will be funded by a \$70,000.00 grant from the Transportation Development Act Article 3 Bicycle & Pedestrian Funding program. Additional funding is needed to complete the bicycle rack installation in downtown Oakland, and to continue the popular CityRacks program. This Plan will be used to seek additional funding, leveraging against the current grant award.



BICYCLE PARKING IN OAKLAND

The need for bicycle parking

Bicycling is a healthy, non-polluting, low-cost, and quiet form of transportation that is ideal for many trips, including commuting and shopping. It is a viable means of transportation when physical accommodations ensure that people's trips are safe, convenient and that their property is secure.

The development of Oakland's bicycle network has three components:

1. secure parking at the start-trip location,
2. bikeways to connect bicyclists to their destinations, and
3. secure bicycle parking at the end-trip destination.

Bicycle parking is critical because many people's decision to bicycle is affected by security concerns for their property. Without adequate bicycle parking facilities, Oakland residents and visitors will be discouraged from bicycling to their destinations. Bicyclists may also lock bicycles inappropriately or unsafely, or attempt to bring bicycles into shops that cannot accommodate them.

Oakland's neighborhood commercial districts benefit from bicycle parking. All of these districts serve nearby residents who can (and do) shop by bicycle. Bicycle parking may reduce traffic congestion, demand for automobile parking, and pollution. Because bicycle parking is more space efficient than automobile parking, bicycle racks are a solution for increasing parking capacity in these congested commercial districts. The availability of bicycle parking racks encourages visitors to "Shop Oakland," and allows merchants to enlarge their customer base.

CityRacks Program

The City of Oakland has invested in bicycle parking. Funded by grants from the Bay Area Air Quality Management District and other transportation funding sources, Oakland's **CityRacks Program** has installed over 900 bicycle racks since 1999. Locations have been selected largely based on requests from businesses, property owners and bicyclists, and, to a lesser degree, in locations recommended by City Staff. CityRacks have been installed on sidewalks, as well as at parks, libraries and other public facilities.

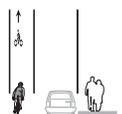
BAY AREA
AIR QUALITY



TRANSPORTATION
FUND FOR
CLEAN AIR

The racks installed as part of the CityRacks Program meet just a portion of Oakland's need. As funding becomes available the City will continue to install bicycle racks in response to individual requests. For more information about the CityRacks Program, or to request a rack be installed at a particular location,¹ please visit <http://tinyurl.com/2pr7dh>.

¹ Note that, as part of this plan, over 200 new bicycles racks are proposed for installation in the commercial districts affected by parking meter removal described in Section 1. For specific locations, please review the map showing proposed locations in each district.



Locking bicycles to poles

In addition to bicycle racks, it is legal for bicyclists to lock their bicycles to parking meters and sign poles. (It is not legal to lock a bicycle, newsrack, or any other item to a pole such that it impedes a curb ramp.) Indeed, sidewalk poles provide the majority of bicycle parking in Oakland. However, poles do not provide quality bicycle parking for a number of reasons. They provide only one point of contact to balance a bicycle, providing less stability than most bicycle racks. Some poles are not anchored to the pavement securely and all recently installed poles are designed to break free if hit by a car to minimize damage to the vehicle. Those with a small sign on the top create an insufficient obstacle to theft, particularly for bicycles secured with a cable or chain. Some meter poles are located so close to the curb that a parked bicycle is at risk from being struck by a parking car. Finally, when a bicycle is locked to a sidewalk pole, depending on the width of the sidewalk, the pedestrian right-of-way may be impeded.

Interim measures to address parking meter removal

The removal of 4,300 on-street parking meters would have significantly impacted available bicycle parking in Oakland's busiest commercial districts. As an interim solution, not all meter poles were removed. In general, two meter poles with their meter housing were left on each block face. A sticker was applied to each meter's housing to mark it as bicycle parking (see photo, right). As part of the parking kiosk program, new signs were installed directing motorists to pay at the kiosk. The new poles for these signs also serve as bicycle parking. The remaining meters and new sign poles ensure that bicycle parking remains available on every block in Oakland's commercial districts in the short term.



Parking meter now serving as bicycle parking

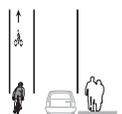
After the bicycle racks proposed in this Plan are installed, the remaining parking meters in the nine commercial districts will be removed. About 200 racks are scheduled to be installed by the end of 2008. In areas outside the core of these commercial districts, additional funding will be needed to assess demand, finalize location recommendations, and install new bicycle racks to replace the interim meter poles now serving as bicycle parking. (The headless parking meters not identified for use as interim bicycle parking racks can be removed by the Parking Division at any time.)

Options for property & business owners

Property and business owners can take advantage of the CityRacks Program to have racks installed on sidewalks adjoining their properties. This free program provides City-standard bicycle racks in response to requests on a funding-available basis.

The City of Oakland encourages both private and public developers to provide bicycle parking facilities to supplement the City's grant-funded efforts.

- To install racks on public property, private property owners must apply for a minor encroachment permit (\$35); the total cost including application and other fees is \$112.46.



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[Download an information packet](http://www.oaklandpw.com/AssetFactory.aspx?did=2674) (including application forms) at www.oaklandpw.com/AssetFactory.aspx?did=2674.

- To install racks on private property (when not related to a larger development project), no permit is required.

The City of Oakland’s bicycle rack placement standards (<http://tinyurl.com/3c2utn>) and general design guidelines (<http://tinyurl.com/3c2utn>) can assist developers and property owners with managing available space efficiently and selecting user-friendly rack designs to provide a high quality installation. When property owners install bicycle racks in the public right-of-way, they can select any rack type that conforms to the City’s design guidelines.

The Bicycle & Pedestrian Facilities Program offers resources and technical assistance with rack specifications and placement. Please call (510) 238-3983 or email bicycleped@oaklandnet.com with questions or for more information.

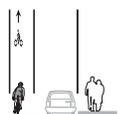
CRITERIA FOR CHOOSING PRIORITY LOCATIONS

The proposed locations of bicycle racks are influenced by sidewalk limitations, intensity of demand, and the availability of appropriate sites. Narrow sidewalks with high pedestrian traffic are not ideal locations and in fact may preclude the installation of bicycle racks. Additionally, in-pavement sidewalk utilities, cracked pavement, sidewalk planters and other street furniture restrict where racks can be placed. Some businesses or locations attract many bicyclists while others attract few. Intensity of demand is an evaluation of the number of Bicyclists an area draws and the corresponding need for bicycle racks.

To provide an adequate quantity of bicycle parking racks in the most appropriate locations, staff evaluated the blocks and potential rack sites within Oakland’s commercial districts. Based on site surveys, staff found that certain blocks were more intensively used by Bicyclists than others. This was found to be correlated with the presence of a larger-than-typical number of “magnet businesses.” Magnet businesses are those that attract bicyclists and include cafes, restaurants, bookstores, grocery stores, thrift stores, and pubs.

Blocks were classified as “standard” or “intensive use.” and potential bicycle rack sites as “specialty” or “opportunity.” For this analysis, a standard block was assumed to be 250 feet long. An overview of this approach is in the table above.

Block Types (<i>assumes 250' block length</i>)
<ul style="list-style-type: none">• The standard block has mixed uses including residential, retail and commercial establishments, with some magnet businesses. Two bicycle racks per block face are recommended on standard blocks.• The intensive use block has one or more magnet destinations. Four-six bicycle racks per block face are recommended. The quantity and siting will depend on the location of businesses and available sidewalk space.
Site Types
<ul style="list-style-type: none">• Specialty sites are locations where there is extraordinarily high demand for bicycle parking. An example is in front of or near a popular café or movie theater.• Opportunity sites may or may not be directly adjacent to a magnet business but the physical location is ideal for bicycle parking. Examples include along wide, unobstructed sidewalks and/or directly adjacent to high demand areas.



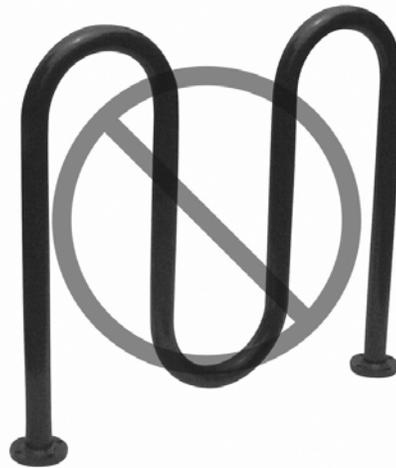
BICYCLE PARKING RACK TYPES AND PLACEMENT STANDARDS

Bicycle racks are manufactured by a variety of vendors, and can be made to suit specific bicycle parking needs and/or aesthetic preferences. The most commonly used bicycle rack is the “inverted U” rack, pictured, below. U racks are available in circular or square tube versions, and in a variety of widths. Though also common, the “wave” rack (pictured below) is not recommended. Wave racks do not provide two points of contact to balance a bicycle, the middle spaces can be difficult to access, and when bicycles are lock parallel to the rack (as recommended for U racks, the number of parking spaces is reduced. Wave racks are not allowed except in special circumstances.

“U” Rack



“Wave” Rack

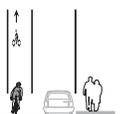


All racks are available powder coated. While colorful racks are attractive in the short term, the painted surface is quickly scratched. For this reason, unpainted galvanized or stainless steel racks are recommended.

See the attached City of Oakland’s specifications for bicycle rack installation in the public right-of-way (or download at <http://tinyurl.com/3c2utn>).

Standard racks

Inverted U racks are strongly recommended because they provide two points of contact with the bicycle and allow the frame and both wheels to be locked to the rack. Inverted U racks may include multiple loops welded to a single “footer.” The City of Oakland’s Bicycle and Pedestrian Coordinator shall approve any non-standard rack prior to installation in the public right-of-way.



Parking meter pole retrofits

Parking meter poles retrofitted with a loop can serve as bicycle racks. There are several retrofit designs currently available that were considered by City staff with input from Oakland's Bicycle & Pedestrian Advisory Committee. Staff is recommending the most sturdy and secure design available for limited use in Oakland's commercial districts. As shown pictured right, a steel sleeve is fitted over the meter pole and then bolted in place.



Meter pole converted to bike parking rack.

Retrofitting a parking meter pole to serve as a bicycle rack costs as much as installing a new, inverted U rack. Many of Oakland's meter poles are located 16" from the curb, 2" closer than recommended by the City's guidelines for bicycle rack installation. Therefore, retrofits are recommended only in the following situations:

1. On narrow sidewalks with high bicycle parking demand. In limited cases, retrofits may be installed as close as 16" from the curb and may leave only 5' of pedestrian right-of-way.
2. On sidewalks that are surfaced with pavers. Installing an inverted U rack on pavers is not recommended because the depth of and materials below the pavers are unknown; ; bicycle security is compromised when racks are bolted to a low-quality surface. Pavers often crack during U rack installation. Thus, retrofitting meter poles as bicycle racks is a good alternative.

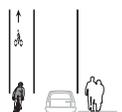
On-street bicycle parking

Bicycle racks may be installed on-street adjacent to the curb. Such installations may be recommended where there is high demand for bicycle parking but insufficient sidewalk space. On-street installations should be protected from traffic with bollards, delineators and/or wheel stops. This type of facility can enable the installation of more bicycle racks than possible on sidewalks and avoids conflict with pedestrians. Examples of on-street bicycle parking are in Berkeley, CA; San Francisco, CA; Chico, CA; Alexandria, VA; and Portland, OR.



On-street bike parking installation in Portland, Oregon

As part of this Plan, the City is proposing a pilot on-street parking installation on Lakeshore Avenue. It is difficult to install bicycle racks on Lakeshore Avenue because of many sidewalk obstructions and narrow sidewalks. The proposed installation would not remove automobile parking and would be installed in a red-curbed area adjacent to a crosswalk. To ensure that the installation would be a benefit to the district, an adjoining business would be asked to maintain the area through



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the City's **Adopt-a-Spot Program**. Tasks will include regular sweeping to remove litter and debris, graffiti removal, and an agreement to report problems to the City. From this installation, the City will determine the feasibility of future projects.

Bicycle rack placement standards

Bicycle parking racks should be located within 50 feet of the destination(s) they serve. They should be placed in a visible area with significant foot traffic and, if possible, under an awning or other cover to provide protection from the weather. (Such coverage is generally not possible with sidewalk installations.)

Bicycle racks should be located to leave at least 30" of clearance in all directions from all vertical obstructions, including other racks. Additional clearance requirements are in the following table:

Bicycle rack clearance requirements

5' from	fire hydrant		
4' from	AC Transit red zone loading zone	blue zone curb ramp	crosswalk BART entrance
3' from	newspaper racks US mailbox light pole surface hardware (utilities)	bus shelter driveway sign pole street furniture	standpipes bus benches trash cans other sidewalk obstructions
18" from	the curb		

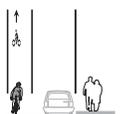
When parked to a rack, a bicycle occupies a footprint 6' long and 2.5' wide. Sidewalk racks should be sited to maintain a minimum of 5.5' of unobstructed pedestrian right-of-way outside this footprint. For sidewalks with heavy pedestrian traffic, at least 7' of unobstructed right-of-way is preferred.

See the attached City of Oakland's specifications bicycle rack installation in the public right-of-way or download at <http://tinyurl.com/3c2utn>.

OUTREACH PROCESS

When a viable bicycle rack location is selected, the City will inform the adjacent property owner and merchant of the planned installation in writing and provide an opportunity for comment. Comments should be made in writing within two weeks of receiving notification of a pending installation. If a property owner or merchant opposes the installation of a bicycle rack on the sidewalk adjoining their property, their concerns will be balanced against the City's need to provide bicycle parking facilities, particularly in high-priority areas near shopping and transit.

To the extent possible, staff will locate bicycle racks only where they do not create specific problems for the adjoining property owner or merchant. Final determination is made on a case-by-case basis with respect to the concerns raised, the proposed site, and the surrounding area.



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ANSWERS TO FREQUENTLY ASKED QUESTIONS

How are City-installed bicycle racks maintained?

If a bicycle rack has been damaged or becomes loose, the City of Oakland will reinforce or replace the rack. Report damaged or loose racks to the Bicycle & Pedestrian Facilities Coordinator at bicycledped@oaklandnet.com or (510) 238-3983. Report graffiti to the Public Works Call Center at (510) 615-5566 or www.oaklandpw.com/Page808.aspx.

How are abandoned bicycles removed from the public right-of-way?

The City will remove abandoned bicycles from racks or poles in the public right-of-way. Please contact the Public Works Call Center at (510) 615-5566 or www.oaklandpw.com/Page808.aspx to report abandoned bicycles.

How are sidewalks maintained and repaired where bicycle racks are installed?

If a City-installed bicycle rack causes damage to the sidewalk, the City is responsible for repairing the sidewalk. (Sidewalk CityRacks are installed in crack-free cement only to prevent sidewalk damage and maximize the security of the rack.)

If a private party causes damage to a bicycle rack and a police report is made (such as after a car crash), the City will hold the party responsible for the repair. If no responsible party is identified, the City will repair the sidewalk.

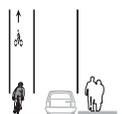
If a property owner receives a notice from the City requiring sidewalk repair (per the State of California Streets and Highways Code²), the property owner is responsible for reinstalling the bicycle rack as part of the overall repair, just like other street furniture and signage. The cost for removing and replacing a City-furnished bicycle rack is small compared with the overall cost of sidewalk repair.

CITY CONTACT INFORMATION

The City of Oakland Bicycle & Pedestrian Facilities Coordinator manages the CityRacks Program and provides technical assistance to businesses and property owners.

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² The State of California Streets and Highways Code, 1911 Act (Division 7, Part 3, Chapter 22, Articles 1-3, Sections 5600-5630), stipulates that the owner of the fronting property is responsible for maintaining the sidewalk in good and non-hazardous condition. There is an exception for when sidewalk damage is caused by City action (like root damage from a City-planted tree). In these cases, the City is responsible for repairing sidewalk damage.



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ATTACHMENTS

1. Bicycle Rack Placement Standards
2. Specifications of Bicycle Racks Installed In the Public Right-of-Way
3. Area maps
4. Summary of proposed bike racks
5. Adopt-a-spot application

