



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the July 21, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at <http://www2.oaklandnet.com/oak056329>

Meeting called to order at 6:03pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with all Commissioners present except McWilliams (excused) and Kidd who came in late. Introductions were made.

- Other attendees (who signed in): Scott Amundson, Jennifer Anderson, Joy Bhattachakya, Josh Pilachowski, Tom Willging, Amanda Leahy
- Staff: Sarah Fine, Neil Gray, Philip Ho, Ade Olusawogo, Dana Rubin, Darin Ranelletti, Iris Starr, Jennifer Stanley

Item 2. Approval of meeting minutes (Action Item)

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from June 16, 2016** was made (Tabata), seconded (Wheeler) and passed on voice vote with Hwang abstaining.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

No comments.

Item 4. Planning Projects Quarterly Review (Informational Item)

Planning Department Deputy Director Darin Ranelletti shared information on planning projects. The goal is to strengthen the relationship between the Planning Department and BPAC by making quarterly presentations. There are two categories of projects: (1) strategic planning projects; and (2) development projects. The agenda packet included a list of those strategic planning projects with a transportation component, several of which have previously been presented to BPAC. The list of major development projects is available online at www.oaklandnet.com/planning, and updated semi-annually. Some of these projects effect transportation.

Darin asked for feedback on the types of development projects BPAC would like to review. It has been case by case in the past. Summary of discussion:

- Filtering projects to include only those with transportation impacts. This filter doesn't yet exist, but BPAC could create criteria.
- Planning could come to BPAC to review grants they are pursuing; Darin noted that most Planning projects are not grant funded.
- There was interest in adding future planned projects to the strategic planning projects list.
- Darin noted that Specific Plans are coordinated with a range of departments (OPW, Police, Fire, Housing, etc) since they involve a broad range of criteria and services. Iris Starr, Transportation

Planning & Funding Division Manager, noted that coordination between Planning and OPW has been improving over time.

Item 5. HSIP Projects Review (Informational Item)

Supervising Transportation Engineer Ade Oluwasogo and Transportation Engineer Philip Ho described the criteria for projects that can be funded by Highway Safety Improvement Program (HSIP) grants. The preliminary evaluation locations have changed since the agenda packet was published (#2 and #8 are no longer under consideration). Handouts were distributed showing consultant project scopes with transportation consulting firms Stantec and DKS for evaluation of potential projects. (See attached.) The final evaluation will be complete by August 5, and applications are due on August 12.

HSIP requires a cost-benefit ratio/formula based on severity of past accidents and fatalities and includes a list of fundable “countermeasures” (design mitigations that are shown to diminish the likelihood of collisions). Projects with the best the cost-benefit ratio are the most likely to be funded.

Summary of discussion:

- Grant requires that the last five years of collision data be analyzed. Priority is given first to locations with fatal collisions and injuries of all kinds, then, bike/ped collisions.
- The program allows different categories of crash reduction measures by crash type. The program allows projects to extend along corridors beyond a particular crash location if the other locations have similar design attributes.
- The analysis is in process and the City doesn't yet know how the listed projects will end up being ranked. Final projects will range from approximately \$500K to \$2M. The City will submit all projects that meet the required cost-benefit ratio.
- A BPAC committee was established last month to work with staff on the HSIP application. The committee (Commissioners Burnette, Prinz, Tabata, Dave Campbell) provided comments to Transportation Services Division.
- The HSIP analysis could be used to predict future problem intersection and to prioritize internal funding.
- Each HSIP cycle has its own requirements, so projects might be resubmitted or they may be found to no longer be competitive.
- The statewide bike plan (in process) is using predictive risk to prioritize projects.
- East of the lake has fewer pedestrian countdown signals, and it would be good to include more.
- Locations are chosen based on citywide analysis minus existing HSIP project locations and locations along the BRT alignment (which will be under construction soon).
- Send comments to BPAC committee.

Speakers other than commissioners: Scott Amundson, Joy Bhattachakya (Stantec), Josh Pilchowski (DKS Associates)

Item 6. Bicycle Parking Ordinance Update (Informational Item)

Dana Rubin and Sarah Fine with Transportation Planning & Funding Division presented information on the process to update Oakland's Bicycle Parking Ordinance (see PowerPoint). Main points:

- The update will focus on the quantity of required bike parking spaces; bike parking design guidelines will be updated later as part of the Bicycle Master Plan.

- The purpose is to meet growing demand and be in line with national best practices (see agenda attachment). Such practices include requiring more bike parking in new residential development. Staff is evaluating the cost of changes to developers (who are now paying less since car parking requirements have been decreased).
- Staff plans to return to BPAC for input on the draft ordinance in August.

Summary of discussion:

- “Long term” bike parking refers to racks in cages and/or garages, or lockers—it should be secure and covered.
- The siting requirements will be reviewed after the methodology and ratios.
- Some developers are already exceeding minimum requirements.
- Consider accommodating cargo bikes, etc. in residential development.
- Consider offsetting vehicle parking requirements for developers who install greater quantities of bike parking (currently the case) and/or Bikeshare.
- Lots of seniors bike so do not propose lower quantities for senior housing.
- Consider making it illegal for property owners to prohibit bringing bikes into buildings.
- Include requirements for showers and lockers (currently the case).
- Consider requirements for bike service stations in buildings of a certain size.
- Consider requirements for more short term bike parking for commercial uses.

Speakers other than commissioners: Tom Willging, Amanda Leahy

Item 7. Open Forum Process (Action Item)

Commissioner Tabata gave an overview of the process to date. The goal is to make sure people’s issues are being addressed and to allow commissioners to add items to the BPAC agenda. After a brief discussion,

→ A motion to ***adopt the following process*** was made (Tabata), seconded (Hwang) and passed with all in favor:

- Open Forum issues are recorded in the meeting minutes.
- Speakers are asked to report their issue to the Public Works Call Center.
- The BPAC Open Forum Committee maintains a spreadsheet listing reported items.
- BPAC analyzes the status of these items semi-annually, and reports status to the PW Committee via the annual BPAC Chair’s report
- Any Commissioner is free to ask that any item be added to a future agenda.

Item 8. Three-month agenda look-ahead, suggestions for meeting topics, announcements (Informational Item)

Three-month look-ahead (other than what was printed in the meeting agenda):

- Bike Parking Ordinance for August
- Status of online maps showing project status, collision data, other information
- Measures B & BB discretionary grant applications
- Infrastructure bond (no later than September)

- Visit from DOT director

The Alameda County Transportation Commission's San Pablo Ave and Telegraph Avenue corridor projects are now on hold until ACTC can appoint a PM.

Announcements (other than what was printing in the meeting agenda):

- Thursday, July 28: ACTC bike/ped counts comments are due.
- Thursday, July 28: Latham Square Grand Opening, 2:00pm press conference and party from 5:00-8:00pm.
- Saturday, August 13th, WOBO/Urban Paths is leading a walk starting at 10:00 form Latham Square, and will be testing the "Streetwise" app.

Meeting adjourned at 7:48 pm.

Attachments

- HSIP Projects consultant scopes
- Bike Parking Ordinance PowerPoint

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on July 26, 2016, with comments requested by 5pm, Tuesday, August 2 to jstanley@oaklandnet.com. Revised minutes were attached to the August 2016 meeting agenda and adopted at that meeting.



BICYCLIST AND PEDESTRIAN ADVISORY COMMISSION MEETING

AGENDA ITEM #5:

2016 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) CYCLE 8 GRANT APPLICATION

PROGRAM PURPOSE

Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads under public agencies. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

SCOPE OF WORK

- Task 1: Screen and select candidate locations
- Task 2: Develop appropriate and competitive countermeasures
- Task 3: Prepare preliminary plans and cost estimates
- Task 4: Prepare Application Documents

STUDY CORRIDORS

1. Bancroft Avenue (66th Avenue to 99th Avenue) – 15 intersections
2. 73rd Avenue (International Blvd to Simson Street) - 9 intersections
3. High Street (MacArthur Blvd to San Leandro Street) - 13 intersections
4. 35th Street (International Blvd to I-580) - 9 intersections
5. Fruitvale Avenue (International Blvd to Foothill Boulevard) - 9 intersections

COUNTERMEASURES

The countermeasures are separated out into 3 categories as follows:

1. Signalized Intersections
2. Non-Signalized Intersections
3. Roadway Improvements
 - Each category includes improvements related to bicycles, pedestrians and vehicular traffic.
 - It is critical to identify countermeasures that are 100% fundable through federal funds and countermeasures that have a high Collision Reduction Factor (CRF).

APPLICATION CONTENT

- Vicinity map/Location map
- Project layout-plan
- Project cross-section
- Countermeasure Selection
- Crash Data
- Collision Diagram(s)
- Collision List(s)
- Collision Data Summary/Summaries
- Detailed Engineer's Estimate
- Benefit Results and Benefit Summary
- Benefit/Cost Ratio (BCR) Calculation
- Warrant studies/guidance
- Additional narration, documentation, letters of support



BICYCLIST AND PEDESTRIAN ADVISORY COMMISSION MEETING

Agenda Item #5:

City of Oakland HSIP Cycle 8: Grant Application Project Identification and Scope

Corridor Grant Applications:

- Adeline Street from 14th St to 28th St (8 intersections)
- Downtown 7th St, 8th St, 9th St (16 intersections)

Task 1 – Location Identification

- Identify Data Sources
- Finalize Study Locations

Task 2 – Countermeasure Identification

- Visit study locations for physical characteristics
- Diagnosis crash causality from crash records
- Identify potential countermeasures
 - Consult with City of Oakland Staff
 - Consult with Bicyclist and Pedestrian Advisory Commission
 - Highway Safety manual
 - Be consistent with surrounding intersections

Task 3 – Prepare Supplementary Materials

- Prepare concept plans for improvements
- Prepare cost estimates for improvements

Task 4 – Prepare Corridor Grant Application

- Perform Benefit/Cost analysis and signal warrants
- Create write-up of proposed improvements
- Combine all materials into grant application

Task 5 – Prepare Guardrail Upgrade Grant Application

- Visit study locations for physical characteristics
- Perform Benefit/Cost analysis
- Create write-up of proposed upgrade
- Combine all materials into grant application

Guardrail Upgrade Grant Application

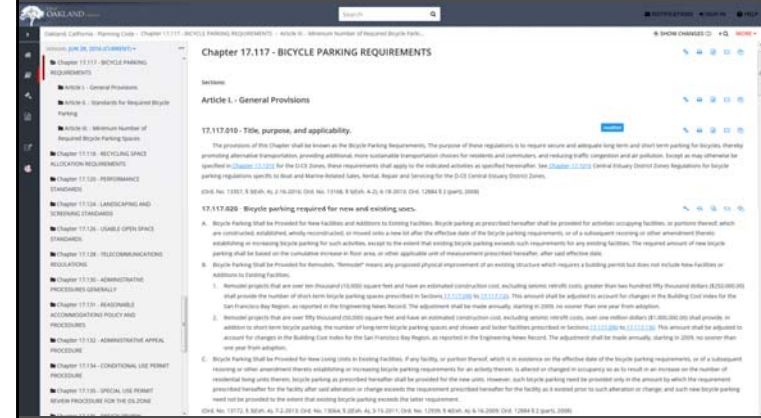
- | | | |
|---------------------|---------------------|---|
| • 701 Panoramic Way | • 777 Panoramic Way | • 5725-5900 Shepard Canyon Rd |
| • 7535 Claremont | • 5895 Skyline Blvd | • 10701 Golf Links Rd |
| • 5700 Ascot Dr | • 3100 Butters Dr | • Gasper Dr & Snake Rd |
| • 5600 Moraga Ave | • 3551 Brunell Dr | • Grizzle Peak 3800 feet north of Claremont Ave |

Bicycle Parking Ordinance Update

City of Oakland Bicyclist and Pedestrian Commission
July, 21, 2016

Sarah Fine, Senior Transportation Planner, OakDOT
Neil Gray, Planner III, Department of Planning
Dana Rubin, Intern Transportation Planner, OakDOT

What is our bicycle parking ordinance?



Bicycle Parking Ordinance Update

[Background](#) | [Update](#) | [Next Steps](#)

What is our bicycle parking ordinance?



Bicycle Parking Ordinance Update

[Background](#) | [Update](#) | [Next Steps](#)

Provides design guidance for bicycle parking design and location.



Bicycle Parking Ordinance Update

[Background](#) | [Update](#) | [Next Steps](#)

Sets the number of bicycle parking spaces that are required for new construction and significant remodels.

Land use activity
residential
retail
office

Type of space
long-term
short-term

Reference unit
1:4 dwelling
units
1:10,000 s.f.

Bicycle Parking Ordinance Update Background | Update | Next Steps


Land use activity
residential
retail

Type of space
long-term
short-term

Reference unit
1:4 /1:20
Dwelling units
1:12,000/1:5,000
s.f.

Example
2270 Broadway
223 dwelling units
6,000 sf retail

56 long-term
12 short-term





Bicycle Parking Ordinance Update Background | Update | Next Steps

This for now. **Part of Bike Plan Update.**

Example
2270 Broadway
223 dwelling units
6,000 sf retail

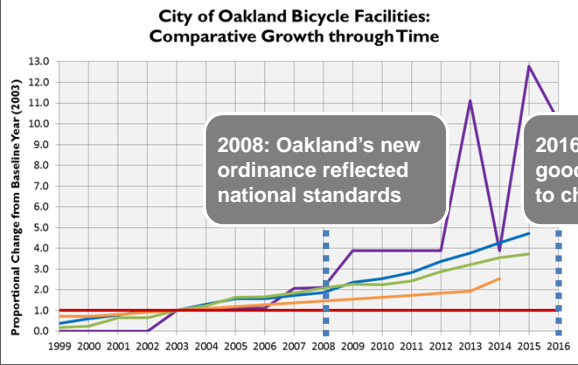
58 long-term
13 short-term

Bicycle Parking Ordinance Update Background | Update | Next Steps

Why are we updating the ordinance?
...because the last update was the original 2008 ordinance

City of Oakland Bicycle Facilities: Comparative Growth through Time



2008: Oakland's new ordinance reflected national standards

2016: A good time to check in!

Bicycle Parking Ordinance Update Background | Update | Next Steps

Why are we updating the ordinance?

...to reflect regional and national best practices

Many peer cities require **more bicycle parking** per reference unit than Oakland's current standards.



Vancouver Portland Cambridge NYC SF

Bicycle Parking Ordinance Update

Background | Update | Next Steps

Why are we updating the ordinance?

...to maintain the precedent of existing policies and plans

Bicycle Master Plan (2007)

Adopt a Bicycle Parking Ordinance (Policy 1D.6)

Complete Streets Policy (2013)

Improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users.

Bicycle Parking Ordinance Update

Background | Update | Next Steps

Guiding Principles

Principles to direct modifications to the current ordinance

- 1 The City should promote secure and conveniently located bicycle parking at destinations throughout Oakland.
- 2 The City should encourage travel by bicycle by requiring private land use development to supply adequate bicycle parking.
- 3 The City should maintain an adequate supply of bicycle parking to address demand.

Bicycle Parking Ordinance Update

Background | Update | Next Steps

Methodology

Stay on par with national standards and local needs

Oakland	Cambridge, MA	San Francisco	Portland
Specific Uses	Specific Uses	Specific Uses	Specific Uses
Long-Term	Long-Term	Long-Term	Long-Term
Short-Term	Short-Term	Short-Term	Short-Term
Household living			
Multifamily dwelling with private garage for each unit	1 space per unit	10 space per unit on a lot for lots with 4 or more units	1.5 per 1 unit in Central City plan district, 1.5 per 1 unit outside Central City plan district
Multifamily dwelling with private garage for each unit	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.	1 space per unit for the first 20 units in a building; 1.05 spaces per unit for additional units.	One Class 1 space for every 20 units. One Class 2 space for every 100 units. One Class 1 space for every five Class 2 spaces.
Senior Housing	1 space for each 10 dwelling units. Minimum requirement is 2 spaces.	5 space per unit	Minimum 2 spaces. Two Class 2 spaces for every 50 beds.

Bicycle Parking Ordinance Update

Background | Update | Next Steps

Methodology

Evaluate estimated cost using case study approach

Other factors: change in vehicle parking requirements

Bicycle Parking Ordinance Update

Background | [Update](#) | Next Steps

Next Steps

July 2016

Draft proposed ordinance update

August 2016

Return to BPAC with proposed ordinance update

Fall 2016

Proposal to Planning Commission

Bicycle Parking Ordinance Update

Background | [Update](#) | Next Steps