

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, August 18, 2016; 6:00-8:00 pm** **City Hall, Hearing Room 3**

Bicycle & Pedestrian Facilities Program home page:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm>

FAQ re: bikeway projects: www2.oaklandnet.com/OAK024652#answers

Commissioners

Reginald K Burnette Jr, Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams,
Robert Prinz, Midori Tabata, Rosa Villalobos, Kenya Wheeler

| Time | # | Topic | Type |
|-------------|----------|---|-------------|
| 6:00 | 1 | Roll Call/Determination of Quorum/Introductions (5 minutes) | Admin |
| 6:05 | 2 | Approval of meeting minutes Attachment (5 minutes)—Seek motions to adopt the July 2016 BPAC minutes. | Action |
| 6:10 | 3 | Open Forum / Public Comment Attachment (10 minutes)—Members of the public may raise or comment on an issue within BPAC’s subject matter jurisdiction (other than what is on the agenda). For a list of previously discussed items and their status, go to http://tinyurl.com/Oakland-BPAC-OpenForumTracking (and/or see attachment). | Info |
| 6:20 | 4 | Bicycle Parking Ordinance Updates Attachment (25 minutes)—Senior Transportation Planner Sarah Fine will outline proposed updates to the City’s Bicycle Parking Ordinance and ask for comments before referral to the Planning Commission for action. | Action |
| 6:45 | 5 | Meet DOT Director Jeff Tumlin (25 minutes) | Action |
| 7:10 | 6 | Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (15 minutes) | Action |
| 7:25 | 7 | City Bike/Ped Projects Open House (35 minutes)—Displays of projects completed over the last few years. | Info |

Agenda online at: www2.oaklandnet.com/w/OAK056330



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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 will be attached to the August 2016 meeting agenda and considered for adoption 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?

Provides design guidance for bicycle parking design and location.

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

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

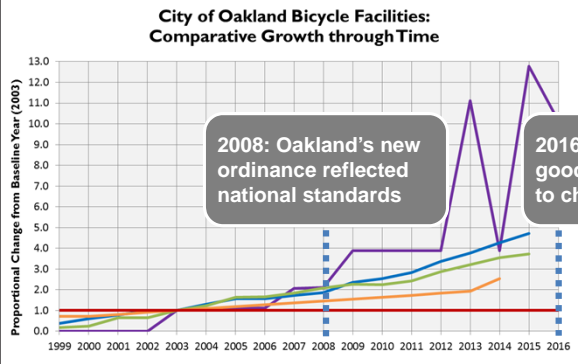
58 long-term
13 short-term




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 | Multifamily dwelling | Dwelling units (including SRO units and student housing that are containing over 100 dwelling units, 100 Class 1 spaces plus one Class 2 space) | Multi-dwelling |
| 1 space for each dwelling unit. 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. | 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 | | Group housing (including SRO units and student housing that are group housing) | |
| 1 space for each 20 dwelling units. Minimum requirement is 2 spaces. | | One Class 1 space for every four beds. For buildings that are Class 1 space for every five beds. | Minimum 2 spaces. Two Class 2 spaces for every 50 beds. |
| Senior Housing | Senior Housing | Dwelling units dedicated to senior citizens or persons with physical disabilities. Residential Care facilities | |
| 1 space for each 10 dwelling units. Minimum requirement is 2 spaces. | 5 space per unit | One Class 1 space for every 10 units or beds, whichever is applicable. | 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

BPAC Open Forum Tracking Form

| Issue Addressed/Answered at BPAC | | | | |
|--|--|--|------------------------------|---|
| Date to BPAC | Commenter (name) | Issue Raised | Staff Replied (name) | Response |
| 2/18/2016 | Melissa Nelson | Crosswalk striped on Shattuck between 51st and 55th St. Previously subitted via SeeClick Fix | Iris Starr | Iris to forward request to traffic engineering. Jennifer Stanley also recommended logging request through Public Works Call Center. |
| 2/18/2016 | Veronica Martinez of Santa Fe Neighborhood | Trial installations of painted curb extensions and development of design guidelines | Christina Blackston | Pedestrian master plan update will respond to this topic. |
| 2/18/2016 | Bob Fearman | Requested draft minutes get wider distribution than to those who attended. | Jennifer Stanley | Draft minutes attached to meeting agendas. |
| 2/18/2016 | Will Roscoe of Open Oakland | Offers time as data analyst to bike/ped program | | wroscoe@gmail.com |
| 1/21/2016 | Wes Nelson | ped/bike accident with auto at Embarcadero and 5th | Jason Patton | Development, when completed, will have a signal at this intersection |
| 12/17/2015 | Diane Yee | Glass northbound bike lane on Mandela Pkwy | | Staff asked Diane to report issue to Public Works Call Center |
| 10/15/2015 | Bob Fearman | Bike lanes needed on Park Blvd above Leimert Bridge | Jennifer Stanley | Informed Bob plan under development. |
| 9/17/2015 | Amanda Leahy | Inquiry of Oakland participation in national bike/ped counts project | Jason Patton | Annual counts conducted using methodology consistent with national project. |
| | | | | |
| | | | | |
| Not BPAC Jurisdiction | | | | |
| Date to BPAC | Commenter (name) | Issue Raised | | To be placed for note |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Referred to Standing Issues Committee | | | | |
| Date to BPAC | Commenter (name) | Issue Raised | Commissioner Assigned | Latest progress made by committee |

BPAC Open Forum Tracking Form

| | | | | |
|------------|---|--|----------------------|--|
| 4/21/2016 | Eric Fisher | Pedestrian timing on signal at 40th and Telegraph | Open Forum committee | 5-16-16 Iris Starr referred item to Vlad Wlassosky and Ade Oluwasogo for follow up |
| 12/17/2015 | Isaih Toney, Kit Vaq, David Lynn of Aliance for Californians for Community Empowerment-Riders for Transit Justice | Removal of bus stop at Broadway and 30th | Kenya Wheeler | Public Works Committee pursuing issue |
| 11/19/2015 | Ian MacDonald Bike East Bay | Debris on Grizzly Peak Blvd posing hazard to cyclists. No regular sweeping schedule. Councilmember Kalb's office asked for this to be added to regular sweeping schedule, but has no happened yet. | | |
| 9/17/2015 | Derek Saschorn | Temporary bikeway on Embarcadero (2-way cycle track) be studied | | |
| | | | | |
| | | | | |

August 16, 2016

| | |
|-------------------------------------|--|
| Location: | Citywide |
| Proposal: | Amend the Planning Code to update standards and requirements for bicycle parking for certain types of development. |
| Environmental Determination: | The proposal relies on the Final Environmental Impact Report for the Bicycle Master Plan that was certified on December 4, 2007 (ER05-0014). |
| Service Delivery District: | All |
| City Council District: | All |
| Staff Recommendation: | Review, discuss, and recommend approval to the Planning Commission. |

SUMMARY

Staff is proposing amendments to the Planning Code to update requirements for bicycle parking for certain types of development. The proposed amendments to the current bicycle parking ordinance are in accordance with the Bicycle Master Plan (2007) and Oakland’s Complete Streets Policy (Reso 84204). These modifications will result in the provision of end-of-trip facilities, integral for making bicycling a more viable form of transportation in Oakland. This update modifies the number of bicycle parking spaces required per building, based on building use and location.

INTRODUCTION

Staff is proposing interim updates to the Bicycle Parking Ordinance, which is contained in Chapter 17.117 of the Planning Code. The update reflects regional and national best practices in bicycle parking requirements for new construction, additions, and changes of use.

This proposal is an interim update to assure that the number of bicycle facilities required for developments in Oakland is consistent with national best practices. A comprehensive update will occur after the City’s Bicycle Master Plan (BMP) is updated. The process to update the Master Plan is scheduled to begin in the fall of 2016.

Oakland’s bicycle parking requirements reflected national standards when they were adopted in 2007. However, the Bicycle Facilities Program, which is part of the Department of Transportation, has identified some current requirements that are not meeting actual demand for bicycle parking in residential, office, and retail activities in Oakland.

In developing the proposed requirements, staff conducted a peer city review and found that both regional and national best practices in bicycle parking requirements have shifted since 2007, with many peer cities requiring more bicycle parking per reference unit than Oakland’s current standards. Staff evaluated current bicycle parking ordinances in cities that are considered to be leaders in implementing best practices, such as: Vancouver, British Columbia; Portland, Oregon; Cambridge, Massachusetts; San Francisco, California; and New York City, New York. While these cities have larger total populations, they are comparable to Oakland in population density and/or journey-to-work bicycle mode share.

Traditional trip generation methods were not used to estimate demand because these methods are automobile-based, are regional in scope, and typically based on observations from a small number of suburban sites¹. Similarly, the bicycle parking requirements are not linked to automobile parking

¹ Robert Cervero, “Alternative Approaches to Modeling the Travel-Demand Impacts of Smart Growth,” *Journal of the American Planning Association* 72, no 3 (Summer 2006): 286.

requirements. Automobile parking is a poor indicator of bicycle parking demand, since demand for bicycle parking would be expected to increase as automobile parking requirements are reduced.

This update focusses on requirements for residential, retail, and office activities because demand for bicycle parking for these uses has increased more than for others.

POLICY FRAMEWORK

Oakland’s Bicycle Master Plan (BMP), part of Oakland's General Plan, encourages safety and accessibility for bicyclists throughout the City. Policy 1D of the updated BMP advises that the City promote secure and convenient bicycle parking. Action 1D.6 calls for the adoption of a bicycle parking ordinance.² In concurrence with the Bicycle Master Plan, in 2012, the City of Oakland adopted the Oakland Energy and Climate Action Plan (ECAP)—with the purpose of identifying and prioritizing projects to reduce our energy consumption, with an overall target to reduce emissions levels 36 percent below 2005 levels, before 2020. As shared in the ECAP, one strategy to achieve this ambitious target is to increase the number of bikeways and the number of bicycle parking spaces.

Furthermore, as stated in the City’s Complete Streets Policy (2013) “the City of Oakland, through its “Transit First Policy” (Resolution No.73036 C.M.S.), acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and improving opportunities in transportation by walking, bicycle, and public transportation.

And, to comply with regional policy, the City of Oakland is committed to expanding active transport to comply with regional climate change goals; with the aim of reducing the use of single-occupant vehicles, under the Sustainable Communities Act, SB 375, and AB 32, the City must increase infrastructure for active transport, this includes increasing the number of long and short term bicycle parking facilities.

REGULATORY STRUCTURE

The bicycle parking requirements set the number of long-term and short-term parking spaces that must be provided for all new construction, changes of use, and additions to existing buildings. The parking ordinance defines two types of bicycle parking: long-term and short-term. Short-term bicycle parking facilities, such as bicycle racks on the sidewalk or bicycle corrals (a group of bicycle racks) in a parking space or on the sidewalk, provide convenient access for shorter trips. Long-term bicycle parking facilities, such as a bicycle locker or a bicycle cage, serve bicyclists who need to park their bicycles for longer periods of time and provide greater protection against theft and weather. Long-term parking is generally more expensive and requires more space, but it is particularly beneficial in office and residential projects where employees and residents may park their bicycles for longer periods of time each day.

The short-term and long-term bike parking requirements are based on a reference unit, such as spaces per dwelling unit or floor area square footage, and land uses, such as retail, residential, or industrial. This method of regulating is consistent with best practices in peer cities.

² Policy 1D – Parking and Support Facilities: Promote secure and conveniently located bicycle parking at destinations throughout Oakland. Action 1D.6 – Bicycle Parking Ordinance: Adopt an ordinance as part of the City’s Planning Code that would require new development to include short and long-term bicycle parking. (Oakland Bicycle Master Plan, December 2007)

PROPOSAL

The following table is a summary of staff's proposed revisions to the City's bicycle regulations. As mentioned, the proposal is based on updating Oakland's bike parking requirements with peer cities that implement best bike parking practices.

| Uses | Long-Term (existing) | Long-Term (proposed) | Short-Term (existing) | Short-Term (proposed) | Cities w/ Similar Requirements |
|---|--|--|--|--|---|
| Residential | | | | | |
| Multifamily dwelling without a private garage for each unit | 1 per 4 dwelling units. Minimum of 2. | 1 per dwelling unit | 1 per 20 dwelling units. Minimum of 2. | 1 per 10 dwelling units. Minimum of 2. | Cambridge, MA San Francisco, CA Portland, OR Vancouver, BC |
| Multifamily dwelling with a private garage for each unit | -- | -- | 1 per 20 dwelling units. Minimum of 2. | 1 per 10 dwelling units. Minimum of 2. | Vancouver, BC |
| Senior Housing | 1 per 10 dwelling units. Minimum of 2. | .5 per dwelling unit | 1 per 20 dwelling units. Minimum of 2. | 1 per 10 dwelling units. Minimum of 2. | Cambridge, MA |
| Mobile Home | 1 per 20 units | 1 per mobile home | -- | -- | |
| HBX Live/Work Lofts | 1 per 4 dwelling units. Minimum of 2. | 1.25 per entry of live/work space | 1 per 20 dwelling units. Minimum of 2. | 1 per 20 dwelling units. Minimum of 2. | Vancouver, BC |
| Residential Care/Service Enriched Permanent Housing | 1 per 20 employees or 1 per 70,000 sf of floor area, whichever is greater. Minimum of 2. | 1 per 10 units/beds | Minimum of 2. | Minimum of 2. | San Francisco, CA |
| Transitional Housing | 1 per 8 residents. Minimum of 2. | 1 per 8 residents. Minimum of 2 (no change). | 1 per 20 dwelling units. Minimum of 2. | 1 per 20 dwelling units. Minimum of 2 (no change). | |
| Emergency Shelter Residential | 1 per 20 employees or 1 per 70,000 sf of floor area, whichever is greater. Minimum of 2. | 1 per 5 employees | 1 per 5,000 sf of floor area. Minimum of 2. | 1 per 5,000 sf of floor area. Minimum of 2. | |
| Retail | | | | | |
| General Retail | 1 per 12 employees or 1 per 70,000 sf of floor area, whichever is greater. Minimum of 2. | 1 per 7,500 sf of floor area. Minimum of 2. | 1 per 5,000 sf of floor area. Minimum of 2. | 1 per 1,000 sf of floor area. Minimum of 2. | Cambridge, MA New York, NY San Francisco, CA |
| Office | | | | | |
| <ul style="list-style-type: none"> • Consultative and Financial Service • Administrative • Business and Communication Services | 1 per 10,000 sf of floor area. Minimum of 2. | 1 per 5,000 sf of floor area. Minimum of 2. | 1 per 20,000 sf of floor area. Minimum is 2. | 1 per 20,000 sf of floor area. Minimum is 2. | APBP 2010 |

| Uses | Long-Term (existing) | Long-Term (proposed) | Short-Term (existing) | Short-Term (proposed) | Cities w/ Similar Requirements |
|------------------------------|--|---|---|---|--|
| Medical | | | | | |
| Medical Service | 1 per 12,000 sf of floor area. Minimum of 2. | 1 per 5,000 sf of floor area. Minimum of 2. | 1 per 5,000 sf of floor area. Minimum of 2. | 1 per 50,000 sf of floor area. Minimum of 2 if greater than 5,000 sf of floor area. | Cambridge, MA New York, NY San Francisco, CA |
| Civic Activity | | | | | |
| Non-Assembly Cultural | 1 per 20 employees, Minimum of 2. | 1 per 10 employees, Minimum of 2. | 2 percent of maximum expected daily attendance. | 5 percent of maximum expected daily attendance. | |
| Police Stations/Post Offices | 1 per 20 employees. Minimum of 2 | 1 per 10 employees. Minimum of 2. | Minimum of 2. | Minimum of 2. | |

ENVIRONMENTAL DETERMINATION

The proposed amendments to the Planning and Municipal Code rely on the previous set of applicable CEQA documents including: the Coliseum Area Specific Plan EIR (2015); Broadway Valdez Specific Plan EIR (2014); West Oakland Specific Plan EIR (2014); Central Estuary Area Plan EIR (2013); Land Use and Transportation Element of the General Plan EIR (1998); the Oakland Estuary Policy Plan EIRs (1999, 2006) and Supplemental EIR (2013); the Redevelopment Area EIRs – West Oakland (2003), Central City East (2003), Coliseum (1995), and Oakland Army Base (2002); the Historic Preservation Element of the General Plan EIR (1998); the 2007-2014 Housing Element Final EIR (2010) and Addendum (2014); and various Redevelopment Plan Final EIRs (collectively, “Previous CEQA Documents”). No further environmental review is required under CEQA Guidelines Sections 15162 and 15163.

Moreover, each as a separate and independent basis, this proposal is also exempt from CEQA pursuant to CEQA Guidelines Sections 15183 (projects consistent with General Plan and Zoning) and 15061(b)(3) (general rule, no significant effect on the environment) and Section 21099(d) of the Public Resources Code states that parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area are not to be considered significant environmental impacts.

KEY ISSUES AND IMPACTS

Cost

Modifications to the current bicycle parking ordinance will increase the number of bicycle parking facilities required in new developments, thereby increasing a development project’s overall cost. However, a parking cost analysis (Attachment A) demonstrates overall parking costs—including bicycle and vehicle—may be reduced if proposed changes to the vehicle parking and bicycle parking ordinances are adopted. This cost analysis uses typical project types, based soon-to-be and recently constructed residential and commercial projects, to estimate typical parking costs. The analysis shows that with updates to vehicle and bicycle parking ordinances, overall parking costs may be reduced by up to 50 percent.

The following case studies use common project types to exemplify the typical financial impacts of the proposal:

Mixed Use Development: 128 residential units, 8000 s.f. retail

Under the 2008 Bicycle Parking Ordinance, a residential building with 128 units and 8000 s.f retail would require 33 long-term and 8 short-term bicycle parking spaces. The total cost of bicycle parking, including the cost of enclosure and double-decker cages, would be approximately \$30,000. To meet the current vehicle parking requirements, the same project might choose to construct an above-ground vehicle parking structure, at a cost of approximately \$3.7 million. Under these perimeters, the total cost of parking under the current ordinance is roughly \$3,730,000.

Under the proposed ordinance, the same project would see significant changes to project cost for parking. The proposed vehicle parking policy update would cut the number of required spaces by 50 percent in areas located along the City's major transportation corridors. Parking is reduced by 20 percent for developments within ½ mile of a BART station or bus rapid transit line. If the project were sited within the downtown, the project would not be required to provide any vehicle parking. Assuming the project sponsors proposed to build 1 vehicle parking space for every 2 units, the cost of vehicle parking for this project would be approximately \$1.6 million.

The proposed bicycle parking ordinance update would require one long-term bicycle parking stall for every unit, and 1 short-term space for every 10 units, as well as minimum requirements to address the retail land use. This change would increase the cost of bicycle parking to approximately \$80,000—a \$50,000 increase.

While the cost of bicycle parking may increase by more than 50 percent, reductions in vehicle parking would reduce a project sponsor's overall parking expenses. Under the new parking ordinances, the cost of parking for a development of this size and activity-type would be approximately \$1.7M, a 55 percent savings.

Senior Housing Development: 115 residential units

Under the current vehicle ordinance, the cost of providing 65 street-level parking spaces for a 115-unit senior housing development is \$260,000. The proposed vehicle ordinance would allow for a 25 percent reduction in parking, reducing vehicle parking costs to \$120,000.

The current bicycle parking ordinance requires minimal parking at senior facilities: 1 long-term space for every 10 dwelling units, and 1 short-term space for every 20 dwelling units. Including the cost of the enclosure, the current cost of bicycle parking would be approximately \$25,000. Together, the total cost of vehicle and bicycle parking at a 115-unit senior housing site would be approximately \$285,000.

If the proposed bicycle parking ordinance is adopted, developers will be required to supply 1 long-term space for every 2 senior units and 1 short-term space for every 10 senior units. The ordinance will in turn increase the cost of bicycle parking at a 115-unit site from \$25,000 to approximately \$56,000.

The total cost for parking for a typical senior development would be approximately \$176,000 under the new ordinances; pursuing these changes could save the developer nearly 40 percent on parking costs.

Large Commercial Development: 22,000 s.f. retail; 1.3M s.f. office

For a large commercial development with significant office square footage, the cost of providing 2,800 required vehicle parking spaces under the current ordinance could be as much as \$70 million. The cost of providing the 141 long-term bicycle parking spaces under the current ordinance would be approximately \$92,000.

Under the proposed vehicle parking ordinance update, a large commercial development in downtown Oakland would not be required to provide any vehicle parking. Assuming the project sponsors elect to build half the previously required vehicle parking spaces (approximately 1400 spaces), the cost of vehicle parking for this project would be approximately \$35 million. The cost to provide the additional long-term bicycle parking (283 spaces) would be \$173,000.

Again, while the proposed ordinance would increase costs associated with bicycle parking, coupled with the proposed vehicle parking ordinance update, the total parking-related costs for a large scale commercial development could be reduced by as much as 50%.

The above examples highlight that although project sponsors will see construction costs increase due to increased bicycle parking, this increase is counteracted by the reduction of required vehicle parking. Furthermore, the cost of parking has a relatively small cost when compared to the total cost of construction.

Staff's proposal is based on encouraging parking for all modes. Bicycle parking requirements are tailored to the location and parking demand of a particular development. An increase in bicycle parking provides safe and effective bike parking, with additional potential benefits of increased land-use efficiency and improved air quality.

CONCLUSION

Staff requests that the BPAC reviews the proposal and provide policy recommendations and direction regarding whether the proposal should proceed to the Planning Commission or return to the BPAC for further discussion.

BPAC agenda three-month agenda look-ahead

September

- Oak Knoll
- Infrastructure bond (requested)

October/November

- Pedestrian Master Plan (tentative)

Active BPAC Committees (reference)

| Committees | Date convened | Status | Members |
|---------------------------------------|---------------|--|--------------------------------|
| Open Forum responses | 3/17/16 | ongoing | Kidd, Villalobos, Tabata |
| Paving committee | 2/18/16 | report back pending | Prinz, Hwang, Chan |
| review OMC bicyclist-related sections | 1/21/2016 | | Wheeler (chair), Prinz, Tabata |
| draft strategic plan | 1/15/2015 | document adopted at December 2015 meeting pending resolution of final concerns presented by commissioners and staff | Kidd, Sahar Shirazi, others |

Announcements from Commissioners

Transport Oakland is hosting a Happy Hour on August 24th from 6:30 — 8:30 pm at Temescal Brewing, 4115 Telegraph Ave with special guests AC Transit Directors Hon. Greg Harper (Ward 2 including North Oakland) and Hon. Chris Peeples (At-Large Director and Oakland resident). Transport Oakland invites you to hear their vision for the future of transit in Oakland. The evening will also feature live music by Oakland's own Dusty Case Duo and their blend of gypsy tunes, Manouche swing, French Musettes, and European waltzes. RSVP: <https://www.facebook.com/events/1805773852978001/> (RSVP is not required, but we'd love to know you are attending)" (Commissioner Wheeler)

New Belgium Clips Beer & Film Tour benefitting Bike East Bay: Friday, August 19, at Mosswood Park. Opens 7:30pm, films start at 9:30pm. New Belgium will offer 20 beers available to purchase in 3-ounce samples, 12-ounce pours, or cans. Bring a lawn chair or picnic blanket for the movie, we'll have food trucks and lawn games too. Attendance is free, details at www.BikeEastBay.org/clips (Commissioner Prinz)

First annual Oakland Gran Fondo Bike Ride benefitting Bike East Bay: Sunday, October 23. Fully supported routes of 18, 55 and 100 miles, all starting and ending in Jack London Square. Register by August 31 to receive a free Oakland Gran Fondo jersey: www.OaklandGranFondo.com (Commissioner Prinz)

Announcements from Staff

None.