

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, May 17, 2018; 6:00-8:00 pm** **City Hall, Hearing Room 4**

Bicycle & Pedestrian Program home page:

www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm

Resources for Commissioners:

www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm#BPAC_Resources

Commissioners

Reginald K Burnette Jr, Andrew Campbell, Christopher Kidd, Fred McWilliams, George Naylor, Mariana Parreiras, Midori Tabata (Chair), Rosa Villalobos, Kenya Wheeler (Vice-Chair)

Time	#	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the April 2018 BPAC minutes.
6:10	3	Open Forum / Public Comment (10 minutes)—Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the Public Works Call Center; information at www2.oaklandnet.com/ReportaProblem .
6:20	4	Commissioner Liaison Positions (5 minutes)—The Chair will ask for volunteers from the Commissioners to serve as liaisons to the Mayor’s Commission on Persons with Disabilities and the Affordable Housing and Infrastructure Bond Public Oversight Committee.
6:25	5	Lake Merritt to Bay Trail Update (20 minutes)—Diane Tannenwald from Oakland Public Works and Steven Grover from Steven Grover & Associates will provide an update on the Lake Merritt to Bay Trail Bicycle Pedestrian Bridge Project (www.LM2BT.com). The LM2BT project will close a key gap in the regional active transportation network by linking two important trail systems in Oakland. The LM2BT team requests that the Commission provide letters of support signed by Chair Tabata, as needed, for grant applications and associated publicity for this landmark bicycle and pedestrian project in Oakland.
6:45	6	Bikeshare Update: Station Relocation Guidelines, Bike Share for All Attachment (30 minutes)—Oakland Bike Share Coordinator, Kerby Olsen, will provide an update on the status of the Bike Share system, including draft criteria for responding to public requests to relocate individual stations. Clarrissa Cabansagan, of TransForm, will provide an update and lessons learned from the Bike Share for All outreach program. See page 10 of the attachment for Station Relocation Guidance.
7:15	7	Bike to Work Day Report Back (10 minutes)—Chris Hwang, representative of Walk Oakland Bike Oakland, will lead a recap and discussion about Bike to Work Day.

- 7:25 8 **Traffic Control Plan – Enforcement** (30 minutes)—Mohamed Alaoui, Great Streets Delivery Manager with OakDOT, will provide background on the enforcement of the City’s construction detour guidance memorandums to accommodate bicyclists, pedestrians and transit users, which were adopted in October 2016 and January 2017.
- 7:55 9 **Three-month agenda look-ahead, suggestions for meeting topics, announcements**
Attachment (5 minutes)

Agenda online at: www2.oaklandnet.com/w/OAK070567



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City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the April 19, 2018 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/w/OAK070315.

Meeting called to order at 6:01 pm by BPAC Vice Chair, Kenya Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). One was absent, unexcused (-). One arrived shortly after roll call (x).

Commissioners	Present
Reginald K Burnette Jr	-
Andrew Campbell	X
Christopher Kidd	X
Fred McWilliams	X
George Naylor	X
Mariana Parreiras	X
Midori Tabata (Chair)	X
Rosa Villalobos	x
Kenya Wheeler (Vice-Chair)	X

Introductions were made.

- Other attendees: Mike Atkins, Jon Bauer, Carolyn Clevenger, Bob Fearman, Angela Gennino, Chris Hwang, Chris Kintner, Phoenix Mangrum, John Martoni, Robert Prinz, Matt Ward
- Staff: Lily Brown, Chris Diano, Sarah Fine, Matt Jones, Si Lau, David Pene, Jennifer Stanley

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 15, 2018** was made (Tabata), seconded (McWilliams), and approved by consent. Adopted minutes online at <http://bit.ly/Oak-BPAC-Min>.

Item 3. San Pablo Multi-Modal Corridor Plan (presentation attached)

Carolyn Clevenger from Alameda County Transportation Commission (ACTC) presented the corridor plan. Modal plans were established in 2016 for major arterials that have conflicting uses, modes, and are multijurisdictional. San Pablo Avenue is a 14-mile corridor that cuts through 4 jurisdictions in Alameda County. Two-thirds to three-quarters of the corridor is a Caltrans-designated state route and is served by BART and AC Transit as well. The corridor has forecasted growth, including an increased demand for biking and walking. Additionally, the corridor has on-street parking, many small businesses and is designated as an overflow parallel route for the I-80 freeway. ACTC has been working with local jurisdictions and Contra Costa County to incorporate existing planning documents into this planning process.

Public surveys indicate that about 25% of transportation-related concerns are related to bikes and 25% to pedestrians. ACTC has conducted additional outreach with transit groups and businesses along the corridor, including a loading survey. The Plan will consider both long-term (2040) and short-term (5 year) projects, and will include a baseline toolbox for these improvements.

Summary of Discussion:

- The Plan should consider more robust interventions such as implementing Bus Rapid Transit. Caltrans has asked for more analysis prior to committing to such a change. There is a disparity between the corridor's local intermodal needs and regional auto-related needs. One option could include Caltrans' relinquishment of the route.
- ACTC has been speaking with business owners about parking. There's been mixed interest in removing parking along the corridor. An SFCTA survey indicated that people who take transit spend more money overall than those who drive.
- ACTC will increase its communication with schools in the surrounding area, such as Hoover Elementary School and McClymonds High School.
- ACTC should consider referencing Climate Action Plans and State-level plans and, City policies like the Bicycle and Pedestrian Plans; City surveys of public corridors; and working with OakDOT's Shared Mobility Division.

Speakers other than Commissioners: Chris Kintner

Item 4. Paint the Town! Applications Update

Lily Brown, OakDOT Transportation Planner, explained that "Paint the Town!" is a Pilot program, developed in partnership with the Mayor's Office, for the installation of temporary murals to ~~improve safety and integrate art into~~ bring communities together and beautify Oakland's streets. Applicants were required to complete a checklist and submit a budget and fundraising plan. The City has provisionally approved 20 applications to install 30 murals and has partnered with a private donor who will provide paint material vouchers for all projects and completely fund seven projects. She shared details of each proposed installation.

Summary of Discussion:

- The program's long-term continuity was discussed given that this is a pilot project. The City will need to complete the first round and then quantitatively measure the program's success, which is anticipated in late summer.
- Commissioners expressed interest in touring the completed projects. The City could consider a website to encourage a public tour of the projects.
- The City will provide additional temporary traffic control at no cost for more heavily trafficked streets and provide a system to check out street closure materials at no cost.
- ~~The City is providing staff related to the street closures for the projects at no cost and no-cost block party permits to complete the projects.~~
- There was a request for a follow up presentation to the Commission after the first round of applications have been finished and an interest in continuing the program if it is considered successful.

Speakers other than Commissioners: Robert Prinz

Item 5. Let's Bike Oakland! Update *(presentation attached)*

Sarah Fine, DOT Senior Transportation Planner, reported on the City's bicycle plan update: Let's Bike Oakland! The City has completed its existing conditions analysis and is using an equity framework to develop community engagement strategies and tools for analysis. OakDOT staff have heard that there's a need to accelerate the pace of the street repaving, to work with youth, and create a more transparent decision-making process. The City could allocate additional resources towards addressing police profiling and develop programs to encourage more biking outside of commute hours.

Summary of Discussion:

- The Plan is on-track for adoption in December. There's an opportunity for feedback on proposed bike plan projects in the summer, which will be incorporated into the implementation section of the plan.
- Implementation of the Plan will happen slowly – it will likely involve funding other groups in Oakland based on community feedback.
- Mobile workshops have been an effective outlet to contact residents. The City is open to looking further into how residents are hearing about the plan.
- City staff will consider contacting neighborhood councils.
- The Commission could consider adding a new Commissioner to the existing Bike Plan Advisory Group and Commissioners could join staff at the mobile workshops located throughout Oakland.
- Commissioner Wheeler reported back from the community meeting he attended in East Oakland. The City should consider bike trips beyond the commute hours, consider school safety, crime concerns, and pursue design and interventions that address these concerns.
- Information about mobile workshops is at <https://www.oaklandca.gov/news/2018/lets-bike-oakland-mobile-workshop-schedule>

Speakers other than commissioners: Robert Prinz, (unknown person)

Item 6. Biannual Paving Update (*presentation attached*)

Chris Diano from Paving and Sidewalk Management shared information about upcoming paving projects. He reviewed present and future paving projects and provided an overview of the City's pavement management software (StreetSaver) and the Pavement Condition Index. The City has worked on accelerating the recruitment of an in-house maintenance crew to pave the streets. The City plans to pave 19.8 miles of streets in 2019, which will include complete streets designs and close coordination with other departments and sections.

Two citywide paving contracts are currently underway:

- Citywide Pavement Rehabilitation Project
 - 51 curb ramps
 - 1.3 miles of new bike lanes
 - Traffic circles, buffered bike lanes, painted medians
 - Continental crosswalks, curbs ramps, painted bulb-outs
 - Buffered bike lanes on both sides of Market
- Citywide Preventative Maintenance Resurfacing
 - Slurry Seal Treatment

Summary of Discussion:

- SeeClickFix and 311 are outlets for the public to report issues like potholes in their neighborhood.

- The formula for prioritization was developed as part of the Council-adopted Citywide 5-year Paving Plan in 2014. Staff works with Councilmembers to identify additional streets that they want to pave.
 - Traffic volume counts are taken on a project-specific basis.
 - The City receives community input on the striping design for street repaving projects through the BPAC Infrastructure Committee.
 - The City has monthly coordination meetings with utility companies to align projects.
 - Telegraph between 46th and 51st Sts is on the City's paving list. The City is working on the design for the area. The target date to begin construction is Spring 2019 and will involve a community outreach component.
 - A member of the public commented that certain Councilmembers (Kaplan, Gallo, Brooks) are trying to allocate Measure KK funding towards nonprofits that are doing non-infrastructure projects in their district.
 - The City should consider durability of materials to ensure they are enduring, and curb cuts to allow cyclists to cross streets closed off to vehicles by concrete medians.
 - Lowell Street – there should be a curb cutout here to promote accessibility, especially for seniors. Improvements on Lowell St are funded by a grant from the Highway Safety Improvement Program (HSIP), and the project includes new signals and a controller box.
 - The City could consider prioritizing the paving of bicycle boulevard streets rather than doing spot pothole fills prompted by SeeClickFix. Measure KK funded a Capital Improvement Project with a list of bikeway streets that are not included in the 5-year paving plan.
 - The Biannual Paving Update agenda item should be assessed for its regularity (currently 6 months). The presentation could be more effective with slides provided in the agenda packet.
 - The City could coordinate with the BPAC infrastructure committee at an earlier stage in the design process and time the paving projects so the public has enough time to review.
 - Consider including protected bike lanes with routine paving projects, similar to what other jurisdictions like Sacramento are doing.
- A motion to **extend the meeting by more than 10 minutes** was made (Parreiras) and seconded (Villalobos). All Commissioners voted in favor.

Speakers other than commissioners: Cathy Leonard, Angela Gennino, Bob Fearman, Robert Prinz, Kent Lewandowski

Item 7. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Announcements (Public):

- Kent Lewandowski is now serving on the Caltrans D4 Advisory Committee and asked people to forward ideas for Caltrans access projects.
Kent Lewandowski (on behalf of Jon Bauer): Lower Telegraph between West Grand and 29th Avenue – the planter boxes are moving around and are a hazard.

Announcements (Commissioners):

- Chair Tabata announced that a training program for the new Commissioners, operated by Bike East Bay, will take place on Tuesday, April 24 at 6:30pm, 1330 Broadway at the WOBO office and is open to the public.
- Chair Tabata announced the groundbreaking of Phase II of the LAMPS program. Construction is slated to take one year.
- Commissioner Campbell would like to have PowerPoints and handouts for scheduled items provided prior to meetings to help Commissioners prepare.

Announcements (Staff):

- Jennifer Stanley distributed paper copies of the biannual striping and signage update linked to in the agenda packet.

Three Month Look-Ahead/Suggestions for Meeting Topics:

- Commissioner Kidd would like to bring back the Legislative Committee item in May.
- Robert Prinz announced that the infrastructure committee will be meeting and can provide a report back as soon as at the May BPAC meeting.
- Chris Kintner would like a presentation on the Pedestrian Plan implementation.
- Commissioner Kidd would like an update on the OakDOT Strategic Plan. The Chair and Vice Chair indicated that they're tracking this.
- Commissioner Naylor would like an update on the counts program and how the department collects data, and what data the City might want to start collecting.

Vice Chair Wheeler adjourned the meeting at 8:12 pm.

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Tuesday, May 1 with comments requested by 5pm, Monday May 7 to mbjones@oaklandnet.com. Revised minutes will be added to the May 2018 meeting agenda and adopted at that meeting.

This document contains required and recommended criteria for placing bike share stations in Oakland, and is consistent with national and statewide standards and local policies. These guidelines are subject to planning and engineering judgment on a case-by-case basis.

The document is organized into the following sections:

- **Guiding Principles** for a successful bike share program.
- **Planning Criteria** and general requirements for the bike share system.
- **Siting Criteria** for all stations including requirements for on-street locations, sidewalk locations, stations on parks or plazas, and stations on private property.
- **Site Improvements** to create safer access to bike share stations.
- **Criteria** for evaluating station move requests

Guiding Principles

1. Prioritize safety, system use, and operational efficiency.
2. Prioritize integration with existing bike infrastructure.
3. Prioritize integration with public transit.
4. Wherever possible, avoid removing on-street metered parking.

Planning Criteria

1. All stations shall be located within the current System Area, unless otherwise agreed to in writing by the City.
2. City Of Oakland shall approve all station sites.
3. 20% of total stations should be in MTC defined Communities of Concern, specifically in East and West Oakland. East Oakland is defined as areas east of 4th Ave. West Oakland is defined as areas west of Highway 980.
4. Stations must:
 - a. Have 13 or more docks; and
 - b. Be accessible to the public 24 hours per day, 365 days per year; and
 - c. Have a 24 hour per day point of payment terminal or 24 hour payment location associated with the Station within 200 feet of the Station.
 - d. The Dock to Bicycle ratio shall be at least 1.7:1.

Siting Criteria

City staff reserves the discretion to amend the siting criteria on a case-by-case basis, including based on safety, pedestrian and vehicular traffic volumes, system function and street geometry. Throughout the term, the bike share system operator and equipment owner (vendor) shall adhere to the following siting criteria:

1. City staff will work with the vendor to select Station locations based on maximizing rider usage while maintaining the requirements outlined in the Planning Criteria.
2. Stations shall be sited in locations that ensure maximum visibility and safety and that provide unrestricted public access.
3. Avoid locating stations in areas that will create conflicts with driveways, hydrants, and other features that require regular or emergency access. City staff will consult on Fire lanes on a case-by-case basis.
4. Avoid orienting stations in such a way that they create conflicts or encourage disruptive bicycling behavior, such as sidewalk riding or riding into driveways.
5. Sites should not interfere with existing pedestrian travel patterns and where possible should be placed in line with other street furniture.

6. Given that sidewalks in Oakland generally narrow and have an abundance of existing street furniture and fixtures, wherever feasible, bike share stations should be located in the parking lane, similar to parklets and on-street bicycle parking corrals.
7. Where possible, site stations so that they may be serviced and rebalanced easily and without disrupting traffic; alternatively, identify areas that could be designated as rebalancing “loading zones” for a particular area.
8. In connection with the installation, operation, and maintenance of the equipment, the vendor shall minimize the extent to which the use of the streets or other property of the City is disrupted.
9. Whenever possible, station plates shall not cover or in any way obstruct any utility access points, drains, or any kind of ground access point.

Station Details

Bike Share stations are battery powered, solar charged, modular, secured by their own weight, require no excavation/anchoring, and will each have one (1) point of sale (pay) kiosk and bike share map with a sponsorship panel. Each station will have anywhere from 8 - 48 docks and should be placed on a level surface. All stations are composed of at least two, 4 - dock modular plates that are each 9’-10” in length (see Table 1). For reference, one plate hosts 4 docks. Each dock can host one bike as well as a point of sale kiosk (see Figure 6).

Table 1. Bike Share Station Configurations

Number of Plates	Docks Available	Bike Capacity ¹	Total Length (ft)	Parallel Parking Spaces Required ²
2	8	7	19’-8”	1
3	12	11	29’-6”	2
4	16	15	39’-4”	2
5	20	19	49’-2”	3
6	24	23	59’-0”	3
7	28	27	68’-10”	4
8	32	31	78’-8”	4
9	36	35	88’-6”	5

On-Street Sites

Visibility at Intersections

In all cases, bike share station placement must maintain sight lines for safe pedestrian passage. In general, the following guidelines apply:

1. At signalized intersections, the bike share station must be located at least 3’-0” from the end of the marked crosswalk. At stop-controlled intersections, the bike share station may be located 3’-0” away from the end of the marked crosswalk. (see Figure 2)
2. In the unlikely event that a stop bar but not a crosswalk is present, the bike share station should be located 3’-0” away from the stop bar.
3. Stations at corners have the benefit of creating de facto curb extensions, shortening the street crossing distance for pedestrians, and improving sight lines for motorists turning into traffic from side streets.

¹ Bike Capacity is equal to Docks Available minus one dock for use of payment kiosk.

² City of Oakland Municipal Code, 17.16.200 – Parking Space Dimensions. For parallel parking, a regular parking space shall be not less than twenty-two (22) feet long and eight (8) feet wide.

4. Advertisement panels should be placed at the end of the station furthest from the intersection to improve visibility of the intersection.
5. Stations may be placed at T intersections where deemed safe (see Figure 3).

Near Parking

1. Stations are not permissible in peak hour clearance parking lanes.
2. Where stations are to be accessed from the sidewalk, the station area must be at least 7'-6" wide and have a sufficiently low curb to allow bikes to be pulled out of the dock. Four feet of clearance must be maintained at each end of the station to allow riders to enter and exit the station.
3. The bike share station is placed so that it does not exceed the width of the parking lane.
4. Stations shall not conflict with traffic lanes or lanes that become traffic lanes at certain time zones.
5. Stations in "No Parking", "No Standing", and "No Stopping" zones are permitted on a case-by-case basis.

Curb Zones

1. The bike share station must maintain a 6" minimum drainage channel between the curb face and the edge of the station plate.
2. Bike sharing stations shall not be placed in blue zones or in the space required to access the blue zone.
3. Bike Share stations may be installed in existing red curb zones, (where deemed safe) and may replace metered or unmetered parking stalls on a case-by-case basis.
4. Bike Share stations may be installed in commercial vehicle loading zones (yellow zones) or motorcycle parking if there are appropriate adjacent locations for these zones to be relocated or where there is little to no demand for the existing zones.
5. Bike sharing stations may be installed in passenger loading zones (white zones) and time limited parking (green zones) if the business that originally requested the white and/or green zone agrees to re-purpose that curb area for bike share use or agrees to use other alternative white and/or green zone in the area. Such reallocation shall be a part of the permit and the responsibility of the vendor.

Near Public Transportation

1. Bike share stations will not be located in bus zones and cannot replace bus zones.
2. Bike share stations can be placed no closer than the first parking space adjacent to a bus zone. If bus zones and adjacent parking spaces are not marked, placement must be at least 60' away from the bus stop sign for standard bus routes and 90' away from the bus stop sign for articulated bus routes (see Figure 4).

Table 2. On-Street Siting Clearances

Object	Minimum Clearance (ft)
In- Ground Utilities, utility covers, sewer holes	3
Inlet Drain	25
Driveway or wheelchair ramp	3
Adjacent to curb (on street)	.5
Crosswalk, both controlled and uncontrolled.	3
Low Pressure Fire Hydrant	6
High Pressure Fire Hydrant	7.5
Bus Zones (regular bus)	60
Bus Zones (articulated bus)	90

Sidewalk Sites

Visibility at Intersections

In all cases, bike share station placement must maintain sight lines for safe pedestrian passage.

1. Advertisement panels should be placed at the end of the station furthest from the intersection to improve visibility of the intersection.

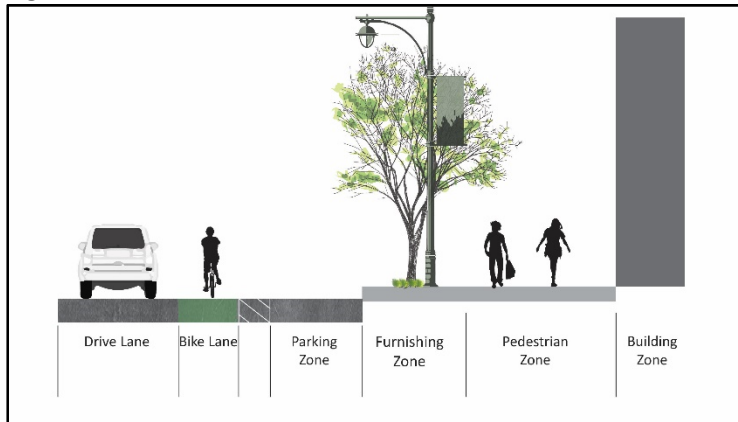
Placement

1. Whenever possible, a station shall not be installed on a sidewalk narrower than 16'-0".
2. Orientation of the stations should be parallel to the street.
3. Bike share stations shall be a minimum of 12" away from the curb on sidewalk sites.
4. The pedestrian through zone adjacent to the bike share stations should be 6'-0" minimum.
5. A minimum of 6'-0" clearance shall be provided between the station end and an adjacent bus shelter.
6. A minimum of 3'-0" clearance shall be provided for pedestrian pass through between one of the station ends and any permanently affixed element or tree well.
7. Stations may be installed on medians provided that there is sufficient clearance to allow for the public to safely access the Station.
8. Stations shall not interfere with existing pedestrian travel patterns. Whenever possible, Stations shall be aligned with bus shelters, bike shelters, automatic public toilets, news racks, benches, trees and tree pits, or other amenities, unless existing pedestrian travel patterns suggest alternate locations. Placement of street furniture should provide a minimum clear pedestrian zone of 3'-0" between any obstruction (poles, walls, columns etc.). (see Figure 1)
9. Stations shall not be placed:
 - a. Less than 5 feet of fire hydrants;
 - b. Less than 15 feet in front of the opening of the subway stairs or subway elevators;
 - c. Less than 15 feet of a bus stop shelter entrance; or
 - d. Less than 5 feet of the main entrance of a major building.

Table 3. Sidewalk Siting Clearances

Object	Minimum Clearance (ft.)
Pedestrian Zone	6
In- Ground Utilities, utility covers, sewer holes.	3
Driveway or wheelchair ramp.	3
Adjacent to curb (on sidewalk)	1
Fire Hydrant	5
Opening of the subway stairs or subway elevators	15
Bus shelter entrance	6
Main entrance of a major building	5
Tree well and Public Furniture	3

Figure 1. Sidewalk Zones



Parks, Plaza's, and other City Property

1. Sites may be permitted in City-owned parks and on other City-owned properties, including pedestrianized spaces, at the sole discretion of the City. Appropriateness of Sites in City-owned parks and on other City-owned properties will be determined on a case-by-case basis.
2. Siting Criteria for *Side Walk Sites* applies to the *Parks, Plaza's and other City Property* section.
3. Stations should be installed on paved terrain such as asphalt, concrete, or pavers. Stations installed on unpaved surfaces such as grass, compacted soil, or decomposed granite will be evaluated on a case-by-case basis.

Private Property

1. Stations may be permitted on private property with the property owner's permission.
2. The bike share operator must work with each private property owner to develop a mutually agreeable license agreement for such locations.
3. Stations located on private property must provide 24 hour unrestricted public access to each station.
4. Appropriateness of sites on private property will be determined on a case-by-case basis.

Site Improvements

Depending on the station location and existing site conditions, station site improvements should be installed to improve the comfort and safety of a bike share station similar to the current Oakland on-street bike parking guidelines. Either option of A. *Wheel Stop and Delineator Posts*, or B. *Wheel Stop and Box Striping* should be used. (see Figure 5)

1. Retro-reflective flexible delineators (safe-hit posts) to improve visibility of the station to motorist and better characterize the space for bike share users.
 - a. Safe-hit posts are generally placed at 20-foot intervals along the length of the station, which corresponds well with stall markings. When placed on-street where there are stall markings, safe-hit posts are placed between the parking tee and the 8" white buffer stripe.
 - b. When stations are placed at the end of a block, an additional safe-hit post should be placed 3 feet away from the face of the curb to increase visibility of the exposed end of the station.
2. Wheel stops should be provided at ends of the station to provide clearances to adjacent parking stalls and to account for vehicle overhang during parking maneuvers.

- a. Wheel stops are generally placed 4'-0" away from the station and 1'-0" off of the face of curb. A wheel stop need not be installed on the side of a station adjacent to a non-parked area. This could include stations placed at the end of a block, adjacent to a driveway or other non-parked area.

Figure 2. Station Placement near Crosswalk

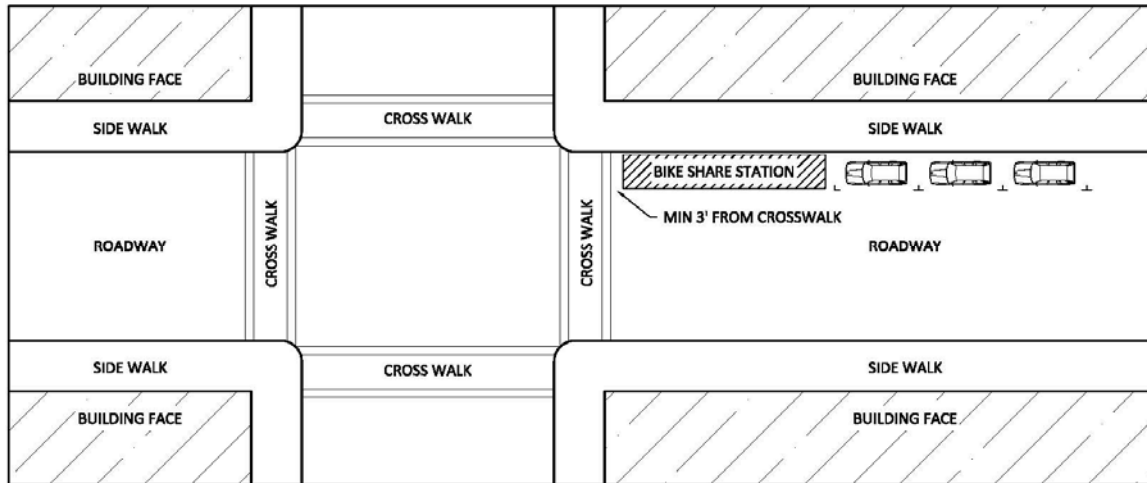


Figure 3. Station Placement at T-Intersection

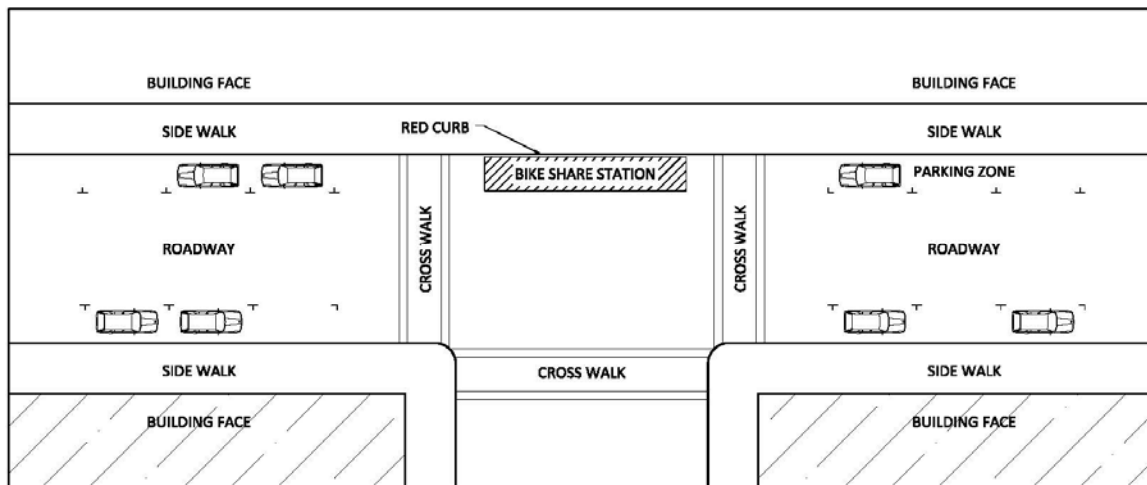


Figure 4. Station Placement near Bus Zone

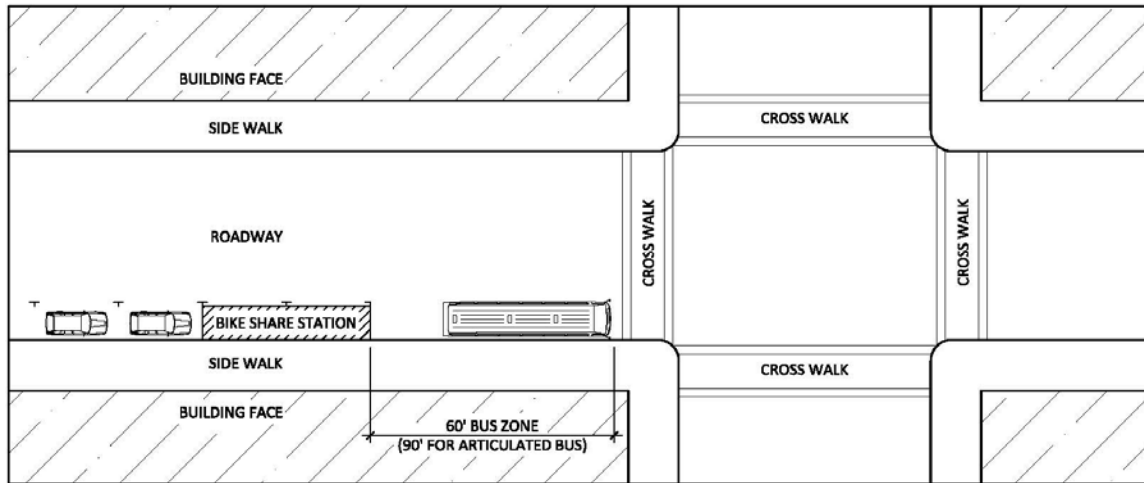


Figure 5. Bike Share Station Improvements

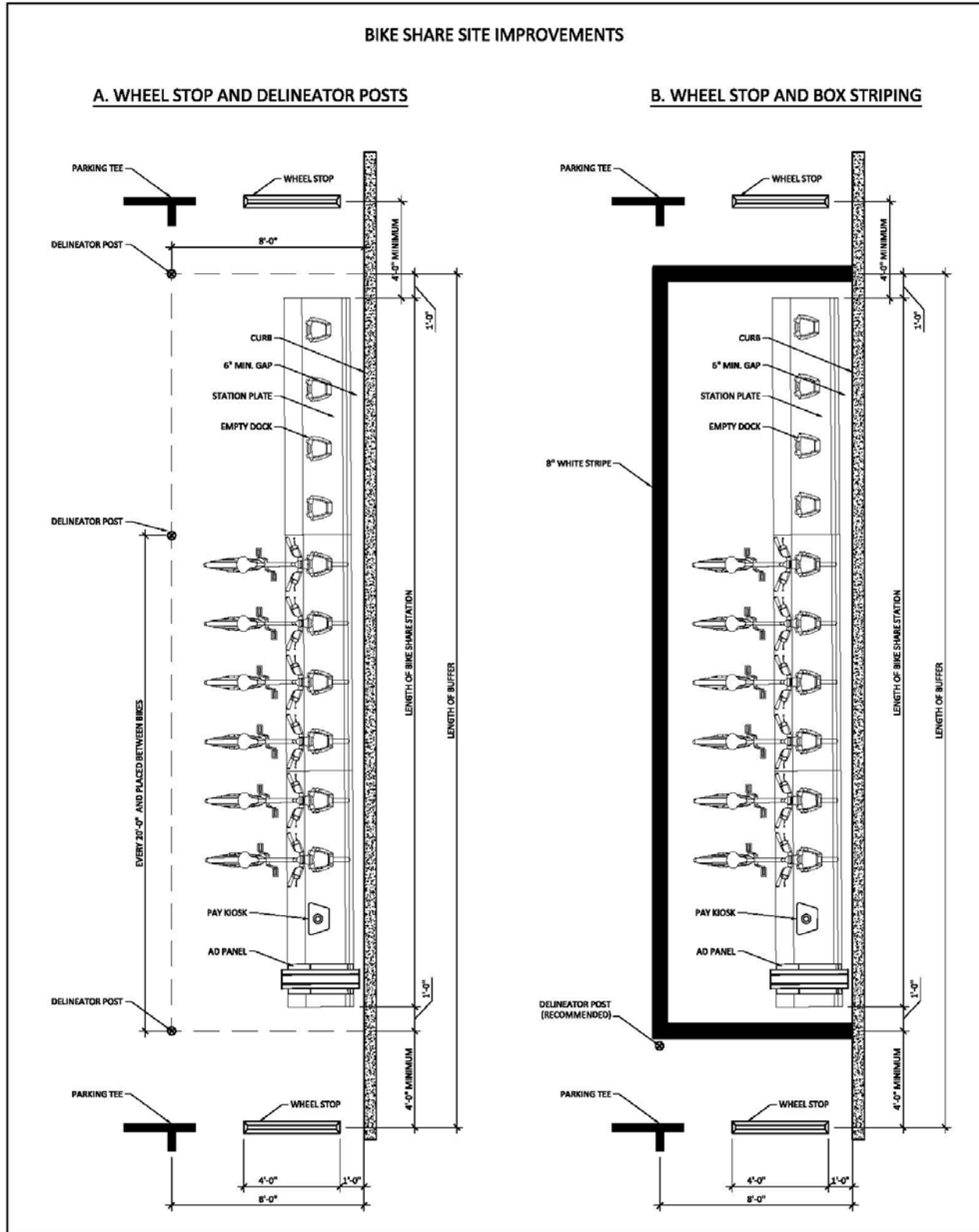
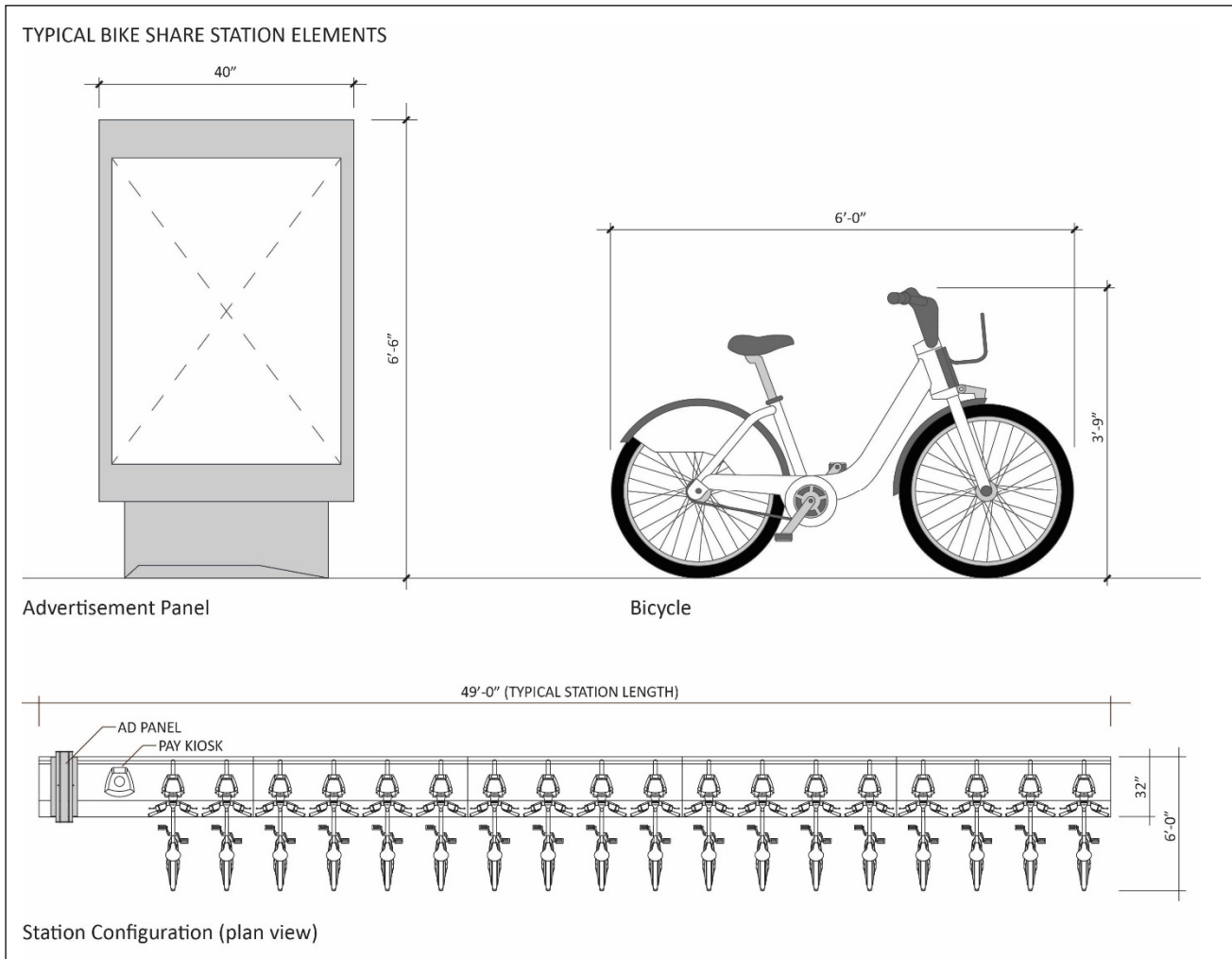


Figure 6. Bike Share Station Elements



Public Requests for Station Relocation:

A stakeholder may initiate a request to relocate a bike share station by submitting a formal request to the bike share coordinator, via the bikeshare@oaklandnet.com email box. OakDOT staff will evaluate the request and be solely responsible for evaluating whether the request meets the evaluation criteria below. Staff will strive to avoid disputes by conducting an inclusive and transparent process.

Evaluation Criteria:

According to the Alternative Modes policy, the City will resolve disputes in favor of the travel mode "that provides the greatest mobility for people rather than vehicles, giving due consideration to the environment, public safety economic development, health and social equity impacts" (73036 C.M.S.).

Eligible requestor- The requestor must be a resident (renter or homeowner) or business owner directly abutting the station being requested to move. For public facilities, such as schools, libraries, etc., the requestor must be the primary decision maker at the facility, such as the principal or director.

Eligible objections-The following objections may be the basis for an appeal:

- A nearby location would better serve the same bike share users and business(es)
- The design doesn't meet the City's guidelines
- A different number of "docks" or bikes than proposed should be installed
- A request for a color curb (such as a yellow zone, green zone, blue zone or white zone) that creates an unavoidable conflict with the bike share station has been submitted and approved by OakDOT

The following objections will not be considered as they have been addressed during the design and planning process, are contrary to City policy (Alternative Modes Policy, Bike Sharing Policy) or they are subjective:

- The bike share station is ugly
- The bike share station is unnecessary
- The bike share station is dangerous
- The bike share station utilizes on-street parking

Evaluation period. If the station is determined to meet any of the above criteria, staff will notify the requestor and attempt to locate an alternative location for the station, within two blocks, that will maintain its utility and access to users of the bike share system. Stations in the bottom 10th percentile of usage (the sum of trips origins and destinations normalized by days in service) in Oakland may be moved to a location that is within the service area but not within two blocks of the original location. Stations will not be moved until an alternative location has been identified and a permit for the new location has been granted. If the station is determined not to meet the eligible criteria, staff will notify the requestor and attempt to address their concerns in another way.

05/17/18, BPAC Agenda, Item #9 Attachment

Three-month agenda look-ahead

June

- Infrastructure Committee Report Back
- ATP Application Update
- Strategic Planning Projects Biannual Update
- *HSIP Applications – Preliminary List (tentative June or July)*
- *Park Boulevard Update (tentative June or July)*
- *Level of Traffic Stress (tentative June or July)*

July

- CityRacks Bicycle Program Update
- BPAC Commissioner Recruitment Outreach
- Major Development Projects Biannual Update
- *MacArthur BART Bike Station (tentative July or August)*

August

- East Bay Greenway Check In
- HSIP Applications – Proposed Projects

Commissioner announcements

None.

Staff announcements

Citywide Bikeways 2018: The Bicycle & Pedestrian Program has a construction project underway that includes bikeways, crosswalks, and spot pavement repair on five streets: 10th St/E 10th St (Madison St to 9th Ave), 16th St (Clay St to San Pablo Ave), 38th Ave (Foothill Blvd to Brookdale Ave), Clay St (7th St to 17th St), and MacArthur Blvd (Coolidge Ave to 35th Ave). The project installs numerous high-visibility crosswalks, new buffered bike lanes, and adds buffers to existing bike lanes. The project also includes the City's first use of methyl methacrylate for green bike lanes.

2018 Bikeways Map: Just in time for Bike Month, the 2018 Bikeways Map was delivered to Oakland bike shops and other locations (Main Library, Visit Oakland, Bike East Bay, Walk Oakland Bike Oakland) on May 1. Now in its ninth edition, there are over 155,000 copies of the map in print. Maps will also be distributed in the bags given to Bike to Work Day participants in Oakland (along with a "We Bike Oakland" bike tube sticker). New this year, the map shows the locations of Oakland's Bike Share stations.

Lake Merritt BART Safety Improvements: Coming this summer! OakDOT will be installing pedestrian, transit, bicycle and loading improvements to ensure that safety is prioritized on your streets around Lake Merritt BART. Crews have already started working, and the improvements will include:

- Painted pedestrian sidewalk extensions to shorten the crossing distance, slow turning vehicles, and increase yielding to people walking
- Bicycle intersection improvements to improve safety at intersections and increase yielding to people biking
- High visibility "zebra" style crosswalks to improve pedestrian safety
- New traffic signals to reduce red light running and provide pedestrian countdowns
- Longer bus stops to better serve transit riders of all abilities
- Wider, larger loading zones to ensure loading isn't blocking bus stops and bike lanes

These improvements will be at five intersections near Lake Merritt BART, including: 7th and Madison, 8th and Madison, 9th and Madison, 8th and Jackson, and 8th and Oak. These intersections fall on the City's high injury corridors, where severe and fatal pedestrian crashes concentrate, and have been prioritized for safety investments to prevent future traffic crashes and support healthy, sustainable modes of transportation.

Active BPAC Committees

Committee	Date convened	Details	Commissioners / Other members
Bike plan advisory task force	10/19/17	advise staff on bike plan elements	Commissioners Naylor, Tabata; community members Chris Kintner, Matt Ward
Infrastructure committee	2/16/17	review infrastructure plans and grant updates	Commissioners Burnette Jr, Kidd, McWilliams; community members Robert Prinz, Dianne Yee, Maria Rolland, and Bob Fearman
Open Forum responses	3/17/2016	ongoing	Commissioners Kidd, Tabata, Villalobos