

Oakland BPAC 9/20/12

Attendees:

Ann Killebrew, Carol Levine, Chris Hwang, Chris Kidd, Dave Campbell, Jason Patton, Jennifer Stanley, Liza Pratt, Midori Tabata, Robert Prinz, Ryan Chan, Tom Willging, Ade Oluwasogo, Wladimir Wlassowsky, Dan Tischler

Minutes:

A motion was made to approve minutes from both the July and August BPAC meetings. That motion was approved.

Shattuck Avenue at 52nd Street

Wladimir Wlassowsky and Ade Oluwasogo from Public Works gave a presentation on a re-striping project for the intersection of Shattuck Avenue at 52nd Street.

A new striping plan had been applied for southbound traffic on Shattuck Avenue, creating a left/through travel lane and a right/through travel lane. On the southern side of the intersection, these two travel lanes merged back to one lane.

This striping plan has created conflicts with bicyclists, not only with southbound drivers turning right at the intersection, but also with southbound drivers past the intersection where the two lanes merge.

Public Works proposes a new striping plan that would make the right lane on Shattuck Avenue a Right-Turn-Only lane, with a bike lane between that lane and the left/through lane. The merge on the southern side of the intersection would be removed. This would place bicyclists to the left of right-turning drivers and remove the conflict in the merge area.

The bike lane would exist only for the southbound approach to the intersection. When Shattuck Avenue is repaved and striped with bike lanes in 2013, it would connect to this small bike lane piece.

Comments:

Dave Campbell expressed a desire to return the intersection to its original configuration, with one lane of travel in each direction and no dedicated turning lanes. This would resolve the "pinch point" experienced by northbound bicyclists when they cross the intersection.

Dave asked for the Right-of-Way for the street, which was given as 46 feet. The dedicated right-turn lane is 12 feet, the bike lane is 5 feet, the through/left lane is 11 feet, and the northbound travel lane & parking lane are a combined 18 feet.

Dave asked that either the original configuration be brought back or parking removed to resolve the "pinch point" issue for northbound bicyclists. Staff noted that removing street parking on the north side of the intersection would be controversial with the residents of the adjacent apartment buildings.

Dave asked that the City, in the future, be mindful of similar "pinch points" being created when a left-turn pocket is added to an intersection that has insufficient road width to accommodate both bicyclists and drivers side-by-side.

The attendees were generally positive about removing the merge on the southern side of the intersection, and asked for staff to study shifting the street's center line to create more room for a northbound travel lane that could accommodate both bicyclists and drivers.

Attendees asked about how the future bike lanes would transition into the planned bike lane, left of the dedicated right-turn lane. Attendees asked that the merging area for drivers moving over to the right-turn lane be highlighted with dashed lines, green paints, or other features. Staff responded that they preferred not to provide dashed striping when a bike lane moves diagonally across a roadway to position left of a right-turn lane, reasoning that bicyclists would be less likely to shoulder-check for overtaking traffic behind them if dashed lines were provided. Staff prefers dashed lines only when the bike lane keeps its position and right-turn pocket opens to the right of the straight bike lane.

Staff was open to providing yield signage where the bike lane merged, and expressed a willingness to examine the appropriateness of green-backed sharrows.

Attendees asked staff whether it might be better to remove the bike lane from the proposed draft altogether to mitigate the “pinch point” for northbound bicyclists. Staff responded that the right-turn movements from southbound drivers presented the largest safety challenge, and thus wanted to retain the bike lanes. Staff also believed a pinch would take place for northbound bicyclists regardless of whether the southbound bike lane existed or not.

Attendees asked staff to reduce the width of the right-turn lane in order to increase the size of the bike lane. Staff responded that they had already reduced the turn lane to 12 feet – from the city standard of 14 feet.

Bike Master Plan Reaffirmation

Staff provided information on the reaffirmation of the city's bicycle master plan, which goes to City Council in December

A Bicycle Master Plan must be either created, or reaffirmed, every 5 years in order for a city to maintain eligibility for the Caltrans Bicycle Transportation Account (BTA). Oakland adopted a Bicycle Master Plan in 2007, and needs to reaffirm the plan before the end of the year to retain BTA eligibility. Staff had planned to bring the Bicycle Master Plan to City Council earlier this year for reaffirmation, but instead decided to prepare a report to accompany the reaffirmation, outlining staff's priorities for future bike plan implementation.

Staff feels that it is appropriate to reaffirm the existing bike plan rather than create a new one because it allows staff to take advantage of on-street opportunities rather than re-draft a new plan.

Staff is asking for comments on this report before the end of the month in order for those comments to be fully incorporated before submittal to City Council.

The staff report is meant to outline 5 goals/priorities for the future.

1. Maintain BTA eligibility
2. Put road diet projects in front of City Council as priority projects (road diets, by city ordinance, require City Council approval to move forward). This also includes adjusting the priorities of the bike plan, which values gap closure. As the bike network is filled out, different potential projects gain importance in their ability to close gaps to newly installed facilities.
3. Identify publicly, and communicate to council, the barriers that currently exist to the successful implementation of the bike plan.
4. Prepare the City for its next Bicycle Friendly Communities application – staff wants the City to aim for Silver certification (Oakland currently is Bronze).

Staff also hopes to update their priority projects and bundle together potential road-diet projects for study and SEIR purposes. The key road-diet projects identified by the City are:

1. 14th Street – Brush to Oak
2. East 12th Street - 40th Ave to 44th Ave
3. Foothill Boulevard - 14th Ave to 23rd Ave
4. West MacArthur Boulevard – Telegraph Ave to MLK Jr Blvd
5. Park Boulevard – E 18th Street to Excelsior Ave
6. Telegraph Avenue – Aileen to 20th St

Staff is hoping to reaffirm the bike plan until at least 2015-2016, when they would begin the process of developing a new bike plan – staff mentioned that some “ACTC issues” would determine when a new bike plan process was undertaken.

Staff said that they would adjust their planning for priority projects depending upon the signing or veto of AB 2245 – a bill that would provide CEQA exemption to bike lane projects. Staff said that, if AB

2245 passes, traffic studies for bike lanes would not be required to look at 30 year traffic volume projections, though they might look at them for reference purposes.

Staff listed certain existing barriers to bike plan implementation:

1. CEQA/LOS forecasting requirements
2. Pavement quality on designated bikeways
3. Limitations of providing adequate bike parking on the sidewalk and conflicts with removing car parking for on-street bicycle parking
4. Creating a city-led procedure for introducing and implementing traffic calming on bicycle boulevards – traffic calming is currently complaint-driven.
5. Increasing education and enforcement elements in creating a more bike-friendly city

Staff wants to enlist the public's help in a campaign for a Silver Bicycle Friendly City designation. Attendees suggested getting bike shops and bike clubs involved in getting the word out. There was enthusiasm for a BPAC work session on creating a strong campaign.

Pavement Report

Midori and Carol gave a synopsis of their notes from a Public Works meeting on pavement quality and repair (document attached).

The City has \$6 million each year to spend on pavement repair, the average yearly need is \$28 million, meaning the City is falling further behind each year. The City is on an 85 year pavement schedule to replace pavement on each street; cities typically should have a 30 year repavement cycle. 80% of the paving funds goes to upkeep of existing streets, 20% goes to whole-sale reconstruction. City Council can direct where and when streets get repaved.

The City has a 1200 pothole backlog, and asks citizens to use the SeeClickFix app to report potholes, as it gives them a specific GPS location for the pothole.

The City is experimenting with "spot repairs", major repavings, and paving only travel lanes while leaving parking lanes in their current condition.

14th Street Plans

Staff asked for attendee direction on which configurations to study for bike infrastructure on 14th Street. The project extends from West Oakland to Lake Merritt, through downtown. The extents are from Brush in the west to Oak in the east. The segment is approximately one mile long. The facility would connect to existing bike lanes on 14th Street in West Oakland. 14th Street has a highly variable width in this segment, with street parking permitted for most of its length. A 54 foot right-of-way is the predominant width, mostly in the eastern half of the segment. AC Transit is considering consolidation of lines that would move all bus traffic off of 14th Street.

6 options were presented to attendees, 2 keeping the current configuration, 2 with a 4-to-3 road diet, and 2 with a 4-to-2 road diet. The options included sharrows, green-lane sharrows, bike lanes, and buffered bike lanes.

1-A – 4 lanes of travel with sharrows

2-A – 4 lanes of travel with green-lane sharrows

1-B – 2 wide lanes of travel, a center turn lane, and sharrows

2-B – 2 narrow lanes of travel, a center turn lane, and narrow bike lanes

3-A – 2 wide lanes of travel and wide bike lanes

3-B 2 wide lanes of travel and buffered bike lanes

The City bike plan calls for option 2-A on 14th Street, but that is a model that staff now prefers not to use, considering them an ineffective facility. Attendees were least enamored of 2-A and 2-B.

Staff were reticent to support 3-A or 3-B, as they are considered to be very politically difficult to achieve. Staff voiced their preference for option 1-B.

Staff and some attendees were concerned about the conflicts a 4-to-2 road diet would create for left-turning vehicles, especially since many cross streets are one-way. Some attendees worried about conflicts created between bicyclists and turning drivers in such a 4-to-2 configuration. Other attendees were very supportive of a 4-to-2 conversion, and wanted staff to study the possibility of inserting left-turn pockets by removing street parking in select locations. Some attendees characterized this approach as a "2-3 hybrid".

Staff noted that removing parking would also require the replacement of the extraordinarily wide gutter pans on 14th Street, which would add considerable cost to the project.

Attendees considered 14th Street to be one of the most important bikeway connections in the City, and asked that all options be looked at for robust bicycle infrastructure.

Carol asked for staff to look at implementing STOP signs at all intersections on 14th Street to allow easier turning movements by vehicles in a 4-to-2 road diet.

Staff expressed concerns about dedicating time to a roadway configuration that may not gain approval if they can dedicate time to other projects with a higher chance of success.

Staff said they would be willing to conduct initial traffic studies on the current-day impacts of a 4-to-2 road diet.

Staff asked that more feedback be provided on preferred alignments for study.

Attachments

Shattuck Ave/52nd St draft striping plan

Bicycle Master Plan draft staff report excerpt

PWA Streets Fact Sheet

Oakland's 2014 Bicycle Friendly Community Campaign (18-Oct-2012)

Purpose: Achieve Gold-level recognition in 2014 from the League of American Bicyclists' Bicycle Friendly Communities Program.

Objectives

- (a) Define four-year goals (2010-2014) to inspire and document progress.
- (b) Build new synergies between the ongoing efforts of partner organizations.
- (c) Stimulate new partnerships between government agencies, advocacy organizations, service groups, clubs, and shops.
- (d) Unify and publicize the effort through a branded campaign.

Engineering Goals

- (1) *Bikeways:* Increase Oakland's bikeway mileage by 40% from 100 miles to 140 miles.
- (2) *Bike Parking:* Increase Oakland's bike parking supply by 50% from 4,500 spaces to 6,750 spaces.
- (3) *Innovative Treatments:* Implement buffered bike lanes, green bike lanes, green sharrow lanes, in-street bike parking, and parklets.

Education Goals

- (1) *Safety Education:* Conduct 2 adult classes per month. Increase the number of Spanish and Cantonese language classes from zero to 6 per year. Conduct 1 children's program per month.
- (2) *Safe Routes to School:* Increase participation by Oakland Schools from zero to 25.
- (3) *League Certified Instructors:* Increase the number of LCIs living in Oakland from 6 to 12. Increase number of Spanish and Cantonese speaking instructors from zero to 3.

Encouragement Goals

- (1) *Events:* Increase Oakland's participation in Bike to Work Day and Bike to School Day by 50%. Build Pedalfest into a destination event drawing 40,000 people from around the region. Create regular Open Streets programs in Oakland including Art Murmur and multiple annual "Sunday Streets" events.
- (2) *Bike Share:* Complete feasibility plan and secure funding for regional East Bay Bike Share including Oakland.
- (3) *Bicycle-friendly Business Districts:* Launch at least 1 in Oakland by 2014 with leadership from a local business group.
- (4) *Free Valet Bike Parking at Events:* Provide free parking at 20 events annually in Oakland.
- (5) *Earn-a-Bike:* Increase access for low-income Oakland residents to bikes through Earn-a-Bike programs as well as mobile free bike repair.
- (6) *Maps:* Continue to publish EBBC's bike map, the City's free "I [bike] Oakland" map, and the Walk Oakland! Map & Guide. Maintain and improve the City's two web maps of bicycle facilities.
- (7) *Rides:* Have frequent and well-publicized club and advocacy group rides in Oakland.

- (8) Double the number of people who are dues paying members of a local bike/ped advocacy group.
- (9) Double the number of people volunteering time for bicycle-related events and programs.

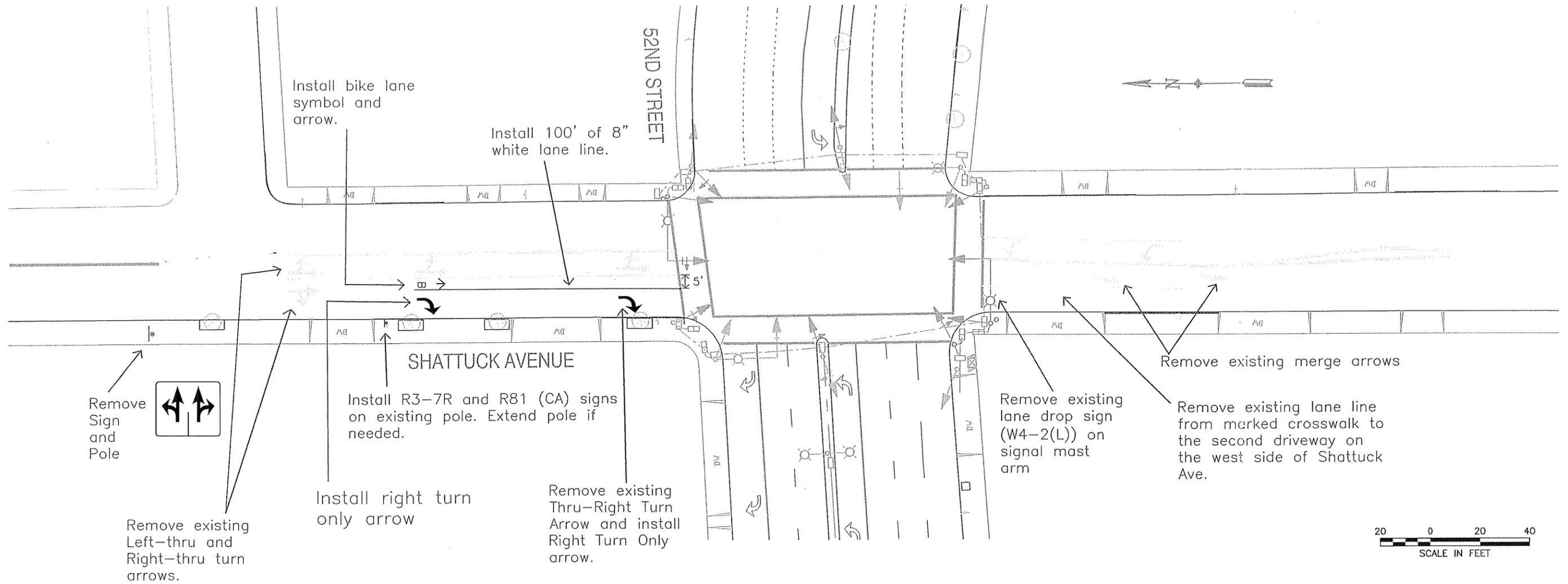
Enforcement Goals

- (1) *Diversion Program*: Explore opportunities to partner with the Oakland Police Department to create a traffic ticket diversion program for bicyclists.
- (2) *Police Officer Training*: Seek opportunities to increase the number of police officers on bicycles and promote best practices for traffic enforcement with bicyclists.

Evaluation/Planning Goals

- (1) *Open data initiative*: Provide public access to detailed information on Oakland's bicycle facilities and bicyclist data through a user-friendly web page.
- (2) *Counts and Collisions Program*: Initiate an annual citywide program to count bicyclists and pedestrians and to analyze collisions involving bicyclists and pedestrians.
- (3) *Economic Study*: Partner with local businesses and UC Berkeley to document the economic impact of bicycling and walking in Oakland.

DRAFT



Work Order



CITY OF OAKLAND

TRANSPORTATION SERVICES DIVISION
250 FRANK H. OGAWA PLAZA, SUITE 4344, OAKLAND CA. 94612
(510)238-3406 - FAX (510)238-7415

PROJECT NO. 0

CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCE NO. 0 EXP. 0				
CHECKED BY SL				
DESIGNED BY JE				
DRAWN BY JE				

Striping Plan

SHATTUCK AVENUE AND 52ND STREET

SCALE: 1"=20'
HOR: HOR-SCALE
VERT: VERT-SCALE
DATE: 9-20-12

SHEET NO.

1 OF 1

DRAWING NAME: F:\Divisions_and_Team\Transportation\Personnel\UP_Esperanza\Shattuck_52nd_Striping_8-31-12.dwg
PLOT DATE: 09-20-12
PLOTTED BY: pmaratic

City of Oakland Bicycle and Pedestrian Advisory Committee – September 20, 2012
Bicycle Master Plan Reaffirmation (anticipated at City Council in December 2012)

BACKGROUND

In July 1999, City Council adopted Oakland's first Bicycle Master Plan, part of the Land Use and Transportation Element of the Oakland General Plan. An adopted Bicycle Master Plan improves Oakland's competitiveness for grants from approximately ten funding sources that are available for bicycle capital projects. Specifically, an adopted Bicycle Master Plan is required for grant funding from the State's Bicycle Transportation Account (BTA). Over the past ten years, the City has received two grants from this source: \$400,000 for the Fruitvale Bike Station at Fruitvale BART, and \$200,000 for the MacArthur Boulevard Bikeway between Park Boulevard and Lincoln Avenue. Over the years, the City has received numerous grants from other bicycle funding programs including Transportation Development Act Article 3, Safe Routes to Transit, Measure B, and programs administered by the Bay Area Air Quality Management District.

Jurisdictions with plans that meet the minimum requirement of the California Streets and Highways Code Section 891.2 are eligible to apply for BTA grants for five fiscal years. To continue funding eligibility, a jurisdiction must update its plan or affirm that its existing plan is current and meets the minimum code requirements. In January 2005, City Council reaffirmed the 1999 Bicycle Master to continue eligibility for funding from the Bicycle Transportation Account. In December 2007, City Council adopted a comprehensive update to the Bicycle Master Plan. This update ensured funding eligibility through the 2011/2012 fiscal year.

The 2007 Bicycle Master Plan also established this objective: "Publicly strive to become a Bicycle Friendly Community by 2012, as recognized by the League of American Bicyclists." The Bicycle Friendly Community Campaign is a national program to evaluate and award localities for actively promoting bicycling. The evaluation is based on a holistic consideration of a locality's accomplishments to date as well as outstanding needs. Applications are reviewed by an independent committee that makes awards decisions and provides constructive feedback on how localities can better achieve their bicycle-friendly goals. In 2010, Oakland received national recognition from the League of American Bicyclists as a Bicycle Friendly Community at the bronze level.

ANALYSIS

The ongoing implementation of the Bicycle Master Plan continues to strengthen the City's status as a Bicycle Friendly Community. Oakland's 2010 award as a Bicycle Friendly Community must be renewed in 2014. The 2010 award was accompanied with comprehensive feedback from external reviewers on what Oakland is doing well and where improvements could be made. Staff has analyzed this feedback with respect to City policies and developed a work plan for seeking Silver-level recognition in 2014. This work plan involves partnerships with community-based organizations to develop a holistic approach that builds upon the City's bicycle capital

improvements. An award at the silver level would be a significant achievement: whereas 140 communities throughout the nation have achieved bronze-level recognition, only 33 have received silver-level recognition. This future work follows directly from the policy direction of the 2007 Bicycle Master Plan, and thus the Bicycle Friendly Community award is an effective assessment of progress to date.

The 2007 Bicycle Master Plan continues to meet and exceed the requirements of the Streets and Highways Code Section 891.2. Specifically, these requirements are listed in Appendix A of the plan along with references to the sections of the plan that satisfy those requirements (*Attachment A*). The 2007 Plan remains fundamentally sound, providing detailed guidance on the planning, design, and implementation of bicycle facilities. As described below, there is significant momentum for implementing the plan and this reaffirmation of the 2007 Plan will allow the limited staff resources to remain focused on implementation. Staff anticipates that a comprehensive update to the Bicycle Master Plan will be needed by 2016 in order to respond to: (1) emerging policies on climate change at the state and local levels; (2) the evolution of best practices in bicycle facilities design; and (3) the growing importance of enforcement and education as the City's efforts in bicycle planning, engineering, and encouragement reach maturity.

Progress to Date Implementing the 2007 Bicycle Master Plan

The City has made significant progress implementing the Bicycle Master Plan since its most recent adoption by City Council in December 2007. [Revise figures through December 2012] From adoption through December 2011, the City implemented 31 bikeway striping projects and 13 bikeway signage projects. In these four years, the City's bikeway network expanded from 90 miles to 109 miles, and increase of 21 percent. Over the same time period, the City's supply of bicycle parking increased from 3,224 spaces to 5,303 spaces, and increase of 64 percent. Other notable achievements include the following:

- 2008: City Council adopted the Bicycle Parking Ordinance that establishes minimum requirements for the provision of bicycle parking and support facilities in new development.
- 2009: City staff published Bicycle Parking Rack Guidelines to promote quality and consistency in the construction of bicycle parking.
- 2009: City staff overhauled the city's bicycle wayfinding signage program and published design guidelines that have received national attention.
- 2010: The City published its first free bikeways map and established a program to publish annual updates. Including the 2010, 2011, and 2012 editions, 49,200 copies of the map are in print.
- 2010: Oakland was recognized as a Bicycle Friendly Community at the Bronze level by the League of American Bicyclists. This recognition achieved the Bicycle Master Plan's objective two years ahead of schedule: "Publicly strive to become a Bicycle Friendly Community by 2012, as recognized by the League of American Bicyclists."

- 2011: The City implemented 16.8 miles of bikeway projects including new bikeways and upgrades to existing bikeways. This mileage is up from 12.4 miles in 2010, 4.4 miles in 2009, and 3.6 miles in 2008.
- 2012: [2012 mileage summary]
- 2013: The City will celebrate its 20th Annual Bike to Work Day.
- 2013: [2013 anticipated mileage]

Priority Bikeway Projects

The current priority bikeway projects are listed in *Attachment B*. The resolution accompanying this agenda report asks City Council to affirm these priority projects. The 2007 Bicycle Master Plan establishes a ranking system for determining priorities (pages 101-105). The Plan allows staff to update this prioritization in response to the changing status of the bikeway network. Because the overarching goal is to create network connections, the implementation of each bikeway project changes the relative priority of the immediately surrounding projects. The emphasis is on closing gaps in the network, and the key gaps change with the implementation of each new project. Attachment B lists the current priorities based on this dynamic ranking system.

Staff seeks City Council affirmation of the priority “lane conversion” projects – those projects that would remove travel lanes to install bicycle lanes. Prior to implementation, these projects each require a feasibility study, community outreach, an environmental determination, and a City Council resolution. This project develop process is time-consuming and resource-intensive. Thus staff seeks affirmation from City Council that the priority lane conversion projects are bikeway proposals that staff should develop. Following the completion of each project’s technical analysis and public process, staff will prepare project-specific resolutions for consideration by City Council.

Key Issues for Plan Implementation

Since 2007, implementation of the Bicycle Master Plan has focused on the “low hanging fruit” – those projects that generate the greatest return for the least investment of staff time and financial resources. This approach also has the benefit of introducing the public to bicycle facilities that are less controversial, thereby developing public understanding and trust in the Bicycle Master Plan. With many of the “easy” projects are completed, the following issues are the key barriers for the next round of implementation of the Bicycle Master Plan:

Level of Service and the California Environmental Quality Act

Proposed bikeway projects are being found infeasible solely because of anticipated traffic congestion in the years 2030 and 2035. All projects that convert travel lanes into bicycle lanes must be evaluated for transportation impacts under the California Environmental Quality Act (CEQA). This analysis is based on traffic volumes forecasted for twenty years in the future and intersection Level of Service (LOS), a methodology that measures automobile driver delay at traffic signals. The practical effect is that roadway capacity is being reserved for drivers who

have not yet been born. This is product of overly aggressive regional forecasts for in-fill development; regional traffic models that assume current levels of automobile use will continue into the future; and the reliance on LOS methodology for evaluating projects and determining CEQA impacts. Implementing a project that removes travel lanes may require the preparation of an Environmental Impact Report that includes a Statement of Overriding Considerations. This is the only way that the City Council can make a determination that the benefits of the bikeway project outweigh the costs of forecasted driver delay twenty years in the future. The cost of an Environmental Impact Report typically will exceed the capital cost of a bikeway project.

Pavement Quality

Some priority bikeway projects cannot be implemented because the street's pavement is too deteriorated. The ongoing deterioration of Oakland's streets creates safety issues for bicyclists, liability for the City, and barriers to the implementation of the Bicycle Master Plan. The City is investing approximately \$6 million per year in paving, whereas a \$28 million annual investment is needed to maintain and improve the overall condition of Oakland's roadways. Resurfacing costs are roughly ten times the cost of installing bikeway striping and signs per mile of roadway. Available bikeway funding is generally insufficient to cover these paving costs. Most grant sources of bicycle funding have prohibitions or restrictions on the use of bicycle monies for paving. In response to these issues, staff has developed a close collaboration between the Bicycle Facilities Program and the Pavement Management Program to ensure that available funds are invested as efficiently as possible. Staff developed a "worst streets" list of bikeways with poor pavement and is working with City Council offices on the use of worst streets paving funds to address these needs. Staff is also exploring cost-effective alternatives where adequate funds are not available (e.g., systematic pothole reporting, spot paving, paving travel lanes but not parking lanes).

Bicycle Parking and Sidewalk Space

Strong demand for bicycle parking and limited sidewalk space is raising the policy issue of replacing on-street car parking with bicycle parking. Public demand for bicycle parking continues to grow, despite a 64% increase from 2008 through 2011 in the amount of bicycle parking. Most bicycle parking spaces are installed through the CityRacks Bicycle Parking Program, a by-request program created in the 1990s to install racks on the sidewalks in commercial areas. Staff is working to address two key issues to ensure the ongoing success of this program. First, sidewalk space in the City's commercial districts is a limited resource. Due to in-sidewalk utilities, trees, and street furniture, there are fewer and fewer viable locations to install new bike racks. Second, in recent years local businesses have emerged that cater to bicyclists or are especially popular with bicyclists. The result is a single establishment that generates demand for bicycle parking that cannot be accommodated along the business's sidewalk frontage or even along the entire block. In response, staff is developing a program to install bicycle parking in the street. To date, two "bicycle corrals" have been installed in existing red zones along the curb and three more locations are under development. Because many

locations do not have available red curb, staff is receiving requests to replace on-street car parking with bicycle parking. One car parking space can accommodate 10 bicycles, and thus there is a potential benefit to such conversions in Oakland's densest districts.

Bicycle Boulevards and Traffic Calming

The development of high-quality bicycle boulevards will require the City to proactively install traffic calming along proposed routes. Bicycle boulevards are streets with low automobile volumes and slower speeds that serve as through streets for bicyclists. Based on pioneering work by the City of Berkeley, bicycle boulevards have been embraced nationally as a means of accommodating bicyclists over a broad range of ages and abilities. The Bicycle Master Plan calls for the creation of 32 miles of bicycle boulevards that include bikeway striping, bikeway signage, and traffic calming. Striping and signage are currently installed on five miles of bicycle boulevard. In each case, the bicycle boulevard relies upon traffic calming that was previously installed through a neighborhood petition process. Currently, the City does not have a process for working with neighbors on traffic calming projects initiated by staff. In the 1970s the City successfully completed such a proactive effort to install traffic calming in the Clinton Park neighborhood immediately east of Lake Merritt. The Transportation Services Division is currently updating its Traffic Calming Program and this issue is being addressed through that process.

Education and Enforcement

Best practices widely recognize the importance of enforcement and education as necessary and complimentary efforts to the construction of bicycle facilities. As more people turn to bicycling, the need increases for education and enforcement on the rules of the road. To date, implementation of the Bicycle Master Plan has focused on engineering, evaluation/planning, and encouragement. Many communities throughout the nation – including Oakland – are weakest in the areas of education and enforcement. While opportunities remain for improving Oakland's work on engineering, evaluation/planning, and encouragement, these efforts are coming to maturity. There will be an increasing need to emphasize education and enforcement in developing comprehensive policy solutions. Possible programs include universal bicycle education in Oakland schools, more extensive educational opportunities for adults, and social marketing campaigns that promote safety. Some cities have established "bicycle ambassador" programs that put trained bicyclists on the street to exemplify safe riding and reach out in a positive manner to members of the public. Cities have also established "bicyclist diversion" programs whereby bicyclists who receive moving violations are sent to bicycle traffic school. Staff in the Public Works Agency anticipates that future updates to the Bicycle Master Plan will require new partnerships with practitioners in the fields of education, enforcement, and public health in order to meet this need.

Attachments

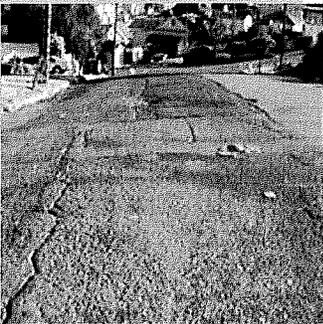
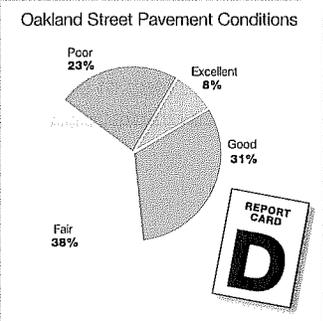
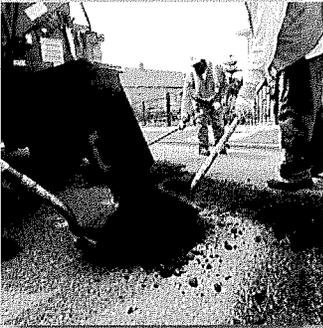
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City of Oakland Bicycle Master Plan
 Priority Lane Conversion Projects (September 20, 2012)

"Lane Conversion" projects convert travel lanes to bicycle lanes. They require individual feasibility studies based on the requirements of the Bicycle Master Plan and its Environmental Impact Report. They also require project-specific community outreach and a City Council resolution approving the roadway reconfiguration.

Project	From	To	Status
8th St/9th St	Harrison St	Fallon St	Feasibility study in progress by Lake Merritt BART Specific Plan
10th St	Madison St	Oak St	Feasibility study in progress by Lake Merritt BART Specific Plan
14th St	Brush St	Oak St	Pending feasibility, design, outreach, and approval
Adeline St	3rd St	36th St	Feasibility study in progress by West Oakland Specific Plan
Adeline St	47th St	61st St	Feasibility and design complete; pending outreach and approval
Broadway	38th St	Broadway Ter	Pending construction in 2013
Broadway	Broadway Ter	Keith Ave	Feasibility complete; design in progress; pending outreach and approval
E 12th St	14th Ave	Fruitvale Ave	Pending construction in 2013
E 12th St	40th Ave	44th Ave	Pending feasibility, design, outreach, and approval
Foothill Blvd	14th Ave	23rd Ave	Pending feasibility, design, outreach, and approval
Harrison St / Lakeside Dr	Grand Ave	19th St	Included in Measure DD Lakeside Green Streets Project
MacArthur Blvd	Market St	Telegraph Ave	Pending feasibility, design, outreach, and approval
MacArthur Blvd	Buell St	Seminary Ave	Pending construction in 2013
Madison St/Oak St	19th St	Embarcadero	Feasibility study in progress by Lake Merritt BART Specific Plan
Harrison St	Santa Clara Ave	Hamilton Pl	Pending construction in 2013
Park Blvd	E 18th St	Excelsior Ave	Pending feasibility, design, outreach, and approval
Telegraph Ave	16th St	20th St	Pending construction in 2013
Telegraph Ave	Aileen St	20th St	Pending feasibility, design, outreach, and approval
W Grand Ave	Mandela Pkwy	Market St	Feasibility study in progress by West Oakland Specific Plan

OAKLAND STREETS FACT SHEET



► **The City of Oakland has 806 miles of City-maintained streets.** Streets vary from two-lane (local) streets to six-lane arterials (major streets). Buses use 150 miles of streets; 80 miles of streets have designated bikeways. Oakland also maintains 225 pedestrian paths.

► **Oakland's street quality ranks 98th out of 109 Bay Area cities.** The Metropolitan Transportation Commission uses the Pavement Condition Index (PCI) to rate streets from Excellent (score of 90 – 100) to Poor (score of 0 – 49). **Based on a 2010 survey, Oakland's three-year average PCI is 56. The Bay Area average PCI is 66.**

► **If streets were maintained more often, the total cost of street maintenance would actually decrease.** The average cost of street work is:

\$ 5 per square yard for **preventive maintenance**

\$ 20 per square yard for **light resurfacing**

\$ 40 per square yard for **heavy resurfacing**

\$140 per square yard for **reconstruction**

The cost of deferred maintenance reinforces the adage "Pay me now, or pay me later."

► **Oakland would need to spend \$28M per year just to maintain the existing pavement condition.** Unfortunately, the City's budget for street renovation is just a fraction of that:

FISCAL YEAR	RESURFACING	NOTES
2010-2011	\$9.3M	Includes \$7M of ARRA (federal economic stimulus) funding
2011-2012	\$6.3M	Entire amount is County/State/Federal funds
2012-2013	\$4.3M	Entire amount is County/State/Federal funds

► **The backlog of streets needing work is \$435M and growing.**

Public
Works Agency

OAKLAND STREET'S FREQUENTLY ASKED QUESTIONS



TO REPORT POTHOLE

Please call the
**Oakland Public
Works Call Center
(510) 615-5566**

to report potholes and
other infrastructure
issues, or go to
www.oaklandpw.com
to report a problem
online.

Q. What is a pothole?

A. A pothole is a defect in streets caused by lack of preventive maintenance. Potholes represent the early stages of a disintegrating and failing pavement. Potholes are created by lack of surface protection against moisture. As rain works its way under the surface and the sub-base of a street, cracks start developing and gradually grow larger and larger. With traffic pounding over the surface, segments begin to separate from pavement, leading to the creation of potholes. This is especially problematic on heavily traveled streets carrying trucks and buses. It is important to note that funds and efforts expended for pothole repairs provide stopgap measures and do not improve overall pavement condition. The same pavement, without resurfacing or reconstruction, will simply experience more potholes, disintegrate and fail.

Q. Why isn't there enough money for street maintenance?

A. In part, improvements in fuel efficiency have led to lower gas tax revenue for cities. For example, in 1993, cars averaged 10 miles per gallon and the Gas Tax was \$0.18 per gallon. Today, cars get 30 miles per gallon, yet the Gas Tax is still \$0.18 per gallon. As a result, we're driving more and paying less. The price of asphalt has also quadrupled in the last decade. Finally, the loss of sales tax and property tax revenue caused by the current recession has dramatically reduced the City's ability to pay for street maintenance.

Q. Is my street scheduled for paving?

A. The City's Five-Year Paving Prioritization Plan can be viewed online at www.oaklandpw.com. Oakland is on an 85-year repaving schedule, meaning that a street that is repaved today won't be repaved again for another 85 years.

Q. What will happen to the rest of the streets?

A. Federal economic stimulus funds and state bond funds will allow 20 miles of major streets to be paved in Spring 2011 (out of the approximately 450 miles that need paving). Passage of Alameda County's \$10 surcharge on vehicle registration will provide about \$1.5M per year (allowing for resurfacing of 4 miles) also starting in 2011. Beyond that, City streets will continue to deteriorate until additional paving money is provided.

Q. How do you determine which streets are going to be paved?

A. It's much cheaper to preserve a street by resurfacing it than it is to rebuild a damaged street (\$20 per square yard to resurface vs. \$140 per square yard to reconstruct). So for the same amount of money we can raise the condition of one city block from Poor to Excellent (pavement reconstruction), or we can improve seven city blocks from Fair to Excellent (pavement preservation). For this reason, we spend 80% of our scarce resources on Fair streets and only 20% on Poor streets. Preserving what we have must continue until additional paving money becomes available.