CITY OF OAKLAND

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AGENDA REPORT

TO: DEANNA J. SANTANA
CITY ADMINISTRATOR

FROM: Vitaly B. Troyan, P.E.

SUBJECT: Bicycle Master Plan Reaffirmation

DATE: November 5, 2012

City Administrator Approval

Date 11/15/12

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

Staff recommends that City Council adopt a resolution certifying that the Bicycle Master Plan, updated December 4, 2007 is current and in compliance with the Caiifomia Streets and Highways Code Section 891.2; acknowledging five years of progress on Plan implementation; affirming the current priority lane conversion projects; recommending solutions that address barriers to Plan implementation; and establishing the City's 2014 Bicycle Friendly Community Campaign.

EXECUTIVE SUMMARY

Over the past five years, the City has made significant progress in implementing the Bicycle Master Plan. This report summarizes that progress and describes key barriers to the ongoing implementation of the Plan. It specifies the priority bikeway projects requiring the conversion of travel lanes to bicycle lanes that will be advanced for implementation in the next two years. It also establishes the City's campaign for seeking greater recognition in 2014 as a Bicycle Friendly Community.

The City's Bicycle Master Plan must be updated or reaffirmed every five years to ensure eligibility for the State's Bicycle Transportation Account, a grant program for bicycle capital improvements. The City's Plan was originally adopted in 1999, subsequenfiy reaffirmed in 2005, and comprehensively updated in 2007. The 2007 Plan continues to meet or exceed the minimum requirements of the Bicycle Transportation Account as established by Section 891.2 of the Streets and Highways Code.

OUTCOME

Adoption of this resolution ensures the City's continuing eligibility for grant funding from the State's Bicycle Transportation Account for five fiscal years: 2012/2013 through 2016/2017. It provides direction to staff on the priority bikeway projects to advance for implementation and on addressing key barriers to realizing the Plan's vision and goals.

Item: _____
Public Works Committee
November 27, 2012

BACKGROUND/LEGISLATIVE HISTORY

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. In December 2007, City Council adopted a comprehensive update to the Bicycle Master Plan. The Executive Summary to the 2007 Plan is included as ***Attachment A***. For the complete Plan, see http://www2.oaklandnet.com/Govemment/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597. The Plan defines a long-term and comprehensive program for bringing bicycling into the mainstream as a safe and convenient means of transportation and recreation. This program has focused on the creation of bikeways and bicycle parking through the planning and coordination of capital improvements.

The benefits of bicycling are helping the City meet its policy goals regarding transportation, sustainability, public health, equity, and quality of life.

The 2007 Bicycle Master Plan established the following vision and goals:

- *Vision Statement*: Oakland will be a city where bicycling is fully integrated into daily life, providing transportation and recreation that are both safe and convenient.
- *Goal 1 – Infrastructure*: Develop the physical accommodations, including a network of bikeways and support facilities, to provide for safe and convenient access by bicycle.
- *Goal 2 – Education*: Improve the safety of bicyclists and promote bicycle skills through education, encouragement, and community outreach.
- *Goal 3 – Coordination*: Provide a policy framework and implementation plan for the routine accommodation of bicyclists in Oakland's projects and programs.

The 2007 Bicycle Master Plan also established this objecfive: "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 determines awards 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.

An adopted Bicycle Master Plan improves Oakland's competitiveness for grants from approximately ten flnding 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 requirements of the Caiifomia Bicycle Transportation Act are eligible to apply for BTA grants for five fiscal years (Streets and Highways Code Section 891.2). 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 Plan to continue eligibility for funding from the Bicycle Transportation Account. City Council adoption of the 2007 Bicycle Master Plan ensured funding eligibility through the 2011/2012 fiscal year.

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 at the Bronze level 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 Gold-level recognition in 2014 (***Attachment B***). 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 Gold level would be a significant achievement: whereas 156 communities throughout the nation have achieved Bronze-level recognition, 39 have received Silver-level recognition, and 16 have received Gold-level recognition. This future work follows directly from the policy direction of the 2007 Bicycle Master Plan, and thus the Bicycle Friendly Commimity 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 C***). 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. This reaffirmation of the 2007 Plan will allow the City's two full-time staff in the Bicycle Facilities Program 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 education and enforcement 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. From adoption through December 2012, the

City's bikeway network expanded from 90 miles to 130 miles, an increase of 44 percent. Over the same time period, the supply of publicly accessible bicycle parking increased from 3,224 spaces to 6,121 spaces, an increase of 90 percent.

New and Total Bikeway Miles by Year since Adoption of the 2007 Bicycle Master Plan

Year	Upgraded Bikeway Miles	New Bikeway Miles	Total Bikeway Miles
2007			90.4
2008	4.4	3.6	94.0
2009	3.8	3.6	97.6
2010	9.7	2.8	100.4
2011	8.3	8.5	108.9
2012	23.4	21.8	130.7
2013 (anticipated)	*11.3*	*9.3*	*140.0*

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 (Oakland Planning Code, Chapter 17.117).

2009 City staff published Bicycle Parking Rack Guidelines to promote quality and consistency in the construction of bicycle parking.

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.

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 Jack London Square hosts the first annual PedalFest; with 18,000 attendees, it is the largest bicycle festival ever held in the East Bay.

2012 For the 16 months ending December 2012, the City installed 28 miles of new bikeway striping – the same amount that was installed over the previous 35 years.

2013 The City will celebrate its 20th Annual Bike to Work Day.

Oakland in National Comparison
Oakland is establishing itself as a leader at the national level based on the city's large number of bicyclists and its increasingly extensive bicycle facilities. The most comprehensive comparative research available is from "Bicycling and Walking in the United States: 2012 Benchmarking Report," published by the Alliance for Biking & Walking. This is the third biennial benchmarking report that compares extensive data on bicycling and walking for the 51 largest cities.

In overall comparison, Oakland is one of only four cities – along with Minneapolis, Philadelphia, and Portland – to rank in the top third across all of the primary benchmarking indicators: mode share, safety, fimding, policy, education/encouragement, and advocacy capacity. Oakland's ranking on more specific indicators includes the following:

- Fourth by the amount of bicycle parking spaces per capita (following Minneapolis, Washington, DC, and Jacksonville);
- Sixth by the percentage of residents bicycling to work (following Portland, Minneapolis, Seattle, San Francisco, and Sacramento);
- Sixteenth by miles of bike lanes per square mile of area.

This comparison suggests that Oakland can be more aggressive in celebrating its achievements. Cities like Portland, Minneapolis, Seattle, and San Francisco regularly receive popular media attention as national leaders in building bicycle friendly cities. While Oakland receives a fraction of this attention, comparative research suggests that Oakland is gaining ground on these leaders.

Priority Bikeway Projects
The 2007 Bicycle Master Plan established a ranking system for determining priorities (pages 101-105). 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. In response to this changing nature of the network gaps, the Plan allows staff to update the prioritization based on the current status of the bikeway network.

The current priority bikeway projects that require the conversion of travel lanes to bicycle lanes are listed in ***Attachment D***. Prior to implementation, these projects each require a feasibility study, community outreach, an environmental determination, and a City Council resolution. This project development 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 complefion of each project's technical analysis and public process, staff will prepare project-specific resolutions for consideration by City Council.

Barriers and Recommendations 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 City's effort. With many of the "easy" projects completed, the following issues come into focus as the key barriers to future work. The explanation of each barrier is accompanied by recommendations for advancing the 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 have been required by the Califomia Environmental Quality Act (CEQA) to evaluate transportation impacts. 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 bom. This is the result 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 City's 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 and a Statement of Overriding Considerations. The cost of an Environmental Impact Report typically will exceed the capital cost of a bikeway project.

Recommendation:

- Pursue opportunities for streamlining environmental review and investigate alternatives to "level of service" (LOS) for the evaluafion of traffic impacts. Driver delay at signalized intersections is poorly correlated with the environmental impacts of motor vehicle use. In contrast, the number of motorized trips generated by a project is closely correlated with the project's effect on air quality and climate change. The City of San Francisco is pursuing "motorized trips generated" (MTG) as an altemative to LOS for evaluating traffic impacts in the environmental review of all projects. Using this type of approach could streamline Oakland's review of development projects and public infrastructure projects by simplifying the necessary technical studies. It could also provide an increased level of certainty on potential environmental impacts at the initiation of a project. Whereas LOS analysis results in the reduction of driver delay at individual intersections, MTG would allow for mitigations that improve the performance of the overall transportation system, including bicycle, pedestrian, and transit elements of complete streets.

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 currently investing approximately $7 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.

Recommendations:

- Coordinate the implementation of the Bicycle Master Plan and the Five Year Paving Plan to ensure that available funds are invested as efficiently as possible.
- Include bikeways with poor pavement in the Pavement Management Program's 20% allocation for "worst streets," and prioritize the paving of these locations as feasible.
- Pursue cost-effective alternatives where sufficient funds are not available for comprehensive paving projects. Alternatives include spot paving, paving travel lanes but not parking lanes, and the prioritization of potholes that are hazardous to bicyclists.
- With the next update of the City's Five Year Paving Plan, develop prioritization criteria as feasible to improve bicyclist safety and reduce City liability on bikeways with poor pavement.

Bicycle Parking and Sidewalk Space
Limited sidewalk space is preventing the City from meeting the growing demand for bicycle parking. Public demand for bicycle parking continues to grow, despite a 90% increase from 2007 through 2012 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, street furniture, and outdoor seating, 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 that a single establishment may generate demand for bicycle parking that cannot be accommodated along the business's sidewalk frontage or even along the entire block. However, one car parking space provides sufficient area for 10 bicycle parking spaces. To harness this efficiency, staff has developed a pilot program to install "bicycle corrals" in the street at key locations. To date, two corrals are complete and four additional locations are under development.

Recommendation:

- Implement bicycle corrals in locations where: (a) the demand for bicycle parking exceeds the available space for sidewalk racks; (b) the tenant adjacent to the corral location agrees to the conversion of the curb frontage from motor vehicle parking to bicycle parking; and (c) a maintenance agreement is established (typically with the adjacent tenant or a business improvement district) to keep the corral area clean.

Bicycle Boulevards and Traffic Calming

Bike routes on some local streets have volumes and speeds of motor vehicle traffic that create safety concerns for bicyclists. The Bicycle Master Plan designates 32 miles of local streets as "bicycle boulevards": streets with low automobile volumes and low speeds that serve as thoroughfares 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. Striping and signage are currently installed on five miles of Oakland's bicycle boulevards. But the City does not have a community process for the installation of traffic calming to manage volumes and speeds on these routes. 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.

Recommendation:

- Develop a program for City-initiated traffic calming projects through which staff works collaboratively with affected residents to implement traffic calming measures on local streets designated as bicycle boulevards.

Education and Enforcement

Best practices widely recognize the importance of education and enforcement as necessary and complementary efforts to the construction of bicycle facilities. As more people turn to bicycling, the need increases for education and enforcement of the rules of the road. To date, implementation of the Bicycle Master Plan has focused on engineering, evaluation/planning, and encouragement. Many cities 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. Staff in the Public Works Agency anticipates that future updates to the Bicycle Master Plan will recommend new partnerships with practitioners in the fields of education, enforcement, and public health in order to meet this need.

Recommendations:

- Evaluate the feasibility of offering bicycle safety education courses on a frequent basis as part of the Office of Parks and Recreation's regular class programming.
- Evaluate the feasibility of establishing a "bicyclist diversion" program through the Oakland Police Department whereby bicyclists who receive moving violations are given the opportunity to attend bicycle traffic school as partial payment for their citations.
- Consider how the diversion program could build upon bicycle safety education courses offered through the Office of Parks and Recreation.

PUBLIC OUTREACH/INTEREST

Public outreach for implementation of the Bicycle Master Plan is extensive. The 2007 Plan update included over 50 public presentations. Since Plan adoption, an additional 47 public presentations have been made on the overall plan and on specific projects. The "I [bike] Oakland" newsletter was initiated in summer 2007 to provide biannual updates to the public on Plan implementation. Currently there are 2,095 subscribers to the newsletter. The City's Bicycle and Pedestrian Advisory Committee meets monthly to advise staff on implementation of the Plan. Staff provides coordination with overlapping planning efforts initiated by the Alameda County Transportation Commission, AC Transit, BART, Caltrans, and the Metropolitan Transportation Commission. The Bicycle Master Plan includes a public review policy that affected residents, merchants, and property owners be notified of projects prior to their implementation. Since late 2006, 20,000 project-specific mailers have been sent to neighbors in the vicinity of 38 different bikeway projects.

COORDINATION

The Public Works Agency is the responsible party for planning, designing, funding, implementing, and maintaining bicycle capital projects. This report was prepared in consultation with staff from Planning & Zoning, Office of Neighborhood Investment, and Office of Parks & Recreation. The City Attorney's Office reviewed the report and legislation while the Budget office reviewed the report for fiscal impacts. Staff from Public Works and Planning coordinates on the environmental review of bicycle projects, development review, and the preparation of specific plans and other area plans. Staff from Public Works and the Office of Neighborhood Investment coordinates the routine accommodation of bicyclists in streetscape improvements. Staff from Public Works is partnering with staff from the Office of Parks & Recreation to develop new initiatives for bicyclist education.

COST SUMMARY/IMPLICATIONS

The re-affirmation of the Bicycle Master Plan has no direct fiscal impacts. However, approval of this resolution will make the City eligible for future grants from the State's Bicycle Transportation Accomt through the 2016/2017 fiscal year.

FISCAL/POLICY ALIGNMENT

The Bicycle Master Plan, part of the Land Use and Transportation Element of the Oakland General Plan, calls for the development of a citywide network of bikeways connecting downtown, transit stations, commercial districts, neighborhoods, and the waterfront. The Bicycle Transportation Account is one of approximately ten funding sources that are available for funding bicycle capital projects. Ensuring funding eligibility and maximizing Oakland's competitiveness for these sources is enabling the City to build the citywide bikeway network.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle facilities promote bicycling, one of the most cost-effective forms of transportation. Bicycle trips tend to be local and thus are more likely to contribute to local economic activity. The construction of bicycle facilities creates more jobs than other transportation projects of comparable cost due to the low material costs but high labor costs of installing roadway striping, signs, and bicycle parking.

Environmental: Bicycling is the most energy efficient form of transportation and creates no emissions. The development of Oakland's bikeway network is a key strategy in the City's efforts to reduce greenhouse gas emissions. Forty percent of the leading causes of death in Oakland are related to sedentary lifestyles and 36 percent of students in the Oakland Unified School District are overweight or obese. Bicycle infrastructure, education, and encouragement promote physical activity and good health.

Social Equity: Bicycling is an inexpensive and broadly accessible form of transportation. Bicycle facilities provide added freedom and independence for youth and parents (who are otherwise shuttling their children to and from activities) as well as for some people who cannot drive and those who have chosen not to drive.

CEQA

CEQA: Environmental Impact Report, Resolution No. 80959 C.M.S.

The City is relying on the previously certified and adopted Environmental Impact Report for the 2007 Bicycle Master Plan (see http://www2.oaklandnet.eom/Govemment/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597#environ for the EIR and ***Attachment E for*** Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan). Monitoring and reporting of CEQA mitigation measures will be conducted in accordance with the Mitigation Monitoring and Reporting Program (***Attachment F***). The adoption and implementation of this program constitutes fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA.

The Bicycle Master Plan Environmental Impact Report can be applied to this set of proposed actions because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have not been met. Specifically, and without limitation, the project would not result in any new or more severe significant impacts; there is no new information of substantial importance that would result in any new or more severe significant impacts; there are no substantial changes in circumstances that would result in any new or more severe significant impacts; and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted.

For questions regarding this report, please contact Jason Patton, Bicycle and Pedestrian Program Manager, at 510-238-7049.

Respectfully submitted,

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Attachments
A. 2007 Bicycle Master Plan Introduction and Executive Summary
B. Oakland's 2014 Bicycle Friendly Community Campaign
C. Caltrans Bicycle Transportation Account Requirements
D. Priority Bikeway Lane Conversion Projects
E. Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan
F. Adopted 2007 Mitigation Monitoring and Reporting Program

Item: _____
Public Works Committee
November 27, 2012

1. Introduction and Executive Summary

Vision Statement: Oakland will be a city where bicycling is fully integrated into daily life, providing transportation and recreation that are both safe and convenient.

To realize this vision of a bicycle-friendly community, the City of Oakland will promote the routine accommodation of bicyclists in its projects and programs. The ongoing development of the City's bikeway network, including Safe Routes to Transit and the associated support facilities, will provide the infrastructure for making Oakland more accessible by bicycle. Programs will educate cyclists and drivers on road safety while encouraging people to bicycle for both physical activity and utilitarian trips. The benefits of bicycling will help the city meet its policy goals regarding transportation, sustainability, public health, equity, and quality of life.

The *Bicycle Master Plan* is the citywide, long-range policy document for promoting bicycling in Oakland over the next twenty years. Policy T4.5 of *Envision Oakland* (1998), the Land Use and Transportation Element of the Oakland General Plan, recommended the creation of a *Bicycle Master Plan* to promote alternatives to the private automobile. To be eligible for funding from the State's Bicycle Transportation Account, local jurisdictions must complete bicycle transportation plans and then update or reaffirm those plans every five years (Streets and Highways Code 890-894.2). Oakland's original plan was completed in 1999 and reaffirmed by City Council in 2005. This document is the first update to Oakland's *Bicycle Master Plan* and it is adopted as part of the General Plan. Appendix A provides a summary of how this plan meets the requirements of the California Bicycle Transportation Act.

1.1 Goals and Objectives

To develop Oakland as a bicycle-friendly community, the *Bicycle Master Plan* identifies the following goals:

Goal 1 – Infrastructure: Develop the physical accommodations, including a network of bikeways and support facilities, to provide for safe and convenient access by bicycle.

Goal 2 – Education: Improve the safety of bicyclists and promote bicycling skills through education, encouragement, and community outreach.

Goal 3 – Coordination: Provide a policy framework and implementation plan for the routine accommodation of bicyclists in Oakland's projects and programs.

To measure progress towards these goals, the Bicycle Master Plan specifies the following overarching 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 municipalities for actively promoting bicycling.[1] The evaluation is based on a holistic consideration of a city's accomplishments to date as well as outstanding needs. It follows a five E's approach that considers the coordinated efforts of engineering, education, encouragement, evaluation and planning, and enforcement. Applications are reviewed by an independent committee that makes awards decisions and provides constructive feedback on how municipalities can better achieve their bicycle-friendly goals. To measure progress towards these goals, the City of Oakland will publicly strive to become a Bicycle Friendly Community by 2012 when this plan will again be updated or reaffirmed.

Accomplishments to Date

The City of Oakland has taken significant steps towards becoming a bicycle-friendly community and most of these steps have been accomplished in the past ten years. This Plan provides additional detail and focus for building upon the following accomplishments.

- Bikeways: Major bikeways include the Bancroft Bikeway (Melrose to San Leandro), the San Francisco Bay Trail (on-street component between Emeryville and Fruitvale), Grand Ave Bikeway (West Oakland to Grand Lake), Webster/Shafter Bikeway (downtown to Rockridge), Market St Bikeway (Jack London Square to Berkeley), and the bicycle routes in the Oakland Hills. In total, Oakland now has over eighty-five miles of designated bikeways.

- Bicycle parking: Since 1999, the City has installed 900 bike racks throughout Oakland accommodating over 2,000 bicycles. Electronic bicycle lockers are available at the downtown BART stations and the Fruitvale Bike Station at Fruitvale BART provides secure parking for over two hundred bicycles.

- Bicycling information: The web site for the City of Oakland's Bicycle and Pedestrian Program includes extensive information on bicycle facilities and related resources.[2]

[1] www.bicyclefriendlycommunity.org
[2] www.oaklandbikes.info

The *Walk Oakland! Map & Guide* includes detailed information on bikeways, street grades, bicyclist safety, and transit connections. Over the course of three editions, there are now 43,000 copies of the map in print and it is available at bookstores and bike shops throughout Oakland.

- *Lake Merritt* and *the* waterfront: With the passage of Measure DD, the City of Oakland is embarking on major capital improvements that will dramatically improve bicycling conditions along Lake Merritt, the Lake Merritt Channel, and the Oakland Estuary.

- *Measure* B: In November 2000, Alameda County voters passed this half-cent transportation sales tax that over its twenty-year lifetime will deliver $80 million in bicycle and pedestrian improvements throughout the county.

In addition to bicycle facilities, there is a growing group of programs and organizations promoting bicyclist safety and skills.

- The City's Parks and Recreation Department offers a Bicycle Safety Helmet Program and an Earn Your Bike Program for children and youth, respectively.

- The Oakland Police Department has a highly successful Bicycle Patrol that provides community policing in the downtown and neighborhood commercial districts.

- In 2007, Oakland celebrated its fourteenth annual Bike to Work Day with over 450 bicyclists participating in the traditional pancake breakfast at City Hall.

- Community-based organizations including Cycles of Change and The Crucible provide bicycle programs and repair shops to engage and educate youth in disadvantaged neighborhoods.

- Bicycle clubs like the Oakland Yellowjackets and the Royal Ground Velo Raptors offer regular recreational rides and support for cyclists of all abilities.

- Advocacy organizations including the East Bay Bicycle Coalition and Walk Oakland Bike Oakland speak on behalf of their membership in promoting the interests of cyclists.

- Oakland's nine neighborhood-based bicycle shops provide sales and service while creating jobs and sales tax revenue.

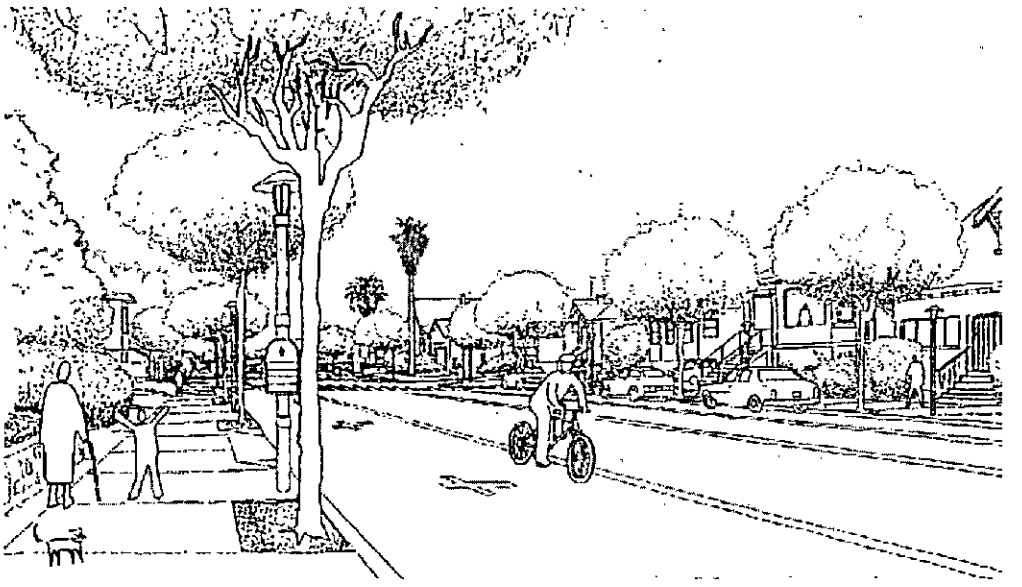


Figure 1.1: *Improving Neighborhood Quality of Life.* Bicycle improvements are mutually reinforcing with traffic calming efforts on residential streets. Bicycling helps connect residents with their communities by exposing them to sights, sounds, and social interactions that are otherwise muted by traffic. Through bicycling, children gain independence, stay active, and develop an enriched understanding of their neighborhoods. (Illustration by Amit Price Patel.)

- The City of Oakland's Bicycle and Pedestrian Advisory Committee has been meeting monthly since 1995 to ensure participation and open communication between city government, residents, and community-based organizations.

This *Bicycle Master Plan* provides the vision, goals, policies, and priorities for additional facilities and programs that will build upon these accomplishments to help Oakland become a city where bicycling is fully integrated into daily life.

1.2 Benefits of Bicycling

Bicycling is a healthy, non-polluting, low-cost, and quiet form of transportation that is ideal for many trips, including commuting and shopping. Improving safety and access for cyclists supports the City's efforts to become more environmentally, economically, and socially sustainable (Figures 1.1 to 1.3).

Transportation: Bicycles are ideal transportation for shorter trips within urban areas. In Oaklahd, in-fill projects and residential development in the downtown are creating land uses that are well-served by bicycle. In the San Francisco Bay Area, 43% of all trips are two miles in length or less (Federal Highway Administration 1999). In Oakland, 85% of residents live within two miles of downtown or a major transit station. This two-mile

distance equates to an easy 12-minute bicycle ride. Forty percent of American adults identified that they would sometimes commute or commute more often by bicycle if there were safe bikeways serving their trips (Parkwood Research Associates 1995). As the population of Oakland and the Bay Area continues to grow, the transportation system faces increasing demands on its crowded infrastructure. Compared to automobiles, bicycles are a very efficient use of roadway capacity and parking space.

Sustainability: Bicycling is the most energy efficient form of transportation and it has no emissions. Motor vehicles are responsible for 47% of Oakland's greenhouse gas emissions (ICLEI 2006, p. 7). Smarter land uses that foster nonmotorized transportation is a key strategy for slowing human-created climate change as well as for preserving open space throughout the region. The use of bicycles for short trips reduces the number of short trips by automobile. These are high-polluting trips because of the car's cold start and the associated inefficient operation of the engine's catalytic converter. In fact, up to 70% of the pollution from a ten-mile car trip is generated in the first mile because of the cold start.[3] By extending human-powered travel beyond walking distance, bicycles are especially effective for linking neighborhoods to major transit stations and thereby eliminating short, high-polluting car trips.

Public Health: Bicycling is healthy transportation. Physical inactivity and poor nutrition are the root causes of the obesity epidemic in the United States. In the Oakland Unified School District, 20% of students are physically unfit and 36% of students are overweight or obese (California Department of Education 2005). Over 40% of the leading causes of death in Oakland including heart disease, cancer, stroke, and type 2 diabetes are related to physical inactivity. These deaths contribute to a lifespan that is 2.5 years shorter than that of Alameda County residents as a whole. Oakland's African Americans have a lifespan that is five years shorter than the citywide average (Alameda County Public Health Department 2004). Thirty minutes of moderate physical activity per day is an effective prevention measure against these leading causes of death (US Department of Health and Human Services 2005). Building physical activity into people's daily lives is one of the most sustainable interventions to promote healthy lifestyles. Bicycling for recreation is an aerobic and low-impact form of exercise. Bicycling for transportation is an ideal means for integrating physical activity into daily life.

Equity: Bicycling is an inexpensive and broadly accessible form of transportation. The average annual cost of operating a car is $5,000 to $12,000 versus $120 per year for operating a bicycle (American Automobile Association 2006).[4] Bicycling is affordable transportation for the urban poor who—because of the correlation between wealth and race in the United

[3] http://www.baaqmd.gov/pio/triplinking.htm

[4] http://www.bicyclinginfo.org/pp/benefits/econoben/index.htm

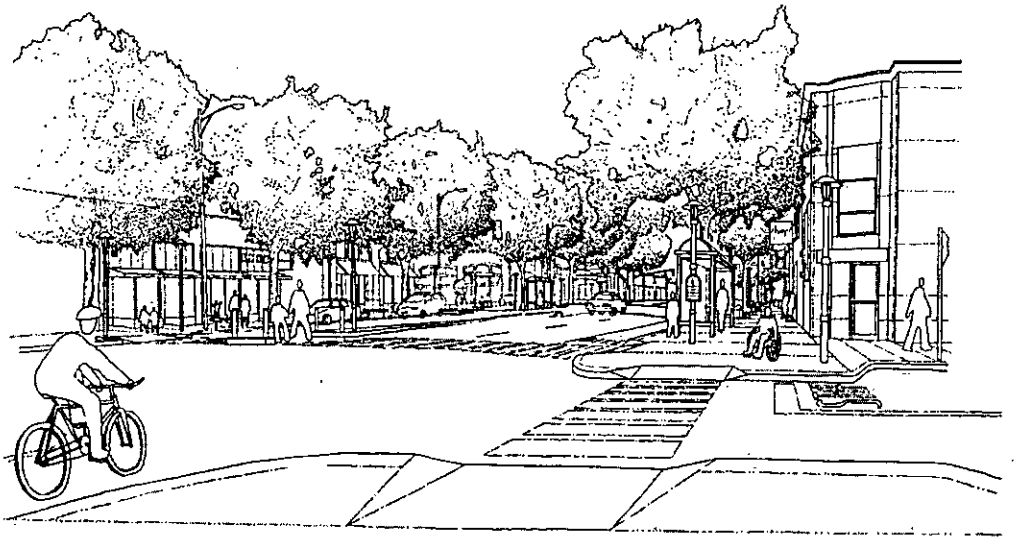


Figure 1.2: *Providing Sustainable Transportation.* Bicycles are ideal transportation for urban areas. In the San Francisco Bay Area, 43% of trips are two miles in length or less. In Oakland, 85% of residents live within two miles of the downtown or a major transit station. This two-mile distance amounts to a casual 12-minute bicycle ride. Bicycling is the most energy efficient form of transportation and it has no associated emissions. Bicycling helps Oakland reduce the 47% of its total greenhouse gas emissions that are caused by motor vehicles. (Illustration by Amit Price Patel.)

States—are disproportionately people of color. Bicycles provide added freedom and independence for youth and parents (who are otherwise shuttling their children) as well as for some people who cannot drive and those who have chosen not to drive.

Quality of Life: Bicycling is a means for improving the livabihty of Oakland's neighborhoods. Bicycle improvements are mutually reinforcing with traffic calming efforts on residential streets. Bicycling helps connect residents with their community by exposing them to sights, sounds, and social interactions that are otherwise muted by traffic. The lives of parents are simplified when their children can ride safely and confidently to school and their activities. Through bicycling, children gain independence, stay active, and develop an enriched understanding of their communities.

1.3 Executive Summary

In the following chapters, the *Bicycle Master Plan* describes existing conditions, policy recommendations, proposed bikeways, support facilities, and an implementation program. The policies were developed from the existing conditions and they in turn guide the recommendations for "Bikeways" and "Parking and Support Facilities." Taken as a whole,

the Plan provides a framework for achieving the vision, goals, and objectives by improving bicyclist safety and access. The specific recommendations reflect consensus amongst stakeholders on how best to achieve this overarching vision.

Chapter 2: Existing Conditions

Chapter 2 provides a comprehensive description of bicycling in Oakland based on available data, fieldwork, and an extensive community process. It identifies the opportunities for and constraints to bicycling, and characterizes the user groups that are common in Oakland. The chapter reviews the available data on bicyclist mode share (with an emphasis on bicycling to transit) and bicyclist-involved collisions. It also summarizes bicycle-related programs in Oakland and provides an overview of the community process through which the *Bicycle Master Plan* was developed. In assessing the existing conditions, these quantitative data were complemented by a community outreach process that included meetings with neighborhood groups and merchants associations throughout Oakland.

Oakland's mild climate and varied topography are highly suited for both commuter and recreational cycling. In fact, Oakland has the third highest cycling rate of all California cities with populations over 150,000 (US Census 2000). However, busy streets and high motor vehicle speeds create real and perceived barriers to more people cycling. On average, a bicyclist-involved collision occurs every other day in Oakland. Ninety-seven percent of these collisions involve motor vehicles and youth cyclists are disproportionately represented in these collisions (based on their share of the population). However, considering both the number of cyclists and number of collisions, Oakland is a comparatively safe place for bicycling: the fourth safest city in California with a population over 60,000 (Jacobsen 2003).

Chapter 3: Policy Recommendations

Based on the existing conditions, Chapter 3 provides policy recommendations for each of the Plan's three goals: Infrastructure, Education, and Coordination. These policies address the Bikeway Network, Routine Accommodation, Safe Routes to Transit, Parking and Support Facilities, Education, Enforcement, Resources, Project Development, and Public Review. In particular, the policy on routine accommodation states that bicycle safety and access be addressed, as a matter of course, in the design and maintenance of all streets. The chapter contextualizes these recommendations with related policies at the federal, state, regional, and municipal levels. An inventory of all related Oakland General Plan policies and actions are compiled in Appendix D.

The United States Department of Transportation's Policy Statement on Walking and Bicycling specifies that "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist." Similarly, the California Department of Transportation's Deputy Directive 64 requires that Caltrans fully consider the needs of bicyclists in all of its activities. California Assembly Concurrent Resolution No. 211 encourages all cities to implement these USDOT and Caltrans policies. The Metropolitan Transportation Commission's policy on routine accommodation requires that ail projects using regional funds consider bicyclist access. Oakland's *Bicycle Master Plan* follows this guidance through the policy on Routine Accommodation: that bicycle safety and access be addressed in the design and maintenance of all streets. Another key policy direction, Safe Routes to Transit, promotes bicycle facilities serving major transit hubs, thereby extending the reach of bicyclists while simultaneously increasing transit ridership. These policy recommendations are applied in Chapter 4, "Bikeways," and Chapter 5, "Parking and Support Facihties."

Chapter 4: Bikeways

Chapter 4 describes the various bikeway types and explains the rationales for the proposed bikeway network. It also applies the Safe Routes to Transit policy to the bikeway network by specifying bikeways to each of the major transit stations. The chapter concludes with bikeway design guidelines to help project managers, consultants, and the public understand the basic design issues for accommodating bicyclists.

Oakland's proposed bikeway network consists of bicycle paths (Class 1), bicycle lanes (Class 2), bicycle routes (Class 3), arterial bicycle routes (Class 3A), and bicycle boulevards (Class 3B). The network reflects incremental modifications and improvements to the network identified in the 1999 *Bicycle Master Plan*. All proposals were evaluated through a citywide feasibility analysis that considered street grades, available right-of-way, street capacity, and bicycle/bus interactions. The network emphasizes Safe Routes to Transit by including bikeways from four directions to each transit station. The bikeway design guidelines summarize the basic parameters required by the Caltrans Highway Design Manual and the Manual on Uniform Traffic Control Devices. This section also explains additional treatments that address issues commonly found in Oakland.

Chapter 5: Parking and Support Facilities

The bicycle is a viable means of transportation when physical accommodations ensure that people's trips are safe and convenient and that their property is secure. These facilities in-

elude various types of bicycle parking as well as restrooms, showers, and lockers. Chapter 5 explains the basic types of bicycle parking and identifies the existing and proposed facilities for each type. The chapter describes Oakland's bicycle parking ordinance and provides design guidelines for selecting and locating bicycle parking facihties. The provision of high-quality bicycle parking is critical because people's decisions to bicycle are affected by security concems over their property.

Chapter 6: Implementation

Chapter 6 prioritizes projects and programs for implementing the Plan's recommendations. In particular, priority bikeways were identified based on evaluation criteria to determine and rank their relative benefit. The chapter discusses the process for project implementation, including the need for further study. It then describes the relationship between proposed bikeways and other roadway and development projects that may affect the network. Most bikeway projects are implemented with some form of grant funding and the chapter provides a brief summary of the most common grant sources. Lastly, the chapter addresses staffing and public participation, with an emphasis on Oakland's Bicycle and Pedestrian Advisory Committee.

Appendices

The following appendices provide greater detail and additional documentation to augment the preceding chapters. Appendix A, "Caltrans BTA Requirements," is a quick reference guide on how this document meets the state requirements for a bicycle transportation plan. Appendix B, "Building on the 1999 Bicycle Master Plan," provides a policy-level discussion of how bicycle planning and engineering in Oakland have developed over the past eight years. Appendix C, "Local and Regional Coordination," documents the community outreach process for this Plan and summarizes other plans at the local, county, and regional levels that intersect with Oakland's *Bicycle Master Plan*. Appendix D, "Oakland General Plan Policies," inventories the bicycle-related policies and actions in all elements of Oakland's General Plan. Similarly, Appendix E, "Oakland Municipal Code," documents all references to bicycles in this code. Appendix F, "Bikeway Descriptions," provides descriptions of priority projects, bicycle paths and bridges, major on-street projects, bridges and freeway crossings, at-grade raihoad crossings, and proposed changes to existing bikeways. Appendix G, "Requirements for Bikeway Feasibility Studies," specifies the addifional analysis that will be necessary prior to implementing proposed bikeways. Lastly, Appendix H, "Supplementary Documentation" includes the data and evaluation for the approximately

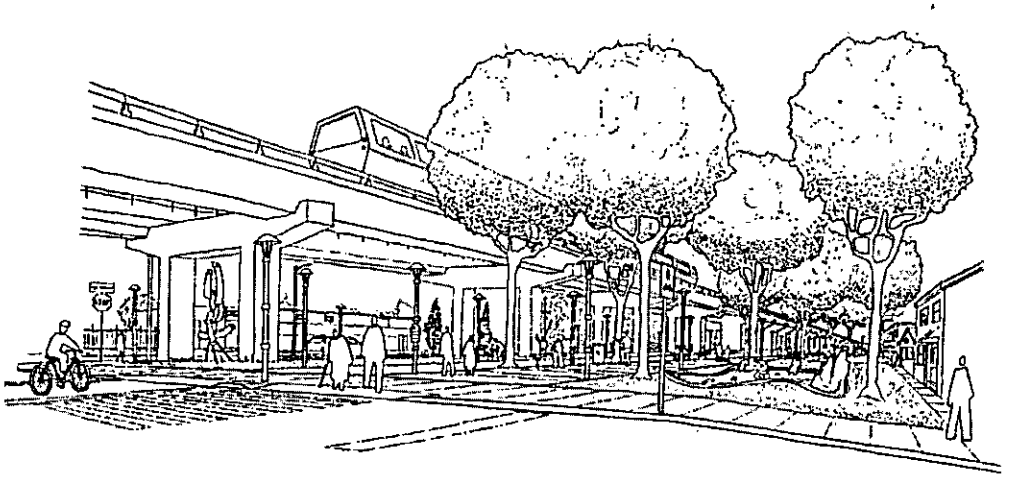


Figure 1.3: Promoting *Equity* and Public *Health.* Bicycling is an inexpensive and broadly accessible form of transportation and recreation. Bicycle improvements are one aspect of improving Oakland's streets and open spaces to make them accessible and inclusive. Building physical activity into people's daily lives is a sustainable intervention for promoting healthy lifestyles. Bicycling for transportation and recreation is an ideal means for integrating physical activity into daily life. (Illustration by Amit Price Patel.)

700 bikeway segments that were evaluated in the development of the proposed bikeway network. Key maps are included as 11"x17" color pages and collected at the end of this document.

Attachment B

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.

A. Caltrans BTA Requirements

To be eligible for funding from the State's Bicycle Transportation Account (BTA), local agencies must have an adopted Bicycle Transportation Plan that was approved by the Regional Transportation Planning Agency and by Caltrans. The plan must comply with the requirements specified in the Streets and Highways Code Section 891.2. This appendix lists those eleven requirements and notes where they are addressed in this plan.

Requirement	Location
(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Section 2.3
(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	map insert, Section F.1
(c) A map and description of existing and proposed bikeways.	Chapter 4, Appendix F, Appendix H
(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Section 5.2, Appendix H
(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Section 2.4, Section 4.3, Section 5.2, Appendix H
(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Section 5.2, Appendix H
(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Section 2.6, Section 6.2
(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Section 2.7, Section 6.6, Section C.1
(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Section C.2, Section C.3, Section C.4
(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.	Section 6.1, Appendix F, Appendix H
(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Section 4.4, Section 6.5

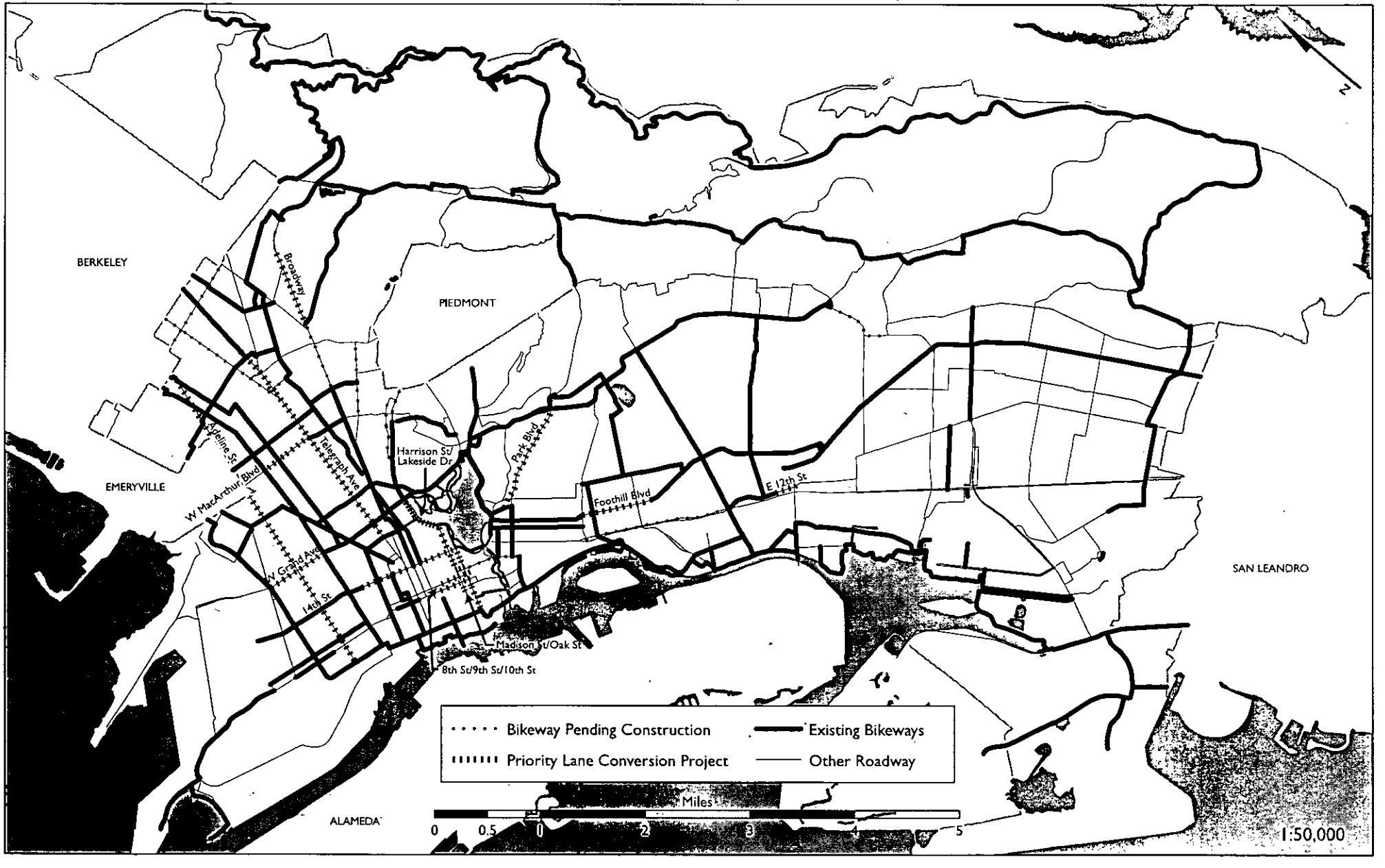
Attachment D

City of Oakland Bicycle Master Plan
Priority Lane Conversion Projects pending City Council Approval (October 17, 2012)

"Lane Conversion" projects convert travel lanes to bicycle lanes. Each requires a project-specific feasibility study, 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	Broadway Ter	Keith Ave	Feasibility complete; design in progress; pending outreach and approval
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
Madison St /Oak St	19th St	Embarcadero	Feasibility study in progress by Lake Merritt BART Specific Plan
Park Blvd	E 18th St	Excelsior Ave	Pending feasibility, design, outreach, and approval
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 Bikeway Network (December 2012)



Project Evaluation of the Sufficiency of the Programmatic EIR for the City of Oakland's Bicycle Master Plan (2007)

Complete this form for each project relying upon the 2007 Bicycle Master Plan Programmatic EIR for environmental clearance. If the project requires City Council approval, attach the draft form to the City Council agenda report and complete Part V following project approval. For projects approved at the staff level, completion of this form constitutes project approval.

Part I: Project Information *(all projects)*

Project Name:	Bicycle Master Plan Reaffirmation
Project Location:	Citywide
Project Description:	City Council is Certifying that the Bicycle Master Plan, Updated December 4, 2007 is Current and in Compliance with the California Streets and Highways Code Section 891.2; Acknowledging Five Years of Progress on Plan Implementation; Affirming the Current Priority Lane Conversion Projects; Recommending Solutions that Address Barriers to Plan Implementation; and Establishing the City's 2014 Bicycle Friendly Community Campaign
Project Manager:	Jason Patton, Transportation Infrastructure Plans & Programming Division
Project Planner:	Christina Ferracane, Planning & Zoning
Project Type:	☐ Bikeway ☐ Parking ☐ Education ■ Policy

Part II: Requirements for Bikeway Feasibility Studies *(bikeway projects only)*

Source: City of Oakland, Bicycle Master Plan (2007), Appendix G, "Requirements for Bikeway Feasibility Studies"

Requirement	Applicable?	Meets Requirements?
1. Data Collection: Base Information	No	NA
2. Analysis of Travel Lane Removal	No	NA
a. Data Collection: Traffic Counts	No	NA
b. Intersection Operations Analysis	No	NA
~~c. MTS Analysis~~	~~Yes/No~~	~~Yes/No/NA~~*
d. Transit Streets Analysis	No	NA
3. Analysis of Parking Space Removal	No	NA
4. Analysis of Bicycle Path Alignment	No	NA
5. Comparative Analysis of Alternatives	No	NA
6. Conceptual Plans	No	NA
7. Reporting	No	NA

Part III: Mitigation Monitoring and Reporting Program *(all projects)*

Source: City of Oakland, Bicycle Master Plan (2007), Appendix J, "Mitigation Monitoring and Reporting Program"

Mitigation Measures or Standard Conditions	Applicable?

* This study requirement was erroneously included in the Bicycle Master Plan and Programmatic EIR. See the memorandum on "Metropolitan Transportation System and Bicycle Master Plan EIR" (March 14, 2011).

A.Sa	Travel Lane Removal: Redesign for acceptable LOS	No
A.7a	Transit Streets Analysis: Redesign for acceptable LOS	No
A.12a	Coordination with other roadway projects	No
	Standard Conditions	Yes

Part IV: Project Evaluation *(all projects)*

■ No further environmental review is required to be performed because (a) this action is within the scope of the program examined in the 2007 Bicycle Master Plan Programmatic EIR; (b) the project would not result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (c) there is no new information of substantial importance that would result in any new or more severe significant impacts than those studied In the 2007 Bicycle Master Plan Programmatic EIR; (d) there are no substantial changes in circumstances that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; and (e) there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed in the 2007 Bicycle Master Plan Programmatic EIR that has not been adopted.

☐ Additional environmental review is required to address potential impacts that were not addressed by the 2007 Bicycle Master Plan Programmatic EIR. Prior to commencing further CEQA review, consult the City Attorney's Office and the Planning Division to determine the scope and form of the necessary environmental review.

Discussion:

The Bicycle Master Plan Environmental Impact Report can be applied to this reaffirmation of the 2007 Bicycle Master Plan because the criteria of CEQA Guidelines Section 15162 requiring additional environmental review have not been met. Specifically, and without limitation, the project would not result in any new or more severe significant impacts; there is no new information of substantial importance that would result in any new or more severe significant impacts; there are no substantial changes in circumstances that would result In any new or more severe significant impacts; and there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed that has not been adopted.

References

- Bicycle Master Plan (4-Dec-07)
- Bicycle Master Plan Programmatic EIR (4-Dec-07)

Part V: Project Approval *(all projects)*

Source: City of Oakland, Bicycle Master Plan (2007), Action 3C.4 – City Council Approval (p. 60)

■ This project requires City Council approval for:
- ☐ Reducing the number of motor vehicle travel lanes.
- ☐ Removing 10% or more of on-street parking in the project area.
- ■ Meeting the requirements of California Streets and Highways Code Section 891.2.

☐ This project is discretionary at the staff level based on City Council approval of the 2007 Bicycle Master Plan.

Prepared by: Jason Patton

Date Prepared: 17-Oct-2012

Date of Project Approval: [pending]

City Council Resolution (if applicable): _____

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
A. Transportation, Circulation, and Parking					
A.1: Implementation and use of new off-street bikeways, as proposed in the Bicycle Master Plan, could cause potential environmental impacts within the Plan area.	Standard Condition **A.1**[3]**:** The project shall incorporate all of the City's uniformly-applied Standard Conditions (provided as Attachment F and incorporated in this Standard Condition by reference).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
A.2: Adding bikeway signage and striping to existing roadways in the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations.	None required.		Beneficial		
A.3: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on local roadways.	**Mitigation Measure A.3a:** If the removal of a travel lane would cause an intersection on a proposed bikeway to operate at an unacceptable level of service, the project shall be redesigned to maintain the operating conditions at an acceptable level of service on the affected intersection approach. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion

1 This column describes the Level of Significance resulting from the implementation of the Plan, together with imposition of all reasonably feasible mitigation measures. For purposes of this Mitigation Monitoring and Reporting Program, Mitigated to Less than Significant means that, under Public Resources Code section 21081(a)(1) and CEQA Guidelines sections 15091(a)(1) and 15092(b)(2)(A), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. Mitigated to Less than Significant Other Agency means that, under Public Resources Code section 21081(a)(2) and CEQA Guidelines section 15091(a)(2) and 15092(b)(2)(A), all or part of the mitigation measures are within the responsibility and jurisdiction of another public agency (including situations which require the cooperation of another public agency), and such changes either have been adopted by the other agency or can and should be adopted by such other agency. Significant and Unavoidable means that, under Public Resources Code section 21081(a)(3) and (b), and CEQA Guidelines section 15091(a)(3) and 15092(b)(2)(B) and 15093, no mitigation measures are available.

2 Compliance date, and inspection or field survey dates to be noted in this column by the responsible agency.

3 City of Oakland public works construction projects follow the "Standard Specifications for Public Works Construction" ("Greenbook") and the City's Special Provisions which contain modifications to the Greenbook. These specifications are functionally equivalent to the applicable Standard Conditions of Approval.

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
	considerations.				
	Standard Condition A.3b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.4: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on CMP MTS segments.	Mitigation Measure A.4a: If the removal of a travel lane would cause a roadway segment on the Metropolitan Transportation System to operate at an unacceptable volume-to-capacity ratio, the project shall be redesigned to maintain the operating conditions at an acceptable volume-to-capacity ratio on the affected roadway segment. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.4b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.5: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network and support facilities, as proposed in the Bicycle Master Plan, could affect pedestrian facilities.	None required.		Beneficial		
A.6: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect existing bikeways.	None required.		Beneficial		

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
A.7: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect transit service.	**Mitigation Measure A.7a:** Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service).		Less Than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion
	Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition **A.7c:** Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.	Standard Condition **A.8:** Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically: • The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities.		Less than Significant		

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
	Notification shall occur not less than 48 hours before commencing such activities. • The construction contractor shall locate construction staging areas for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic. • The construction contractor shall identify haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety. • The construction contractor shall remove trash generated by project construction activity. • The construction contractor shall clearly display contractor contact information pertaining to construction activity, including identification of an on-site complaint manager, for the purpose of tracking any complaints regarding construction activity impacts.				
A.9: Requiring and erecting bicycle parking and support facilities in the Plan area, as proposed in the Bicycle Master Plan, could affect bicycle ridership.	None required.		Beneficial		
A.10: Implementing bicycle education programs, as proposed in the Bicycle Master Plan, could increase bicycle awareness.	None required.		Beneficial		
A.11: Implementing policies, as proposed in the Bicycle Master Plan, could increase bicycling in the City of	None required.		Beneficial		

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
	• Sweeping adjacent public rights of way and streets daily if visible soil material or debris is carried onto these areas; • Sweeping daily all paved access roads, parking areas, and staging areas at the construction site; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Install sandbags or other erosion control measures to prevent silt runoff onto public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Limit traffic speeds on unpaved roads/driveways to 15 miles per hour; • Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site; • Install wind breaks at the windward sides of the construction areas; and • Suspend excavation and grading				

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
	activities when wind (as instantaneous gusts) exceed 25 miles per hour. • Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period.				
B.2: The implementation of proposed bikeways within the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations and thereby affect emissions at sensitive receptor locations.	None required.		Beneficial		
B.3: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	None required.		Less than Significant		

Approved as to Form and Legality

City Attorney

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2012 NOV 15 PM 3:08

OAKLAND CITY COUNCIL

RESOLUTION NO._____C.M.S.

Introduced by Councilmember _____

RESOLUTION CERTIFYING THAT THE BICYCLE MASTER PLAN, UPDATED DECEMBER 4, 2007, IS CURRENT AND IN COMPLIANCE WITH THE CALIFORNIA STREETS AND HIGHWAYS CODE SECTION 891.2; ACKNOWLEDGING FIVE YEARS OF PROGRESS ON PLAN IMPLEMENTATION; AFFIRMING THE CURRENT PRIORITY LANE CONVERSION PROJECTS; RECOMMENDING SOLUTIONS THAT ADDRESS BARRIERS TO PLAN IMPLEMENTATION; AND ESTABLISHING THE CITY'S 2014 BICYCLE FRIENDLY COMMUNITY CAMPAIGN

WHEREAS, the Bicycle Master Plan was updated as part of the Oakland General Plan on December 4, 2007; and

WHEREAS, bicycle transportation plans must be updated or reaffirmed every five fiscal years to ensure eligibility for funding through the State's Bicycle Transportation Account; and

WHEREAS, the 2007 Plan ensured funding eligibility through the 2011/2012 fiscal year; and

WHEREAS, Bicycle Transportation Account requirements allow for the re-affirmation by Council resolution of an existing bicycle transportation plan to ensure funding eligibility for an additional five years; and

WHEREAS, the 2007 Plan continues to meet and exceed the minimum requirements for a bicycle transportation plan as specified by the Caiifomia Streets and Highways Code Section 891.2; and

WHEREAS, Council re-affirmation of the 2007 Plan will allow the Public Works Agency to apply for grants from the Bicycle Transportation Account through the 2016/2017 f scal year; and

WHEREAS, the City has made substantial progress on the implementation of the Bicycle Master Plan through the creafion of bikeways and the installation of bicycle parking; and

WHEREAS, key barriers have emerged to realizing the Plan's vision and goals; and

WHEREAS, the Bicycle Master Plan idenfifies priority projects for implementing the citywide bikeway network; and

WHEREAS, Oakland received national recognifion in 2010 from the League of American Bicyclists as a Bicycle Friendly Community at the Bronze level; and

WHEREAS, the Environmental Impact Report (EIR) prepared under the Caiifomia Environmental Quality Act (CEQA) for the 2007 Plan does not identify any significant and unavoidable impacts; and

WHEREAS, the proposed actions would not result in any new or more severe significant environmental impacts; there is no new information of substantial importance that would result in any new or more severe significant impacts; there are no substantial changes in circumstances that would result in any new or more severe significant impacts; and there is no feasible mitigation measure or altemative that is considerably different from others previously analyzed that has not been adopted; now, therefore be it

RESOLVED, that the City Council certifies that the Bicycle Master Plan, updated December 4, 2007, is current and in compliance with the Caiifomia Streets and Highways Code Section 891.2; and be it

FURTHER RESOLVED, that the City Council acknowledges five years of progress on this fifth anniversary of the 2007 Bicycle Master Plan; and be it

FURTHER RESOLVED, that the City Council affirms the priority lane conversion projects as established by the prioritization of the Bicycle Master Plan, listed in Attachment **D** to the Agenda Report, and incorporated herein by reference; and be it

FURTHER RESOLVED, that it is the policy of the City Council to work toward overcoming key barriers to the implementation of the Bicycle Master Plan as they are identified; and be it

FURTHER RESOLVED, that the City Council establishes the 2014 Bicycle Friendly Community Campaign to pursue recognition from the League of American Bicyclists that Oakland is a great place to bicycle; and be it

FURTHER RESOLVED, that the City Council, as the CEQA Lead Agency, has independently reviewed, analyzed, and considered the 2007 Bicycle Master Plan EIR prior to acting on the approvals, and based upon such independent review, analysis, and consideration, and exercising its independent judgment, the City Council confirms that the 2007 Bicycle Master Plan EIR can be applied to this set of proposed actions, and that the City Council adopts the Mitigation Monitoring and Reporting Program, as set forth in Attachment F to the Agenda Report, and incorporated herein by reference.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California