



Bicycle and Pedestrian Advisory Committee, Monthly Meeting
September 18, 2008, 5:30-7:30 p.m.
Oakland City Hall: Hearing Room 4, Second Floor

AGENDA

Time	Item #	Topic	Topic Type *
5:30	1	Introductions, Appointment of Note Taker (5 minutes)	Ad
5:35	2	Approval of Meeting Minutes (consent item) (5 minutes) Vote on motion to adopt last month's minutes.	A
5:40	3	Welcome to Bruce Williams, Senior Transportation Planner, Transportation Services Division (15 minutes)—Bruce Williams, new Senior Transportation Planner (replacing the outgoing Shanna O'Hare), will introduce himself to the committee.	I
5:55	4	E 12th Street Bikeway Feasibility Study (30 minutes)—Jason Patton will give an update on the status of the E 12 th Street Bikeway Feasibility Study and take comments from the committee on resolving design challenges posed by the street's irregular configuration.	A
6:25	5	Market Street Bikeway Guide Signage: Pilot Project and Draft Wayfinding Signage Guidelines Attachment (40 minutes)—Staff will describe and take comments on draft wayfinding signage guidelines and a pilot project pending installation along the Market Street Bikeway.	A
7:05	6	Taxicab Ordinance (15 minutes)—BPAC Chair Jonathan Bair will update the committee on the status of updates to Oakland's Taxicab Ordinance, Chapter 5.64 of the Oakland Municipal Code. (See http://clerkwebsvr1.oaklandnet.com/attachments/19304.pdf).	I
7:20	7	Announcements, suggestions for next meeting topics	Ad

*** Topic Types:**

I=informational; A=action item; Ad=administrative

Action 3B.5 – Data Collection: Work with the Alameda County Transportation Improvement Authority, Alameda County Congestion Management Agency, and Metropolitan Transportation Commission to improve data collection on bicycle trips.

BMP Policy 3C – Public Review: Prior to the implementation of bikeway projects, affected residents, merchants, and property owners shall be notified of the project’s costs and benefits.

Action 3C.1 – Information Sharing: Maintain and expand the web pages on bicycling in Oakland to provide current and complete information on facilities, programs, and proposed projects.

Action 3C.2 – Contact List: Maintain a contact list of interested individuals and organizations and notify them of projects related to bicycling in Oakland.

Action 3C.3 – Community Input: Seek community input through mailers and/or meetings for the implementation of new bikeways.

Action 3C.4 – City Council Approval: If the design of a bikeway will reduce the number of motor vehicle lanes or on-street parking spaces (by 10% or more in the project area), there shall be a vote of the City Council before implementation of the bikeway project.

3.3 Issues for Further Discussion

This chapter concludes with this section on bikeway guide signage and mountain biking as issues for further discussion. These issues require ongoing dialog because they lack consensus for establishing policy positions in the *Bicycle Master Plan*. The differing viewpoints on these issues are presented here to facilitate further discussion on how best to promote bicyclist safety and access in the City of Oakland while being sensitive to the competing demands of multiple stakeholders.

Bikeway Guide Signage

Oakland uses a combination of “Bike Route” signs (D11-1) and “Bicycle Route Number Marker” signs (SG45) to designate bikeways and provide wayfinding information. The numbered routes are based on a system specified by the Alameda Countywide Bicycle Plan whereby north-south bikeways end in “5” (5, 15, 25, ...) and east-west bikeways end in “0” (10, 20, 30, ...). Analogous to the interstate highway system, the north-south bikeways are numbered west to east (5 is the westernmost) and the east-west bikeways



Figure 3.1: *Bicycle Wayfinding Signage*. Wayfinding signs for bicyclists include the “Bicycle Route Number Marker” sign (left) and the “Bike Route” sign (right), shown here with supplementary placards for the bikeway name and a destination along the route. The relative size of the signs in this illustration reflects that of typical installations in Oakland.

are numbered north to south (10 is the northernmost). Oakland applied this framework to locally designated bikeways with north-south bikeways ending in odd numbers (other than 5) and east-west bikeways ending in even numbers (other than 0).

There are various strengths and weaknesses to this approach regarding maintenance, general visibility, and the information provided by the signs. In particular, the SG45 signs have the following benefits. The signs are manufactured in-house and have a highly reflective surface material. The Caltrans standard provides a uniform look across jurisdictions while allowing for customization at the local level. Other jurisdictions, including San Francisco and Marin County, are also using the SG45 sign. In Oakland’s case, the distinctive design integrates the City’s oak tree logo and is a source of pride for the staff involved in its development. The City of Oakland has already made a commitment to the SG45 with a signage project completed in 2004. The smaller sign size (12”x18”) is also less likely to be damaged by trucks or vandalism. Overall, the design of the sign is very attractive while minimizing the associated maintenance needs.

However, the following concerns have arisen with this signage scheme. Oakland’s street grid does not follow the cardinal directions and thus the overall framework for the numbering system is not intuitive. The numbering for the countywide bikeways was developed as a planning tool and was not necessarily intended to be used as a wayfinding system (Alameda County Congestion Management Agency 2001, p. 4-3). At the local level, this

approach requires many numbers for all of the bikeways—more numbers than people are likely to learn. It is unclear how the numbering for local bikeways would be coordinated across jurisdictional boundaries. The SG45 signs are not large enough to be readily visible to bicyclists and to drivers. In particular, the destination and directional information is difficult to read due to the necessary font size given the sign's limited width. Neither the SG45 nor the D11-1 signs include distances to key destinations. Overall, the signs do not provide sufficient information in an intuitive format.

Given these strengths and weaknesses, the following points offer suggestions on how to continue the discussion regarding bikeway guide signage:

- Consider using the SG45 signs only for countywide bikeways to limit the extent of numbered bikeways and simplify the overall numbering system. This limited use of numbers could make the numbered bikeways more readily understandable.
- When using the SG45 signs, consider the Caltrans standard 18"x24" sign rather than the 12"x18" size currently in use. The larger format would improve the signs' visibility and provide more space for wayfinding information. These potential benefits should be weighed against the cost and maintenance implications of larger signs.
- Consider using D11-1 signs on locally designated bikeways. Include the "Bicycle Route Name Marker" supplementary sign (S17) on bikeways that are readily identified by name (e.g. "Webster-Shafter").
- Consider the use of the D1 and D11 Series Bicycle Guide Signs developed by the City of Chicago and recommended by the National Committee on Uniform Traffic Control Devices (NCUTCD) in 2006 for inclusion in the Manual of Uniform Traffic Control Devices (MUTCD). These signs build on the common bicycle route sign (D11-1) to include route name, destination, direction, and distance information.¹

Additionally, the City of Oakland's bikeway guide signage needs to be coordinated with other agencies that are interested in providing bicycle wayfinding systems. The Alameda County Congestion Management Agency has expressed an interest in signing countywide bikeways. BART is developing wayfinding signs for bicyclists to connect each BART station to its surrounding neighborhoods. The San Francisco Bay Trail Project has its own signage to mark paths and on-street bikeways that are part of the Bay Trail. In some of areas of Oakland including West Oakland BART, for example, all four signage systems would overlap: local bikeways intersecting countywide bikeways that are also part of the Bay Trail

¹<http://members.cox.net/ncutcd/btc/fall105/bike02-bikeguidesign.pdf>

and provide access to BART. To ensure that this signage is consistent and understandable, all stakeholders must work together to ensure that the various signage schemes build upon each other. The City of Oakland encourages other agencies to develop their wayfinding systems as supplementary signs to the bikeway guide signage established by the MUTCD and the California MUTCD.

Mountain Biking

Mountain biking is a popular activity in the East Bay Hills, especially in the East Bay Regional Parks as well as the City of Oakland's Joaquin Miller Park. The Oakland Municipal Code 12.60.070 describes the legal requirements for using bicycles on trails under the jurisdiction of the City of Oakland. In particular, it states, "Within city parks, bicyclists can ride on named trails only and are prohibited from operating bicycles off-trail... The City Manager, or his or her designees, shall determine trail accessibility for bicyclists." There are currently a number of named trails in Joaquin Miller Park that are accessible to mountain bikers. The mountain biking community seeks to improve and expand that trail access while other park users have concerns over the use of the park by mountain bikers.

The Joaquin Miller Park Working Group and the Joaquin Miller Park Bike Patrol are actively addressing these issues. Under the auspices of Councilmember Jean Quan, the Joaquin Miller Park Working Group has been meeting on a regular basis since May 2005 as part of a community-based planning effort to improve the Park. The Working Group includes representatives of park user groups (hikers, bicyclists, equestrians, dog owners), the Woodminster Theater (Producers Associates), and the Joaquin Miller Community Center Advisory Board as well as staff from city agencies and the East Bay Regional Park District. The group has focused on improvements to signage, education, and trails to enhance visibility, reduce erosion, and address conflicts between different park users. The Joaquin Miller Park Bike Patrol is a volunteer program of the Bicycle Trails Council of the East Bay (BTCEB) in partnership with the Oakland Police Department Rangers. The Bike Patrol is composed of BTCEB members who volunteer their time in the park to assist and educate park visitors and trail users regarding park rules.

There are three primary concerns over the use of bicycles on off-road, unpaved trails: (1) the environmental effects of mountain biking (namely erosion) may be incompatible with some trails and park areas; (2) some feel that hikers should be able to use trails for the park experience without the disruption caused by mountain bikers; and (3) some multi-use trails in their current form do not adequately accommodate hikers, mountain bikers, dog walkers, and equestrians. These concerns are addressed in various ways in the *Open Space, Conservation, and Recreation Element* (OSCAR, 1996) of the City of Oakland's