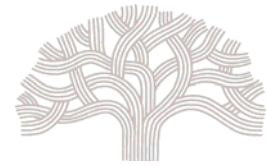


In-Street Bicycle Parking Corral Program
Oakland Public Works
January 2013 (revised February 2016)



OVERVIEW

An in-street bicycle parking corral (“corral”) is a group of bicycle parking racks placed in the street next to the curb aligned with car parking stalls. Corrals may be prioritized for installation where demand for bike parking is higher than can be accommodated on the sidewalk, or where sidewalks are too narrow for bike racks. Corrals may be installed in other locations based on favorable site-specific circumstances.

CORRAL LOCATION REQUIREMENTS

Corrals will be installed only where the fronting business and/or local business improvement district (“BID” or similar entity) signs a maintenance agreement. The installation of a corral prevents City street-sweeping vehicles from accessing the parking lane, therefore the agreement requires the maintaining organization to hand sweep the corral area and disposal of debris, as well as ongoing monitoring of the corral’s condition.

Corrals may be installed at any location on the block so long as adequate space for buffering (typically six feet—three feet on each side) is available. Corrals at street block corners have the benefit of creating de facto curb extensions, shortening the street crossing distance for pedestrians, and improving sight lines for motorists turning into traffic from side streets. Oakland has a surfeit of T intersections that provide opportunities for corral installations that may not require removal of car parking spaces.

Corrals will not be located in bus zones and cannot replace blue zones. Due to the changing nature of parking zone allocations in Oakland’s commercial corridors, it may be possible to convert green, yellow, and white zones, or to install the corral in a currently metered parking space. If on a particular block there is a consensus of business owners to convert a yellow zone, for example, such locations can be considered for bike corrals. In such cases, the sometimes time-consuming process for developing such consensus will be led by the applicant. Corral location requirements are further detailed on page two of the **In-Street Bike Parking Corral Standards** at www2.oaklandnet.com/n/OAK039388.

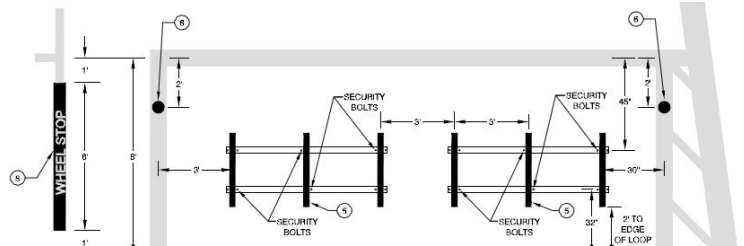


CORRAL ELEMENTS

Corrals elements include the following (use of which vary based on site conditions):

- Bicycle racks
- Buffers and barriers
 - Parking wheel stops
 - Delineators
 - Striping (8" solid white corral perimeter/4" diagonal white buffer)
 - Curb striping (external to corral perimeter)
- Signs

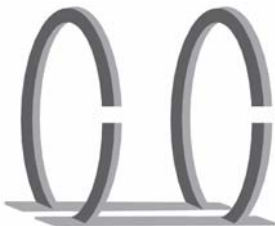
Racks, wheel stops, and delineators all feature white reflective tape. The curb adjacent to the corral is unpainted (or painted grey). The curb next to the corral is painted red.



Bicycle Racks

Types

The two rack types approved for installation in corrals are square tube, galvanized: (1) inverted U, 16.5" wide (for use in parking stall areas under 8' wide); and (2) circular, 36" wide (for use in parking stall areas a minimum of 8' wide). On asphalt, all racks must be installed using specialty asphalt anchors and grout. Multiple loop racks on flat bar flanges are more expensive to purchase, but less expensive to install because they have fewer anchoring points. "Art racks" are not permitted in corrals at this time due to the expense and difficulty of replacing custom racks if damaged.



Orientation to Curb/Spacing

Bicycle racks installed in a bike corral may be installed perpendicular to or angled towards the curb. Angled installations may be more aesthetically pleasing, but require more length to maintain the minimum recommended spacing between racks (36"). Perpendicular installations result in parked bicycles extending further into the corral, leaving about one foot less of a buffer between the rack and the roadway. Corral designs will strive to strike the best balance factoring in the competing benefits of rack spacing, number of bike parking spaces, need for buffers, and available space.

Buffers and barriers

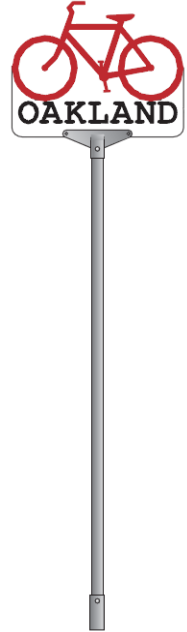
The purpose of buffers and barriers is to alert drivers to the presence of the racks (visually and, as a last resort, physically) and to protect bicyclists using the racks. Treatments are deployed based on the adjoining feature (crosswalk, driveway, intersection, parking space).

Corral buffers include pavement striping and red curb just outside the corral perimeter. An 8" white stripe is installed around the perimeter. The corral edge stripe leaves a minimum 32" internal buffer (typical) to the rack element, and a minimum of 36" outside the perimeter to the adjoining feature. Four inch cross-hatch striping may be installed. Parking Tees adjacent to the corral are installed (or refreshed).

Corral barriers include reflective wheel blocks (4' long, 6" high, 6" wide, black recycled rubber w/ white reflective material) and delineators (Safe-Hit post, white w/ white reflective material on both sides of the wand, pin-lock base, 36-48" high, secured using 5" anchors and epoxy).

Signs

A 30"-wide "BIKE Oakland" parking sign has been created (image, right) to mark Oakland's bike parking corrals. The sign will be installed at the request of the corral applicant.



CORRAL REQUEST, EVALUATION, AND INSTALLATION PROCESS

Corrals will be installed in response to requests from businesses or business improvement districts (BIDs or similar entities), as detailed below. "Applicant," below, refers to the business or organization that is requesting the corral and agreeing to maintain it.

1. Applicant reviews the **On-Street Bicycle Parking Corral Application and Maintenance Agreement** ("Agreement," <http://www2.oaklandnet.com/OAK039390>).
2. Applicant contacts the Bicycle & Pedestrian Facilities Coordinator at bikeped@oaklandnet.com or (510) 238-3983 with a brief description of the proposed location, including the fronting business address, for preliminary application approval.
3. City staff checks to see if the location is expected to be paved in the next 18 months. If so, the Applicant will be told to submit an application at a later date.
4. City staff surveys the site using Google maps to confirm location feasibility based on the location of bus stops, storm drains, and fire hydrants. If the location appears feasible, the location will be approved preliminarily and discussion of replacing yellow zones and other activities that will require the Applicant to perform community outreach, will be ascertained.
5. Next, Applicant submits a completed and signed Agreement to bikeped@oaklandnet.com.
6. OPW staff conducts a field survey to determine site suitability. Detailed measurements of the corral area and adjacent parking spaces and travel lanes are taken and observations of bike parking demand and traffic patterns are made.
7. *If a corral is recommended:* staff drafts a site plan and circulates it, internally, for reviews and approvals. Next, staff shares the drawing with the Applicant (and other stakeholders if applicable). The corral will not be installed until the Applicant has approved the proposed layout. *If a corral is not recommended:* staff contacts the Applicant via email with the reason for denial. Reasons for denial, other than the site-specific problems listed in #3-4 above, include submission of an incomplete application, no evidence of demand, sufficient sidewalk space for racks, poor sight lines, and deteriorated pavement on which bike racks cannot be mounted.
8. If no insurmountable stakeholder objections are presented, the corral will be installed as soon as possible by OPW. The timeline for installations is subject to staff and contractor availability, weather, materials in stock, and other factors.

Appealing the decision to approve or reject a corral

At any time during the process, a stakeholder may present objections to City staff. Objections will be resolved on a case-by-case basis. Staff will strive to avoid disputes by conducting an inclusive and transparent process.

The following objections may be the basis for an appeal:

- A nearby location would better serve the same business(es) and the fronting business owner (or BID) is willing to maintain a corral at that location.
- The design doesn't meet the City's guidelines.
- A different number of racks than proposed should be installed.

The following objections will not be considered as they have been addressed during the design and outreach process, or they are subjective:

- The corral is dangerous.
- The corral is ugly.
- The corral is unnecessary.

If a location is rejected by City staff, the Applicant may appeal the decision by demonstrating how the location meets the goals and guidelines of the In-Street Bicycle Parking Corral Program.