

Memorandum

Public Works Department

To: City Manager
Subject: Bicycle Storage Racks
Date: August 16, 2011
Number: 2011- 234

The Bikeways Plan previously adopted by the City Council suggested “that the city explore a program of sharing the cost of bike racks with private business owners and install bike racks at all city facilities to encourage bike usage”. A growing number of citizens are visiting city buildings by bicycle and the Green Team was asked to evaluate the bicycle parking facilities. The attached report was prepared by a Green Team sub-committee and approved by the entire team in June.

The Green Team suggests a standard rack. A myriad of bicycle rack designs was reviewed, and the Green Team decided that a simple inverted “U” design is best. This particular rack is made from thermoplastic coated, galvanized, steel tubing and can be surface mounted or imbedded in the pavement. The racks cost about a \$100 each and can be installed by Public Works Department crews. They can be installed as singles or in groups depending upon the storage demand and available space.

The Green Team recommends that the City implement a cost-sharing program for the installation of bicycle racks on City property with the following general guidelines.

- Requests for the installation of bicycle storage on city property will be submitted to the Public Works Department.
- The proposed location will be reviewed by the Traffic Engineering Committee to insure that the installation will not create an undo hazard or interfere with parking.
- The business/organizations/people requesting the bicycle storage will contribute \$50 per rack towards the cost of the installation.
- The Public Works Department will install and maintain the bicycle storage racks.

In addition, there may also be a demand from businesses for the installation of bicycle storage on private property. In those cases, the Green Team recommends a second cost-sharing plan with the following guidelines.

- Requests for a standard City bicycle rack will be submitted to the Community and Economic Development Department.



- The Public Works Department will maintain an inventory of bicycle racks.
- The businesses requesting the bicycle storage will contribute \$50 per rack and the racks will be delivered to the business. The Public Works Department will provide installation instructions and the racks will be installed by the businesses on their own property in compliance with any applicable building codes.
- The business will guarantee to maintain the racks for at least five years.

The cost for upgrading the storage at city buildings and the city share of cost-sharing programs for other bicycle storage installations can be paid through the tax increment financing districts or the budget allocation for the Green Team depending upon the installation locations.

RECOMMENDATION

The Green Team recommends that the City Council...

- authorize the staff to upgrade the bicycle storage facilities at city buildings as recommended in the attached report and
- authorize the staff to implement the two cost-sharing program for bicycle storage at other locations.

If the cost-sharing programs are approved by the City Council, the staff will promote it through the normal channels.

Submitted by: Robert T. Hawes, P.E., Assistant City Manager/Public Works Director

Green Team Survey of Selected City Facilities for Bicycle Parking

June 2011

1. City Hall/Police Department
 - a. Public bike parking
 - i. No official public bike parking
 - ii. Metal stair railing used
 - b. Employee bike parking
 - i. Limited and cramped but covered
 - ii. Higher quality bikes
2. Martin Luther King Jr. Community Center
 - a. Public bike parking
 - i. None
 - b. Employee bike parking
 - i. None
3. Main Library
 - a. Public bike parking
 - i. Two different racks
 - ii. Side walk location needs to be evaluated
4. 30th St. Branch
 - a. Public bike parking
 - i. Two racks
 - ii. Good location
5. Southwest Branch
 - a. Public Bike parking
 - i. One rack
 - ii. Placement could be adjusted
6. Schwiebert Park
 - a. Public Bike parking
 - i. Multiple Bollard style stations
 1. Architecturally consistent with other features

The Green Team would like the city to offer safe convenient bicycle parking while citizens are visiting our facilities. This encourages citizens and employees to engage in a healthy life style while reducing air pollution and gasoline use.

At the present time, finding bike parking at city facilities is hit and miss. City Hall/ Police Department have no official bicycle parking for the public and this leads to bikes being



secured to whatever is handy.

Limited bicycle parking for employees is available but should be expanded and updated. Employee bike parking is competing with refuse dumpsters, evidence and vehicle parking in a covered area in the city hall courtyard. Eliminating one dumpster, adding wall bike storage or additional bike one wheel rack will provide additional bike parking. If demand grows, secure bike parking in the ramp could be explored.



The Main Library has two bike racks for patrons. A large double sided rack located on 19th St. sidewalk allows for parking on only one side and may obstruct vehicle doors parked on the street.

An additional bike rack located on near the alley entrance is probably more isolated than is recommended.

While collecting this information, a person rode up to the library, carried his bike behind the large bushes by the front door, and went into the library. Although bike racks were visible and accessible, without a lock, this person opted to hide his bike.



The 30th Street library branch is probably the City's best example of good bike rack placement. Open, close to main entrance, access from both sides.



The Southwest branch also has bike parking but the rack placement might need to be re-located to allow the rack to be used.



The King Center currently has no bike parking but feels there is a need. Camp and other program participants would have the option of biking to the King Center.



Schwiebert Park

The basics

1. Planning

Bicycle parking needs to be visible, accessible, easy to use, convenient, and plentiful. Racks need to support the whole bike (not just one wheel) and enable the user to lock the frame and wheels of the bike with a cable or U-shaped lock. Parking should preferably be covered, well lit, and in plain view without being in the way of pedestrians or motor vehicles. And if any of these criteria aren't met, there's a good chance cyclists won't use what is provided and will park wherever they think their bike will be safe.

The [International Bicycle Fund](#) has created a two-page fact sheet on bicycle parking criteria that discusses these many factors in more detail and further advice on planning for bicycle parking can be found related specifically to shopping , or commuting . Many agencies work closely with their local bicycle user groups to identify potential high-demand locations, either through postcard and e-mail request forms or more formal consultative procedures.

2. Finding a good location

Racks need to be sited and installed appropriately for them to be well used. Racks that are too close to the wall, or which don't have enough room between them, will end up sitting empty while nearby railings, trees and light poles continue to be used by bicyclists. Racks need to be clearly visible and accessible, yet shouldn't interfere with pedestrians or other street furniture. For example, the City of Seattle specifies that:

- Racks are installed in public space within the Seattle City limits, usually on a wide sidewalk with five or more feet of clear sidewalk space remaining.
- Racks are placed to avoid conflicts with pedestrians. They are usually installed near the curb and away from building entrances and crosswalks.
- Racks can be installed in bus stops or loading zones only if they do not interfere with boarding or loading patterns and there are no alternative sites.

The City of Chicago's [Guide for Establishing Bike Parking](#) notes that they will provide racks only on sidewalks ten feet wide or more, and they can't be installed on the city's heated, vaulted, or architectural sidewalks for a variety of technical reasons. The city

will only install bike racks in concrete, as they cannot be securely anchored in asphalt. Racks must be four feet from fire hydrants, curb ramps, building entrances etc.

The [Denver](#), [Portland](#), and [Madison](#) parking guides all provide detailed information on the precise location details of racks to ensure these problems don't occur.

Local businesses can have bike racks or lockers installed to encourage employees to commute to work. For more on promoting bicycle use, see [Strategies to Promote Bicycling](#).

3. Choosing the type of rack

The City of Denver's regulations specify that the Inverted U type bike rack is the required bicycle parking rack, although other racks may be proposed provided that they meet certain performance requirements. Every other current publication on bicycle parking follows pretty much the same approach. Racks should:

- support the frame of the bicycle and not just one wheel
- allow the frame and one wheel to be locked to the rack when both wheels are left on the bike
- allow the frame and both wheels to be locked to the rack if the front wheel is removed
- allow the use of either a cable or U-shaped lock
- be securely anchored
- be usable by bikes with no kickstand
- be usable by bikes with water bottle cages
- be usable by a wide variety of sizes and types of bicycle

Although bicycling groups endorse or recommend specific styled racks, I think there is a difference between experienced commuters, occasional adult riders and adolescent cyclists. The City would like to meet the bike parking requirements of citizens when visiting our facilities and encourage more riders.

City Hall/Police Dept.

I recommend an Inverted U type rack for City Hall/Police public use. A grouping could be located on the Southeast corner of 16th St. and 3rd Ave. This location by the parking ramp is close to City Hall and Police, is open, and will not require an additional non-permeable area.



City Hall/Police Employee

If one dumpster is removed, 1 additional single side rack to double the amount of bike parking. Otherwise, reposition current rack and add 2 or 3 wall mounted units.



Main Library

Replace existing sidewalk rack with grouping of Inverted U type racks located on 19th St. near 4th Ave(alternate location on 4th Ave.). Appears to be a yellow curb area so

they won't interfere with parking. Same proximity to front entrance. Leave or remove existing small rack located on alley entrance.



30th St. Branch

As is.

Southwest Branch.

Reposition existing rack to allow access from both sides.

MLK

Take existing double sided bike rack at main library, have powder coated brown and place on existing pad on south side of building(alternate location grass on southside). Smaller single sided brown rack by 9th St. entrance indentation.

