



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
www. CityofSacramento.org

Consent
February 10, 2009

Honorable Mayor and
Members of the City Council

Title: Report Back—Bicycle Parking Program

Location/Council District: Citywide

Recommendation: Receive and File

Contact: Matthew W. Eierman, Program Specialist, 808-5849

Presenters: None

Department: Transportation

Division: Parking Services

Organization No: 15001511

Description/Analysis

Issue: On July 15, 2008 City Council requested a report back of the issues that impede installation of bicycle racks on City right-of-way and the need to promote bicycle ridership in the City.

Policy Considerations: The proposed program is consistent with the City's Strategic Plan, to achieve sustainability and livability and foster economic development in the City of Sacramento.

Environmental Considerations:

California Environmental Quality Act (CEQA): The Environmental Services Manager has reviewed the proposal and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15378 of the CEQA Guidelines. The project does not have a potential for resulting in either direct or indirect physical changes in the environment.

Sustainability Considerations: This project supports the City's Sustainability Master Plan goals to expand the existing Bikeway Master Plan and improve the health of residents by creating opportunities for exercise and recreation. Installing

bicycle parking is one of the action items identified in the Sustainability Master Plan Implementation Plan.

Other. None.

Commission/Committee Action: This program has been presented to the City/County Bicycle Advisory Committee (BAC) as an information item. The BAC has expressed support for the program.

Rationale for Recommendation: In an effort to improve bicycle ridership throughout the City of Sacramento, a network of bicycle lanes and trails has been built, shared lane markings added to City streets, bicycle sensitive video detection added to traffic signals, and other improvements. Due to these efforts, the League of American Bicyclists named Sacramento as a Bicycle Friendly Community and awarded it the Bronze ranking. Currently, the City is actively pursuing the Gold ranking for the next round of certification.

In a continuing effort to meet the goals of the City's Sustainability Master Plan and elevate the City of Sacramento to a Gold ranking as a Bicycle Friendly Community, the Department of Transportation has developed a bicycle parking program (See Bicycle Parking Program—Attachment 1) to facilitate the installation of bicycle racks throughout the City. The first phase of this program will center on locations in the Downtown area (See Map—Attachment 2).

With bicycle ridership increasing, many businesses would like to install bicycle racks for their customers. However, to install a bicycle rack in the City right-of-way the owner must apply for both revocable and encroachment permits. This process can involve a lengthy and complicated review process before permits are finally issued.

Currently, the City does not have a dedicated program for identifying priority locations or procedures for installing bicycle racks. During the first phase of the program 100 U-shaped bicycle racks (See Bicycle Racks—Attachment 3) will be fabricated and installed by City staff in identified, high-demand locations. The racks will be a City asset and maintained by City staff. In addition to installing bicycle racks, the bicycle parking program will streamline the application and approval process for businesses, provide consultation services, and set guidelines to facilitate the installation of racks in the right-of-way. Additionally, 100 parking meter poles, abandoned due to the installation of Pay-and-Display parking meters, have been converted to bicycle parking with another 150 parking meter poles due to be converted over the next several months.

Staff is currently completing an inventory of existing bicycle racks, determining areas of high demand, and has constructed a prototype of the city bicycle rack. The bicycle parking program will be administered by the Parking Services Division.

Financial Considerations: Bicycle racks used in this program will be fabricated and installed by City staff. The cost for fabrication and installation of each rack is approximately \$300 (the cost to purchase similar racks from private vendors would be approximately \$550). It is anticipated 100 bicycle racks and 150 bicycle poles (\$135 each) will be installed during the first phase of the program for a total cost of \$50,250.

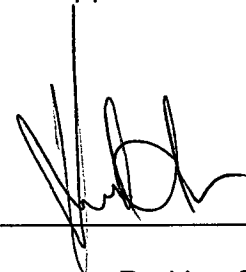
Under this new program businesses that wish to have a bicycle rack installed may apply for one via the City's online application. Approved applicants will not be required to pay for the installation. Remaining applicants may still apply for the appropriate permits and purchase their own racks.

Funding for the program will be provided through the following sources:

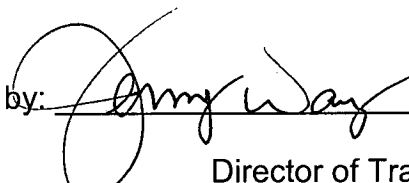
- The Downtown Transportation System Management Fund/Capital Improvement Program.
- Measure A/Transportation Sales Tax fund for On-Street Bikeway Capital Improvement Program.

These funding sources are dedicated to funding non-motorized transportation. The General Fund will not be impacted by this project.

Emerging Small Business Development (ESBD): Not applicable.


Respectfully Submitted by: 

 Howard Chan
 Parking Services Manager

Approved by: 

 Jerry Way
 Director of Transportation

Recommendation Approved:



 Ray Kerridge
 City Manager

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Attachment 1

Background

CITY OF SACRAMENTO BICYCLE PARKING PROGRAM

Program Goals:

1. Streamline the current process to add bicycle parking quickly to areas in high demand.
2. Increase bicycle parking to encourage bicycling.
3. Help improve opportunities to earn gold level bicycle friendly community status.

Public Bicycle Rack Program:

The City's Department of Transportation will proactively install bicycle racks in the public right-of-way for businesses that have a need for bicycle parking. Businesses will not be required to pay for the materials and installation of the racks.

Businesses requesting a City bicycle rack are encouraged to submit an application to the Parking Services Division. Online applications are available on the City's website at www.Sacpark.org.

Because funding is limited, property owners requesting a City bicycle rack will have to meet the minimum requirements. The City will give highest priority to property owners who meet the set criteria. See Qualifying Criteria For A City Sponsored Bicycle Rack criteria b.

Parking Meter Pole Conversions:

As the new "Pay and Display" meters replace the single space meter, City staff will select existing meter poles to convert into bicycle parking. Public input about recommended locations is welcome.

Matching Grant Programs:

The City is currently a partner in the Sacramento Metropolitan Air Quality Management Districts (SMAQMD) bicycle parking rebate program. Funds for this program have not yet been completely secured by SMAQMD at this time; however, the City will participate in the program when funds become available.

In addition, the City will be working with business districts and other agencies to establish bicycle parking through matching bicycle parking grant funds.

Special Installations:

The City will be exploring ways to increase bicycle parking in high demand locations. Each location will be evaluated on a case-by-case basis. Examples include transit

stations, tourist destinations and large gathering areas.

Consultation:

City staff is also available to meet with property owners to provide their expertise on bicycle parking installations.

PUBLIC BICYCLE RACK PROGRAM

Qualifying Criteria For A City Sponsored Bicycle Rack:

- Businesses that are already in operation and have customers, employees or visitors who arrive via bicycle.
- Have limited or no space on their property to put bicycle parking
- Have demonstrated a demand for bicycle parking
- The business can not already be required to provide on-site bicycle parking as a condition of a planning entitlement/building permit.
- City sponsored racks may be requested by property owners/tenants for commercial uses, which include retail, restaurant, office and mixed use areas.

Installation Guidelines:

Public Right-of-Way: City sponsored racks can only be installed in the public right-of-way. Public bicycle racks will be installed at locations where there is insufficient space on adjacent private property that can be used for bicycle parking.

Visibility: The bicycle rack should be located in clear sight from within the building. Placement near a main entrance or a front window is often the best solution.

Surface Conditions: The ground surface for the rack may be mowed lawn, decomposed granite or any walk-able paved surface. The surface should be flat enough to properly park bicycles, but also sloped enough to prevent puddling.

Clearances:

- Typical bicycles are six feet long and two feet wide at the handle bars. Placement of the rack should consider how it will work when it has bicycles parked at it.
- The bicycle rack and bicycles using it cannot interfere with pedestrian traffic on the sidewalk and should be accessible to pedestrians.
- Installation of racks must not create a hazard or impediment to any existing uses.
- The rack cannot be located closer to the curb than two feet. When placed next to a curb that has on-street car parking, allow a 30 inch clear zone. Three feet from the curb is ideal, although in certain circumstances, the distance may be greater.

- Ideally, the bicycle rack should be located two to three feet from any existing street encroachments

Restricted Locations

- The bicycle rack cannot be located adjacent to a blue curb zone (Disabled parking).
- The rack with bicycles parked at it shall maintain a two foot clearance from any street utility vaults, such as PG&E
- Racks shall be placed outside of the clear sight triangle required at all street intersections.
- The bicycle rack shall not be located to impede access to a store/building entrance or exit.
- The bicycle rack shall not be installed in a driveway.

Rack Design

- All bicycle parking racks are intended to be a device permanently fixed to the ground where the user will provide a lock. Anchoring methods may be embedded type or surface flange type. Anchors should be installed to prevent removal.
- City provided racks will typically be the "inverted-U" design. The advantage to this design is that it allows bicycles to lean against it, provides at least two points of contact to prevent the bicycle from falling over, allows the locking of the bicycle frame using high security U-type locks and it is a simple design that complements most settings.
- Areas of higher intensity bicycle parking use may use higher capacity racks or multiple "inverted-U" designs. Racks designed to hold up a bicycle by the wheel or other single point-of-contact are generally discouraged, since they are harder to provide secure locking.

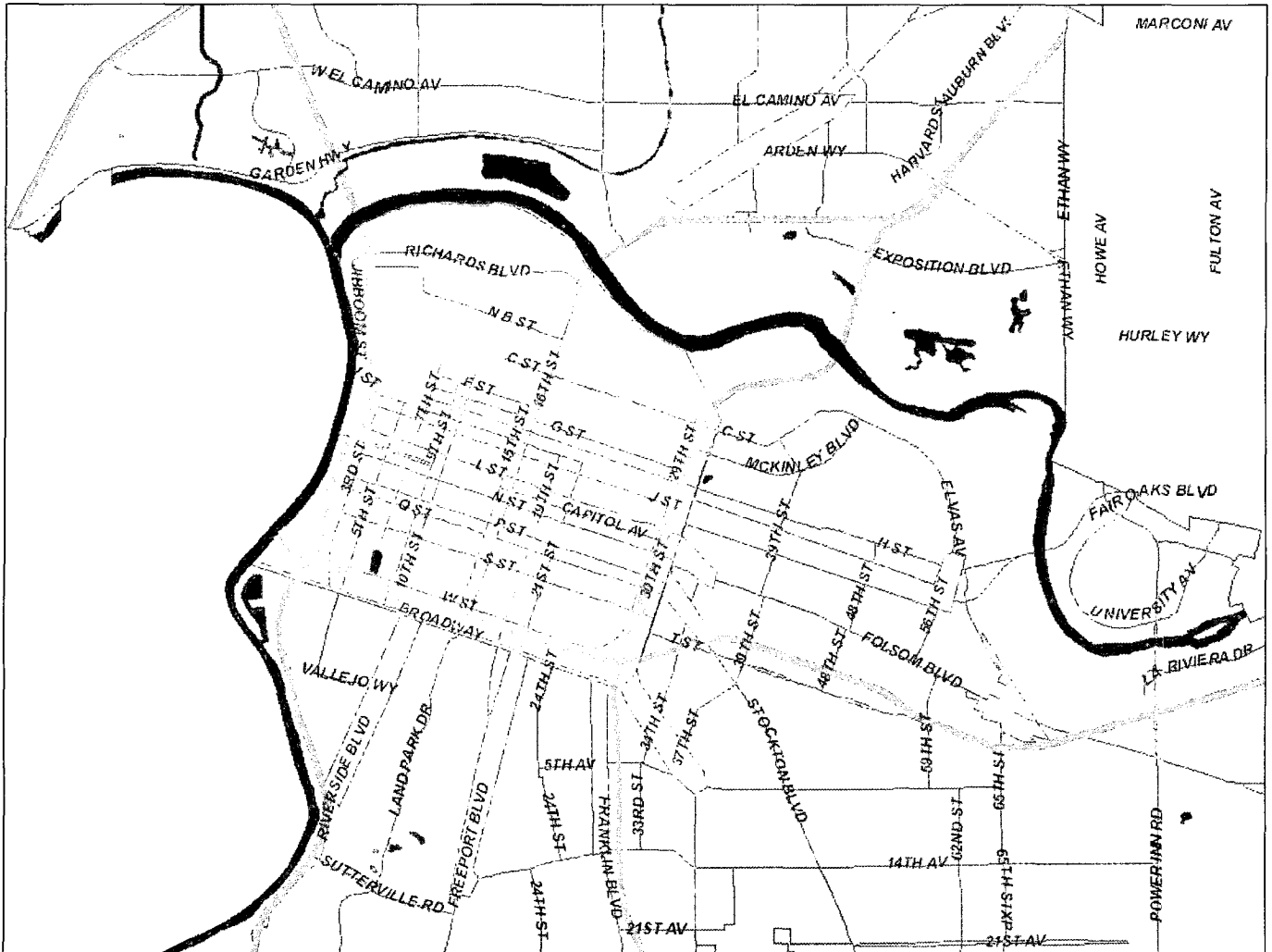
Procedure

- Property owner makes request to have a public bicycle rack installed
- Staff arranges an on-site meeting with property owner to evaluate the existing site conditions to verify qualifying criteria.
- Staff provides to the property owner a description of what the rack will look like, how it will be installed and any modifications to the location will be needed to complete the installation. If property owner finds this to be acceptable, the process moves forward.
- If the property owner requesting the rack is not the adjoining property owner, staff sends a letter to the property owner to inform of the pending action.
- After a 10 day waiting period, if no response or positive response is made from the property owner, staff initiates a work order request.
- Staff prepares a work order request to install the rack. Within the work order is a sketch to show how the rack will be installed with respect to existing site features.

- At a minimum of 24 hours prior to installation of the rack, staff puts in a request for Underground Service Alert (USA).
- At the time the rack is ready for installation, staff will coordinate site logistics, such as providing barricades, securing a power source for equipment and storing of materials.
- Rack is installed.

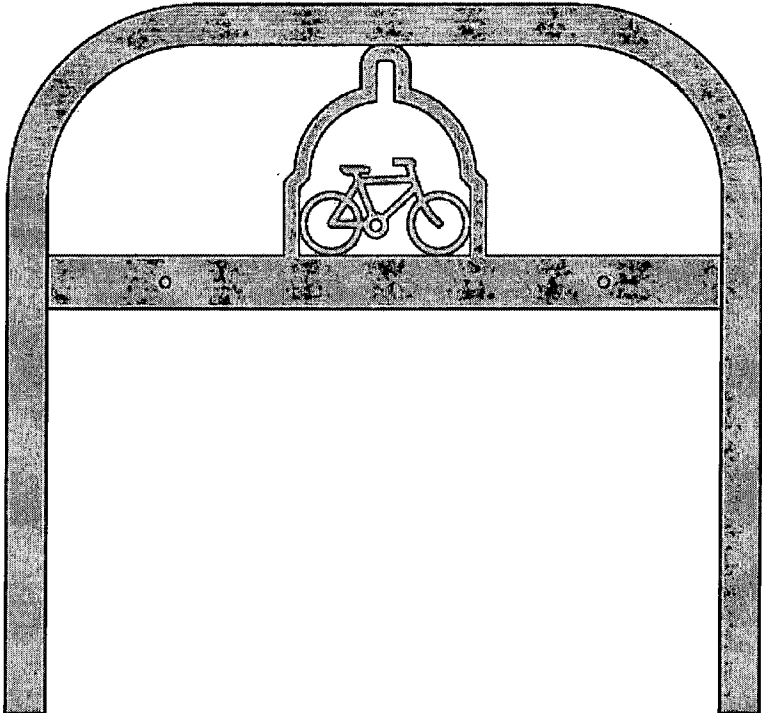
Attachment 2

Map—Installation Area



Attachment 3

Bicycle Rack



Converted Meter Pole Bicycle Rack

