CITY OF BEVERLY HILLS
STAFF REPORT

Meeting Date: October 2, 2012

To: Honorable Mayor & City Council

From: Aaron Kunz, Deputy Director of Transportation
Martha Eros, Transportation Planner

Subject: BICYCLE RACK PROGRAM

Attachments:
1. Map – Proposed Rack Installations
2. Bicycle Rack Installation Guidelines
3. Bicycle Rack Styles

INTRODUCTION

This report outlines a citywide bicycle rack program that offers residents, merchants, employees and recreational cyclists bike parking at commercial and City-owned properties. Staff and the Traffic & Parking Commission (TPC) recommend the following:

1. Install new or additional bicycle racks at local parks, civic locations and in City-owned parking structures;

2. Install bicycle racks in the commercial corridors of South Beverly Drive, North Crescent Drive, South Santa Monica Boulevard, North and South Robertson Boulevard, La Cienega Boulevard, and in the business triangle to supplement existing inventory;

3. Develop a bicycle *Rack-on-Request* program that allows local business owners and merchants to request a bike rack adjacent to their work site pending available public right-of-way;

4. Establish a standard bicycle rack model to create a uniform look throughout the City. A post-and-loop model with a customized Beverly Hills design is preferred by the TPC;

5. Develop educational materials and community workshops to provide bicycle awareness.

DISCUSSION

At the August 24, 2012 City Council Study Session, the City Council directed staff to proceed with pilot bicycle routes on North Crescent Drive and Burton Way as the first step towards the City Council's goal of promoting bicycling within the City. As a second step in the bicycle planning effort, Public Works & Transportation staff has developed a bicycle rack program that includes the following five elements:

1. Install Bicycle Racks on City-Owned Property

Transportation staff conducted an inventory of bicycle racks at civic buildings, recreation centers, and the eight local parks and four mini parks to identify bicycle parking needs in public spaces. Staff proposes installing 14 bicycle racks in the initial rollout (Phase 1) of bike racks: two each at City Hall and the Public Works building, two at Beverly Canon Gardens Park (adjacent to the Montage Hotel), and one at each local park. Future installations in City parking facilities would be based on accessibility to parking structures and available right-of-way near the structure entrance and attendant booth. As the bike rack program develops, staff would recommend additional racks at activity centers based on demand from the public.

2. City-Initiated Bicycle Rack Installation near Commercial and Restaurant Locations

Staff has identified 33 sites in six commercial and restaurant corridors for bicycle racks, and proposed rolling out 11 racks in Phase 1 phase of implementation to introduce the new equipment to the public right-of-way and to gauge use (Attachment 1).

For bicycle racks in commercial corridors, staff would provide businesses/merchants a Public Notice announcing the proposed installation of a bike rack(s) on their block. Staff would offer to conduct public outreach meetings with stakeholders to provide information on bicycle resources and the benefits of bicycle parking on their block. A lack of response/feedback from the public/merchants would signify concurrence with the plan and staff would then proceed with the installation process. If a bike rack installation is challenged, staff would review the request with the TPC.

Bicycle racks would be placed on the public right-of-way, most likely at the end/corner of the block to maintain an unobstructed pedestrian walkway, and adhere to ADA standards. (Note: reference *Placement of Bicycle Racks* below).

3. Bicycle Rack-On-Request Program

The proposed Bicycle Rack-on-Request program would allow private businesses an opportunity to request a bike rack on the public right-of-way near their workplace. A clear pedestrian walkway must be maintained, thus all requests must meet space requirements and all applicable American with Disabilities Act (ADA) standards (Attachment 2).

Similar to protocol followed by the Cities of Long Beach, Santa Monica and Glendale, the Public Works & Transportation staff will conduct site visits to determine if and where a bike rack can be installed on the public right-of-way. Staff would follow the same Public Notice process to inform the affected business areas of the request for a bicycle rack. If no opposition is received from the business community, installation will proceed. If a bike rack installation is challenged, staff would review the request with the TPC.

For the initial rollout, staff proposes ordering five bicycle racks to fulfill immediate requests and order additional inventory based on demand. For cost efficiencies, staff will collect and schedule multiple rack requests for group installation versus having a single rack installation.

4. Design and Style of Bicycle Racks

The existing bicycle racks located in the business triangle were installed during the Urban Design renovation project in 2005. There are 21 custom-designed racks dispersed on Canon Drive, Beverly Drive, Dayton Way and Brighton Way. Most racks were placed near restaurants to address food delivery services. Following independent field observations by the TPC and Transportation staff, it was noted that bicycles were secured to parking meters and trees instead of the existing bike racks.

A basic bike rack style is proposed for easy identification as new bicycle amenities are introduced into the city infrastructure. Based on information received from colleagues, industry professionals and the bicycle community, staff recommends a rack that secures a bicycle at two points on the frame or frame and wheel such as the "post-and-loop" and the inverted "U" or "A" models (Attachment 3).

The cost of each bike rack depends on the type, size and material selected. At the higher end are stainless steel racks with a satin finish. These are known for their aesthetic appeal and luster, low maintenance, sturdiness, and durability. Stainless steel is shiny and does not rust in inclement weather conditions. Galvanized steel is utilitarian and the shine will develop a dull patina with age, similar to a sign post. A powder coated frame has a plastic finish baked onto the metal surface, and rust can develop if the coating is nicked or cut.

Staff and the TPC recommend the following:

- A post-and-loop model for its style, space requirements and the single ground installation in the public right-of-way. An inverted "U" or "A" style rack, similar to the racks installed at the Beverly Hills Library entrance, may be an alternative at the City parks or other areas that experience high use.

- Custom-designed stainless steel racks in the commercial corridors (11), City Hall (2), Public Works (2), and Beverly Canon Gardens Park (2). Staff has identified 17 locations for the Phase 1 installation.

- Standard vendor racks with galvanized steel (in the same frame style) for wider distribution. Staff has identified the eight local parks, plus five additional racks for the Phase 1 rollout of the Bicycle Rack-On-Request program, as potential galvanized units.

- Install bicycle parking signs that identify the locations of bicycle racks.

Although a custom rack would require additional time for design and manufacturing for any of the three styles, the design could incorporate the Beverly Hills shield, a form of the "BH" lettering/script, or a bicycle motif that blends into the environment. Prior to purchasing any customized rack, a staff team would develop a design that reflects Beverly Hills' branding and present to the City Council the options developed.

The TPC requested staff to evaluate bike rack models that allow meters on the post heads to limit the amount of street furniture on the sidewalk. Staff has determined this model to be

infeasible. The City's parking meter technicians report that (based on current experiences with bicycles secured to parking meters) bicycles block the coin dispensers, resulting in additional time to maneuver and secure the collection cup, extract coins, and collect coins that spill on the ground. Additionally, meter posts are approximately 18" from the curb, thus there is potential conflict with bicycles parked parallel to vehicles.

The "comb" or "wave" racks are not desirable styles of racks since the bike is secured at only one point, typically the front-end frame or the wheel. The bicycle frame or wheel can be damaged if a bike tips over or if forcibly removed from the rack. Additionally, public right-of-way requirements increase with larger frames.

The City of Glendale has installed over 200 bike rack in its commercial corridors and activity centers during the past two years. The City has one standard, non-custom inverted "U" bike rack with a bicycle motif across the top that cost $400 per unit. The City has four custom-designed stainless steel bike racks shaped like a half circle, without a City logo, at City Hall. The cost of each stainless steel rack was $900 per unit.

Placement of Bicycle Racks

Bicycle racks should not obstruct pedestrian traffic and placement of racks must observe all applicable American with Disabilities Act (ADA) standards. The placement of bicycle racks should be in full view to maximize visibility and minimize vandalism. Racks should be placed on the public right-of-way between the road and the building façade without obscuring the walkway, and provide enough parking space for all bike types/sizes.

Bicycle parking in parking garages should be either on the same level as the entrance to the garage or near an elevator that is large enough to accommodate bicycles. The rack should be located in a visible area to avoid theft, preferably close to the main entrance or an attendant booth. Where possible, racks could be placed under a covered area to protect cyclists and equipment during inclement weather.

5. Education and Community Workshops

Educational materials and community workshops are proposed to inform residents, stakeholders, students, commuter and recreational cyclists of bicycle etiquette and California vehicle and bicycle traffic laws. Staff proposed developing a more extensive webpage for public information, scheduling meetings with stakeholders (including but not limited to residents, home owners associations, the Chamber of Commerce, business owners/merchants, the Beverly Hills School District and local school representatives), providing written literature, placing pamphlets at all City sites, the Farmer's Market, and distributing pamphlets on demand.

FISCAL IMPACT

Approximately $250,000 in AB-2766 Air Quality Management District funds are available for the combined bicycle route and bicycle parking programs. Approximately $59,000 is estimated for design and implementation of the two pilot bicycle routes on North Crescent Drive and Burton Way, and an additional $25,000 to $35,000 is projected for the Phase 1 rollout of bicycle parking amenities.

The cost of the custom design bicycle rack installed during the 2005 Urban Design project was $1,100 per unit. The bicycle industry has grown over the past decade, and equipment is more readily available and manufacturing costs competitive. If a custom design is desired, the major

cost will be with the material used for manufacturing the unit, i.e., stainless steel. The unit costs will decrease based on the number of racks purchased, with cost savings starting with orders over 10 units.

The estimated number of bicycle racks for the Phase 1 rollout at City Hall, Public Works, public parks and the proposed commercial corridors is approximately 25 units. An additional five bicycle racks are proposed for the first year of the Bicycle Rack-On-Request program. Based on public interest, staff will revisit the demand and cost of additional bicycle racks to complete requests from the business community.

The estimated cost for installing each bike rack by a contract vendor is approximately $125 per rack. Following direction from the City Council, staff will prepare and issue a Request for Proposal(s) for bicycle racks and installation.

The estimated cost for the Phase 1 bicycle rack rollout ranges from $25,000 to $35,000, assuming all 30 racks[1] are stainless steel units.

Style	Unit Cost	Initial Rollout	Contractor Installation
Post-and-Loop, 4.5", with custom design, *stainless* steel, single surface mount	$ 1,000 each* (30)	$30,000	$3,750
– OR –			
Post-and-Loop, 4.5", no custom design, *stainless* steel, single surface mount	$700 each (30)	$21,000	

*Excludes tax and shipping costs.

Alternatively, a hybrid of 17 stainless steel and 13 galvanized[2] bike racks (with a custom design) can be considered for approximately $28,000 for the Phase 1 rollout.

Style	Unit Cost	Initial Rollout	Contractor Installation
Post-and-Loop, 4.5", with custom design, *stainless* steel, single surface mount	$1,000 each (17)	$17,000	$2,125
Post-and-Loop, 4.5", with custom design, *galvanized* steel, single surface mount	$515 each (13)	$6,695	$1,625

[1] Phase 1 Rollout: 6 City-owned properties (City Hall, Public Works, Beverly Canon Gardens Park), 8 public parks, 11 in commercial corridors, and 5 Rack-On-Demand program.

[2] Hybrid Rollout: 17 stainless steel units on City-owned properties (6) and commercial corridors (11), and 13 galvanized steel units On public parks (8) and Rack-On-Demand program (5).

RECOMMENDATION

Staff and the Traffic & Parking Commission recommend implementing the following elements for a Bicycle Rack Program within 6-12 months of receiving City Council direction:

1. Install additional bicycle racks at local parks, civic locations and City-owned parking structures;

2. Implement a City-initiated process to install bicycle racks on the public right-of-way in the commercial and restaurant corridors;

3. Implement a *Bike Rack-on-Request* program for local businesses;

4. Recommend a post-and-loop rack style, with a possible custom design, as a standard for citywide installation;

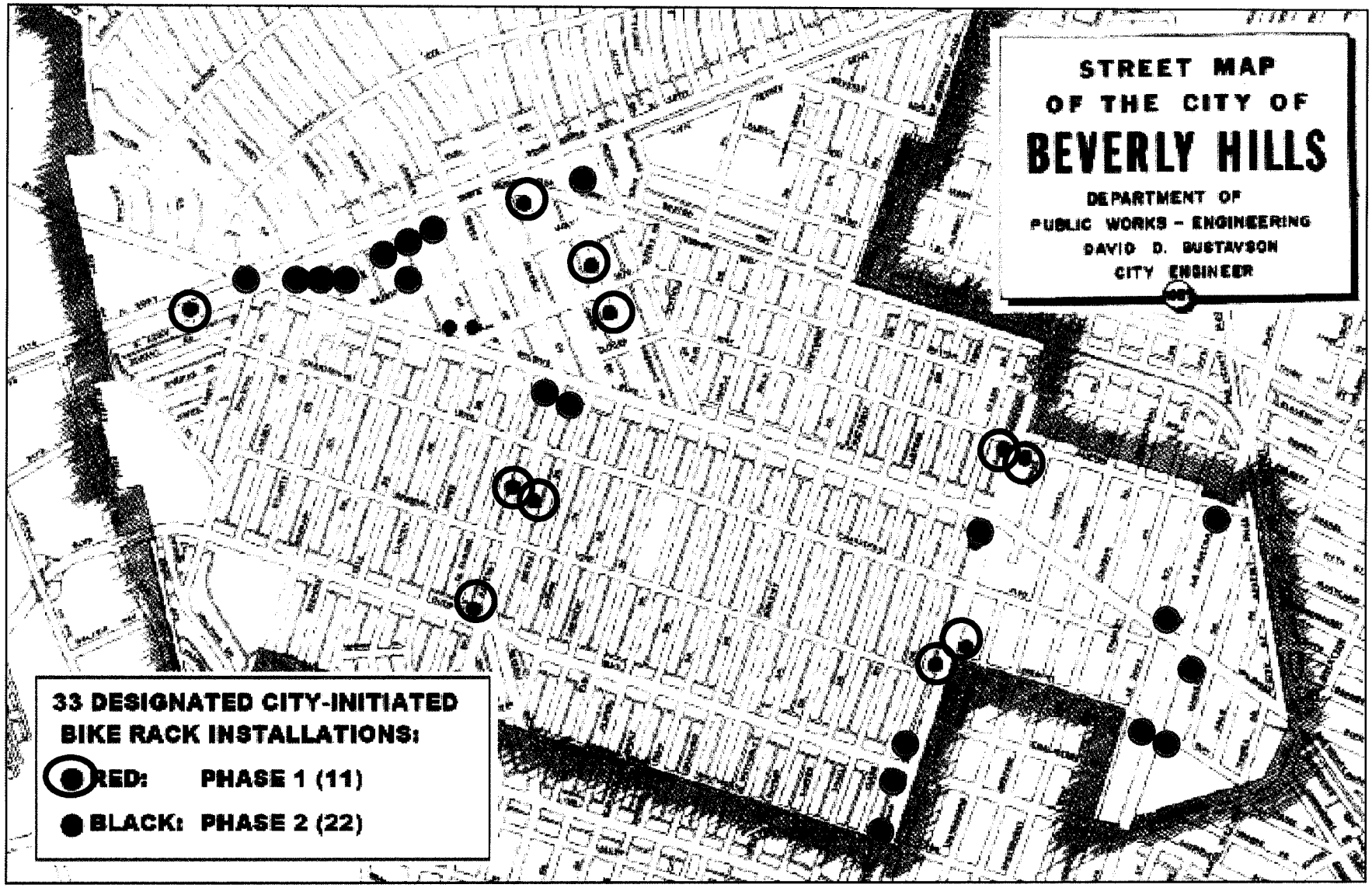
5. Develop educational materials and workshops.

DG

David Gustavson
Approved By

ATTACHMENT 1

PROPOSED
CITY-INITIATED BICYCLE RACK INSTALLATIONS
COMMERCIAL & RESTAURANT DISTRICTS



ATTACHMENT 2

San Francisco's bike rack guidelines to maintain public right-of-way.

Specifications for sitting racks in the public right-of-way: (San Francisco)

1. There must be at least a six-foot clear walkway, to comply with the Americans With Disabilities Act. This does not include frontage occupied by street furniture.

2. The bicycle rack cannot be located directly in front of a store/building entrance or exit, nor in a driveway.

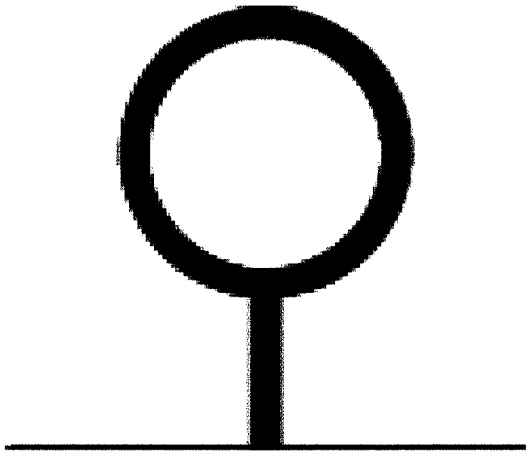
3. Any street utility vaults, such as PG&E, must have a two foot clearance from a bicycle parked at a rack, not the rack itself.

4. The bicycle rack cannot be located in a blue curb zone (Disabled parking).

5. The rack cannot be located closer to the curb than two feet. Three feet from the curb is ideal, although in certain circumstances, the distance may be greater.

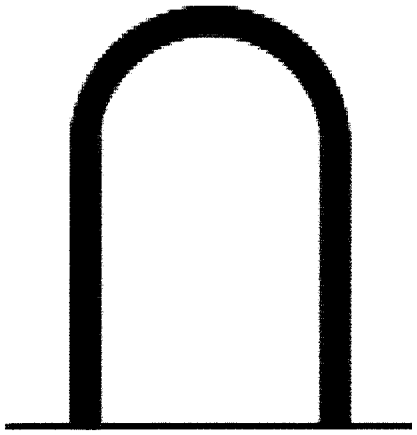
ATTACHMENT 3

Design Styles



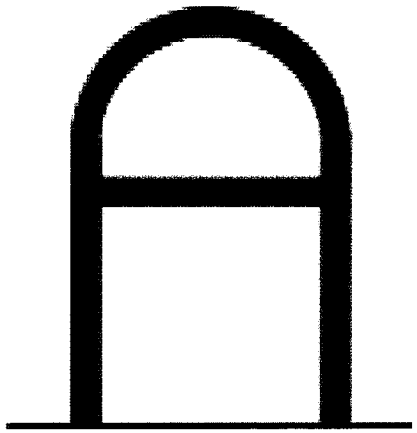
POST AND LOOP

One rack element supports two bikes.



INVERTED "U"

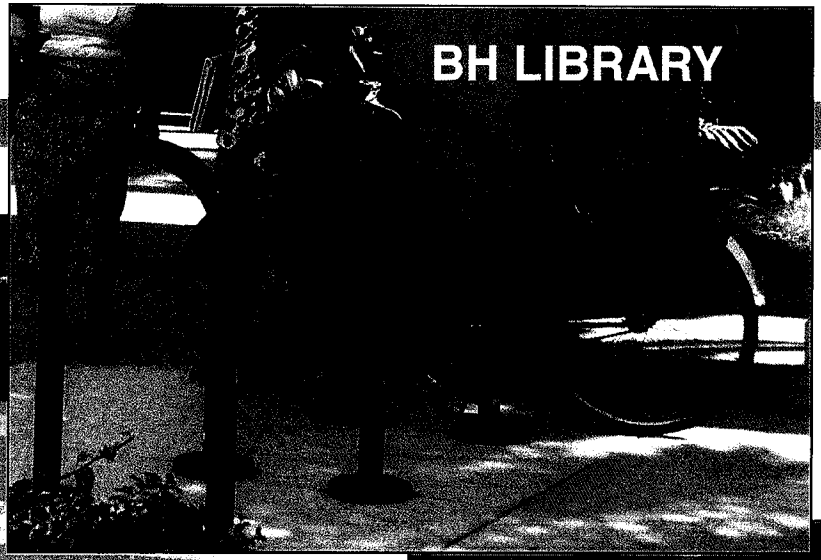
One rack element supports two bikes.

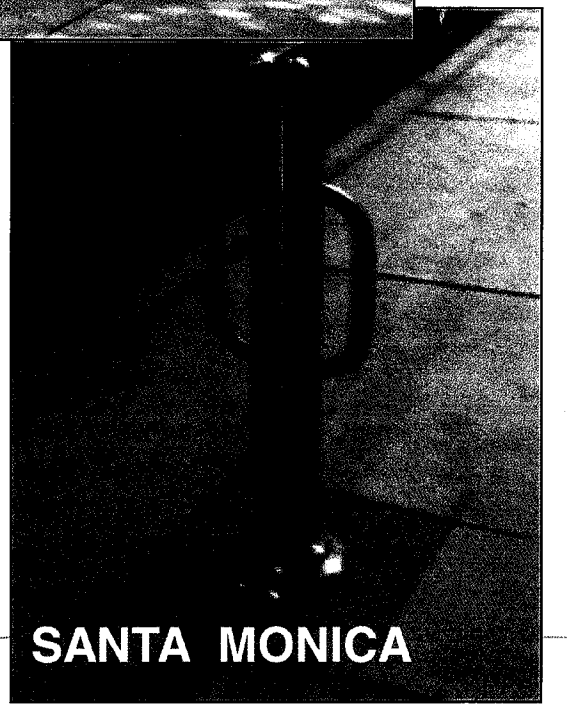


"A"

One rack element supports two bikes.

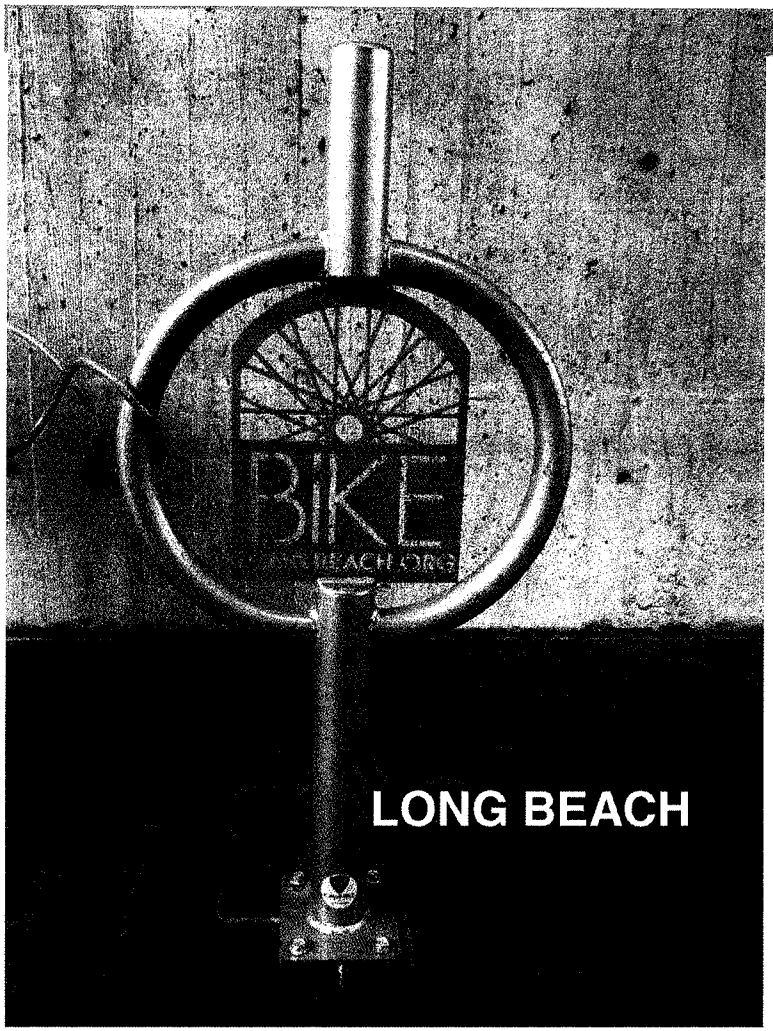
Styles

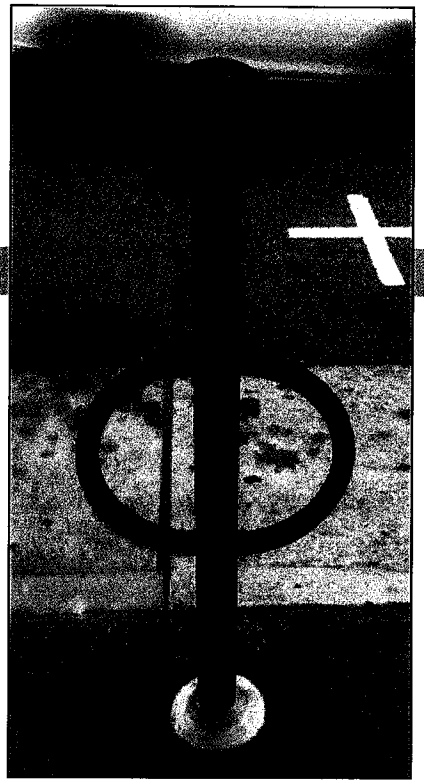


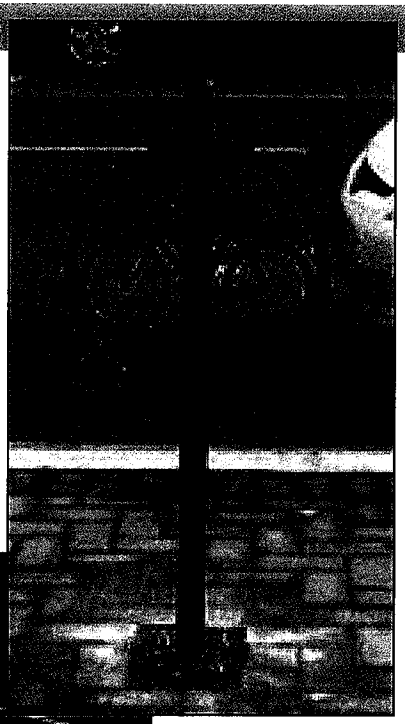


BICYCLE RACKS

Custom Designs







BICYCLE RACKS