

APBP Bicycle Parking Guidelines

ACTIA
Oakland, 2009

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APBP Board of Directors



Please note: this presentation provides draft recommendations and dimensions from the upcoming 2009 APBP Bicycle Parking Guide Update. This draft is still under development and differs from APBP's "official" guidelines. Please see the APBP website for the current bike parking guide:

<http://www.apbp.org/?page=Publications>





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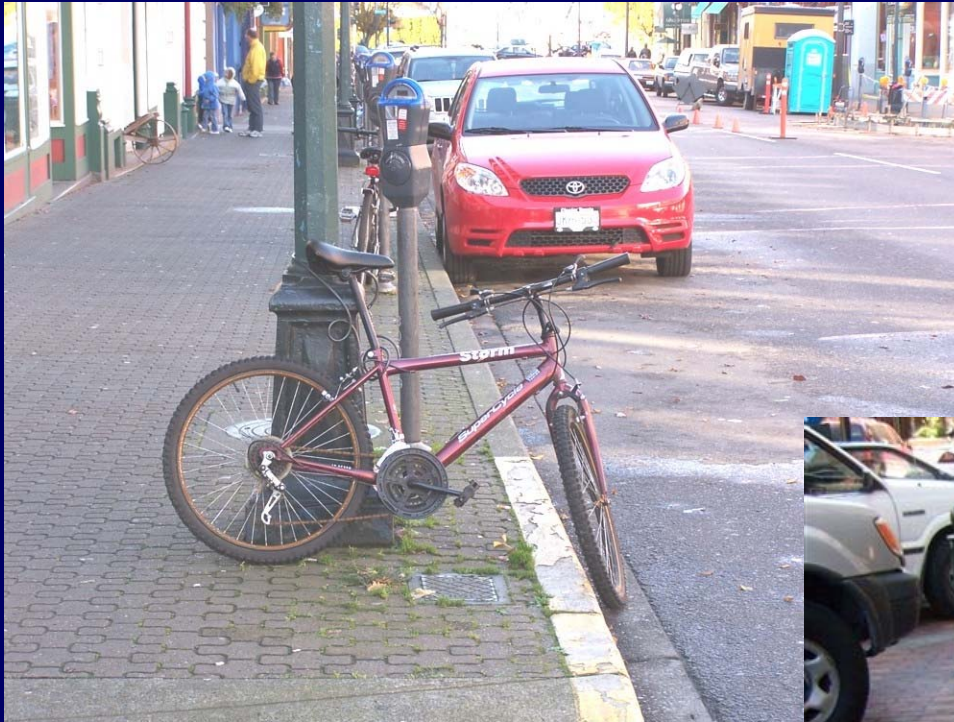
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Why is Bike Parking Important?

- Encourages people to bike
- Is good for business
- Designated parking
 - is more orderly for buildings
 - prevents damage to trees and street furniture
 - prevents bikes from blocking the sidewalk
 - Helps legitimize cycling as transportation
- “I’d ride my bike to work if I had a secure place to lock it up”

APBP Bike Parking Guide - Update Outline

- Chapter 1: Introduction – Core Concepts
- Chapter 2: Facilities
 - How to select a good rack
 - How to select a good locker
 - Site planning
 - Sidewalks
 - In-street parking
 - Transit stations
 - Indoor bike rooms
 - Bikestation™
 - Temporary Events
 - Sheltered Parking
 - Maintenance
- Chapter 3: Policies and Codes
 - How much bike parking?
 - Land use requirements



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Introduction – Core Concepts

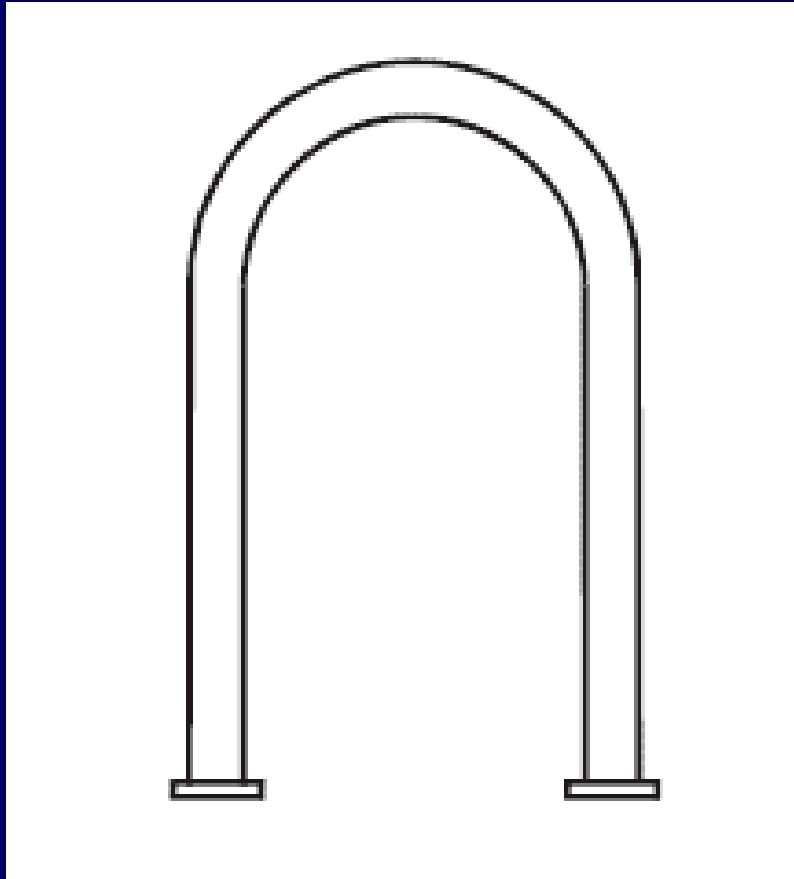
- Short-term Bicycle Parking
 - Less than 2 hours
 - Simple racks (typical)
 - Not usually secured/sheltered
 - Typical land uses:
 - Commercial/Retail
 - Medical/healthcare

Introduction – Core Concepts

- Long-term Bicycle Parking
 - More than 2 hours
 - Racks/lockers/two-tiered racks
 - Secured/enclosed
 - Sheltered or indoors
 - Typical land uses:
 - Residential
 - Workplace
 - Transit

Facilities – Racks

- What makes a good rack?
 - **Cost: Low.**
 - **Maintenance: Moving parts, durable finish?**
 - **Materials: Secure?**
 - **Aesthetics: Fits in with street or site**
 - **Security: Allows locking of frame and wheels**
 - **Usability:**
 - supports bike in at least two places
 - fits bikes with baskets and large or raised handlebars
 - **Capacity: Actually holds number of bikes claimed**



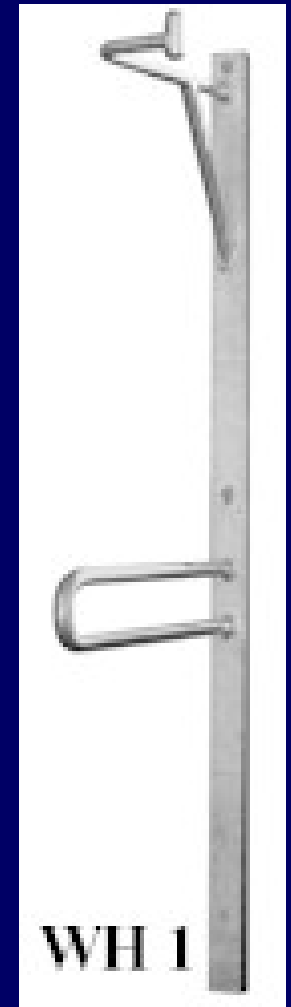
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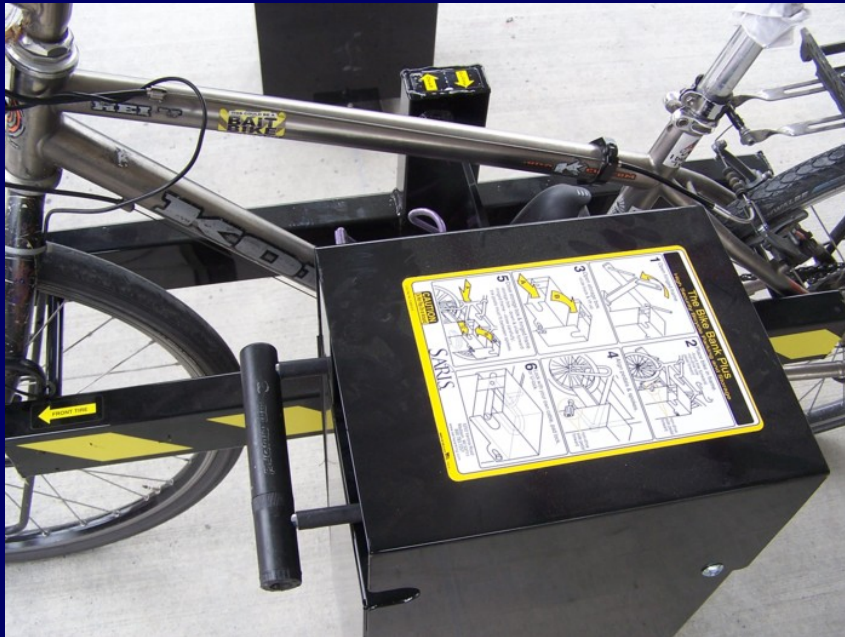
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Facilities – Lockers

- What makes a good locker?
 - **Maintenance**
 - Moving parts
 - Lock (keyed or electronic)
 - Graffiti removal
 - **Materials:**
 - Steel (solid or perforated)
 - Reinforced Fiberglass
 - Polyethylene (flammable, weak)
 - **Security:**
 - Vandalproof hardware
 - Impact-resistant panels
 - Pry-proof door

Facilities - Lockers



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Facilities - Lockers



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Facilities - Lockers



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Facilities - Lockers



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Facilities – Site Planning

- Short-term Parking:
 - Convenient to destination (50ft. from door)
 - Visible from adjacent bikeways
 - “Passive surveillance”/Eyes on the Street

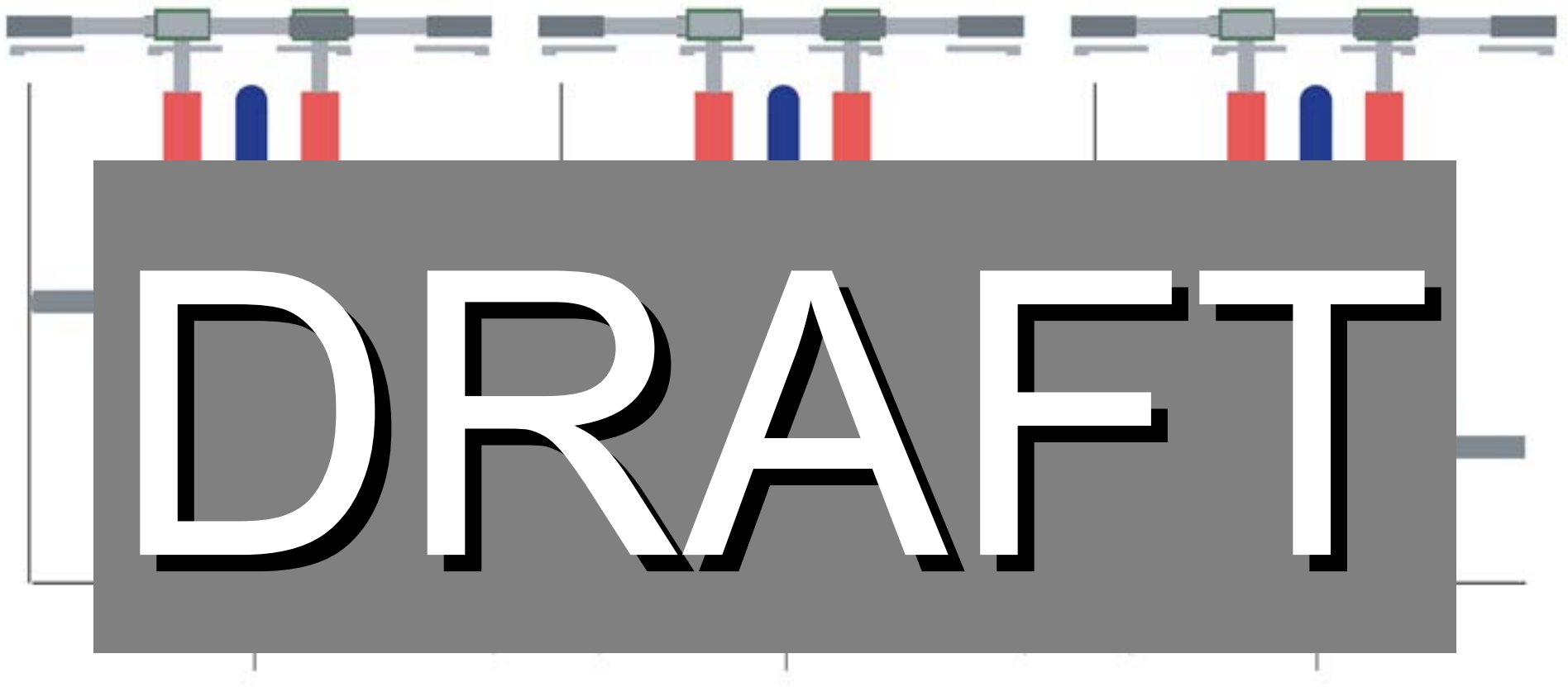
Facilities – Site Planning

- Long-term Parking:
 - Easy access/guide signage
 - Controlled access
 - Leased (keyed or smartcard) lockers
 - On-demand (self-lock or smartcard) lockers
 - Keycard/code access garage cage or bike room
 - Weather protection
 - Shelter
 - Indoor cage or room
 - Lockers/showers

Facilities – Site Layouts

- Avoid handlebar conflicts
- Think about baskets and racks
- Allow clearance for users to lock up
- Aisle spacing: Entry/Exit, flow of users
- Consider access from all sides

Facilities - Spacing



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Short-term Rack Layout – Min. 10' Sidewalk width



The diagram illustrates a short-term rack layout. At the top, a dark blue banner contains the title. Below it, a horizontal line represents the sidewalk. A grey rectangular rack is positioned on the sidewalk, with the word "DRAFT" in large white letters. To the left of the rack, a small 'X' symbol is on the sidewalk line, and an arrow points to the rack. To the right of the rack, a green tree symbol is on the sidewalk line, and an arrow points to the rack. Below the sidewalk, a horizontal line represents the road. Below the road, there are two sets of grey rounded rectangles representing parked cars.

DRAFT

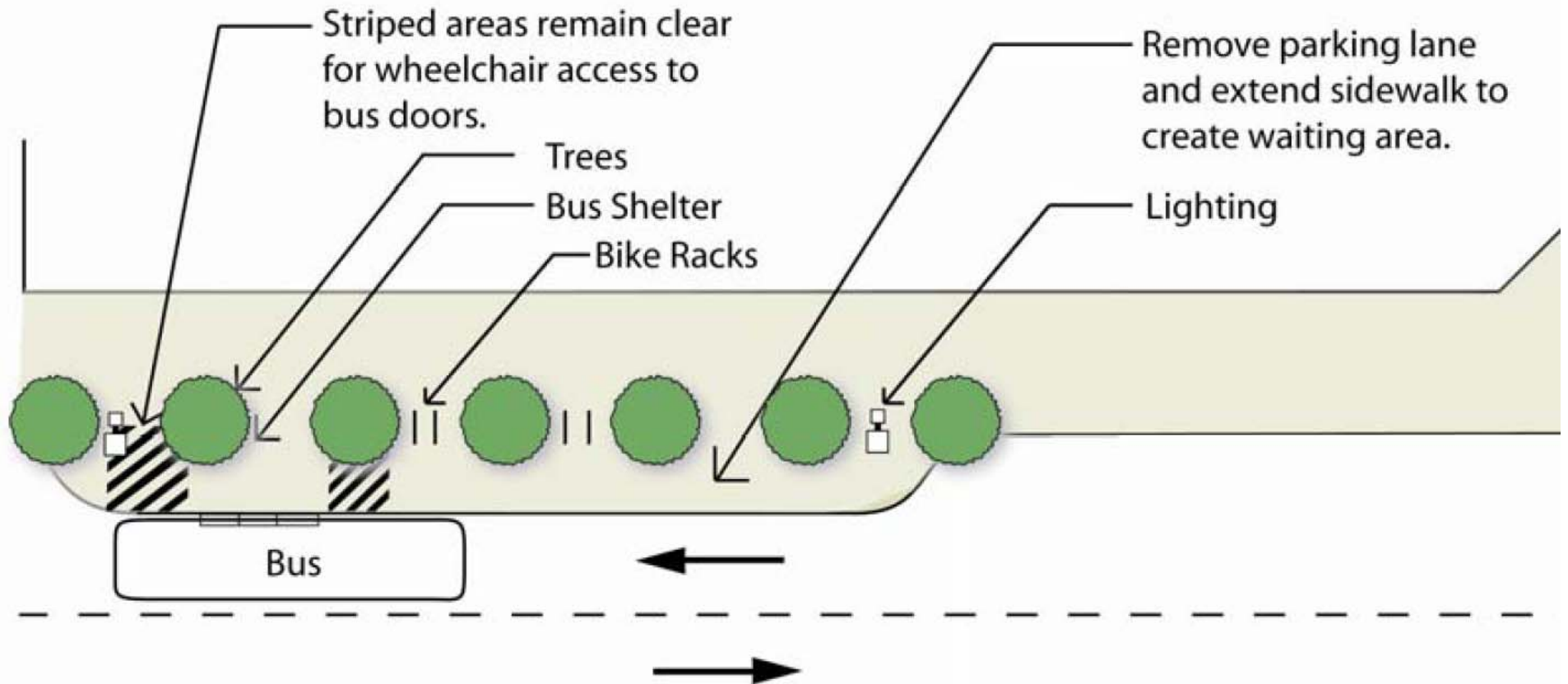
Short-term Rack Layout – Sidewalk 10' + width



A diagram illustrating a short-term rack layout on a sidewalk. A horizontal line at the top represents the sidewalk edge, with a small 'X' symbol indicating a corner or intersection. A vertical arrow points from this line down to a large gray rectangular area. Inside this gray area, the word "DRAFT" is written in large, white, bold, sans-serif capital letters. Below the gray area, four vertical lines represent the legs of the racks. At the bottom, there are two sets of gray, rounded rectangular shapes representing the racks. A small green bush is visible on the right side of the diagram.

DRAFT

Sidewalk Bike Racks and ADA



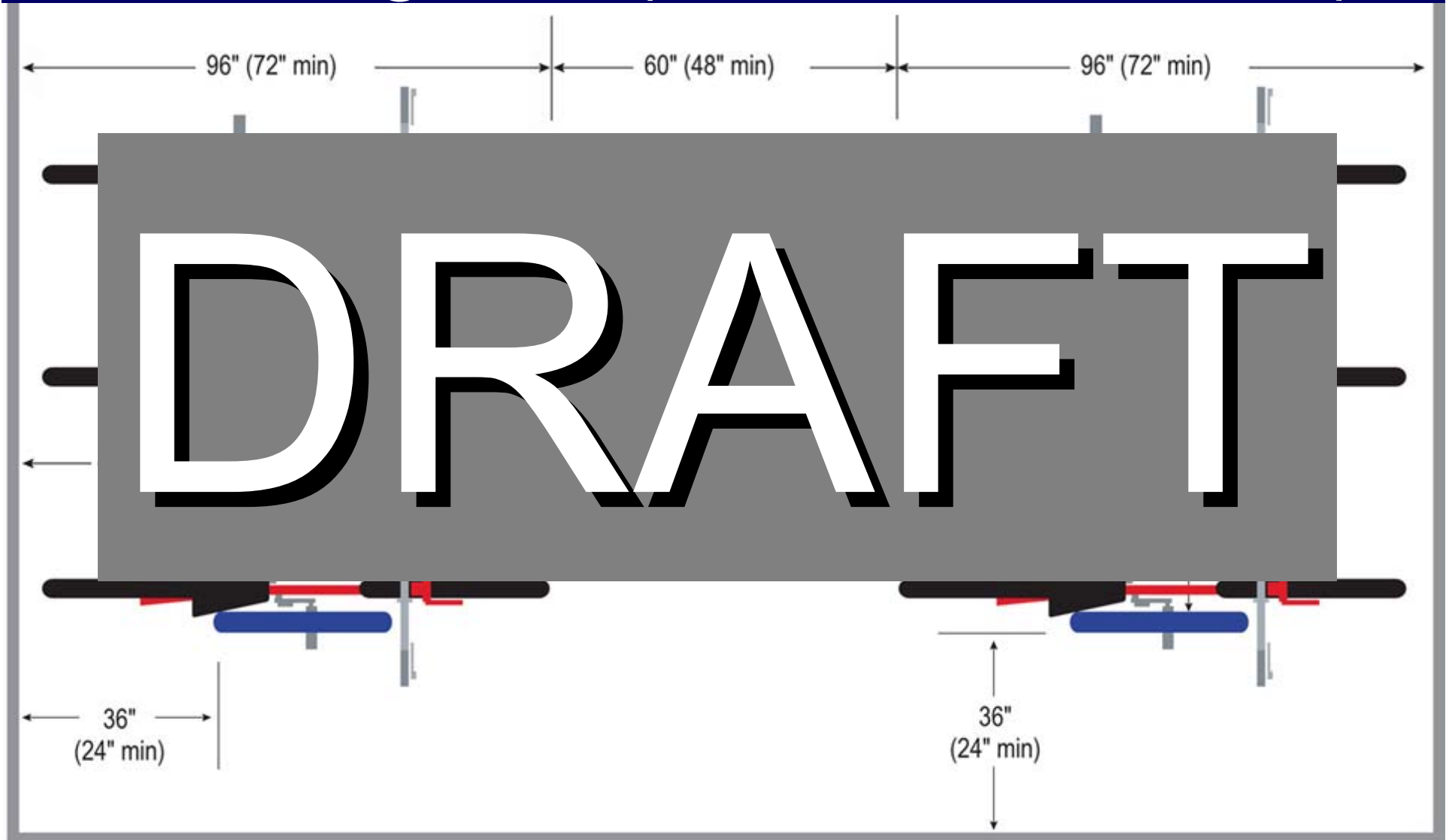
Source: Improving Pedestrian Access to Transit: An Advocacy Handbook



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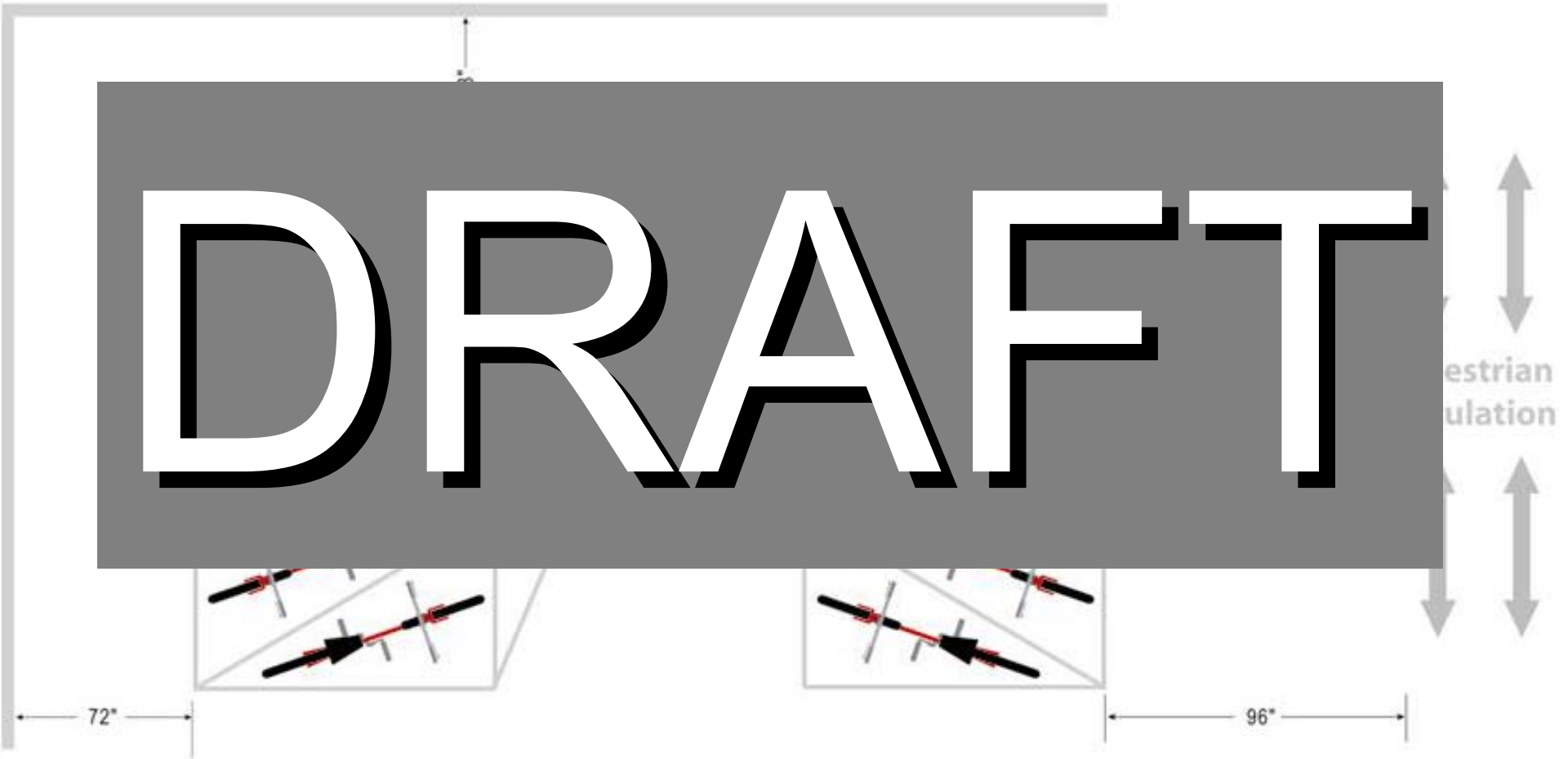
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Short-term Rack Layout – “Parking Lot” (bike room, transit)



Long-term Locker Layout

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In-Street Bike Parking



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Case Study #1 – Berkeley, CA



Parallel Parking: In-street bike parking delineated by heavy-duty architectural bollards on concrete pad



Diagonal Parking: In-street bike parking delineated by pavement markings or rubber curbing on asphalt

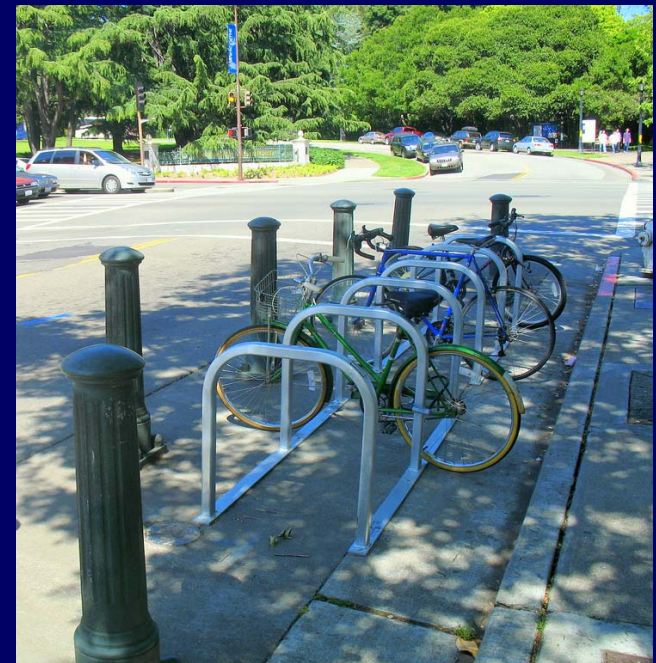


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Case Study #1 – Berkeley, CA

- Began installation in late 90's
 - Two locations installed in downtown – cafe & library
 - Third location installed later at Farmer's Market
- All existing installations:
 - In red zone areas - no parking removed
 - Locations were high volume of bike parking demand
 - Little to no coordination with adjacent properties



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Case Study #1 – Berkeley, CA

- Fourth and fifth locations are under design
 - Sensitive retail storefront areas with active business associations
 - Will need to do outreach to the businesses to communicate the benefits
 - Location #1: One parking space will be removed and blue zone (disabled parking) relocated (“Bike Corral”)
 - Location #2: Will require curb extensions (“Bike Oasis”)

Case Study #2 – Portland, OR

Two facility types of grouped parking in Portland:

Bike Corral

Bike Oasis



In-street bike parking delineated by pavement markings or rubber curbing



Covered bike parking located on a purpose built curb extension



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Case Study #2 – Portland, OR

- 50+ requests to remove on-street auto parking by businesses across the city
- Portland has installed 14 on-street bike corrals; triple this by the end of 2009.
- Locations are identified through consultation with business association (when feasible) and approval by business owner
- Maintenance agreement signed between business and City to ensure corrals are debris free



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Case Study #2 – Portland, OR



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Case Study #2 – Portland, OR



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Case Study #2 – Portland, OR



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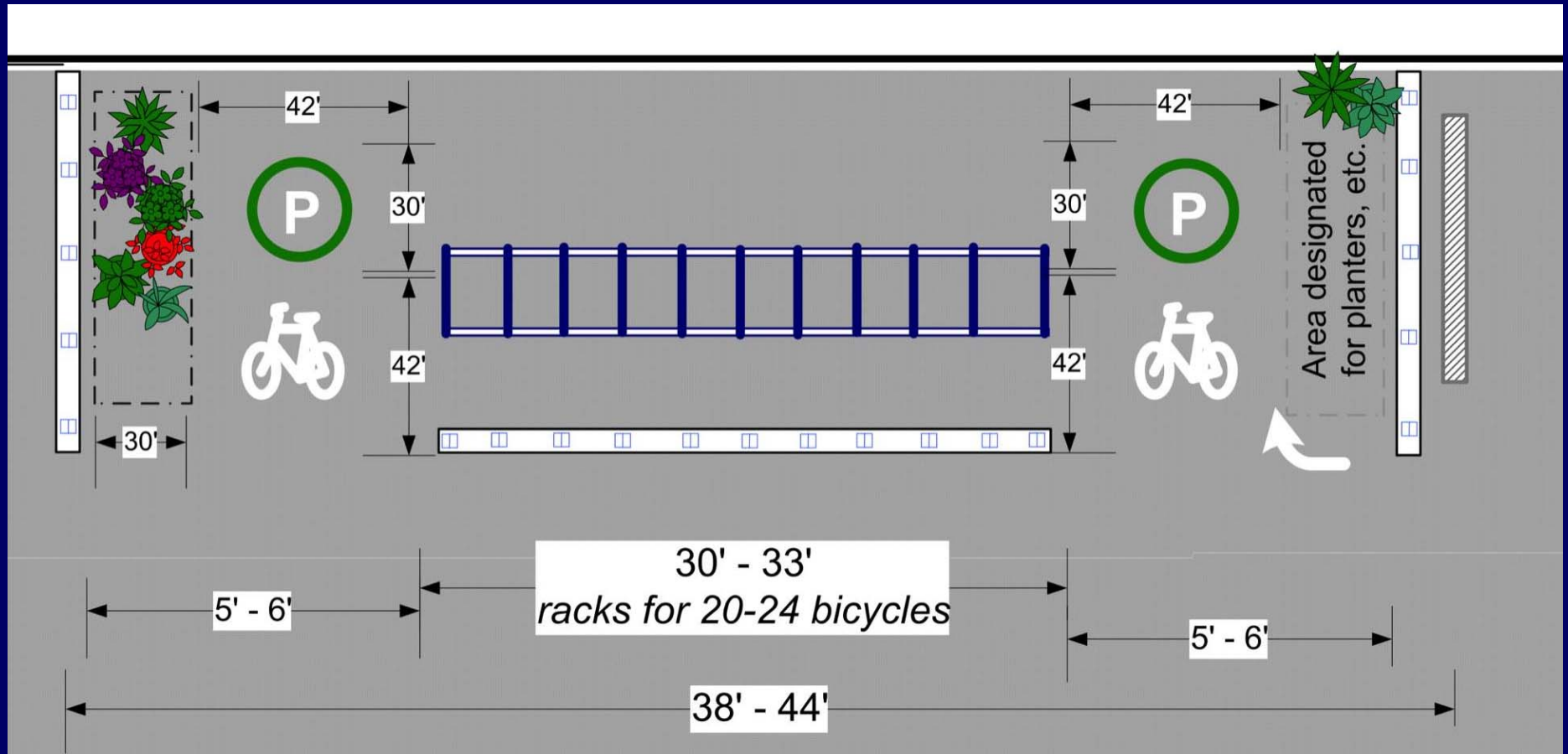
Design – Best Practices

- Safety of users
 - Setback from travel lanes (max width: 8' parking lane)
 - Low roadway speed limit
 - Low truck or bus traffic
 - Low parking turnover
 - Easy circulation/access
- Parallel or Diagonal Space Parking OK
- Layouts (rack placement)
 - Perpendicular OK for wide travel or curb lanes
 - Angled racks better for narrow travel lanes

Design – Best Practices

- Consider Adjacent land use (sidewalk café?)
- Basic bike racks OK (example: inverted U)
- Demarcate area
 - Minimum \$: Paint striping and two soft bollards
 - More \$\$: Rubber curb, reflectors, multiple bollards, temporary planters
 - Highest \$\$\$: Expensive bollards, concrete pad, permanent planters
- Costs vary widely
 - Low end “Corral”: \$1,000
 - High end “Oasis”: \$50,000

Short-term Rack Layout – On-street Parking (Portland, OR)



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Short-term Rack Layout – On-street Parking (8ft. Wide)

DRAFT

Short-term Rack Layout – On-street Parking (6.5 ft. Wide)

DRAFT

Implementation – How to Make It Happen

- Adopt design guidelines (Best Practices)
- Create City policies (maintenance and liability)
- Business community outreach - identify locations
- Identify funding
- Pilot locations which will succeed
- Document success/failure
 - Getting used? How much? (bike counts)
 - Survey cyclists
 - Survey patrons of business district
 - Survey business owners

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Arlington, Virginia



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Baltimore, Maryland



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Chico, California



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Columbia, Missouri



Ninth and Cherry – cost \$1000 – 12 spaces



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Fort Collins, Colorado



New Belgium Bike Rack in Front Trail Head Bar



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Palo Alto, CA - Hamilton Ave



http://www.bicyclesolutions.com/BikeRacksOnStreet/PaloAlto_HamiltonAve.jpg



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Seattle, Washington



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Santa Cruz, Pacific Ave



http://www.bicyclesolutions.com/BikeRacksOnStreet/SantaCruz_PacificAv_OnStRacks01.JPG



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San Luis Obispo, California



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San Francisco, CA Public Library Main Branch



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St Petersburg, Florida



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Warrington, UK



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Brussels, Belgium



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Copenhagen



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Thank you!

- APBP Bicycle Parking Task Force
- Pamela Kolis (Graphic Design)
- Sarah Figliozi, City of Portland

Comments/Feedback:

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