



## CITY OF BEVERLY HILLS

### TRAFFIC & PARKING COMMISSION

August 2, 2012

**TO:** Traffic & Parking Commission  
**FROM:** Martha Eros, Transportation Planner  
**SUBJECT:** Bicycle Rack Guidelines

This report outlines a citywide bicycle rack program that offers residents, businesses, employees and recreational cyclists the necessary amenities to secure personal property at commercial destinations and City-owned facilities. An integrated bicycle network of (pilot) bicycle routes and racks would provide local and regional cyclists with an alternative transportation mode that may facilitate mobility on local streets and encourage individuals to cycle.

#### **INTRODUCTION**

In August 2010, the Traffic & Parking Commission (TPC) formed a bicycle ad hoc committee (Committee) to address bicycle needs in the community. Former TPC Commissioner Joyce Braun expressed concern regarding bicycle parking in the business triangle and the lack of bicycle amenities on South Beverly Drive. Commissioners Ira Friedman, Alan Grushcow and Jeff Levine were appointed to the Committee.

The Committee developed a scope of work that included short and long-term goals to introduce bicycle facilities to the City, which included designing and placing decals on existing bike racks in the business triangle to help the public identify existing racks and developing a bicycle Rack-On-Request program for the business community.

#### **DISCUSSION**

Transportation Planning staff has developed a project plan to install additional bicycle racks in the city. The bicycle rack program includes four elements:

1. Install new or additional bicycle racks at local parks and City-owned parking structures located on City property.
2. City-initiated process to install bicycle racks in the commercial districts outside the business triangle, including South Beverly Drive, North Crescent Drive, the west end of South Santa Monica Boulevard, and on North and South Robertson Boulevard.
3. *Bike Rack-on-Request* program for local businesses. The City will provide a bike rack to any business that asks for and meets space requirements and community support.
4. Determine the style and design of the bicycle rack unit to develop a standard, uniform rack.

### Install Bicycle Racks on City Property

Staff has conducted an inventory of existing bike racks at the local parks (including the mini parks) and the City-owned parking structures to identify bicycle needs in public spaces. Staff would implement the installation of bike racks at the parks and parking structures following the technical review by Public Works & Transportation staff.

### City-Initiated Bicycle Rack Installation in Commercial Districts

Staff proposes a city-initiated process to install bike racks in five commercial districts outside of the business triangle (Attachment A). Similar to the existing criteria for a City-initiated Preferential Parking Permit Zone or a request to add a parking meter or passenger load zone, staff would notice merchants/owners in each district of the proposed installation of bike racks on their blocks. Pending public comment/response, staff would proceed with the installation. If a bike rack installation is challenged, staff would review the request with the Traffic & Parking Commission. Each district would be implemented in phases, with priority to be determined by at a future date.

Bicycle racks would be placed at locations, most likely at block end/corners, to maintain an unobstructed public right-of-way and adhere to ADA standard (note: reference Placement of Bicycle Racks below).

### Bicycle Rack-On-Request Program

Rack-on-Request is a program found in many cities throughout the United States. The proposed program would allow private businesses to request a bicycle rack be installed on their property or on the public right-of-way near their property. After receipt of an application/request, a formal review of the affected area would be conducted by the Public Works & Transportation Department. Specific eligibility requirements, including geometric and ADA guidelines, the location would determined placement and installation (Attachment B).

Ideally, bicycle racks will be placed as close to the applicant's requested location, but the ultimate determination will be a clear walkway that does not impede pedestrian traffic. Thus, bike racks may be placed closer to the block ends/corners to maintain an unobstructed walkway.

The Rack-on-Request application would be available on the city website for public access. The application will ask for basic information, such as the name of the business and contact person, address, and telephone number and email. It will also ask for the number of racks and an explanation supporting the request for a bike rack adjacent to their business. Once the application is completed, it can be turned in online or sent in by mail to the Department of Public Works and Transportation.

A staff review process will determine whether or not the specific location is eligible for a bike rack installment. This process will involve a site visit to measure to determine if and where the bike rack will be installed. The Director of Public Works & Transportation and/or his designee (i.e., Traffic Engineer) would review and approve the application for implementation. For cost efficiencies, staff will collect and process multiple requests at one time versus single installations.

Similar to the "speed hump" requirements, staff would notice the affected area and businesses regarding 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 Traffic & Parking Commission.

If approved, guidelines and/or Municipal Code directives would need to be developed.

#### Design and Style of Bicycle Racks.

The existing bicycle racks located in the business triangle were installed during the Urban Design Project renovation in 2005. There are 21 custom-designed racks dispersed on Canon and Beverly Drives and Dayton and Brighton Ways (Attachment C). Most racks were placed near restaurants to provide convenience to the bike delivery staff. Following independent field observations by TPC Commissioners and transportation staff, it was noted that bicycles were secured to parking meters and trees.

A more traditional style of bike rack is proposed by staff as new bicycle amenities are introduced into the city infrastructure. Based on information received from bicycle professionals, municipal colleagues, and the bicycle community, staff recommends a rack that secures a bike frame at two points. Examples are provided in Attachment D.

Staff recommends the post-and-loop style due the single point of installation in the public right-of-way. Alternative options include an inverted "U" or "A" rack which require two posts drilled into the sidewalk. Each style may be purchased directly from a vendor or can be customized to reflect the character of the City of Beverly Hills. Although a customized rack would require additional time for design and manufacturing for any of the three styles, the design could incorporate the Beverly Hills shield or a bicycle motif that aesthetically blends into the environment.

The "comb" or "wave" racks are not desirable styles of racks due to the single-point for securing a bicycle, typically the front end of the frame. A bicycle wheel or frame can be damaged to remove a bicycle from the rack. Additionally, space requirements increase with the large frames.

#### Placement of Bicycle Racks

Bicycle rack should not obstruct pedestrian traffic and placement of racks must observe all applicable American with Disabilities Act (ADA) standards (Attachment E). The placement of bicycle racks should be in full view to maximize visibility and minimize vandalism. Rack must be between the road and entrance of building without obscuring the walkway, and provide enough room 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.

#### COSTS

The cost of each bike rack installment depends on the type and size of rack that will be installed. The cost of a post-and-loop rack that fits 1-2 bikes ranges from \$200-\$600 per rack and an inverted "U" style ranges from \$200-\$500, depending on material and size. These

prices were obtained from multiple vendor websites. Labor and other internal resources costs will be determined and set based on annual cost analysis.

### **RECOMMENDATION**

Staff proposes that the Traffic & Parking Commission recommend:

1. Install additional bicycle racks at local parks and City-owned parking structures located on City property;
2. Implement a city-initiated process to install bicycle racks on the public right-of-way in the commercial districts;
3. Implement a *Bike Rack-on-Request* program for local businesses; and
4. Recommend a post-and-loop rack style as a standard for citywide installation.

#### Attachments:

- A) Map – Proposed City-Initiated Bicycle Rack Districts
- B) Bike Rack Installation Guidelines
- C) Map – Existing Urban Design Bicycle Racks
- D) Bicycle Rack Styles
- E) Bicycle Parking Guidelines