

June 19, 6:30pm – bike parking strategy meeting

Questions for Adam Popper

1. Will bike parking strategy include recommendations concerning “good” designs for street furniture, or is that already decided or outside scope ?
2. Currently, how does the City decide when to install bike rings vs. “8 bike capacity” racks ?
3. At March 1 meeting, you mentioned that the city had conducted a survey of all bike rings located on street ROW, as well as their current state of repair. Is that survey data publicly accessible ? Any target milestones for completing repairs, and replacement of all old rings? Does that survey also indicate location of currently installed “8 bike capacity” racks ?
4. Has Parks & Rec completed survey of all bike racks located in parks, community centres ? Is that survey data publicly accessible ?
5. Other cities claim to remove abandoned bikes after 72 hour notice (eg. San Francisco BART). How can removal process in Toronto be expedited?
6. Do current city bylaws prohibit use of bike rings for motorcycles, large e-bikes ? commercial bike share companies ? (eg. <https://dropbike.ca/>)

Photo survey of existing Toronto street ROW parking

<http://www.unbeldi.com/other/bike/parking>

this document: <http://www.unbeldi.com/other/bike/bike-parking-june2017.pdf>

Bike parking practices

Summary from various documents, each one followed by a link to the source document

Montgomery County (near Washington DC)

bicycle parking guidelines: divided into five sections (page 5):

1. Short-Term Bicycle Parking
2. Long-Term Bicycle Parking
3. Wayfinding
4. Security
5. Bicycle Support Facilities

bike rack criteria (page 10):

- Permit a bicycle frame and one wheel to be locked to the rack with a high security lock.
- Permit a bicycle to be securely held with its **frame supported in at least 2 places**.
- Be durable and securely anchored.
- Have a locking surface thin enough to allow standard u-locks to be used, but thick enough so the rack cannot be cut with bolt cutters.
- Perform as well as an inverted-u.

Recommended practices (page 12):

- Sheltered
- Elongated racks (also, page 30)

advantages and disadvantages of using bicycle lockers (Appendix C)

<http://montgomeryplanning.org/wp-content/uploads/2016/11/Bicycle-Parking-Guidelines-Final.pdf>

San Francisco

In San Francisco, all public and private garages with 10 or more spaces are required to provide bicycle parking.

<https://www.sfmta.com/getting-around/bicycling/keep-your-bike-safe>

The new bicycle parking requirements in San Francisco became effective in 2013.

<http://sf-planning.org/bicycle-parking-requirements>

page 2: San Francisco Bicycle Parking Requirements - All bicycle racks shall:

- support bicycles at two points of contact in order to prevent bicycles from falling;
- allow locking of bicycle frames and one wheel with U-locks;
- use square tubes to resist illegal rack cutting;
- minimize maintenance costs (i.e. galvanized finish resists corrosion);
- not require lifting of a bicycle;
- be mounted securely to the floor; and
- provide visibility to approaching cyclists and pedestrians with a minimum height of 32 inches.

page 7: Characteristics Of Different Types Of Bicycles (Standard Bicycle, Child Bicycle, Tandem Bicycle, Cargo Bicycle, Bicycle+Trailer Bike, Bicycle + Child Trailer, Bicycle and Child Seat, Recumbent Bicycle)

<http://bit.ly/2svgtCH>

different parking requirements, based on commercial use category: Retail Sales, Personal Services and Restaurants, Office, Retail devoted to bulky merchandise, Light manufacturing, Hospitals (In-patient), Medical Offices (Out-Patient)

<http://bit.ly/2s47GVG>

background info: bicycle Parking Requirements in Comparable Cities (San Francisco, Portland, Vancouver, New York City)

<http://bit.ly/2suUawS>

San Francisco requires commercial property owners to:

- Allow tenants to bring their bicycles to their leased space, or
- Provide secure bicycle parking on-site, or
- Provide no-cost off-site bike parking access for tenants within 750 feet of the building

<http://bit.ly/2rc8iXP>

bike racks, corrals, bike valet

<http://www.sfbike.org/resources/bike-parking/>

<http://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals>

- bike lockers, bike stations provided by regional transit system (BART)
- When a bicycle appears to be abandoned, a 72 hour notice will be placed on the bicycle. If the bicycle is not removed within 72 hours, it will be impounded.

<https://www.bart.gov/guide/bikes>

Portland

examples of generally acceptable (and not acceptable) Bicycle Rack Types:

<https://www.portlandoregon.gov/transportation/article/58409>

Bike Parking regulations

Page 31: The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle; securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

<https://www.portlandoregon.gov/bps/?c=34561&a=53320>

(thanks to James Schofield for Portland links)

Europe - general

Promoting Cycling for Everyone as a Daily Transport Mode (PRESTO) has these Implementation Fact Sheets: Infrastructure - Parking

Bicycle parking and storage solutions

assessing bike rack quality (page 2)

- Does it provide stability? A bicycle with 10 kg of luggage in a side bag should be able to stand up without damage to the bicycle.
- Does it protect against theft? It should be possible to secure both the frame and the front wheel. If only a wheel can be attached, thieves may detach the wheel.
- Is it compatible with many types of different bikes?
- Is it practical?
- Is it robust?
- Is it easy to maintain?

In view of these requirements, it is not surprising that the inverted U-shaped bar is widely recommended. For the same reasons, low front-wheel grips should be avoided.

<http://bit.ly/2svvBjk>

Bicycle parking in the city centre

planned, area-wide policy for public bicycle parking is recommended:

- A careful local needs analysis
- efficiently plan cycle parking locations, quantity and quality.
- Monitoring at regular intervals is recommended to adjust provision to evolving needs.
- Cycle parking fits into an overall parking and travel demand management policy.
- Balancing the supply of car and bicycle parking can contribute to a desired modal shift.

<http://bit.ly/2s475TT>

Bicycle parking in residential areas

- cramped residential areas with a majority of flats or smaller houses without garages or other storing space. This is typical for older housing, but it may also be an issue in more recently developed neighbourhoods with small dwellings. Space is lacking to keep a bicycle inside the home, let alone a bicycle for each member. Parking bicycles on the street overnight is risky.
- Public authorities can create and run neighborhood storage facilities: buildings, parts of buildings or enclosed areas used for bicycle parking.
- New housing should provide sufficient storage space for one bicycle per occupant.
<http://bit.ly/2s4w1KT>

General info about Presto

<http://ec.europa.eu/energy/intelligent/projects/en/projects/presto>

Vancouver

three different types of bike parking are available at SkyTrain stations, bus exchanges, and West Coast Express stations throughout Metro Vancouver.

- Bike Parkades: Indoor facility for registered customers with multiple bike racks inside. Available at Main Street–Science World Station and King George Station.
- Bike Lockers: Reserved locker for your bike. Available at most SkyTrain stations and some bus exchanges.
- Bike Racks: Standard outdoor racks for locking your bike up. Available at all SkyTrain stations and most bus exchanges.

<http://www.translink.ca/en/Rider-Guide/Bikes-on-Transit/Bike-Parking.aspx>

bike valet service, a social enterprise of Better Environmentally Sound Transportation (BEST)

<http://thebicyclevalet.ca/about>

<http://vancouver.ca/streets-transportation/secure-bicycle-parking-at-events.aspx>

Type of bike racks:

- Traditional bike racks (“triangle”)
- U-shaped bike racks: for two bikes at a time, they use less side walk space than the traditional racks
- Bike corrals: arranged on the street instead of the side walk. Used when there is a high-demand for bike parking.
- Bike lockers provided by TransLink

<http://vancouver.ca/streets-transportation/bicycle-parking-racks-and-corrals.aspx> has photos of each type (no detailed photo of corral bike rack)

Bicycle racks shall [use] “Secure theft resistant anchoring” means that the rack cannot be dislodged by the use of a wrench, screwdriver, crow-bar, or boltcutter; rather, it should require either extreme force (e.g. sledgehammer or acetylene torch) or custom-designed tool to dislodge. Methods which incorporate recessed boltheads and/or grouted-in anchoring are appropriate. **Bicycles shall be supported above the centre of gravity** (approximately 0.5m above the floor for horizontal parking) so that they cannot be knocked down easily when secured.

<https://bikehub.ca/sites/default/files/imce/bpds.pdf>

Other links

Research paper: Economics of Bicycle Parking Infrastructure in Vancouver
<http://www.urbanracks.com/files/TheEconomicsOfBikeParking.pdf>

Vancouver HUB Cycling is equivalent of Cycle Toronto (originally named the Vancouver Area Cycling Coalition)

<https://bikehub.ca/about-us/hub-cycling>

<https://bikehub.ca/blog/help-us-secure-better-bike-parking>

San Francisco Bicycle Coalition is equivalent of Cycle Toronto

<http://www.sfbike.org/about/>