

# BOARD OF ALDERMEN

ITEM NO. D(5)

## AGENDA ITEM ABSTRACT

MEETING DATE: September 4, 2012

**TITLE: Review of Land Use Ordinance Section 15-295.1, Relating to the Design of Bicycle Racks Required for New Developments**

<b>DEPARTMENT: Planning</b>	<b>PUBLIC HEARING: NO</b>
<b>ATTACHMENTS:</b> A. Resolution B. Pages from Comprehensive Bicycle Transportation Plan – bicycle parking design recommendations C. LUO Sec. 15-295.1	<b>FOR INFORMATION CONTACT:</b> Jeff Brubaker – 918-7329

### PURPOSE

The Board of Aldermen expressed an interest at its June 19, 2012, meeting to further review Land Use Ordinance Section 15-295.1 regarding designs of bicycle racks. This agenda item provides an opportunity for the review.

### INFORMATION

#### **Background**

The Board of Aldermen adopted the Comprehensive Bicycle Transportation Plan on March 24, 2009. The Bike Plan recommended that the Land Use Ordinance (LUO) be amended to require bicycle parking for certain land uses. It also recommended certain designs of bicycle racks based on stability, ease of use, space efficiency, and security of the bike. *Attachment B* includes an excerpt of the Bike Plan's design recommendations. The entire Bike Plan is available on the Town of Carrboro transportation web page: <http://townofcarrboro.org/pzi/Trans/transportation.htm>.

On June 19, 2012, after advisory board review and a public hearing, the Board of Aldermen adopted an ordinance requiring bicycle parking for certain land uses within new developments. Concurrent with the adoption, the Board directed that a review of Land Use Ordinance Section 15-295.1 (shown in *Attachment C*), which pertains to to bike rack design, be scheduled for a future meeting.

Sec 15-295.1 includes provisions relating to bike parking location on the site, coverage, clearance, aisles, and visibility. The subsections specific to the design of the actual rack element are:

- (h) Each bicycle parking space shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be conveniently secured using either a chain and padlock or a U-lock. The frame shall support a bicycle in a stable position without damage to the frame, wheels, or components. The rack designs commonly known as “inverted U”, “A”, and “post-and-loop” are preferred types. The “wave”, “toast”, and “comb” racks, as described in Chapter 7, Figure 7-60, of the Comprehensive Bicycle Transportation Plan, are discouraged.
- (i) Bicycle racks should be designed and constructed according to Design Guidelines of the Carrboro Bicycle Plan.

Some of the design questions surfacing in discussions by the Board and advisory boards who reviewed the draft ordinance included comb, toast, and wave racks and custom bike racks.

### **Comb, toast, and wave racks**

If the Board wishes to modify the existing language, the following options could be considered:

- Discourage installation of these designs (current language – no modification necessary)
- Prohibit installation of these designs
- Allow installation but do not allow them to count toward fulfillment of the requirements
- Allow installation to count toward fulfillment of the requirements.

The fourth option is contrary to the recommendations in the adopted Bike Plan (*Attachment B*).

The third option may also lead to comb, toast, or wave rack installation, but these racks would be extra parking, not supplanting the recommended designs.

The recommended designs – inverted U, A, and post-and-loop (a.k.a. hitch) – are generally seen as giving more security and stability to parked bikes. A properly parked bike can be locked in two places – at both the front and rear of the frame – so the frame as well as both wheels can be secured to the rack. Inverted U, A, and post-and-loop racks with square tubing or larger-diameter circular tubing are generally more resistant to being cut.

### **Custom bike racks**

There are many examples of custom bike racks in the Triangle and different cities that double as both street art and secure bike racks.

- New York City – David Byrne Bike Racks:  
[http://www.nyc.gov/html/dot/downloads/pdf/brynerack\\_map2.pdf](http://www.nyc.gov/html/dot/downloads/pdf/brynerack_map2.pdf)
- New York City – CityRacks Design Competition:  
<http://nycityracks.wordpress.com/>
- Seattle – 1% for Art funding – Parking Squid:  
<http://artbeat.seattle.gov/2012/05/22/parking-squid-for-bicycles-to-be-dedicated-at-seattle-center-may-31/>
- Louisville, KY – Bike Rack Structures  
<http://www.ldmd.org/Bike-Racks.html>

- Portland, OR – Art Racks  
<http://www.portlandoregon.gov/transportation/article/184578>
- Reno, NV – 2% for Art/Public Art Program:  
<http://www.reno.gov/index.aspx?page=2046>

### **Bike corrals**

Bike corrals provide on-street parking for multiple bicycles. In cities where they have been installed, they are often located in a former vehicle parking space, in front of a business that has requested the installation.

Bike corrals have been installed in (# of corrals, if known): Portland (85), San Francisco (26), New York, Pittsburgh, San Diego, Columbia (SC), Milwaukee, Santa Barbara, Chicago, Boulder, Philadelphia, Culver City (CA), Evanston (IN), Austin, Corvallis, Los Angeles, and others.

The comb rack on Shelton St. outside of Carrboro Elementary is a type of bike corral.

### **FISCAL AND STAFF IMPACT**

No substantial fiscal and staff impacts accrue from this agenda item.

### **RECOMMENDATION**

Staff recommend that the Board consider whether changes are warranted to LUO Sec. 15-295.1 and provide appropriate direction to staff to follow up on this item. A draft resolution is provided in *Attachment A*.