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Item No. 12.4.2
Transportation Standing Committee
April 28, 2016

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY: Original Signed
Ben Buckwold, Chair, Active Transportation Advisory Committee

DATE: March 18, 2016

SUBJECT: On Street Bicycle Parking Policies

ORIGIN

Motion passed at the February 18, 2016 meeting of the Active Transportation Advisory Committee.

LEGISLATIVE AUTHORITY

Section 2.1 on the Committee's Terms of Reference – "The Committee will provide timely advice to the Transportation Standing Committee on matters relating to budget, infrastructure, education, policy and public awareness"

RECOMMENDATION

The Active Transportation Advisory Committee requests the Transportation Standing Committee consider asking for a staff report on the subject of On-street Bicycling Parking Policies, as per the information submitted by the Halifax Cycling Coalition to ATAC on February 18, 2016.

BACKGROUND

This matter was discussed at ATAC's February 18, 2016 meeting. The Committee's representative from the Halifax Cycling Coalition provided an update on the On-street Bicycling Parking Space pilot project which occurred in the late summer/early fall of 2015 at 5775 Charles Street, Halifax. When the project concluded the Halifax Cycling Coalition carried out a review and provided recommendations with regard to on-street bicycle parking opportunities in the City.

DISCUSSION

The Committee considered the document (attached) and concluded there was merit in asking staff to review the information and recommendations and provide a report. The Committee passed a motion as noted above.

FINANCIAL IMPLICATIONS

None with this report. Any financial implications associated with this request would have to be identified in a future staff report.

RISK CONSIDERATION

Not applicable.

COMMUNITY ENGAGEMENT

The Active Transportation Committee is comprised of four members at large, one representative from the following organizations: Halifax Regional Trails Association, Halifax Cycling Coalition, Province of Nova Scotia, Bicycle Nova Scotia, Ecology Action Centre, Advisory Committee on Accessibility in HRM; and three Councillors. Active Transportation Advisory Committee meetings are open to the public and agendas and minutes can be viewed online at www.Halifax.ca.

ENVIRONMENTAL IMPLICATIONS

None associated with this report.

ALTERNATIVES

The Committee did not provide alternatives.

ATTACHMENTS

Attachment 1: On-street Bicycle Parking Policies

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Sheilagh Edmonds, Legislative Assistant, 902.490.6520

On-street bicycle parking policies

In 2015 the Halifax Cycling Coalition successfully implemented the city's first on-street bicycle parking project. Through this process we faced some challenges and obstacles to creating what we would consider the ideal bicycle parking scenario, based on evidence from cities such as Toronto, Ottawa, Vancouver, New York, and Portland. The purpose of this document is to detail what went well, the policy changes we would like to see, and our proposed model for future on-street bicycle parking.

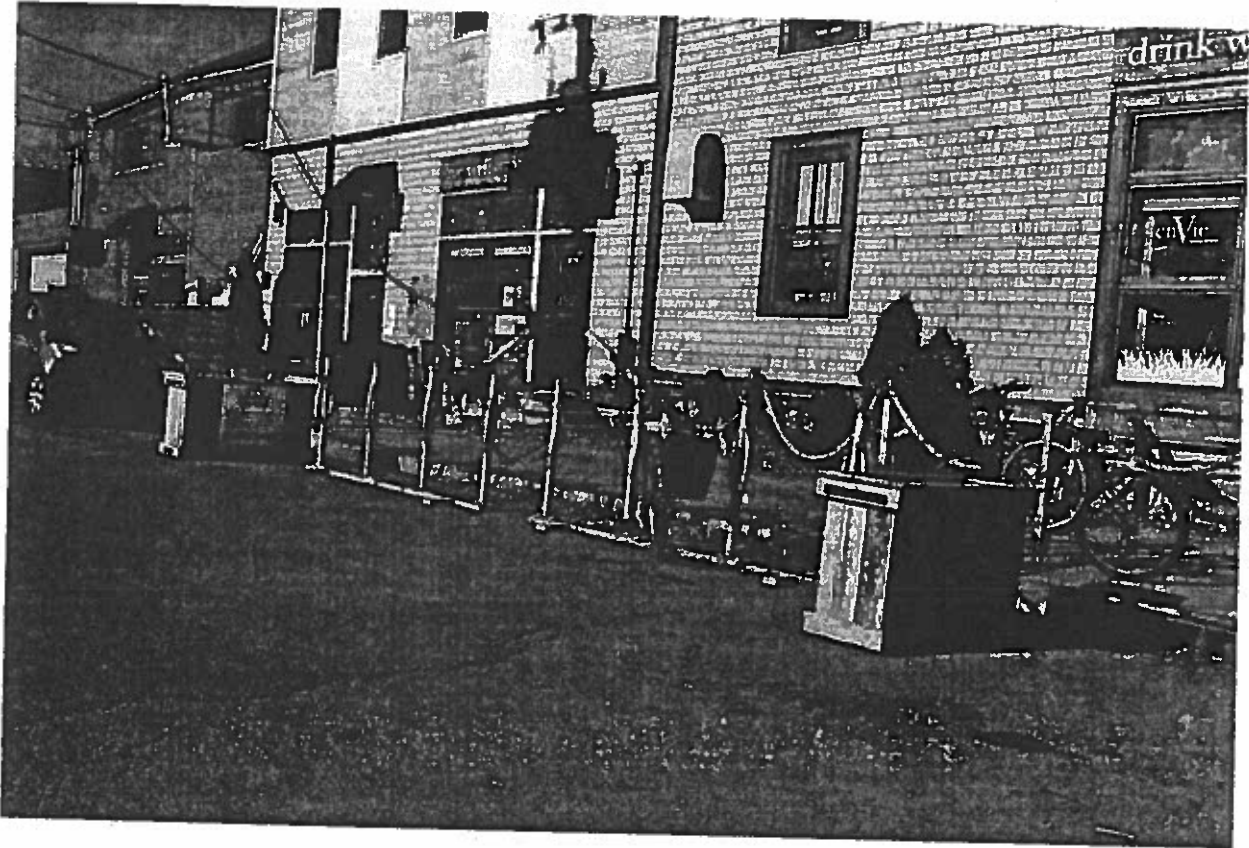


Figure 1 Halifax's first on-street bicycle parking space, at 5775 Charles St

What went well?

Obviously, as we were able to implement the pilot, the idea of on-street bicycle parking is supported by staff and by existing policies. While we experienced delays in order to obtain clarification (either from city staff or our partners) most things went smoothly and we were able to implement the project in our desired area. The permit fee, \$125, was reasonable. Most staff requests (reflective tape, traction pads, etc.) were reasonable and easy to accommodate. The maximum height (1.0m) did not pose any significant challenge to implementation. We were able to deliver the project with a total cost of approximately \$2,500.

What can be improved on

There are many aspects of this project that can be improved on in order to make for better bicycle parking.

Bolting racks to the pavement

Staff were opposed to bolting the racks to the pavement. We have since verified that sidewalk cafes are permitted to bolt their structures to the pavement and believe that the standard should be the same for bicycle parking as both are seasonal structures thus neither can be worse for the pavement.

There are several reasons why racks should be bolted to the pavement, including:

- **Security:** without fixing the racks to the ground there is added risk of theft. Our wooden structure could be cut apart by a willing thief.
- **A sense of permanence:** bolting the racks to the ground makes it seem more thought-out and less haphazard, instilling confidence in the users.
- **We can't do any more damage than sidewalk cafes** – if they are allowed to bolt in to the pavement we believe we should have the same treatment.

Allowing racks on the main street

City staff were opposed to locating the rack on the main street, expressing concerns that this would be bad for car traffic. Evidence from other jurisdictions shows that the main street is preferred – that's where bike corrals have the biggest impact. Bike corrals need to be visible from shop entrances so that cyclists aren't searching for parking, and by putting them on the main street you maximize their ability to improve crosswalk visibility and provide traffic calming.

From Portland, Oregon: "The City of Portland prefers locating on-street bike parking corrals at street corners in order to add additional benefits, such as creating defacto curb extensions to shorten pedestrian's crossing of the street and improving visibility for cars turning into traffic from side streets. Corrals should be located on the main street as close as possible to the main entrances."

<http://www.portlandoregon.gov/transportation/article/250076#FAQ>

From the Association of Pedestrian and Bicycle Professionals:

"It is tempting to recommend locating corrals on side streets, to move the corral away from higher traffic volumes and to avoid taking premium auto parking spaces away. However, when possible, bicycle parking should be situated on the main street. Locating corrals on the main street makes the corral easier to find for cyclists, generally reduces distance to main entrances, improves visibility of business facades, and creates the most benefits for pedestrians." (Bicycle Parking Guidelines, 2nd Edition, Association of Pedestrian and Bicycle Professionals, 2010)

Overall size

We were given approval for a 7-metre-long space. It is possible that staff would grant an extension, but in general we recommend a 9.1-metre-long space for 16 bicycles which allows for: 2 planters at 25 cm wide, a 1.5m manoeuvring zone at each end, and eight racks with .9m between them. The space at either end is fixed regardless of the number of racks installed. These numbers are based on ABPB guidelines (*ibid.*)

Separation from cars

Due to the need to create a standalone, removal design we built wooden planters for the project. Due to cost and space considerations we recommend allowing flexible plastic posts to be bolted to the pavement at either end of the parking area. This follows accepted practice in other jurisdictions.

Ownership

For this pilot the Halifax Cycling Coalition assumed ownership and liability for the asset. We believe it is unlikely a private business would accept liability for bicycle parking in the right-of-way. We recommend moving to a caretaker model as found in New York City, where the adjacent business is responsible for occasional sweeping, watering plants, snow removal (if winter operation permitted), etc., but the city would own, install, and remove the asset. Through bulk purchasing this would also reduce the total cost of the program. The city would be liable in the same way as the existing sidewalk bicycle racks create liability.

Rack selection

Due to supplier availability and time constraints we chose to use "post-and-ring" racks. These are individually mounted in the chosen location, which mean more pavement damage when bolting to pavement. We recommend "staple" or "inverted U" racks in sets of 3 or 4, welded to a metal base, to provide an easier installation, less damage to the pavement, and maintaining the ease of locking a bicycle that the post and ring offers. shows a set of four staple racks in Eugene, Oregon. It is recommended that racks be attached to the base on a 60 degree angle.

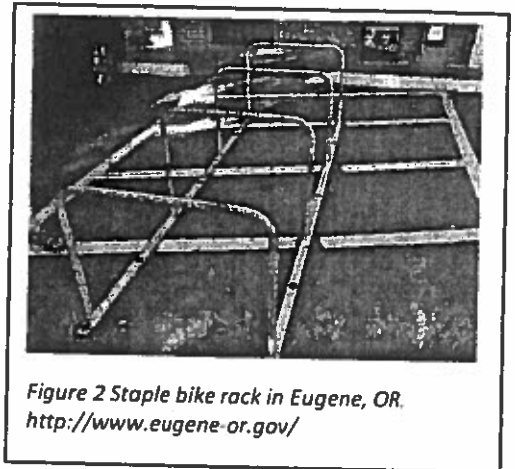


Figure 2 Staple bike rack in Eugene, OR.
<http://www.eugene-or.gov/>

Temporary Event Parking

The application we made is for seasonal parking. We recommend that the city allow temporary event parking for bicycles during any season (subject to the same restrictions as cars during snow events.) These would be for non-fixed bicycle parking. A nominal application fee (e.g. \$25) and clear rules to reduce staff time required for the permit should be determined. Portland partners with community groups to implement the temporary event parking. Halifax already has one group offering this (Clean Foundation), but they are not currently permitted to offer bicycle parking on the street.

Picking up the permit

We were amazed that we had to go to Bayers Road to pick up a permit that was faxed by engineering staff. Why not take our credit card number over the phone and fax (or email) the permit to us directly? Your process would make more sense if the permit needed to be on special signage or paper, or if our identity needed to be verified. Instead, it seemed like the permit pickup process was exclusively intended to waste our time.

Recovering meter revenue

This project did not require the removal of parking meters. Lost parking revenue could easily exceed \$2,000 per meter during the summer season, a cost which could dissuade businesses from installing bicycle parking. As increased bicycle use is a Regional Plan goal we recommend a flat fee to cover the removal and reinstallation of the meter, but no meter revenue recovery fee.

Replace on-street bicycle parking with curb extensions

When repaving a street, on-street bicycle parking stations should always be replaced with curb extensions, with the bicycle parking then located on top of the curb extension. This will create year-

round bicycle parking and yield permanent improvements for all road users through traffic calming and deterring illegal parking and loading near intersections. Mid-block bicycle parking can be converted to a "pinchpoint"-style curb extension. These changes also provide opportunities to add benches, street trees, and waste disposal.

Summary of recommendations

In summary, we recommend the following:

- Encourage the installation of bicycle corrals on main streets
- Encourage the installation of bicycle corrals near intersections to create curb extensions
- Make a clear and simple application process
- Have the city install and own the asset
- Use only "staple"-style racks mounted in 3s or 4s, at a 60 degree angle
- Allow flexible plastic posts to be used as barriers
- Partner with adjacent businesses to perform regular cleaning/monitoring
- Do not recover meter revenue when bicycle parking installed
- Create a temporary event class of on street bicycle parking
- Convert temporary bicycle parking to curb extensions when repaving streets

Conclusion

We were please with the support we received from city hall on this project. Our requests are intended to simplify the process for other groups and make the on-street parking project a simple and affordable way to expand bicycle parking opportunities in the city.

Appendix A – Additional Resources

Portland's typical site plan for bicycle corrals:

<http://www.portlandoregon.gov/transportation/article/454287>

Portland's application for bicycle corrals:

<http://www.portlandoregon.gov/transportation/article/270766>

Portland's temporary event rules: <https://www.portlandoregon.gov/transportation/article/299906>