



Legislation Text

File #: 11-303, **Version:** 1

Staff Report for Adding Title 8, Chapter 12 to the San Leandro Administrative Code, Establishing Guidelines for the Bicycle Rack Program

Provides for adding Bicycle Racks to Chapter 5-1 of the City of San Leandro Municipal Code, establishing a Bicycle Rack Program and adding Title 8, Chapter 12 to the San Leandro Administrative Code establishing guidelines for a Bicycle Rack Program.

RECOMMENDATION

Staff recommends that the City Council adopt the proposed ordinance authorizing the establishment of a Bicycle Rack Program to regulate bicycle rack installation in the public right-of-way. It also recommends that the City Council approve the related resolution establishing the procedure for program implementation.

BACKGROUND

The adopted 2010 San Leandro Bicycle and Pedestrian Master Plan (Master Plan) identified the City-wide Bicycle Rack program as one of the high priority projects that can be potentially implemented in the short term to benefit both bicyclists and pedestrians. The Master Plan included \$50,000 of Measure B Bicycle and Pedestrian funds over a five-year period for this program.

In April 2011, staff installed standard, inverted U-shaped bicycle racks in front of the Civic Center. Staff will install more in the public right-of-way, especially in the downtown area and major commercial activity centers as requested.

A local business owner approached staff requesting upgraded, artistic bicycle racks in front of his business. These artistic bicycle racks are more costly, so staff drafted a City-wide Bicycle Rack Program to allow property owners to install upgraded bicycle racks in the public right-of-way at the business owner's expense. This proposal was reviewed and supported by members of the Facilities and Transportation Committee during its May 10, 2011 meeting.

Analysis

The City of San Leandro recognizes that the installation of bicycle parking racks improves San Leandro's transportation infrastructure and enhances San Leandro's image as a livable innovative city. In particular, the installation of bicycle racks on city streets furthers the following goals:

- To provide needed parking for the increasing number of people who choose bicycling as a transportation option
- To enhance San Leandro's image as a people- and bicycle-friendly city; a community that regards bicycles as a permanent and important part of the city's transportation infrastructure
- To encourage more people to choose cycling as a transportation option
- To create a new symbol for our city's livability that will gain positive attention locally and regionally.

Highlights of the Bicycle Rack Program:

1. Bicycle Rack Design and Plan Criteria

- Bicycle racks shall be installed on a sidewalk that has a minimum 10-foot width
- Bicycle racks shall not be installed within 3.5 feet of the face of a curb
- Bicycle racks shall be at least 4 feet away from trees, meters, benches and other obstructions

- Bicycle racks shall be located within 50 feet of a main entrance
 - An aisle at least 5 feet wide behind all bicycle racks shall be maintained
 - Bicycle racks shall have a stable frame
 - Bicycles shall be lockable at bicycle racks
 - Bicycle racks shall not cover water mains or utility vaults
 - Bicycle racks shall not create a tripping hazard
 - Bicycle racks are child proof - not a potential hazard
2. Standard Inverted U-shaped Bicycle Racks installed by City
- City evaluates and installs bicycle racks in the public right-of-way on a first-come, first- served basis
 - Requires approval from the property owner if the request is from a third party
 - City owns and maintains bicycle racks
 - City may remove or relocate any installed bicycle rack if it is not being kept within the Bicycle Rack Design and Plan Criteria
3. Upgraded, Artistic Bicycle Racks installed by property owner
- Property owner obtains an encroachment permit to install bicycle racks
 - City reviews and approves plans for fabrication and installation
 - Property owner obtains annual encroachment permits thereafter
 - Property owner purchases and installs approved bicycle racks
 - City inspects installed bicycle racks annually
 - Property owner owns and maintains bicycle racks and assumes responsibility for general liability, and names the City as additionally insured on the property owner's insurance
 - Fees for the initial and annual encroachment permits and inspections are waived
 - If the property owner fails to properly maintain the bicycle rack or submit annually liability insurance indicating the City as additionally insured, then the property owner would be deemed to be in violation of his encroachment permit and the remedies as described in the San Leandro Municipal Code shall be applicable
 - City may revoke annual encroachment permits and may demand that property owners remove or relocate a bicycle rack if it is not being kept within the Bicycle Rack Design and Plan Criteria

City Council Committee Review and Action

Facilities and Transportation Committee reviewed and approved staff's recommended draft City-wide Bicycle Rack Program at its May 10, 2011 meeting.

Applicable General Plan Policy

Bicycle and Pedestrian Master Plan GOAL 5.3 - Work with local and regional transit agencies to install bike racks and lockers (or expand existing installations) at major transit stops and terminals and to expand opportunities to carry bicycles on buses and BART trains. Bicycle parking facilities should meet current best practices standards.

Summary Of Public Outreach Efforts

Staff notified interested merchants of the May 10, 2011 Facilities and Transportation Committee meeting.

Fiscal Impact

The cost of each inverted U-shaped bicycle rack is \$200, and the installation of each U-shaped bicycle rack is \$100. Staff expects to install 15 inverted U-shaped bicycle racks each year. The funds are allocated from the Measure B Bicycle and Pedestrian Fund, in Account No. 144-36-298.

Budget Authority

The Finance Department has confirmed that sufficient funds are available in the aforementioned account for installation of the bike racks.

PREPARED BY: Reh-Lin N. Chen, Senior Transportation Engineer, Engineering and Transportation Department