

CITY OF BURNABY
BURNABY BICYCLE ADVISORY COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: BIKE RACK PROGRAM

RECOMMENDATIONS:

1. THAT staff be authorized to pursue implementation of the advertising-based bike rack program for commercial districts as outlined in this report.
2. THAT the Parks Commission consider expanding its bike rack program as outlined in this report.
3. THAT a letter be sent to BC Transit requesting bike racks and bike storage lockers be provided at SkyTrain stations and transit exchanges in Burnaby as outlined in Section 3.0 of this report.

REPORT

The Burnaby Bicycle Advisory Committee, at its meeting held on 1995 May 25 received and adopted the attached report outlining a program for the provision of bike racks at various locations throughout Burnaby.

The Burnaby Bicycle Advisory Committee, therefore, places the recommendations before Council for approval.

Respectfully submitted,

Councillor D. Drummond
CHAIR

: COPY - CITY MANAGER
- DIRECTOR FINANCE
- DIR. PLNG. & BLDG.

CITY OF BURNABY

TO: BICYCLE ADVISORY COMMITTEE 1995 MAY 25
FROM: DIRECTOR PLANNING AND BUILDING Our File: 08.611
SUBJECT: BIKE RACK PROGRAM
PURPOSE: To outline a program for the provision of bike racks at various locations throughout Burnaby.

RECOMMENDATION:

1. THAT the Bicycle Advisory Committee recommend to Council:
 - a) THAT staff be authorized to pursue implementation of the advertising-based bike rack program for commercial districts as outlined in this report.
 - b) THAT the Parks Commission consider expanding its bike rack program as outlined in this report.
 - c) THAT a letter be sent to BC Transit requesting bike racks and bike storage lockers be provided at SkyTrain stations and transit exchanges in Burnaby as outlined in Section 3.0 of this report.

R E P O R T

1.0 BACKGROUND

In response to the general need for bicycle parking facilities and to the interest expressed by private companies in providing bike racks in commercial areas, the Bicycle Advisory Committee has requested that staff examine the establishment of a bike rack program for the City of Burnaby.

In the 1995 Burnaby Transportation Plan, cycling is promoted as a convenient alternative mode of transportation, and the provision of cycling support facilities such as bike racks is encouraged.

This report discusses the provision of bike racks at City-owned facilities including parks, at transit facilities such as SkyTrain stations and bus loops, and within commercial districts.

2.0 CITY FACILITIES

Bike racks are currently provided at City-owned facilities including the City Hall complex, libraries, cultural facilities, community centres, recreation centres, and sports facilities. An inventory by the Parks and Recreation Department has identified a need for additional bike racks at some locations. The Parks and Recreation Department currently budgets for and provides bike racks at these facilities and will address the need for additional bike racks where required.

At present, bike racks are not generally provided in parks that do not contain major recreation facilities, with the exception of Central Park which has designated cycling paths. As parks are a popular destination, some parking facilities for cyclists seem warranted, especially when associated with park amenities such as tennis courts, ball diamonds, outdoor swimming pools, and playgrounds. Bike racks located so as to be convenient and visible from these facilities would encourage people to cycle rather than drive to parks.

It is recommended that the Parks Commission consider expanding its bike rack program to include the provision of racks at a greater variety of parks, such as neighbourhood parks, where warranted.

3.0 TRANSIT FACILITIES

The provision of convenient and secure bicycle parking at SkyTrain stations and transit exchanges can help promote intermodal travel which combines cycling with public transit as a viable alternative to the automobile.

BC Transit has recently concluded a trial program for bike storage lockers at selected transit exchanges in which lockers are leased to cyclists on a monthly basis. Lockers located at SkyTrain stations have been fully used and have waiting lists, while lockers at transit exchanges have not been used as extensively. BC Transit is currently considering the provision of advertising-based, leased bike lockers at all SkyTrain stations and at transit exchanges where there is a demonstrated demand.

It is recommended that BC Transit be requested to provide bike racks and lockers at the four Burnaby SkyTrain stations and at the Brentwood and Lougheed transit exchanges free of charge on the same basis as existing park and ride facilities operated elsewhere in the lower mainland by B.C. Transit.

4.0 COMMERCIAL DISTRICTS

Bike racks are desirable in commercial areas to encourage and facilitate cycling as a means of everyday transportation.

On private property, the merchant or property owner occasionally provides bike racks for their customers. Bike racks are further encouraged in conjunction with major new developments in commercial areas, and this practice will continue to be promoted by staff.

On public property in commercial areas there is an opportunity to provide conveniently located bike racks in the boulevard space between the sidewalk and the curb. For example, the current streetscape design process for the Hastings Street People Moving Project, sponsored by the Ministry of Transportation and Highways, incorporates post-style bike racks situated between the sidewalk and the street curb at frequent intervals along the street.

Excluding Hastings Street, it is estimated that approximately 250 bike racks (three bikes per rack) could be suitably located on public property along the streets in Burnaby's various commercial areas. To this end, staff have reviewed the following three options for providing bike racks in commercial districts.

4.1 CITY-FUNDED BIKE RACK PROGRAM

With a City-funded program, the City would be responsible for the capital costs to supply and install the desired number of bike racks, as well as for the ongoing operations and maintenance costs associated with the program. It is anticipated that additional staff resources would be necessary, particularly at program inception. Capital costs for the supply and installation of 250 bike racks is estimated to be \$125,000, based on a unit cost of \$500 per rack. Annual operational and maintenance costs are estimated at \$30 per rack, totalling \$7,500 per year.

With this program, the City would provide bike racks in target commercial areas identified as a priority, and also in response to requests from cyclists, merchants, and property owners where there is an identified need. Implementation of the program could be phased over a number of years as funding allows. Donations from individuals, service clubs, and private corporations could be incorporated into this program to allow direct sponsorship of bike racks as a community service.

There are a variety of bike rack systems available, some of which are illustrated in Figure 1 attached. The selection of a suitable standard would consider quality and durability, ease of use, number of bicycles that need to be accommodated, and aesthetics.

4.2 COST SHARING BIKE RACK PROGRAM

In this program, the City and property owners would share the cost of the bike racks. The program would operate at the initiative of property owners who identify a need for bike racks but do not have space on their property for a rack. The City would provide and install a suitable bike rack and the property owner would contribute a portion of the cost. The racks would be owned by the City and be located on public property for the use of the general public. The City would be responsible for ongoing maintenance costs for the installed bike racks.

With a cost sharing approach, it would be beneficial to undertake a promotional campaign to advertise the bike rack program.

4.3 ADVERTISING-BASED BIKE RACK PROGRAM

Under an advertising-based program, bike racks equipped with a panel for advertisements are supplied, installed and maintained by a private advertising company at no direct cost to the City. All advertising racks remain the property and the liability of the advertising company. Some indirect costs would be born by the City in the administration and coordination required to oversee the program. The City would receive revenue from the program operation based on the number of racks installed.

This approach is similar to the City's current programs for bus shelters and bus benches which are supplied, installed and maintained by private advertising companies. The City receives \$50 revenue per month from each shelter, while only nominal funds are received from the benches.

Implementation of an advertising-based program would require that the City initiate a process to select a suitable private operator, and to develop an acceptable agreement under which to operate the program. Bike rack design, size of advertising panels, number of racks required, installation methods, and rack locations would be regulated to meet City standards. Advertisers can be encouraged to consider the option of sponsoring non-commercial messages promoting positive environmental initiatives such as cycling. It is also desirable that the City reserve the right to not allow advertising that it deems inappropriate or which raises objections from adjacent businesses.

Consultation with area businesses and property owners would be a necessary component of this program. An amendment to the Burnaby Sign Bylaw, similar to the provision for bus shelter signs, would be necessary to accommodate advertising racks.

The attached Figure 2 illustrates examples of existing advertising racks from other cities.

4.4 ASSESSMENT OF PROGRAM OPTIONS

In summary, the City-funded option would provide for bike racks to be placed as a public amenity throughout commercial streets in Burnaby. This option would require the City to expend significant capital costs initially, and ongoing operational and maintenance costs would also be borne by the City.

The cost sharing option would provide bike racks only where requested by adjacent property owners and would require those owners to share in the capital costs. As a result, the number of racks installed per year under this option would be expected to be quite low.

The advertising-based option would provide a large number of racks in a relatively short period of time and without significant cost to the City. Also, some revenue could be generated for the City from a successful program. Concerns with this option relate to the effect more advertising signs will have on the character of streets in commercial districts, and the extent to which the function and appearance of the racks may be compromised by the need to incorporate the required advertising panels. Another concern relates to the need for the City to control the location criteria and installation standards for placement of the racks.

While all three options have some merit, it is recommended that the advertising-based program be pursued at this time as a cost effective means of providing bike racks in commercial districts. It is recognized that advertising racks can contribute to additional visual clutter on existing streetscapes, and that this aspect should be an important consideration in the selection of an attractive bike rack design suitable for use in Burnaby. Also, the proper siting of the bike racks in safe and convenient locations acceptable to adjacent businesses is identified as an important consideration in the implementation of this option.

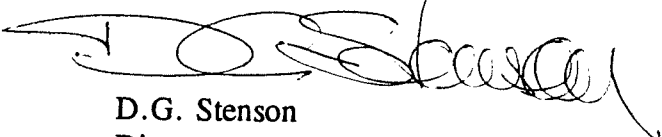
5.0 CONCLUSION

Having reviewed the options for a bike rack program in commercial districts, it is recommended that Council be requested to authorize staff to pursue implementation of the advertising-based program.

If the advertising-based bike rack program is approved by Council, staff will pursue preparation of a draft agreement and proposal call as necessary to implement the program. Staff will also prepare an amendment to the Burnaby Sign Bylaw to accommodate bike rack advertising. As with the bus shelter and bus bench programs, administration of the advertising-based bike rack program will be the responsibility of the Engineering Department.

Regarding City-owned facilities, it is recommended that the Parks and Recreation Commission consider expanding its bike rack program to include the provision of bike racks at a greater variety of parks, such as neighbourhood parks, where warranted.

Regarding transit facilities, it is recommended that a letter be sent to BC Transit requesting bike storage lockers and bike racks be provided at all SkyTrain stations and transit exchanges in Burnaby, as outlined in Section 3.0 of this report.



D.G. Stenson
Director
Planning and Building

KF/KR:lf
Attachments

cc. Director Engineering
Director Finance
Director Recreation and Cultural Services

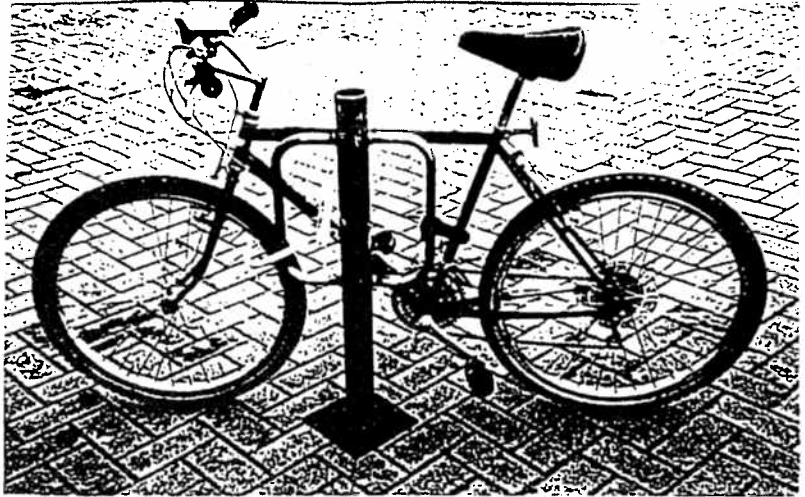
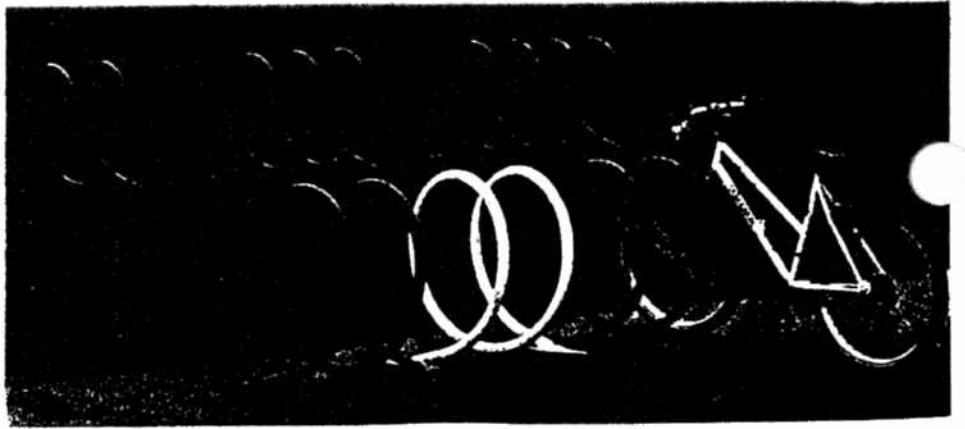


Figure 1: A selection of bike rack systems.

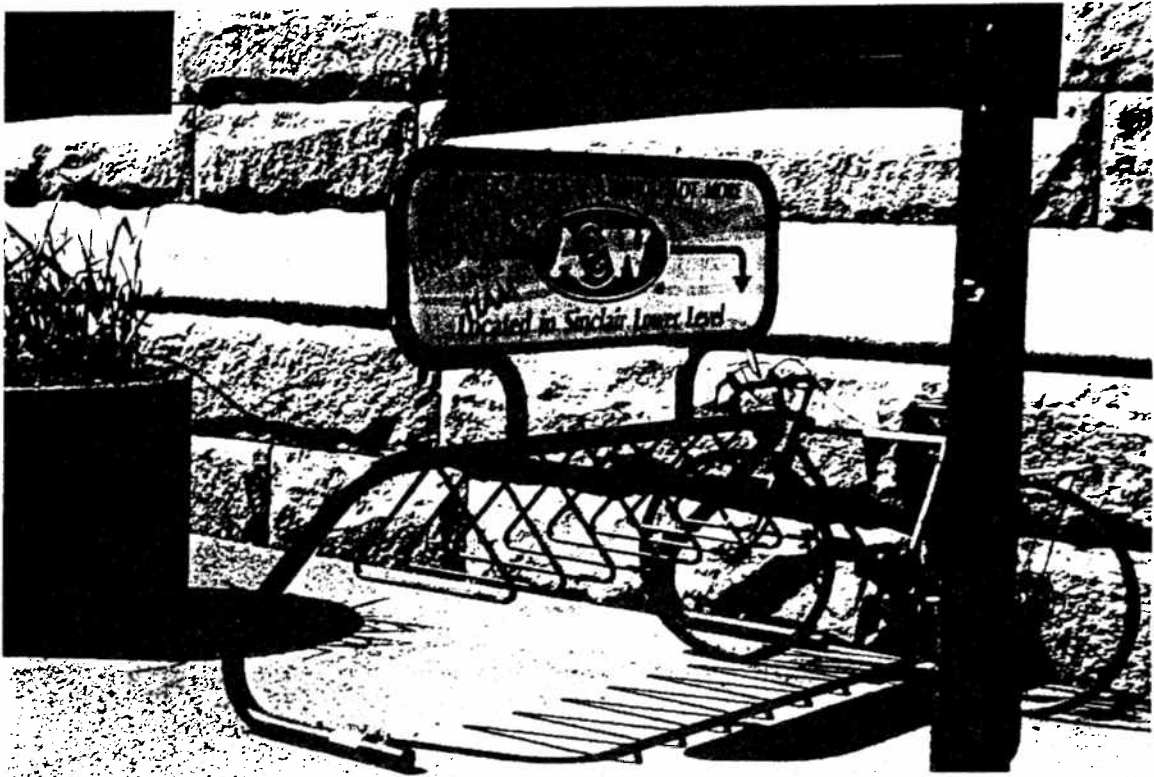
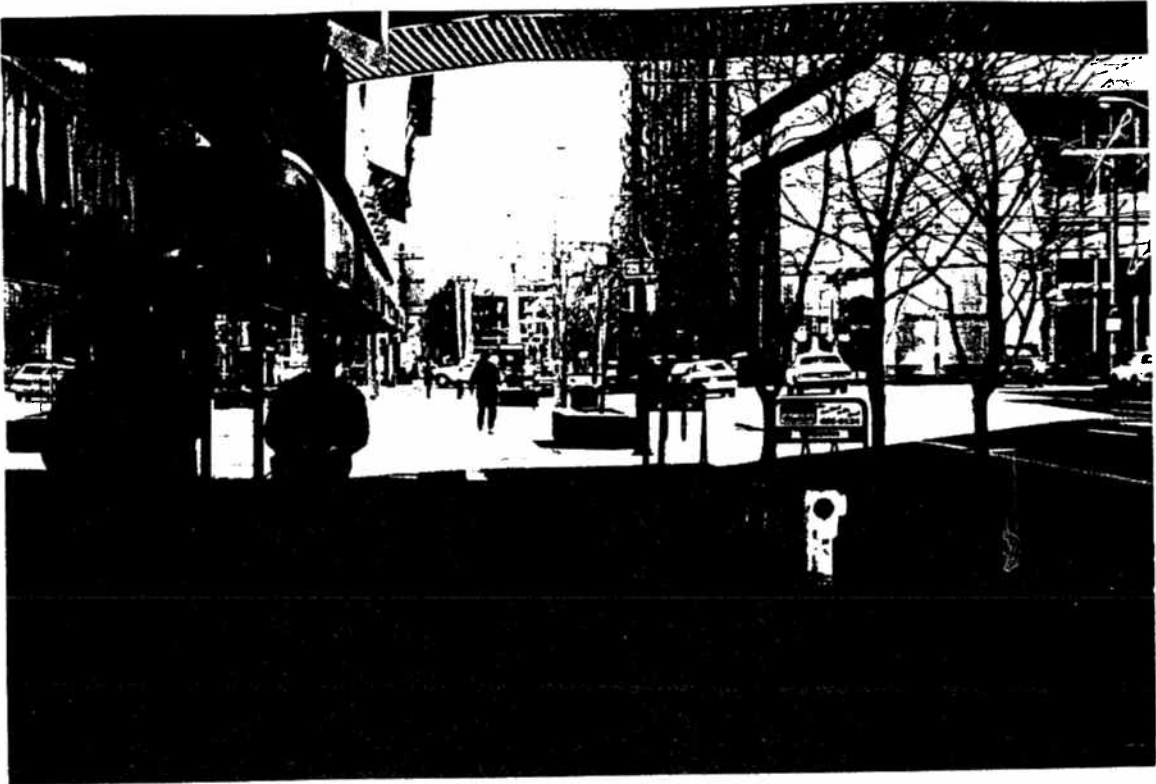


Figure 2: Examples of typical advertising racks.

