

**Meeting Date: 10/22/2013**

**Report Type:** Staff/Discussion

**Report ID:** 2013-00759

**Title: Proposed Parking2Parklets, Bike Corrals and Bike Sharing Programs**

**Location:** Citywide

**Issue:** The City Manager requested an update on three programs: Parklets, Bike Corrals, and Bike Share. Public Works staff is providing the requested update along with recommendations for creating pilot programs for both Parklets and Bike Corrals with City Council approval.

**Recommendation:** Pass a Motion directing the City Manager to create pilot programs for both Parklets and Bike Corrals within the City's transportation right-of-way.

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**Presenter:** Matthew Winkler, Operations General Supervisor (916) 808-5579; Edward Cox, Program Analyst, (916) 808-8434, Department of Public Works

**Department:** Public Works Department

**Division:** On-Street Parking Admin

**Dept ID:** 15001511

**Attachments:**

1-Description/Analysis

2-Background

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**City Attorney Review**

Approved as to Form

Gerald Hicks

10/4/2013 11:01:33 AM

**City Treasurer Review**

Reviewed for Impact on Cash and Debt

Russell Fehr

10/2/2013 10:26:14 AM

**Approvals/Acknowledgements**

Department Director or Designee: Jerry Way - 10/3/2013 2:54:31 PM

## Description/Analysis

**Issue:** The City Manager directed staff to provide an update on programs to promote walking and bicycling as viable transportation options in the City. Public Works staff is introducing three potential programs utilizing the City's public right of way. The three programs are Parking2Parklets, Bike Corrals and Bike Share. After introducing these program concepts, Public Works staff will develop pilot programs for both Parking2Parklets and Bike Corrals and present them to the City Council for adoption. Action on Bike Share is not required to implement as the City is a partner in the project, not a sponsor.

**Policy Considerations:** These proposed programs are consistent with City General Plan Goal 4.2 to provide complete streets that balance the diverse needs of the users of the public right of way. Several General Plan policies support this goal, including the need to manage the public right of way for all travel modes (M1.1.1), the need to promote multimodal access to activity centers (M1.2.3), while providing and maintaining appropriate parking (M6.1.1).

**Economic Impacts:** None.

### **Environmental Considerations:**

**California Environmental Quality Act (CEQA):** This report is being presented for information only, so no CEQA requirements apply.

**Sustainability:** If implemented, these programs would improve conditions for walking and bicycling. Improving the pedestrian environment and increasing bicycle sharing aligns the City with the guidance of the Climate Action Plan, which is the main policy guide for sustainability.

**Commission/Committee Action:** The bike corrals and the bike sharing concepts were shared with the Joint City/County Bicycle Advisory Committee. On September 10, 2013, the Committee unanimously recommended the City Council move forward with the establishment of a bike corral program.

**Rationale for Recommendation:** The City Manager requested that staff provide a report to the City Council.

**Financial Considerations:** There are no financial implications associated with the report.

**Emerging Small Business Development (ESBD):** Not applicable.

## **Background**

### **Parking2Parklets**

In response to public inquiries, in January 2013 City staff began exploring the feasibility of implementing a program similar to San Francisco's popular program: converting portions of the public right-of-way, primarily utilized for parking, into mini-parks for recreation. The idea of repurposing the public right-of-way was originally driven by an unofficial activist project from Rebar Art and Design Studio of San Francisco who created public space by feeding a parking meter with coins, unrolling grass sod in the parking space, and placing a potted tree on top. From this movement, PARK(ing) day was born. Due to the popularity of PARK(ing) day, San Francisco created a long-term Parklet program called "Pavement to Parks." In 2010, San Francisco opened its first official Parklet. The San Francisco program has since gained so much popularity that as of February 2013, there are 38 Parklets along San Francisco streets.

Staff is proposing its own pilot Parklet program, potentially named "Parking2Parklets." The program will facilitate a positive partnership between the public and the City to repurpose space designed for on-street parking by safely building out a platform for pedestrian use into the public right-of-way. Positive outcomes of Parklets in other cities have been shown to:

1. Provide a path for merchants, community organizations, business owners, and residents to take individual actions in the development and beautification of the City's public space.
2. Positively impact the aesthetic enhancements to streetscape, providing an economical solution to the need for increased open space and re-energizing the street.
3. Catalyze vitality and activity in the commercial districts.
4. Support local business communities by encouraging pedestrians to linger and enjoy the surroundings.
5. Encourage growth as a neighborhood anchor and create enjoyable destination points, providing spaces for merchants and neighbors to gather.
6. Provide a positive, calming effect on passing traffic.

Sponsorship from the private sector is the key component in the development of Parklets in the City of Sacramento. Based upon current

research of similar programs in other cities, the costs associated with the development and ongoing maintenance of a Parklet, would be paid by private sector sponsorships.

The Parklet applicant will need to demonstrate a need or desire for a Parklet adjacent to property owned by the applicant, with support from surrounding property owners. Additionally, certain location criteria, yet to be determined, will need to be met and will take into consideration the following:

- Existing parking such as parking meters and red, blue, yellow, and white parking zones
- Street elements such as bollards, sidewalk bulb-outs, utility access, and similar features
- Street speed limits, grades, and cross slopes
- Business/residences access
- Displacement of available parking

The role of the City will be to regulate the use of the space, oversee the removal of any parking spaces where acceptable, ensure the design meets all applicable codes and standards, the construction is sound, and that the final product is maintained properly. The Parklet is an extension of the public sidewalk and shall be designed and constructed in accordance with the applicable provisions, rules, regulations, and guidelines of the California Building Standards Codes, City of Sacramento Codes, and Americans with Disabilities Act. The role played by the City is similar to situations where a private entity seeks to use the public right-of-way to establish an outdoor dining area adjacent to a restaurant.

City staff plans on utilizing the existing revocable encroachment permit process, which is administered by the Department of Public Works, for the Parklets permitting process. In various cases, permitting a Parklet in the public right-of-way would result in a loss of on-street parking. Other programs that impact on-street parking, such as the Residential Permit Parking (RPP) and the Angled Parking Program (APP), require a petition to be submitted and a vote of the property owners along the block face is required in order to approve any impacts to parking. In the case of RPP and APP, the majority of voting cards must be returned and a two-thirds vote in favor is required to change parking. The Parklet program could benefit with this type of criteria to help gauge support for proposed locations when on-street parking may be impacted.

Upon Council approval, City staff will develop a pilot program to issue permits for a limited number of Parklets. A more widespread program would

be recommended for Council approval if the pilot program is deemed successful.

## **Bike Corral**

The City of Sacramento has been experiencing a growing demand from bicycle users to have more places to secure their bicycles. The City instituted a bike parking program in 2009 to meet this demand. The current program provides bike parking within the public right-of-way at no cost to private property owners. This program provides for most parking demands, but in some locations even more bike parking is needed. As a result, City staff has been looking at alternatives that have been implemented in other cities. Creation of a bike corral program has been a common solution.

A bike corral is a dedicated on-street bicycle parking area. It can involve the removal of a motor vehicle parallel parking space which will create up to twelve bicycle parking spaces within the street at a location that is convenient to the main entrance of a place of business. Furthermore, it is an inexpensive way to increase the number of customers served for the amount of land used.

City staff is looking into the process of establishing a City-sponsored bike corral program. The draft process includes three main steps:

1. **Establishing a Location.** The creation of a bike corral could potentially involve the removal of a motor vehicle parking space. If this is the case, concerns from the local residents and businesses regarding the loss of car parking versus the potential for additional bike parking needs to be addressed. Additionally, the potential loss of paid parking revenue needs to be addressed. Additional criteria such as traffic characteristics will play a role in the selection of a location.
2. **Designing and Installing the Facility.** The City will design and install the bike corral based on successful designs used elsewhere in the United States. A standardized plan is used as a starting point, and the design is modified to address unique site conditions.
3. **Setting up a Maintenance Program.** Based on successful bike corral programs executed in other cities across the country, a maintenance contract is prepared spelling out obligations and expectations on behalf of both the City and the adjacent property owner with respect to maintenance of the bike corral.

Staff recommends that the bike corral program be funded using existing Bike Parking Capital Improvement Program funds, which are received through a

grant from the Sacramento Metropolitan Air Quality Management District (SMAQMD).

## **Bike Share**

Bike sharing typically refers to a system in which members of the public can have access to a bicycle on an as-needed basis without having to own, maintain, or store it. It is a convenient and automated short-term bicycle rental system where the user can check out a bicycle at a docking station in one part of the city, use the bicycle, and turn it in at another docking station at the end of the trip. Many cities across the world have been implementing bike sharing, which has led to the question: why not in Sacramento?

During 2012, SMAQMD began looking into establishing a bike share program in the Sacramento Region. The City of Sacramento, along with other cities and agencies, joined with SMAQMD to fund a study and business plan to identify what it would take to launch a bike share program in the region. With the study nearing completion, some of the questions about establishing a bike share system are getting answered:

- **System size and extent.** While there is not an exact method for determining the proper size of a bike share system, the study recommends that the start-up system for Sacramento should be 560 bikes and 80 docking stations. The draft study calls for most of the stations to be located in Sacramento's Central City with a smaller number in Davis and West Sacramento. Additional equity analysis is under way that will look at the prospect for additional stations in West Sacramento and Oak Park to ensure that the system serves the widest possible range of users at the time of launch.
- **Start-up and maintenance costs.** Based on similar systems deployed in other cities in the United States, the total capital cost is estimated at \$3.6 million, which includes administration and start-up costs. The capital costs are derived from a system consisting of 80 docking stations estimated to cost \$45,000 per station. Each station has 15 docks and 7 bikes with associated mechanical, electronic, and/or computer hardware to operate the docks. The total system has 560 bikes and 1,200 docks.

The operational costs are anticipated to be \$1.3 million per year. These costs include bike and dock upkeep, rebalancing of bikes at stations, theft and vandalism prevention, and ongoing administration. It is expected that about half of this cost can be recovered from user

fees and subscriptions; the balance would need to be covered by sponsorships, advertising, and grants.

- **Location for docking stations.** A preliminary plan showing general locations for docking stations has been prepared. The exact locations will need to be determined; however, many of the stations will be within the public right of way.

More details about implementation of the bike sharing will be worked out as the process evolves. Some of the larger unanswered questions include:

1. What organization will run this program?
2. How will funds be secured to pay for the initial capital cost and the ongoing maintenance cost?
3. Can advertising revenue be generated?
4. How can this system be made available to all citizens?
5. Can this be integrated into smart cards for transit?

SMAQMD has applied to the Sacramento Area Council of Governments for the initial capital funding. The City of Sacramento, along with several other cities and agencies, has pledged to provide the local matching funds for this application from Downtown Transportation Systems Management funds.