CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CCM/CRA/CRB

Meeting Date: 11/26/2018 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:

RESOLUTION No. 11-2018 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING BUDGET AMENDMENT #2 TO THE FY 2019 CRA BUDGET TO TRANSFER FUNDS FROM THE CRA FUND BALANCE TO THE CRA OPERATING SUPPLIES IN THE AMOUNT OF $5,000 FOR THE PURCHASE OF ARTISTIC BIKE RACKS; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES. (RC)

Summary Explanation/Background Information on Agenda Request:

The parking study recommended installation of bike racks at key demand locations to encourage alternative modes of travel to and from the downtown core. As part of the first year action plan approved by the City Commission, staff researched "artistic" racks options that would meet the criteria of an acceptable bike rack. Features of an acceptable bike rack should include a stable structure securely anchored in a permanent foundation, support the bike with two points of contact, design that prevents the bike from tipping over, the ability to support a variety of bike sizes and frame shapes and a design that will best fit sidewalks and enhance public spaces.

DESIGN AND STYLE OF BIKE RACKS

Staff researched the types of bike racks that would be ideal for limited sidewalk space and high-demand areas. The most commonly used bike racks are the inverted "U" hoop rack, round rack, bike hitch or some variation of the inverted "U" design. U-racks are strongly recommended because they provide two points of contact with the bicycle, allow the frame of both wheels to be locked to the rack and provides secure parking for two bikes.

These bike racks are designed to best fit sidewalks because they can be oriented parallel to the curb for narrow sidewalks, diagonal, or perpendicular for wider sidewalks. They can be placed as a single rack by itself at key areas or multiple racks side-by-side to support bike storage destination. The most obvious places for bike racks are near businesses, parks and parking lots. They should be placed as close to building entrance(s) as possible without obstructing the walkway to allow people to park bikes close to their destination. They can also be placed on an in-street bicycle parking corral, which allows a group of bike racks to be installed in the parking space next to the curb and aligned with other parking stalls. Corrals are typically installed when demand for bike parking is higher than can be accommodated on the sidewalks. Some communities are doing on-street mural to covert the former parking space to bike corral and bring more attention to the space.

COSTS

The proposed design for custom bike racks is the hoop rack with a logo that will help create identity, heighten visibility and create a branding for a bike friendly community. The cost is approximately $253 per custom bike rack. The total cost is $4,829.90 for 18 custom bike racks with freight.

BIKE RACK AND BIKE LANE COLOR

The color recommended is light green to represent an environmental-friendly community and foster positive environmental changes by encouraging more people to ride bikes and use alternatives modes of transportation. The light green bike racks can also compliment the new light green colored bikes lanes that are being used nationwide to minimize confusion with other standard traffic control markings. The City of Stuart can test areas to add color to existing bike lanes to make it more visible and identifiable to traffic.

PLACEMENT OF BIKE RACKS

Staff conducted a site visit to identify the locations of bike racks in public spaces. The locations were selected based on the demand and available space in the right-of-way. The attached map depicts the location of existing bike racks and proposed locations plus number of racks for each location. Bike racks would be placed at locations to maintain an unobstructed public right-of-way. Staff is proposing to purchase a total of 18 custom bike racks, which is the initial phase of the project for the downtown core. Staff will monitor the usage of the bike racks at the proposed locations and if it's underused, the bike racks can be easily moved to another

location where there is more demand. If directed by the board, staff will bring forward additional locations for bike racks as Phase II of the project.

PROPOSED BICYCLE RACK-ON-REQUEST PROGRAM

Staff is proposing to create a Rack-on-Request program that is found in many cities throughout the country. The proposed program would allow private businesses to request a bike rack to be installed in the public right-of-way near their property to increase the amount of available bike parking. After receipt of an application/request, staff will conduct a site visit to determine whether or not the specific location is eligible for a bike rack installment. Ideally, the bike rack will be placed as close to the applicant's requested location, but the ultimate determination will be a clear walkway that does not impede pedestrian traffic. The application will ask for basic information and will be available on the City's website. The applicant will provide the number of racks and an explanation supporting the request for a bike rack adjacent to their business. The CRA Administrator and Public Works would review and approve the application for implementation. For cost efficiencies, staff will collect and process multiple requests at one time versus single installation. This will be included in the Phase II of the project.

LAND DEVELOPMENT CODE AMENDMENT

Currently, the Land Development Code requires large-scale commercial development, which is 20,000 sq. ft. or more of total gross floor area of the building, to provide bicycle amenities on the site. However, the code doesn't provide guidelines for bike rack design and location which could lead to poor bike rack choices and failure due to wrong placement. Staff is recommending establishing design guidelines and providing examples of acceptable bicycle rack designs for new development and redevelopment projects.

BIKE SHARING PROGRAM

Bike sharing is an innovative transportation program, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at any self-serve bike-station and return it to any other bike station located within the system's service area. Bike-sharing programs are typically found in urbanized areas and can have an economic benefit to the area. Our neighboring counties have launched a similar program and there may be grant opportunities available for the program.

Attachments:

- Resolution No. 11-2018 CRA Budget Amendment #2
- Proposed bike rack design, cost and color options
- Proposed bike rack locations
- Bike rack brochures
- Bike parking guide
- Bike racks to avoid
- Federal Highway Admin Interim approval of Green Bike Lanes
- Existing Land Development Code requirements for bike racks
- Bike-Share Program (article)

Funding Source:

FROM: CRA FY 2019 Fund Balance - $5,000
TO: CRA Operating Supplies - $5,000

Recommended Action:

Staff proposes that the Community Redevelopment Agency recommend to:

1. Approve Resolution No. 11-2018 authorizing Budget Amendment #2 to the FY 2019 CRA Budget.
2. Explore green bike lanes as a pilot program on S Colorado Ave. and SE Kindred St.
3. Implement a Bike Rack-on-Request program for local businesses.
4. Amend the Land Development Code to include acceptable bike rack designs and guidelines.
5. Explore bike-sharing program.

ATTACHMENTS:

Description	Upload Date	Type
Resolution No. 11-2018 CRA Budget		Resolution add

	Amendment No. 2	11/13/2018	to Y drive
	Proposed Bike Rack Design, Costs and Color options	11/13/2018	Backup Material
	Proposed Bike Rack Locations	11/7/2018	Backup Material
	Bike Rack Brochures	11/13/2018	Backup Material
	Bike Parking Guide	11/7/2018	Backup Material
	Bike Racks to Avoid	11/7/2018	Backup Material
	FHWA Interim Approval of Green Bike Lanes	11/14/2018	Backup Material
	Land Development Code - Bike Rack Requirements	11/9/2018	Backup Material
	Bike-share program in St Lucie County (article)	11/9/2018	Backup Material