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RE: Cortez Bike Parking Location Recommendation

Purpose of this Memo:

The intent of this memo is to recommend suitable locations for additional bike parking in the Cortez neighborhood of Downtown San Diego. Offering bike parking supports businesses, incentivizes bicycle use, and utilizes a [program that the City of San Diego](#) operates. The information included below outlines the benefits of bike parking in an urban neighborhood, the implementation process in the City of San Diego, and the bike parking location recommendations.

Benefits of Bike Parking

Changing municipal codes, greater environmental understanding, the growth of dedicated bike lanes, and limitations brought on by COVID-19 are enticing people to hop on their bikes. According to the Alliance for Biking & Walking, there has been nearly a 65 percent jump in bike commuting over the last 20 years. With increasing numbers of bicyclists and bike commuters comes a growing need for bike parking.¹

The Association of Pedestrian and Bicycle Professionals (APBP) makes a strong case for bike parking, pointing to the fact that it not only encourages people to ride, but it is good for business.² Business owners tend to like bike parking. Many are wary at first, especially when car parking spaces are being replaced. But once a bike corral or stainless circular is put in, the value added becomes immediately clear, and as they become more common, they are more broadly accepted and welcomed. Bike parking is undeniably an affordable investment. For each vehicle, bike parking takes up ten times less space than car parking and the cost is from 30 to 300 times less. When bike parking is available at destinations, people are more likely to choose to ride to those places, and also to ride overall.³

¹ “Brink, G. (March, 2015). Benefits of Better Bike Parking. <https://www.pupnmag.com/article/benefits-of-better-bike-parking/>

² Id.

³ Blue, E. (May, 2014). How More Bike Parking Could Make Cities Better For Everyone. <https://gizmodo.com/how-more-bike-parking-could-make-cities-better-for-ever-1582198868>

Bicycle parking brings all of the same benefits as car parking and has others as well. By inducing more people to ride bicycles, it contributes to better health, less poverty, safer streets, more breathable air—and perhaps of most direct financial value, it reduces congestion and frees up car parking.⁴

Implementation Process

The City of San Diego has a bicycle program that focuses on developing and maintaining the safest and most convenient bikeway system possible, defined more specifically in the [Bicycle Master Plan](#). One of the goals of the City's [Climate Action Plan](#) is to increase commuter bicycling opportunities to achieve 18% commuter mode share by 2035 in areas within one-half mile of a planned or existing major transit stop.⁵ To help meet these goals and enhance the bicycle experience, the City of San Diego created a bike rack, lockers, and corral program to implement bike parking near these target areas and in front of businesses. This program installs bike racks in the public right-of-way for businesses to encourage bicycling to daily activities such as shopping, riding to school, and commuting. City bike racks, installation and maintenance are provided by the City for approved locations.⁶

The City of San Diego has made it simple for a businesses to request a bike rack by visiting [this webpage](#) and submitting an information form. The City of San Diego does not allow for the installation of bike racks at these locations:

- Narrow sidewalks
- On private property
- On asphalt, grass, gravel, brick or other surfaces that will not allow secure rack installation. Bike racks need to be secured to a concrete surface.
- Residential addresses
- Bus stops
- Locations that have conflicts with storm drains, parked vehicles, and utility boxes

As a part of this program, the City of San Diego provides a variety of bike parking options to match the suitability of the installation location. Bike parking options include meter rings, U-shaped, bicycle shaped, and stainless circular (most popular design in Downtown).

In addition to bike racks, the City of San Diego also offers bike corrals. Bike corrals are on-street parking for bicycles, shown in Figure 1. Corrals are typically maintained by a [Business Improvement District](#) (BID) and are installed by the City. The process of requesting a corral begins with the support of the fronting business and the local BID.⁷ If a bike corral is desired at a specific location, the BID needs to be contacted. Cortez is in the Downtown BID.

⁴ Id.

⁵ City of San Diego. (2020). Racks, Lockers and Corrals. <https://www.sandiego.gov/bicycling/racks-and-lockers>

⁶ Id.

⁷ City of San Diego. (2020). Racks, Lockers and Corrals. <https://www.sandiego.gov/bicycling/racks-and-lockers>



Figure 1 Bike corral example in Hillcrest at 3900 Fifth Avenue, adjacent to a bike lane facility.

Bike Rack Recommendation

The City of San Diego maintains a current map of where existing bike racks and bike corrals exist. Figure 2 shows the existing facilities in Cortez. With only five (5) facilities available, each supporting two (2) bikes, there are only ten (10) bike rack options for the entirety of the neighborhood.

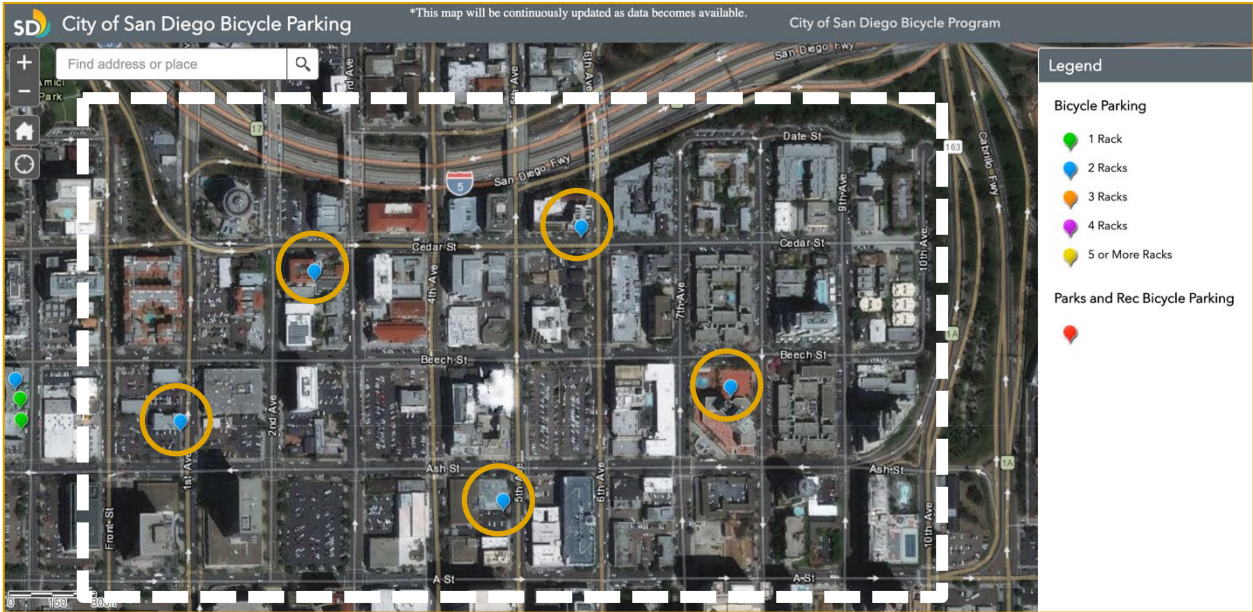


Figure 2 City of San Diego Bicycle Parking Map.

Circulate San Diego staff used this information provided from the City of San Diego and conducted a neighborhood assessment of suitable locations for additional bike parking. This assessment included looking at business locations, proximity to other bicycle facilities (i.e. the cycle tracks on 6th Avenue and Beech Street), and evidence of bike parking needs. The assessment criteria items informed the recommendation map for bike racks and a bike corral in the Cortez neighborhood.

Locations – Bike Racks

Bike rack locations, listed in Table 1 and shown in Figure 3, are recommended based on the assessment criteria previously stated. Two types of bike racks are recommended: 1) stainless circular and 2) meter ring. Stainless circular bike racks are recommended where there is sidewalk space available and/or for

businesses where patrons may spend extended time. Meter ring bike racks are recommended when sidewalk space is limited and/or for “quick trip” business ocations.

Table 1 – Bike Rack Recommendation Locations

Bike Location (business or cross street)	Address	Bike Rack Type	Qty.
El Cortez*	702 Ash St.	Stainless Circular	2
Flamin’ Pho*	550 Cedar St.	Stainless Circular	2
Maestro Lounge*	1354 Fifth Ave.	Stainless Circular	2
California School of Law Library*	239 Cedar St	Stainless Circular	2
Caps Pizza and Bar/Reiss Hotel*	1428 First Ave.	Stainless Circular	2
Tweet Street Linear Park**	883 Date St.	Stainless Circular	4
Achilles Coffee Roasters	703 Ash St.	Stainless Circular	4
BB’s Deli/Associated Barber College of San Diego	1321 Fifth Ave.	Stainless Circular	3
St. Joseph Cathedral	1510 Third Ave	Stainless Circular	3
First Lutheran Church	1415 Third Ave.	Stainless Circular	3
Domino’s Pizza	598 Ash St.	Stainless Circular	2
Townplace Suites San Diego Downtown/Cocina 35	1441 Sixth Ave.	Stainless Circular	2
Mixon Liquor - Deli	1427 1st Ave	Stainless Circular	2
7-11	1631 Sixth Ave.	Stainless Circular	2
Darband Fifth Avenue Grill	1556 Fifth Ave.	Meter Ring	2
Alamilla’s Mexican Food	1350 Sixth Ave.	Meter Ring	1
Maza Grill Kabab	1350 Sixth Ave.	Meter Ring	1
6 th Ave. Market	1350 Sixth Ave.	Meter Ring	1
Grace Loves Lace	1620 Sixth Ave	Meter Ring	1
Fifth Avenue Florist	550 Cedar St.	Meter Ring	1

*Existing bike rack identified on the City of San Diego Bike Rack Map

**Existing bike racks not included in City of San Diego Bike Rack Map

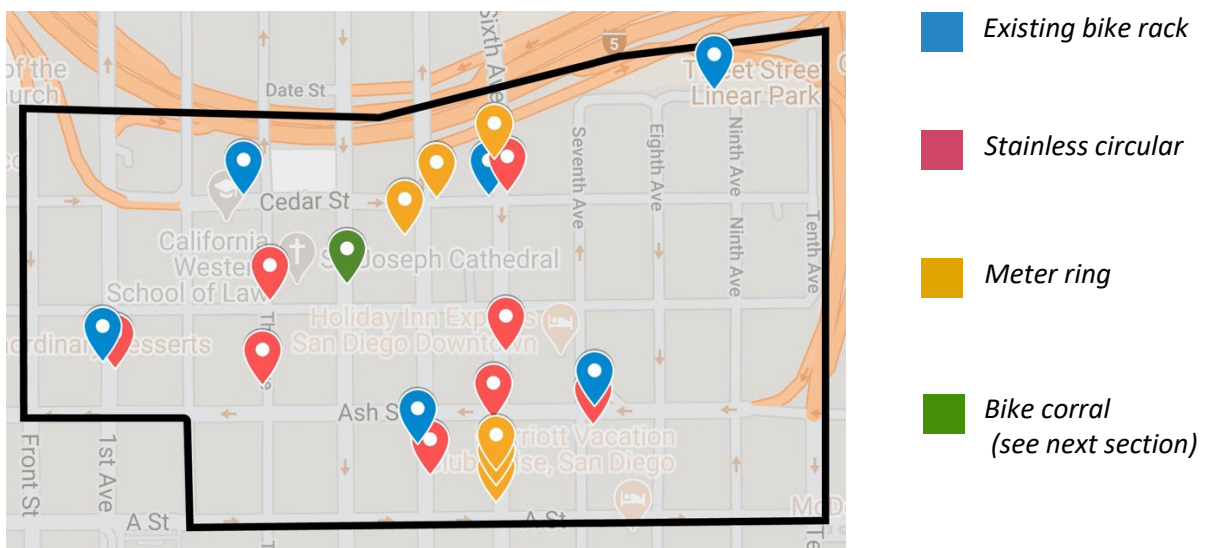


Figure 3 Bike rack recommendations map. The bike rack locations map with layers can be viewed [here](#).

Locations – Bicycle Corral

Suitable bike corral locations have a high demand for bicycle parking and limited sidewalk (or other) space for installing standard bike racks. During the assessment period, the Gary & Mary Senior Health Center was documented with having four (4) bikes locked to trees outside of the center, shown in Figure 4. This facility serves hundreds of community members a day, many relying on walking or biking for primary travel. The sidewalk space in front of the center is limited and should remain as clear as possible for accessibility needs.



Figure 4 Four (4) bikes locked to trees in front of the Gary & Mary Senior Health Center.

Using one of the parking stalls in front of the entrance for a bicycle corral would help serve the mobility needs of this location and provide the first bike corral in Downtown. Examples of on-street bicycle corrals exist in Uptown at 3900 5th Avenue with rainbow bike-shaped racks and at 3761 Sixth Avenue with green bike-shaped racks, shown in Figure 5.



Figure 5 Bicycle corral example in Hillcrest at 3761 6th Avenue.

To help evaluate the suitability of this location, City of Philadelphia’s Bicycle Corral Guidelines and Application⁸ document was reviewed. Evaluation criteria include:

- Bicycle corrals must not be in a travel lane or peak hour clearance lane.

⁸ City of Philadelphia. (February, 2016). City of Philadelphia Bicycle Corral Guidelines & Application. https://philadelphiastreet.com/images/uploads/resource_library/City_of_Philadelphia_Bike_Corral_Application.pdf

- Locations near the ends of blocks are preferable; they are more visible to drivers and can reduce crossing distances for pedestrians.
- There must be at least 20 feet of unobstructed space in the street immediately in front of the proposed business or organization that will host the bicycle corral.

The Gary & Mary Senior Health Center meets these requirements and it is recommended that the Downtown BID request a bicycle corral at this location. Additionally, as more bicycle facilities are introduced in Cortez and the greater Downtown area, it is recommended that the City of San Diego consider developing a document similar to the City of Philadelphia's Bicycle Corral Guidelines and Application to assist other businesses evaluate the feasibility and benefits of this bike parking option.

Next Steps

This memo helps identify which businesses should be approached and encouraged to fill out the City of San Diego's bike rack application form and which business should be considered for a bike corral through the Downtown BID. It is recommended that businesses identified in the bike rack recommendations be approached by CHARG, the Downtown San Diego Partnership, or an outside consultant to complete the [bike rack application](#) on the City of San Diego website by September 2020 to progress the bike rack installation process. The Downtown San Diego Partnership should spearhead a conversation between the BID and the Gary & Mary Senior Health Center to pursue the implementation of a bike corral with the City of San Diego, pending implementation of the 4th Avenue protected bike lane. The Downtown San Diego Partnership should also consider working with a consultant and the City of San Diego on a Bicycle Corral Guidelines and Application that is complimentary to the Curbside San Diego recovery efforts currently underway in Cortez and throughout the Downtown area.