Draft
Bicycle Parking Study

Presentation to Town Council
October 24, 2019
Objectives

• Provide initial review of Commission’s Study on a Bicycle Parking Strategy.
• Clearly define the PC process
• Obtain direction for additional work, if required
Background

• **Biking growing within S.B. and local areas**
  • Promoted by State and in our CP Goal #6

• **Bike parking planning/resources not paced with this growth**

• **Current situation:**
  - more bikes and types
  - haphazard dropping of bikes
  - bike parking on personal property,
  - potential service vehicle blockage

• **PC tasked to study and suggest strategy after July 4th experience.**
Study Guiding Principles

• Amicable resolution among interested parties
• No unreasonable restrictions to owner’s property
• Character of town preserved
• Equitable implementation
• Costs justified by benefit
• Minimize impact on town staff
Study Process

1. PC Collect data: resident input
2. Analyze input/data
3. Clarify problem
4. Identify constraints
5. Identify Alternatives (by Zone)
6. Show some example solutions
7. Safety review by Chief
8. Presentation to Council on Oct. 24, 2109
9. Update Plan based on Council feedback
1. Collect Data

- Property owner input
- Labor Day weekend data
- Standards for auto and bike parking spaces
- Ocean Drive configuration
- Inventory Town owned property/possible private leases
- DELDOT and DNREC
- Open source information

https://info.madrax.com/bike-storage-resource-center
# Bike Parking Data Labor Day Weekend

## BIKE PARKING DATA COLLECTION

Data Collection dates and times: Labor Day Weekend 2019

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| Total Bikes:               | 20        | 19        | 112       | 62       | 57       | 6        |
2. Analyze Community Input

• **Community Inputs in 6 categories:**
  • Restrict biking due to parking restrictions
  • Find more space for bike parking
  • Eliminate the need to bike
  • Safety suggestions
  • Enforcement suggestions
  • General ideas

• **65 Responses are posted on Town WEBSITE**
  [www.southbethany.delaware.gov](http://www.southbethany.delaware.gov)
3. Clarify Issue

• **Bike parking has three states:**
  1. Out of season state
  2. In season steady state
  3. Holiday/surge state

• **SB beach bikers draw from 3 Zones**
  • **Zone 1:** Northern most accesses: Sandpiper Village – North 6th Street that serve Anchorage, South Anchorage, Evergreen, Cat Hill and Canal Drives and numbered streets.
  • **Zone 2:** Mid town accesses: North 4th Street – South 9th that serve Rte 1 west accessed streets and Ocean Drive numbered streets
  • **Zone 3:** Southern most accesses: that serve Bayshore, York and Carlisle accessed streets and Indian, Jamaica, Kewanee, and Logan streets.
4. Constraints

- DNREC (beach)
- DELDOT (RTE 1)
- Town property locations and restrictions
- Property owner disinterest in lease of undeveloped lots
- Sandpiper Village size and parking.
- Enforceability
- Public access
Overarching Strategy

• Address steady state first.
• Plan/implement surge alternatives beginning Memorial Day, week before and after July 4th, Labor Day weekend.
• Plan/observe behaviors/community impacts early.
  • Collect data
• Adjust strategy based on feedback and observation
Key Considerations

• Respect for property owner’s rights
• Respect for bikers needs
• Flexibility
• Practical enforceability
• Safety
• Maintenance of vehicular access
5. Alternatives by Zone
Zones 2 and 3

- Investigated 2 steady state strategies.
  1. Lined parking spots; use undersized auto spaces for bikes.
  2. Lined bike parking corrals, retain flexible car parking.
- Options for surge
  1. Zone 2. likely not needed (if req’d., temp use of add’l parking spots)
  2. Zone 3. same as above; continue using end of Ocean Drive beach area.
     - Use of Mc Cabe’s lot not is feasible.
     - Possibly use Rte 1 DELDOT acceptable area across from Mc Cabe's.

Selected strategy 2 for steady state due to cost and flexibility.
An Example of Zone 2/3 Ocean Drive Alternative

- Single sided racks set off 2’
- Removable for plowing
- Style not suggested
- 10 bikes/ parking spot
- 5 cars between Sts.; 1/5 for bikes = 20%
- Exclude HC streets
- Yield approx. 100 spots
Zone 1 Observations

- Conversion of some parking spots in SV at 10:1 ratio may resolve: off-season, and shoulder season steady state need.
- Use of all street parking spots in SV at a 10:1 ratio would still not resolve the steady state in season weekend nor holiday needs.
- Expanded use of north side of N6th St. should reduce some SV need.
- Mid season weekend and surge options are required.
Zone 1 Steady State/ Surge Alternatives

Four options considered:

1. **Use Town Hall Park and shuttle to beach accesses.**
   - Not pursued: DELDOT restricts carts on Rte 1; van shuttles cost prohibitive; liability and logistic intensive.

2. **Bike parking valet service for major weekends**
   - Not pursued: cost

3. **RTE 1 grass border** between pedestrian walkway and end of canals in areas South of Anchorage/Evergreen behind utility poles. Add surge racks as needed OR,

4. **Use DNREC approval and create bike corrals on beach** using no or temporary A frame racks for surge vs. racks on RTE 1.
   - roped temporary beach areas seaward of SV lot lines and SB dune.
Zone 1 Options

A. Property On Rte 1 as shown
   - DELDOT controlled
   - Must avoid utility easement for DELMARVA Power

B. Bike Corral on beach between N2 and SV accesses
   - DNREC controlled
   - Temporary surge option
Low Profile Racks May Work on Rte 1
Simple A Frame Racks for Beach

- Used by event organizations
- Can be self constructed
- Light wt., easily moved
- Bikes hang by seats
Recommendation for All Zones and States

• Where topography allows, use off-set beach access walkways to create a 6’ pedestrian walkway and a separate 4’ potential sand path for future bike parking.
  • Does not apply to SV walkways already installed.
  • Provides bike parking for off season when others removed.
  • Intended for in–season bikes with carts, wagons, etc.
South End Low Grade Accesses

- May use low level walkways
- Room to side for bikes
- Uses split rail type fence for locking
Consolidated Recommendations

**Zone 1:**
- Convert 2 SV parking spaces into lined bike parking corrals
- Install low profile Council selected racks along RTE 1 (estimate 9)
- Install additional racks on north side of N6th Street
- Improve beach access at N 6th ST to support beach corral surge option.

**Zone 2/3**
- Convert 1 Ocean Dr. parking spot in each block into a bike corral (approx. 20’)
- Pursue offset walkways for beach accesses where topography allows.

**Develop town communication plan and signage.**
Next Steps

- Obtain feedback from Council on recommendations
- Update report
- Submit update to Council.
- Town Manager/ Chief work enforceability as a separate follow-on issue.
- Council assign rack sizing and selection to appropriate committee.