

Bike/Walk Key West's Bicycle Parking Mini Plan – April 19, 2016



Typical Inverted U Loop Racks in four and two loops in above first two pictures. Typical single bollard rack on right.

Current Conditions

Public Works staff in the Community Services Department describes a situation where over the last five plus years, for whatever reason, not a lot of bicycle parking (Inverted U Racks on Rails and single bollards) have been purchased. At the same time the stock of existing equipment has eroded considerably. Weather in Key West from the sun, humidity and heat wears the equipment's useful life faster than expected. In many cases, moving the Inverted U Racks on Rails for events or other re-purposing stresses them, making them more vulnerable to damage. The wear and tear of use is exacerbated by the constant shortage of parking. Cars and other vehicles crash into the racks too. The bicycle parking in Key West just gets beat up. As a result over time, the stock of adequate bicycle parking has degraded and there's a shortage. There are no Inverted U Racks on Rails in stock at Public Works and just a few of the single bollards. Public Works estimates that through attrition over recent years there a shortage of at least 20 Inverted U Racks on Rails (5 racks/10 bikes) where there use to be parking but now there is none.

GIS staff is currently in the field doing an inventory of car and bicycle parking and signage along the Duval Street corridor. This may give us some immediate ideas for location.

Duval Street Study. Currently a consultant is helping the Planning Department on recommendations for Duval Street. These may include design guidelines for street furniture including bicycle racks.



The image on the left is a "Trio" bike rack" and can typically be found at recent City construction projects including at the Fire Station on Simonton Street and at the Key West Bight Marina in large numbers. The image on the right is an "Emerson" bike rack. The Engineering Department likes these as their new standard as they are sturdier (two bolt points at bottom instead of one) and are less expensive. The "Emmerson" racks are slated to go into the new Truman Waterfront Park.

Future Years

Program for Bicycle Parking in the Budget. There needs to be an adequate program for the regular repair and replacement of existing equipment. And there needs to be a regular CIP program for additional parking to meet existing and future demands too. In addition to the bicycle parking this may also include the need for signage, paint/thermoplastic markings, delineators, and parking stops.

Identify Needs and Solutions Through Bicycle and Pedestrian Master Transportation Plan (BPMPT).

Some of the deliverables contained in the BPMPT project, which will get underway at the end of the summer include an inventory on bicycle parking needs and recommendations for the future. The recommendations will include locations and equipment type. They may also include upgraded or enhanced designs, event/temporary parking solutions and more.

Spring/Summer 2016 (What We Can Do Now)



At this point, given the amount of money to spend until next fiscal year and the fact that the BPMPT should get underway by fall, two things should be done for bicycle parking this spring/summer.

- 1. Spend money.** Spend the available \$15,000 immediately on as many 5-Loop Inverted U Racks on Rails as this amount will buy. Likely 15. Get these in a galvanized black. Consult with Public Works on detailed specs, get quotes and purchase. Get the equipment in by the fall so Public Works can install these before the season starts.
- 2. Design interim program for business participation.** Begin to develop a program by which businesses or even neighborhoods or community groups can request bicycle parking. Provide opportunities for private sector to pay for all or a portion of these costs. Perhaps more formally develop this program through BPMPT process.