

New York City Bicycle Parking Needs



City of New York
Department of City Planning
Transportation Division

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New York City Bicycle Parking Needs



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(Sources: [top] Bicycle Parking in the Netherlands; [cover] Falco)

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EXECUTIVE SUMMARY

This document is a compilation of three previous reports. The first, the *Literature Review*, documents the status of on-going efforts to plan, design and implement bicycle parking in other North American and international cities (Appendix A). Valuable information was obtained from local bicycle parking experts and bicycle program coordinators from both the U.S. and abroad, with special attention paid to innovative governmental policies and technical solutions.

The second report, *Existing Conditions*, documents existing bicycle parking facilities and parking ordinances in New York City, assesses needs and makes preliminary recommendations for improvements. To identify existing needs, the Department of City Planning (DCP)-Transportation Division conducted a survey which asked members of the cycling public to recommend locations for and preferred types of bicycle parking facilities. By mapping the locations of existing on-street bicycle racks (*CityRacks*) together with recommended locations, the Department was able to identify locations where adequate bicycle parking facilities were deficient. Additional information for the inventory of existing conditions was gathered from other city agencies, including the New York City Department of Transportation (CDOT), the Department of Citywide Administrative Services (DCAS) and the Department of Consumer Affairs (DCA).

The *Final Recommendations* report builds on both of these documents to recommend a variety of prototype programs for testing in New York City. It contains a list of recommendations for ways in which, and locations where, the City of New York can provide bicycle parking facilities directly while also encouraging private property owners to do the same.

Recommendations address the following issues:

- On-Street Bicycle Parking Improvements
- Bicycle Lockers
- Bike Stations
- Local Laws and Ordinances
- Encouragement Campaign.

The focus of the study is Manhattan south of 59th Street, the portion of the city that, according to the Department's survey, attracts the majority of bicycle commute trips (see Appendix E).

INTRODUCTION

“In the health-conscious 90’s, walkers, joggers and bicyclists have become commonplace on America’s streets, but when it is time to go to work or pick up a few things at the store, most Americans still jump in their cars.”

Surveys have shown that the provision of secure, convenient bicycle parking is a major concern among commuter bicyclists. The lack of adequate bicycle parking facilities in New York City discourages the use of bicycles as a transportation mode. The goal of this study is to encourage New Yorkers to use their bicycles as a form of transportation by proposing ways to provide improved bicycle parking facilities, thereby increasing convenience and reducing the incidence of bike theft and damage.

Background

In an effort to meet Federal Clean Air Act standards and improve overall quality of life, many U.S. cities are now looking for ways to change the trend described in the statement above. Federal funding made available specifically for the planning, design and implementation of facilities and services for cyclists has led directly to recent increases in the provision of such facilities and services by state and local government agencies across the country.

New York City

The *New York City Bicycle Masterplan* (DCP/CDOT, May 1997) states that the lack of secure short-and long-term bicycle parking in the City is a major disincentive to cycling. This claim is supported by relevant public opinion information gathered by both CDOT and DCP surveys.¹⁾ The Department of City Planning’s *Bicycle Survey Report* (January,

1999) identified Midtown and Lower Manhattan as the two primary destinations among existing cyclists who currently commute to work by bicycle. The report also identified the lack of a convenient place to safely store one’s bicycle as the primary reason why cyclists choose not to commute to work by bicycle (see Appendix A).

As cited in the *Bicycle Blueprint*, published in 1993 by Transportation Alternatives (TA), many cyclists in New York City have retired from cycling after losing their first, and sometimes second or third, bicycle to theft. According to Transportation Alternatives, long-term cycling in New York City seems to promise eventual loss of at least one bike. In a 1992 survey by the City Cyclist (TA newsletter), 839 cyclists reported 860 bikes stolen, an average of 1.03 bikes stolen per cyclist. Transportation Alternatives estimates that at least 40,000 bicycles are stolen each year, costing their owners about \$10 million annually.²⁾

An on-street bicycle parking facility program, CityRacks, was established by CDOT in 1996 to provide free, conveniently located on-street bicycle parking to the public. CityRacks have been implemented throughout all five boroughs; most located within midtown Manhattan. The program installs racks in response to requests from the public, other city agencies, and its own research. The Inverted-U or ‘Wave’ racks are typically installed within the public right-of-way (ROW) after site inspection determines that clearance requirements can be met. According to CDOT, racks may also be installed on private property with the provision that permanent public access be maintained (though this has not yet been realized). A flyer is dispensed which explains the program (see Appendix C for the City Racks Program Flyer, Fact Sheets, General

Guidelines, and Bicycle Rack Clearance Standards). As of July 1998, approximately 650 sites had one or more racks installed. By the end of 2000, a total of 2,300 racks are expected to be installed throughout the City of New York.

New York State

Although the New York State Department of Transportation (SDOT) recommends working with municipal agencies, private developers, transit operators, educational institutions, and others to ensure that the construction of bikeways is complemented by the development of bicycle parking facilities, they do not directly implement bicycle parking themselves.³⁾ The State recognized the importance of providing bicycle parking facilities to improve the role of the bicycle as an alternative form of transportation when, in 1988, it enacted a public buildings law in which it stated, in Article 2 paragraph 11, that:

The *New York State Bicycle and Pedestrian Plan* (NYSDOT, 1997) states as an objective: the provision of safe and secure storage for bicycles at trip origins and destinations. The plan goes on to recommend installing bike parking at public facilities, developing a Model Bicycle Parking Ordinance and developing a Bicycle Registration/Theft-Prevention Program. Furthermore, as part of the economic development and tourism promotion section, the plan recommends the encouragement of new “made in New York” industries serving the cycling community. Products and services that could be manufactured and offered include bicycles and other products like high-security locks, apparel, Bed & Breakfast tours, bicycle parking devices, safety devices, and bike racks for transit vehicles.⁴⁾

¹⁾ *New York City Bicycle Masterplan, May 1997.*

²⁾ *Bicycle Blueprint: A plan to Bring Bicycling Into the Mainstream In New York City; published by Transportation Alternatives, pages 89-92, New York, 1993.*

³⁾ *Pedestrian and Bicycle Facility Scoping Guide, Appendix 1: Scoping Procedures Manual Corridor Planning and Project Scoping Section, New York State Department of Transportation, pages 30-33), March 1995.*

⁴⁾ *The next generation: Transportation Choices for the 21st Century, New York State Bicycle and Pedestrian Plan, pages 11 and 16, 1997.*

EXISTING CONDITIONS

OVERVIEW

The *Existing Conditions* report, documents the following:

- Bicycle parking needs identified through Dept. of City Planning survey results;
- Existing city owned on-street facilities;
- Existing city owned indoor facilities;
- Existing privately owned indoor facilities;
- Existing bicycle parking ordinances;
- Preliminary recommendations.

To identify existing needs, the Department of City Planning (DCP) -Transportation Division conducted a survey which asked members of the cycling public to recommend locations for and preferred types of bicycle parking facilities (among other things). By mapping the locations of existing on-street bicycle racks (“CityRacks”) together with recommended locations, the Department was able to identify locations where adequate bicycle parking facilities were lacking.

The inventory of existing conditions is also based on information gathered from other city agencies. DCP project staff gathered information from the New York City Department of Transportation (CDOT) on its *CityRacks* program. The Department of Citywide Administrative Services (DCAS) provided general information on existing city owned office buildings, each of which was contacted directly by project staff. The Department of Consumer Affairs (DCA) provided information on the locations of existing parking garages, each of which was also contacted directly by project staff. Examples of employer-supplied bicycle parking and private office buildings that allow bicycle access was provided by the advocacy group Transportation Alternatives (TA) and also researched independently by project staff.

EXISTING CONDITIONS

Results of the Department of City Planning Bicycle Questionnaire

Survey Description

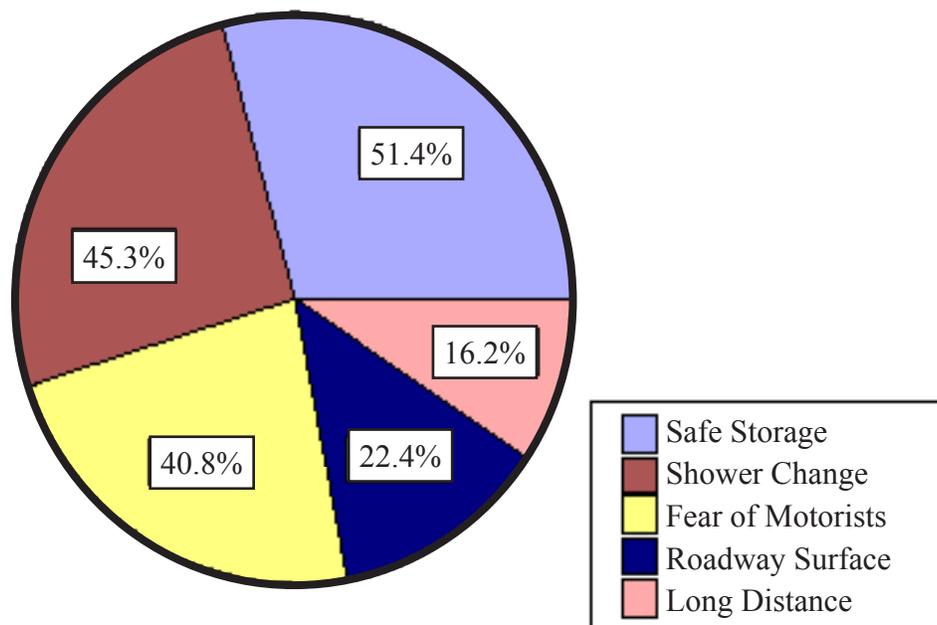
As part of the Bicycle Network Development (BND) program, the DCP-Transportation Division conducted a cycling survey (see Appendix D for a sample copy). The purpose of the survey was to gather data that would aid the Department’s continued bicycle planning efforts. In addition to sampling general attitudes and perceptions among cyclists, the survey collected data that was used in two on-going studies, “Making Streets Safe for Cycling” and the “Bicycle Parking Needs Study”.

Approximately 8000 surveys were distributed to known New York City area cyclists. The bulk of the surveys were distributed to members of Transportation Alternatives (TA), the Five Boro Bicycle Club (5BBC), the New York Cycle Club (NYCC) and Staten Island Bicycle Association (SIBA). In addition, surveys were provided to the Hub Station (pedicab rentals), several messenger services and cyclists on the Brooklyn and Queensboro bridges.

Approximately 1400 surveys were returned, a response rate of 17.5%. The Bicycle Parking section of the survey asked for locations where bicycle parking was needed and what type of parking facility was desired. Three types of facilities were given as options. They included bicycle racks, lockers and bicycle service stations. A bicycle service station was described as a guarded bike parking facility that would also provide additional services such as repairs, bike rental, coffee, snacks and a nice atmosphere. Respondents were also asked to indicate how much they would be willing to pay for hourly and daily parking if safe and secure parking were available.

Why People Don't Commute by Bike?

Section One of the survey, *Bicycle Travel Habits*, asked the question, “What is (are) your primary reason(s) for not commuting by bicycle?” Given that many survey respondents checked multiple categories, two percentages are given for each category. The first shows the overall percentage of non-commuting survey respondents who checked the category, the second shows the percentage of all responses that each category represents relative to the other categories. Responses to this question show that the lack of safe, secure bicycle parking is the primary reason why many avid cyclists choose not to also use their bicycles to commute.

Chart 1: DCP Bicycle Questionnaire Section I, Bicycle Travel Habits -- What is (are)**Table 1:** DCP Bicycle Questionnaire Section I, Bicycle Travel Habits

What is (are) your primary reason(s) for not commuting by bicycle?	non-commuters number of answers	relation to total who answered
Nowhere to store my bike safely	51.4 %	29.2 %
No shower/change facilities at work	45.3 %	25.7 %
Fear of motorists	40.8 %	23.2 %
Roadway surface conditions are poor	22.4 %	12.7 %
I work too far from home	16.2 %	9.2 %

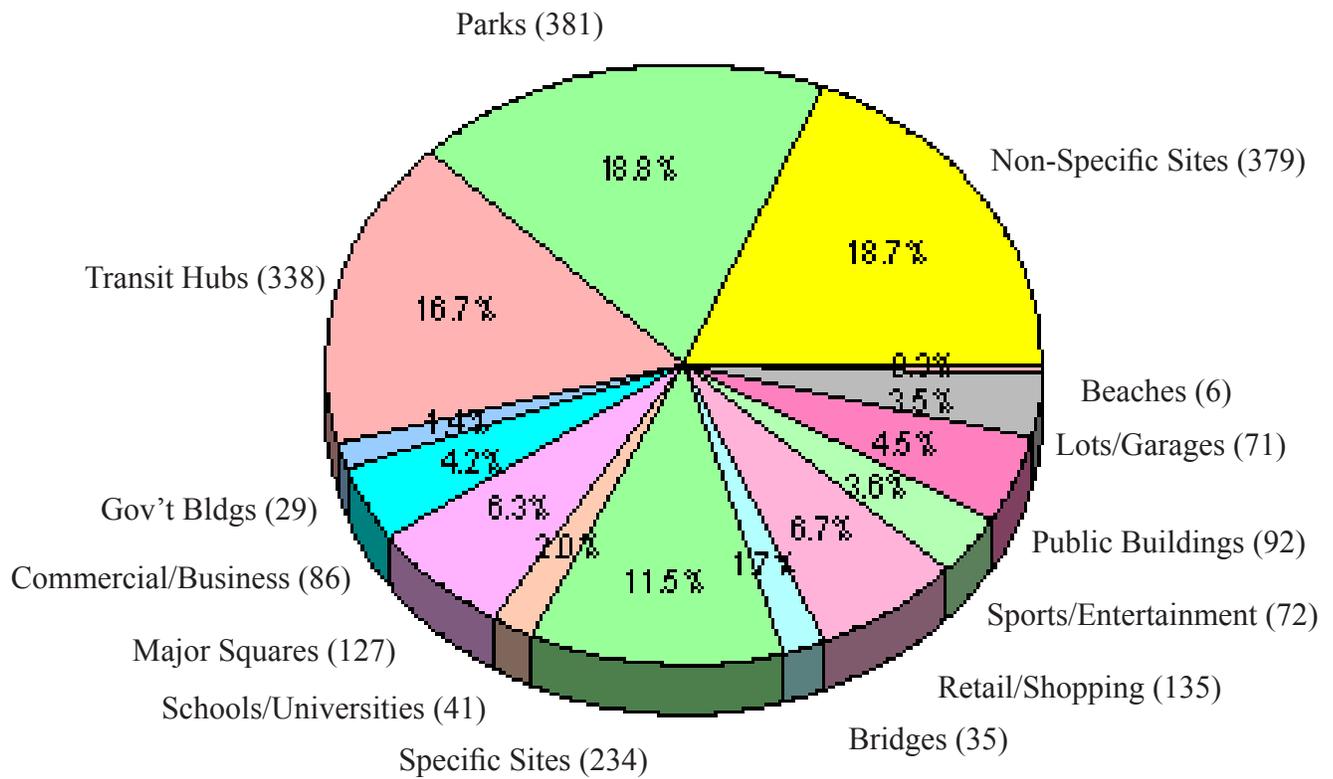
Recommended Bicycle Parking Facility Locations

Section 3 of the Survey, *Bicycle Parking*, asked the question, “where would you like racks, lockers, etc.” Responses to this question were analyzed to create a detailed picture of where bicycle parking was needed most and what kind of bicycle parking was desired. Thirteen different keyword descriptions were created to categorize the location recommendations. Parks and Transit Hubs received the most interest (18.8% and 16.7% respectively) followed by Retail/Shopping and Major squares (6.7% and 6.3% respectively). The category, ‘Non-specific Sites’(18.7% of responses) includes requests spread out all over the city that are not geographically specific. The category, ‘Specific Sites’(11.5% of responses) includes exact address requests throughout the city.

Table 2: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like racks, lockers, etc.? (Recommended Locations by Thematic Keyword)

Keyword	Description and Examples	#	%
Park	Central Park, Bryant Park, Washington Sq. Park - all parks (if mentioned as park, otherwise counted as major square)	381	18.8
Non-Specific Sites	non-thematic recommendations, geographic in nature, e.g. “all over midtown”, “up and down Broadway”, and “throughout Brooklyn”	379	18.7
Transit Hub	all types of transit stations and stops, such as subway stations, bus stops, major train stations like Penn Station, Grand Central	338	16.7
Specific Sites	when an exact address was given and the location could not be identified	234	11.5
Retail/Shopping	stores and locations such as South Street Seaport, Barnes and Noble, Macys, etc.	135	6.7
Major Squares	locations with several attractions such as Lincoln Square, Times Square, Astor Place, Columbus Circle, etc.	127	6.3
Public Buildings	libraries, museums, post offices, hospitals (schools are listed under a separate category)	92	4.5
Commercial/Business	office building recommendations and locations such as the World Trade Center, Empire State Building, Wall Street, etc.	86	4.2
Sports/Entertainment	includes sports clubs and gyms, stadiums, Chelsea Piers, movie and other theaters	72	3.6
Lots/Garages	all private and public parking garages and lots	71	3.5
Schools/Universities	all private and public schools and universities	41	2
Bridges	all bridges	35	1.7
Government Buildings	locations such as Borough Hall, Court Bldgs, Police Bldgs, etc.	29	1.4
Beaches	Coney Island, Rockaway Beach, Orchard Beach, etc.	6	0.3

Chart 2: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like racks, lockers, etc.? (Recommended Locations by Thematic Keyword)



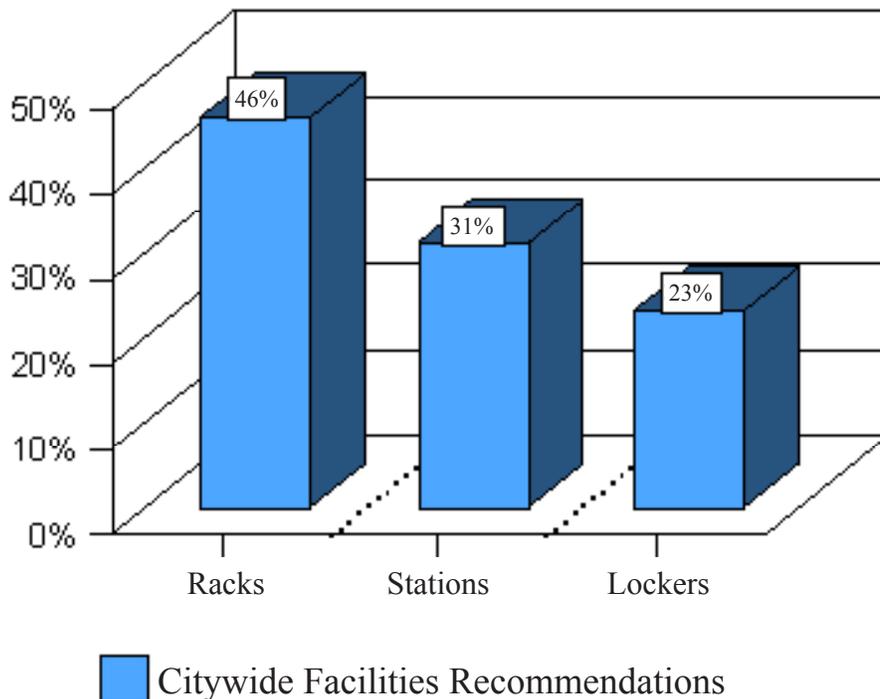
Recommended Bicycle Parking Facility Types

Out of a total of 2026 recommendations, 941 (46%) were rack recommendations, 621 (31%) were service station recommendations and 464 (23%) were locker recommendations. The maps in Appendix E identify total recommendations for locations in lower Manhattan and midtown and also specify the type of facilities recommended at particular locations. The 11.5% of ‘Specific Sites’ that provided an exact address will be forwarded to the DOT CityRacks program for further review.

Table 3: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like racks, lockers, etc.? (Recommended Facility Types)

Facility	#Listed	%Listed
Racks	941	46
Stations	621	31
Lockers	464	23

Chart 3: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like Racks, lockers, etc.? (recommended facility types)



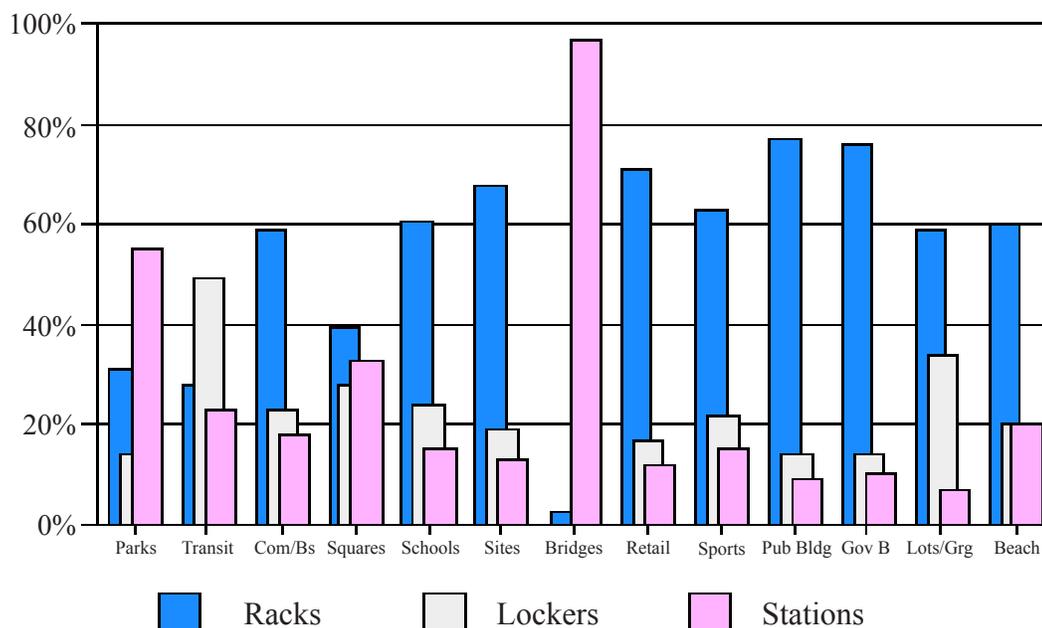
Recommended Bicycle Parking Facility Types By Location

Survey responses were further analyzed to determine the type of bicycle parking facility most preferable for each location category. The demand for bike stations is highest at bridges and parks, while lockers were the top choice at transit hubs.

Table 4: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like racks, lockers, etc.? (Facility Types by Keyword Location)

Keyword Locations	# Racks / %		# Lockers / %		# Stations / %	
Parks	116	30.5	53	13.9	211	55.4
Transit Hubs	95	28.1	166	49.1	77	22.8
Sites	158	67.5	45	19.2	31	13.2
Retail/Shopping	96	71.1	23	17.1	16	11.9
Major Squares	50	39.4	35	27.6	42	33.1
Public Bldgs	71	77.2	13	14.1	8	8.7
Comm/Business	51	59.3	20	23.2	15	17.4
Sport/Entain	45	62.5	16	22.2	11	15.3
Lots/Garages	42	59.2	24	33.8	5	7.0
School/Uni	25	61.0	10	24.4	6	14.6
Bridges	1	2.9	0	0	34	97.1
Governm Bldgs	22	75.9	4	13.8	3	10.3
Beaches	3	60.0	1	20.0	1	20.0

Chart 4: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like racks, lockers, etc.? (Facility Types by Keyword Location)



Recommended Manhattan Priority Locations and Facility Types

Of the total 2026 locations specified, 1498 (74%) were in Manhattan. Because of the Manhattan orientation of the *Bicycle Parking Needs* study, only Manhattan locations were prioritized. Locations recommended by more than 40 respondents were identified as “priority” locations. Locations mentioned more than 10 times were identified as “more important”. The following five locations in Manhattan fell into the “priority” category:

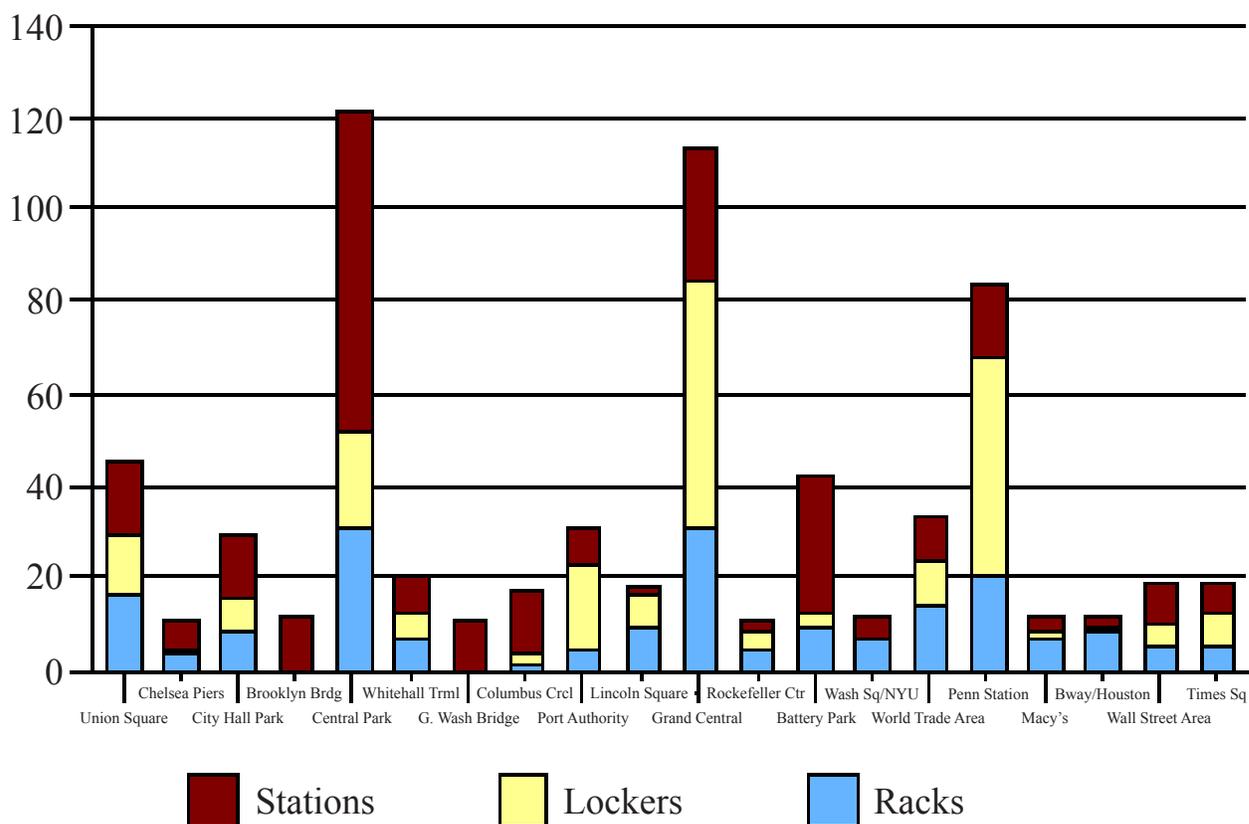
1. Central Park
2. Grand Central Station
3. Pennsylvania Station
4. Union Square
5. Battery Park

Other ‘more’ important locations are as follows: World Trade Center; Port Authority Bus Terminal; City Hall Park; Whitehall Ferry Terminal; Wall Street; Times Square; Lincoln Square; Columbus Circle; Washington Square/NYU; Macy’s/Herald Square; Brooklyn Bridge; Broadway/Houston; Rockefeller Center; George Washington Bridge; Chelsea Piers.

Table 5: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like racks, lockers, etc.? (Recommended Priority Locations and Facility Types)

Location	# Total	# Racks	# Lockers	# Stations
Central Park	121	31	21	69
Grand Central	113	31	54	28
Penn Station	84	21	47	16
Union Square	45	17	13	15
Battery Park	42	10	3	29
World Trade Area	33	14	10	9
Port Authority	31	5	18	8
City Hall Park	29	9	7	13
Whitehall Ferry Terminal	20	7	6	7
Wall Street Area	19	6	5	8
Times Square	19	6	7	6
Lincoln Square	18	10	7	1
Columbus Circle	17	2	2	13
Brooklyn Brdg	12	0	0	12
Washington Square/NYU	12	7	0	5
Macy’s at Herald Square	12	7	2	3
Broadway/Houston	12	9	1	2
Chelsea Piers	11	4	1	6
George Washington Brdg	11	0	0	11
Rockefeller Center	11	5	4	2

Chart 5: DCP Bicycle Questionnaire Section III, Bicycle Parking -- Where would you like racks, lockers, etc.? (Recommended Priority Locations and Facility Types)



Bicycle service stations were most frequently recommended for Central Park, Battery Park, City Hall Park, Columbus Circle, Brooklyn Bridge, the Wall Street area, Chelsea Piers and the George Washington Bridge. Bicycle lockers were most frequently recommended for; Grand Central, Penn Station and Port Authority (the major transit hubs). Recommendations for bike racks prevailed at Union Square, Whitehall Terminal, Lincoln Square, Rockefeller Center, Washington Square/NYU, the World Trade Center, Macy's and Broadway/Houston.

How Much Would You Be Willing To Pay

The survey also asked the question, “If safe and secure bicycle parking were available, how much would you be willing to pay?” This question was analyzed for 1378 surveys. 51.2% of respondents included an answer about how much they were willing to pay per hour, while 72.1% gave an answer about how much they were willing to pay per day. Additionally, even though no monthly category was provided on the survey, some survey respondents gave suggestions for payment per month, showing a willingness to pay for long-term parking. A number of responses indicated a distinct un-willingness to spend any money at all for bike parking, believing that it should be provided by the city at no cost. Other responses indicated that the daily parking fee should not be higher than the fee for commuting to work with mass transit (not more than \$3).

The average hourly rate evaluated from all answers of survey respondents that are willing to pay is \$1.32. If you include the zeros entered by those unwilling to pay, the average drops to \$1.14 per hour. For daily bike parking, the average rate of those willing to pay is \$4.69; including the zero’s of those

Table 6: DCP Bicycle Questionnaire Section III, Bicycle Parking -- If safe and secure bicycle parking were available, how much would be willing to pay?

PER HOUR		PER DAY	
Average = \$1.14 Average w/o 0 = \$1.32		Average = \$4.34 Average w/o 0 = \$4.69	
\$	% who answered	\$	% who answered
0	13.7	0	7.4
< 0.25	1	0.5 < 1	0.8
0.25 < 0.5	8.2	1 < 2	11.7
0.5 < 1	16	2 < 3	15.4
1 < 2	35.4	3 < 4	14
2 < 3	15.7	4 < 5	4.4
3	6.7	5 < 7.5	31
4	0.7	7.5 < 10	2.7
5	2.5	10 < 15	9.8
		15	1.6
		20	0.8
		25	0.4

Chart 6: DCP Bicycle Questionnaire Section III, Bicycle Parking -- If safe and secure bicycle parking were available, how much would you be willing to pay? (Per Hour)

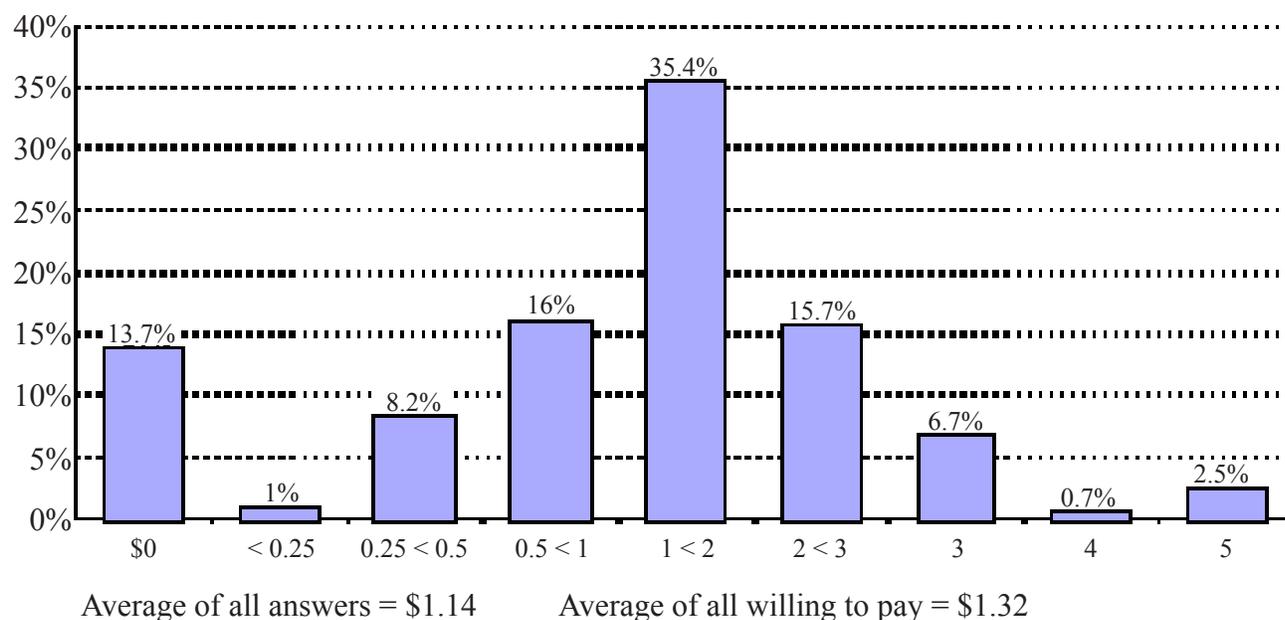
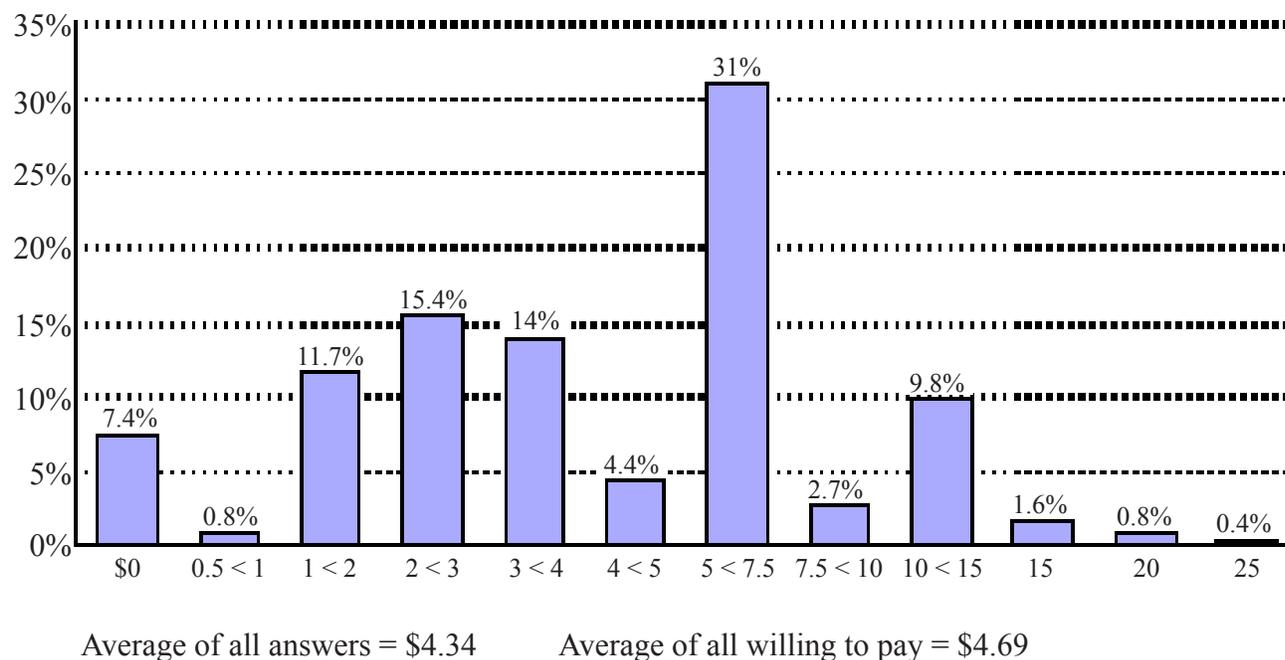


Chart 7: DCP Bicycle Questionnaire Section III, Bicycle Parking -- If safe and secure bicycle parking were available, how much would you be willing to pay? (Per Day)



Results by Manhattan Sub-Area

Manhattan was divided into eight sub-areas for further analysis. Priority locations were identified in each sub-area as locations recommended by more than 10 survey respondents. (see Appendix E for sub-area maps of survey results)

Sub-Area I:

Lower Manhattan South of Houston Street

Priority locations:

- *Whitehall Ferry Terminal*
- *Wall Street area*
- *Battery Park area*
- *World Trade Center Complex*
- *City Hall Park*
- *Brooklyn Bridge.*

Over 50% of recommendations for the *Whitehall Ferry Terminal*, *Wall Street area* and *World Trade Center* were for more secure facilities (stations and lockers).

100% of respondents that mentioned the *Brooklyn Bridge* recommended a bicycle station for this location. Most of the recommendations for *Battery Park* were for bike stations (69%). A majority of respondents (45%) recommended a bicycle station facility for *City Hall Park*.

Not identified as priority locations but also mentioned several times by respondents were the *South Street Seaport* and *One Police Plaza* area.

Sub-Area II:

Houston Street to 25th Street

Priority locations:

- *Union Square*
- *Washington Square/NYUniversity*
- *Broadway and Houston Street*

More secure facilities (lockers and bike stations) were requested from over 60% of respondents for the *Union Square* area with 33% requesting

bicycle stations and 29% requesting bicycle lockers. Of those who identified the *Washington Square/NYU area*, 42% recommended a bike station. Racks were most commonly recommended for the *Broadway/Houston area*. Few lockers were recommended for either area.

Not identified as priority locations but also mentioned several times by respondents were the *Angelica Film Center* (located within the Broadway Houston area), the *Barnes and Noble Store* at 6th Avenue and 21st Street, *Madison Square Park* and *Astor Place* for which several people recommended a bicycle station.

Sub-area III:

25th Street to Central Park South

Most survey recommendations fall within this area. Priority locations:

- *Chelsea Piers*
- *Pennsylvania Station*
- *Macy's/Herald Square area*
- *Grand Central*
- *Port Authority*
- *Rockefeller Center*
- *Columbus Circle*
- *Central Park.*

Central Park was the most recommended location with the Loeb boathouse being singled out by a number of respondents (DPR currently operates a bicycle rental concession at the boathouse during Summer months). Over 50% of those who identified the park specified a bicycle station. Approximately 17% recommended lockers.

Most respondents who identified *Columbus Circle* and approximately half of those who identified *Chelsea Piers* specified bicycle stations.

For the three major transit hubs; *Grand Central*, *Penn Station* and *Port Authority*, locker recommendations prevailed.

Sub-Area IV:**West of Central Park between 59th Street and 112th Street**

Within this area *Lincoln Center/Square* was identified as the only priority location. About 40% of recommendations for the *Lincoln Center/Square area* included lockers.

Not identified as priority locations but also recommended several times by respondents were the *Sony Multiplex facility* on Broadway and 69th Street and *Riverside Park*.

Sub-Area V:**East of Central Park between 58th Street and 94th Street**

No priority locations were identified within this area; two locations, however, were recommended several times by respondents. They were the *Queensboro Bridge* and the *Metropolitan Museum* on 5th Avenue at 82nd Street.

Several of the recommendations for the *Queensboro Bridge* specified bicycle stations.

Sub-Area VI:**94th Street to 134th Street**

No priority locations were identified within this area; Columbia University was, however, recommended several times as a potential location for bicycle parking facilities.

Sub-Area VII:**134th Street to the George Washington Bridge near 180th Street**

The *George Washington Bridge* was identified as the only priority location within this area; 100% of these recommendations specified bicycle stations.

Sub-Area VIII:**North of the George Washington Bridge**

There were no locations identified as priority sites for bicycle parking facilities within this area.

Summary

The concentration of recommendations lies within the midtown area between Lexington Avenue and 7th Avenue/Broadway. Recommendations were, however, widespread throughout most of Manhattan indicating an overall lack of bicycle parking facilities. The maps also show that at many locations where CityRacks have been implemented, more are recommended (i.e. World Trade/Financial Center, Broadway and Houston area, around Union Square area, Bryant Park and New York Public Library area) indicating either that demand exceeds supply or the racks that exist have been installed in undesirable locations.

In addition, higher security bicycle parking facilities (lockers and bike stations) were requested for locations where long-term bicycle parking is most likely to occur such as at transit hubs or commercial/business locations. A bicycle service station is the favored facility at most recreational areas such as parks and squares.

Based on survey results and existing on-site conditions, the final report will develop recommendations for the implementation of pilot projects at specific locations to be chosen from the priority locations identified in this report.

Existing Off-Street Bicycle Parking Conditions

Much as motorists carry jacks, flashlights and maps in their cars, commuting cyclists should be able to carry their essential gear - pump, tools, lights, panniers - on their bikes without having to remove it one or more times a day. This requires secure indoor parking. Even cyclists who travel light need access to places where they can keep their bikes safe from theft and the weather. In most cases, this too means off-street or indoor parking.¹⁾

Easy access makes bicycles parked on-street more susceptible to vandalism and theft than bicycles stored indoors. Vandalism to, and theft of, bicycles parked on-street can, however, be minimized by providing bicycle parking facilities that are well located in highly visible public places. Even when well located, however, on-street facilities are more appropriate for short-term parking purposes only.

To meet the long term and/or regular daily parking requirement of many potential bicycle commuters, off-street bicycle storage is required, as evidenced by the DCP Bicycle Survey. In New York City, the lack of off-street facilities is more severe than the lack of on-street facilities. Without a dramatic increase in the availability of off-street bicycle parking facilities, the utility of cycling as a viable alternative to automobile travel will never be fully realized. The following section describes existing New York City off-street bicycle parking and identifies preliminary recommendations to be studied further in the final report.

¹⁾ *Bicycle Blueprint, Transportation Alternatives, page 97, 1994.*

Public Parking Facilities

Within Manhattan there are five municipal parking facilities which are operated by the NYC-DOT. Two of the facilities are parking garages and three are parking lots:

- Broome & Ludlow Parking Lot
- Delancey & Essex Parking Garage
- Leonard Street Parking Lot
- Civic Center Parking Garage
- Park & Display Muni-Meter between West and Washington Street

None of the parking lots are attended or provide facilities for bicycle parking. The *Leonard Street* parking lot is located within the Civic Center in lower Manhattan between Lafayette and Center Streets. It is surrounded by courthouses and other public buildings, many of which house offices of city, state and federal agencies, and is adjacent to a small park that serves as a popular midday lunch spot. Although the field is not attended, guards from the nearby court buildings direct people to the lot.

The *Broome & Ludlow* lot within the Bowery neighborhood appears to have excess capacity. Both of the municipal parking garages provide bicycle parking facilities on the ground level, visible to the operator; people may park their bikes for free. The City claims no responsibility for any theft of or damage to bikes parked within its garages.

The *Delancey & Essex* parking garage has two bike racks, one providing space for 9 bikes and the other for approximately 15 bikes. A site visit to the facility confirmed that both racks were well used. Many of the bikes, however, appeared old and in poor condition. According to the operator, most of the bikes belong to messengers and are moved on a daily basis, though some bikes sit untouched for months, apparently abandoned by their owners. The abandoned bikes take up valuable parking space, and clutter the area when they fall over onto the floor.

The *Manhattan Civic Center* parking garage has bike racks that provide space for approximately 20 bicycles. A site visit to this facility noted newer bikes in good condition locked to the rack. According to one of the attendants, DOT had recently removed abandoned bikes. Although the bike rack is in a location visible to the garage attendants, no attention is paid to who leaves or takes a bike. So far, however, no bike has been reported stolen or damaged. The operator believes that several people ride their bikes to the garage and pick up their cars to continue their trip.

Private Parking Facilities

Research conducted by project staff concluded that few privately operated parking garages in Manhattan provide bicycle parking. Phone calls placed to the main offices of each of the companies that own/operate commercial parking garages revealed that many of the companies do not have an official company-wide policy regarding bicycle parking. Some companies reported having an unofficial policy that allows individual location managers to decide whether or not to provide bicycle parking. Many companies did not know whether or not their individual location managers allowed bicycle parking at their facilities (see Appendix F).

The following is a list of commercial garages that provide bicycle parking:

Manhattan

30 Park Ave	Rudin Management
345 Park Ave	Rudin Management
80 Pine St	Rudin Management
211 East 70 St	Rudin Management
810 7th Av	Central Parking

All of the above bicycle parking is provided for free. In all cases, the parent company claims no responsibility for theft or damage. Each of the garages that provides bicycle parking has designated a space that is visible to the attendant and a rack that is secure enough to leave a bike

for an extended period of time. All the private parking companies contacted were concerned about liability arising from the potential injury of people walking through the parking facility to access the rack. This concern was cited by some companies as a major reason why they refused to provide bicycle parking. Unfortunately, none of the Manhattan garages that provide bicycle parking have signs on the outside of the building, visible to the public, that indicate the presence of bicycle racks within.

The following is a list of private parking garages in other boroughs that allow bicycle parking:

Bronx

Jerome Avenue at Gun Hill Road
Jerome Avenue at 190th St

Brooklyn

Atlantic Avenue at Court Street
Livingston Street at Bond Street

Queens

Court Square (near Jackson Avenue)
90 Avenue (btw. Parsons Blvd and 160th Street)
Archer Avenue at 165th Street
Queens Borough Hall
Queens Plaza South at Jackson Av

Staten Island

Staten Island Ferry Terminal
(Source: *Transportation Alternatives 10/1998*)

When contacted, representatives of *Central Parking System* stated that with the known exception of its 810 Seventh Avenue location, an official company-wide policy prohibits the parking of bicycles in its facilities. The 839 Sixth Avenue location used to provide bicycle parking but it was converted to motorcycle parking which, according to the operator, is more profitable. At a discussion held on November 26, 1997, between Central Parking's then Director of Operations, Al Ohara, and representatives of DCP, the New York Metropolitan Transportation Council (NYMTC) and Transportation Alternatives, Mr. Ohara stated that the installation of

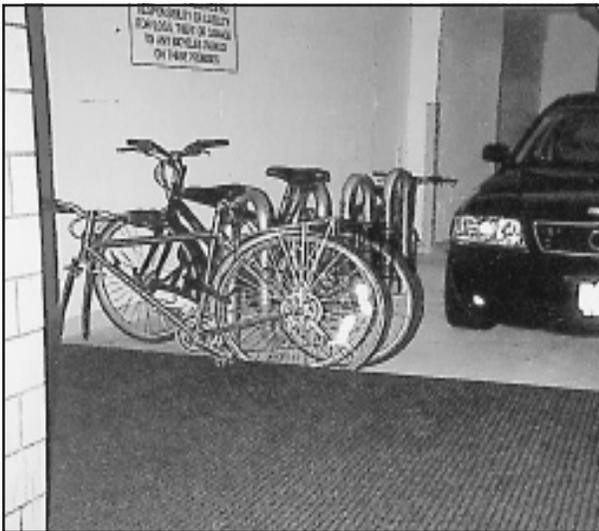
bike racks in their garages would be left up to individual location managers.

Kinney Parking System prohibits bicycle parking at all of its facilities. Representatives stated that space is too valuable and no demand exists to make bike parking profitable.

When asked, the following companies stated that it was up to individual location managers to decide whether or not to provide bicycle parking facilities inside their garages:

- Quik Park Parking
- Manhattan Parking System
- Edison Park Fast

Rudin Management, a large commercial development and property management company that owns several parking garages, provides bicycle parking in at least four of their garages adjacent to buildings they manage. Initially a fee was charged but has been since been eliminated. The bike racks are purchased and provided by Rudin Management and are safely located within the facility. They are, most often, well used. When visited, most of the bikes appeared to be in a state of good repair. No complaints about abandoned, stolen or damaged bikes had been reported from any of the four individual location managers.



A bicycle rack within the Rudin Management garage on 80 Pine Street.

Local Laws and Ordinances

The New York City Zoning Resolution, pursuant to Sections 13-561, 13-562 and/or 74-52 and requires developers to seek a special permit from the City Planning Commission to either construct a public parking garage or to exceed the as-of-right capacity of an accessory garage within special districts located inside the Central Business District (CBD).

Affected Community Boards and/or the Manhattan Borough President's Office (MBPO) have, when reviewing special permit applications for indoor parking facilities, requested that bicycle parking be included. The recommendations of the Borough President and the Community Board are, however, advisory only. Two cases were identified where the provision of bicycle parking was requested by the Borough President or the affected Communitiy Board:

An application for a special permit was filed by the Rockrose Development Corporation in 1993 for the Archive Building, a residential building with an accessory parking garage developed by Rockrose at 641 Washington Street, within Community District 2, C6-2 zoning district. The special permit was required as a result of the proposal to convert the basement of the existing building to an attended parking facility as part of the redevelopment of the building for residential use. The application was considered by the Borough President and approved with the condition that "secure bicycle parking for a minimum of twelve (12) bicycles be provided." The Borough President's request resulted in the selection, by the development corporation, of a garage operator who was willing to provide bicycle parking. The current parking operator permits tenants and/or customers who rent a parking space to pay an additional \$20 per month to store their bike within their space; bike racks are not provided. The garage manager pointed out that anybody could leave their bike in the garage for a couple of hours and not be charged a fee but few actually do so. Building

management claims no responsibility for stolen or damaged bikes.

Another application for a special permit was filed by 28-29 Realty Associates in 1994 to allow an attended public parking garage in Community District 5, M1-6 zoning district. The Community Board within which the development was proposed requested that the garage provide bicycle locker storage. The proposed garage was never built; no bicycle parking is provided within the sites current parking lot.

Summary

The two public parking garages located in Manhattan south of Central Park each contain bicycle racks available for use by the public free-of-charge. Municipal parking fields in the same area do not, however, provide any bicycle parking. Most private parking companies do not provide bicycle parking, believing that the perceived liability risk can not be sufficiently off-set by legitimate profit making potential.

In the few cases where bike parking is provided, however, it is very popular. The private parking garages that provide bicycle parking (racks) do not charge a fee because they believe that to do so would make them accountable for the safety and security of both the bicycles and the people using the racks. To minimize these risks, bicycle parking should be located in a spot that is visible to the attendants and easily and safely accessible to the cyclist. Many garages claim they lack such a space and are unwilling to use a car parking space because of the perceived lack of demand.

A random series of interviews with individual garage managers revealed that, despite company policy to the contrary, some were willing to make informal 'one-on-one' arrangements with persons who lived or worked in the area and wished to store their bicycle inside the garage on a regular basis.

Bicycle Parking in Buildings

In New York City, there is no current law that either mandates or prohibits one from being allowed to bring their bicycle inside a building.

Public Buildings

Many public buildings in New York City are under the jurisdiction of the Department of City-wide Administrative Services (DCAS)-Division of Facilities Management and Construction. The division purchases, manages, maintains and leases real property for the City.

According to Thomas Papsodero, Director of Facility Operations, there is no written policy that prohibits bicycle access to city-owned buildings. Individual building managers and security personnel are, however, told to deny bicycle access to any of the division's buildings for security and liability reasons. Concern over explosive devices hidden inside bicycle frames was given as a major reason for the Division's verbal policy. Concerns regarding cleanliness and elevator capacity were also given as reasons for denying access.

Similar, however, to the many parking garages investigated, there are city-owned buildings, many under the jurisdiction of DCAS, where the building managers allow bicycles. In almost all such cases, employees who work in the building are allowed to bring their bicycles to their respective offices. Some buildings restrict access to the service entrance and freight elevator. Service and freight facilities, however, often operate during limited hours, making building access impossible at other times.

In discussing the issue further with Mr. Papsodero, the conclusion was reached that bicycle access was generally permissible but that cyclists should make use of the service entrance and freight elevator to access their individual offices. Mr. Papsodero went on to say that tenant complaints would, however, result in bikes being banned altogether.

D.C.A.S. Examples

The following buildings, under the jurisdiction of DCAS, were surveyed randomly by project staff to determine whether or not bicycle access was permitted:

- According to the building manager of the *Municipal Building*, located at Centre Street and Chambers Street in Manhattan, employees may bring a bike inside and store it within their office space but are not allowed to use the elevator, they must walk with their bike up the stairs. The Municipal Building has more than 25 floors. According to employees who work in the building, however, the opposite is true, they report routinely bringing their bicycles on the elevator, and that, in fact, access to the stairwells is denied.
- At the *Health Building*, located at 125 Worth Street, employees take their bikes into the freight elevator to get to their office space.
- The *Supreme Court Building* at 60 Centre Street and the *Court Square Building* at 2 Lafayette Street have no restrictions regarding bicycle access. Employees may bring their bicycles into any elevator and store them within their respective office spaces.
- The *Surrogates Court Building*, located at 31 Chambers Street allows short-term parking (only) for deliveries within the lobby.
- Employees of the City Department of Transportation who work at the department's headquarters located at *40 Worth Street* have access to a bicycle rack located in the basement adjacent to the service entrance. They may not bring their bicycles to their individual offices on the upper floors. CDOT has also made lockers available to its employees who commute to work by bicycle. The lockers are located on the 11th floor adjacent to the freight elevator. Until recently, a bicycle rack was located in the lobby on the 10th floor and bicycle commuters were

allowed to bring their bicycles in any elevator. The rack was reportedly moved to the basement by the former building manager who claimed the bicycles were a fire hazard.

The following is a list of DCAS owned buildings in other boroughs that allow bicycle access to employees. Designated bicycle parking areas, however, do not exist within any of the buildings.

- DCAS Trades Shops Building, 390 Kent Avenue - Brooklyn
- Family-Criminal Court Building, 215 E 11 Street - Bronx
- Queens Borough Hall, 120-55 Queens Boulevard - Queens
- Family Court, 89-14 Parsons Blvd - Queens (access to police bikes only)
- Borough Hall, 10 Richmond Terrace - Staten Island
- Family Court, 100 Richmond Terrace - Staten Island

Other Public Buildings

Employees of the Department of Parks and Recreation who work at the Department's headquarters, *The Arsenal*, located at 855 5th Avenue at 64th Street, are allowed to use the elevator to bring their bicycles to their individual offices.

Private Buildings

Project staff attempted to document policies and attitudes regarding bicycle access to privately owned and managed class A office buildings and private companies located in midtown and lower Manhattan. To accomplish this, project staff conducted an informal telephone survey of New York City's 26 largest commercial property management companies.¹⁾ Individuals contacted were asked to describe their company's official policy regarding bicycle access to the buildings they managed and to identify, if appropriate, examples of buildings that allowed bicycle access (see Appendix F). Several buildings were subsequently chosen at random and contacted

to verify whether or not individual building managers followed the bicycle access policies reported by the central management companies (see Appendix F). Finally, some of New York City's largest employers were contacted as well (see Appendix F).

The fact that most buildings are managed, occupied and owned by different companies often made identification of a central policy difficult. Our informal survey determined that no central policy exists for most large office buildings. Of the 26 commercial property management companies contacted, the most common response was that the decision whether or not to provide indoor bicycle parking, or to allow bicycle access to a particular building at all, would be left to the individual building manager, the tenants and the owner. Most of the companies added, however, that competition for space within all buildings was strong and any available space was unlikely to be dedicated to centralized bicycle storage; rather, tenants would most likely be allowed to store their bicycles within their office space by using the freight elevator only, thereby ensuring no discomfort to other tenants and visitors. Following are examples of specific buildings and their bicycle access policies.

¹⁾ Ranked by square footage; source: *Crain's New York Business - Book of Lists 1999, Real Estate section, 82-84.*

Most of the privately owned and operated buildings that permit bicycle access simply allow admittance; few provide a dedicated bicycle parking facility or area within their buildings. In most cases where facilities are provided, they are well used and appreciated.

- The *Phillip Morris* building located on Park Avenue, the *Lincoln* building on 42nd Street and *112 W 34th Street* each allow people to bring their bicycles inside.
- The *Bankers Trust* company, also on Park Avenue, has a rack in the basement which, ac-

ording to security personnel is rarely used. The rack was installed years ago in response to an employee's request. *J.P. Morgan & Co.* provides a room for bicycle storage on the ground floor of its *60 Wall Street* building which is used by up to 6 employees. Within the *Pfizer* building located at *219 E 42nd Street*, bicycles are not allowed inside, however, a room which is accessible via a separate entrance is provided to cyclists. A rack has been placed in the room and people enter with a key. Approximately 12 people make use of it during the summer months.

- The *Ford Foundation* building, located at *320 E 43rd Street*, has placed a bicycle rack in their adjacent garage in response to an employee's request. According to the building manager, they try to be cooperative but would not allow bicycle access to the building. The advertising firm *Saatchi & Saatchi* has also made bicycle parking available to its 1000 employees. The company, located in SoHo on Hudson Street, has installed bike racks adjacent to the 24-hour security booths on each level of its private parking garage. Commuters also have access to shower and change facilities at the company's fitness center.
- The *Natural Resource Defense Council (NRDC)*, an environmental advocacy group, created an indoor bicycle parking area at its national headquarters building, located on West 20th Street, in 1992. The 10th floor parking area provides hooks to hang up to a dozen bicycles vertically and is accessible via the freight elevator during business hours and by the passenger elevator at other times (see picture on next page). The project was sponsored by Charles Komanoff of Komanoff Energy Associates (KEA) and designed and constructed by an employee of the *NRDC*. According to the director of *NRDC* it made sense for an environmental group to support an alternative transportation mode for their employees. As the owner of the building they occupy, *NRDC* did not have to overcome any restrictive 'anti-bike' policies.



Bicycle hangers at the Natural Resource Defense Council at West 20th Street.

- A pilot-test project was undertaken by the Shorenstein Asset building management company at their 200 Park Avenue location. Upon the request of an employee, a 60 day test period was initiated during which employees were allowed to bring their bicycles into the freight elevator and store them within their respective office spaces. If successful, Shorenstein would have made the policy standard for the building. According to the building manager, the project failed due to tenant complaints. Other Shorenstein buildings, however, are still permitted to try similar tests if they wish.
- The *One Penn Plaza* building, managed by MRC, has designated a room on the ground floor for bicycle storage for their tenants. Within the room is a rack for 20 bicycles. Since the beginning of the project in September, 1998, approximately 7 people have applied to use the room. To ensure 100% security, the building's security guards unlock the door for each user. Usage is, therefore, limited to the hours between 8am and 5:30pm. According to building management, tenants seem to appreciate the facility and the encouragement shown towards cycling in general as an alternative transportation mode.

Also according to building management, additional racks may be installed if requests increase. (see Appendix F for a copy of rules to be signed in order to use the rack, the general release form, and a memo to the tenants). One Penn Plaza contains a number of transportation planning and engineering firms.

- Finally, *New York University* provides bicycle parking in a variety of ways at several of their buildings. According to the Vice President of Operations, most buildings have bicycle racks located outside, highly visible to the public, adjacent to entrances and always well occupied. In one case a fence has been placed around racks for storage of up to 70 bikes. The electromagnetic door to the "bike cage" can be opened with the student's identification card. In addition, one faculty member placed a rack within the lobby of a particular building for the storage of up to 20 bicycles within eyeshot of the security officer. According to security personnel in this building, the indoor rack is for faculty only; if made available to the student population, the lobby would quickly become jammed with bikes, causing a safety problem.

Local Laws and Ordinances

The only reference to the mandatory provision of bicycle parking facilities exists in the New York City Zoning Resolution, Article II - Residence District Regulations, Chapter 7 - Special Urban Design Guidelines - Residential Plazas. The text reads:

Bicycle parking facilities: All *primary spaces* shall provide bicycle parking facilities. There shall be facilities for parking two bicycles for every 1,000 square feet of *primary space*.

A *primary space* is defined in the Zoning Resolution in Article I - General Provisions, Chapter 2 - Construction of Language and Definitions, Section 12-10 - Residential plaza; Northern plaza, Primary space, Residual space. The text reads as follows:

A “primary space” is the major portion of a residential plaza, which abuts a street, and is accessible to the public for recreational use.

Since 1994, however, the design guidelines for bonus plaza’s referenced above no longer apply to any building, the total floor area of which, is more than 25% residential.

Summary

Policies vary widely from building to building and employer to employer, depending on the access policy of a building’s manager, owner or the individual tenants. Whether official or unofficial, most bicycle access policies can be sorted into one of the following three broad categories:

Restrictive - Access is strictly prohibited.

Semi-restrictive - Access is conditionally allowed. Must use the service entrance and freight elevator and store bicycle where it will be ‘out of sight.’

Unrestrictive - Building access is unconditionally allowed. May enter through front door, use passenger elevators and keep bike at individual’s work area or at a safe, secure bicycle parking facility provided by the building manager or employer.

In many cases, building managers and employers report that an apparent lack of interest in bicycle access has made a firm bicycle access policy unnecessary. Where the number of employees who commute by bike is few, permission to bring one’s bike into a building is usually granted on a case by case basis and tolerated without incident. Where bike access is strictly prohibited, it is usually done for one, or all, of the following reasons:

1. Safety and security
2. Liability
3. Appearances/cleanliness

As reported by the main offices of the city’s largest building management companies, however, when demand exists, an agreement can usually

be made between tenants and individual building managers to provide bike access.

PRELIMINARY RECOMMENDATIONS

The first part of this report used information gathered in response to the Department’s bicycle questionnaire to determine priority locations within Manhattan south of, and including, Central Park for the installation of bicycle parking facilities. Also identified were the types of bike parking facilities (racks, lockers or bicycle service station) respondents preferred at each of these locations, and how much they would be willing to pay per hour and per day for them.

Specific priority locations identified will be analyzed further in the final report, to determine suitability for the installation of CityRacks and/or the test implementation of selected innovative bicycle parking facilities, such as bike lockers and service stations. Siting issues must be resolved in cooperation with affected institutions and responsible city agencies, especially within the CBD and particularly with regards to Grand Central Station, Pennsylvania Station, Union Square and Central Park.

On-Street Bicycle Parking

NYCDOT currently installs CityRacks in the public right of way. In addition to the continuation of this program, opportunities should be identified to install racks and other innovative bicycle parking facilities out of doors on privately owned property as well. Such locations may include publicly accessible (but privately owned) plazas adjacent to buildings (particularly class A, B office buildings) that do not currently allow bicycles inside.

In order for on-street bicycle parking to be used effectively, its placement must meet the following space, access and security requirements:

1. Bicycle parking should be located convenient to likely destinations.
2. Where heavy volumes of cyclists are anticipated, a bicycle parking facility should be large enough and have sufficient clearance all around to allow multiple users to access it at the same time without conflicting with one another or adversely affecting adjacent pedestrian flow.
3. Bicycle parking facilities should always be visible to someone designated to guard the facility and/or visible to the general public.

Bicycle Parking in Lots and Garages (public and private)

Few parking lots and garages currently contain bicycle parking facilities. As the DCP survey results indicate, expanding such opportunities could encourage additional bike commute trips.

Local Laws and Ordinances

To ensure the presence of bicycle parking facilities within future parking lots and garages (both commercial and accessory garages), the provision of bicycle parking facilities should be included as a requirement for the development of such facilities. This can be accomplished by amending some or all of the following regulatory mechanisms:

1. The City Planning Commission should explore the possibility of making the provision of bicycle parking an “as-of-right” requirement for the development of all parking facilities.
2. The Department of Consumer Affairs, the agency responsible for granting licenses to operate commercial parking facilities, should explore the possibility of making the provision of bicycle parking a requirement for the granting of a licence is contingent.
3. The Building’s Department should explore

the possibility of making the provision of bicycle parking a requirement for the granting of a building permit for all new parking facilities.

Encouragement

Short of requiring the provision of bicycle parking facilities in lots and garages, the City of New York should implement a program designed to encourage parking garage managers to provide a space for bicycle parking voluntarily. The following recommendations should guide the development and implementation of such a program:

1. Garages and lots that lie within an area with a high demand for bicycle parking as identified by the Department’s survey, and whose parent companies do not currently prohibit bicycle storage, should be approached first. One lot, in particular, that should be pursued is the municipal lot located on Leonard Street between Center and Lafayette Streets in Manhattan’s Civic Center. In addition to being conveniently located, the Leonard Street lot’s public ownership and highly visible location make it an example of one of the few outdoor unattended facilities where bicycle commuters may be willing to leave their bikes for an extended period of time.
2. To encourage existing private parking garage operators to provide bicycle parking, the City of New York should offer to provide and install a conventional bicycle rack or some other innovative parking facility, at no cost to the garage operator. Such a program should be closely coordinated with the *CityRacks* program. The operator would, in return, be required to maintain access to, and advertise the presence of the facility to the public.
3. A reliable means of removing derelict bikes should be secured before soliciting the participation of a private operator in such a program. One possible solution is to donate abandoned bicycles to a charitable organization. *Recycle-a-Bicycle*, a private not-for-profit organization,

collects unwanted bicycles in poor condition and teaches young people the skills needed to repair them. Once rehabilitated, the bikes are sold at auction and the profits shared between the organization and the young mechanics. Many children, after having successfully repaired and sold several bikes, accumulate enough money to buy one of their own. *Recycle-a-Bicycle* will pick-up bikes being donated. Another possible solution is to donate the bikes to *TA* which holds annual bike auctions. Finally, the City of New York could auction abandoned bikes (like the City of Seattle).

4. When soliciting participation in such a program, garage operators should be notified that:

- Based on responses to the Department's survey question regarding paying for bicycle parking and the assumption that a typical 10 foot by 20 foot parking space can accommodate at least 10 bicycles, a parking space can potentially provide \$50 per day, or more if hourly turnover is anticipated, in revenue when fully utilized.
- Bicycle parking could be provided seasonally during the warmer months when cyclist volumes are naturally higher.
- In most parking garages where secure, conveniently located bicycle parking is currently provided, the facilities are well occupied and people have not complained about theft or damage.

Bicycle Parking in Buildings

Bicycle Parking in Public Buildings

The following recommendations are designed to expand bicycle parking opportunities in city owned buildings:

1. The unofficial policy of letting individual building and office managers determine whether or not to allow city employees to bring their

bicycles into the buildings in which they work should be institutionalized through the adoption, among all city agencies, of a general policy statement. The statement should establish that the City of New York is in favor of allowing its employees to store their bicycles inside the buildings in which they work, unless it can be clearly demonstrated that the health, safety and welfare of the people who make use of that facility will be compromised by doing so. Adoption of such a policy will serve two valuable purposes. First, consistency will be established among the many buildings owned and operated by the city. Second, continuity will be established that will be unaffected by the transition of elected and appointed public officials and agency directors.

2. A comprehensive effort should be made to identify opportunities for creating designated bicycle parking facilities in all city owned buildings.

Bicycle Parking in Private Buildings

The reason most frequently cited by respondents to the Department's survey for not commuting to work by bike was the lack of safe secure bicycle parking at the workplace. Though many people would likely make use of bicycle parking in a private parking garage or at a bicycle service station if it were available, most would prefer to bring their bike into the building in which they work.

In addition, however, to a demonstrated lack of suitable bike storage at work locations, advocates have often cited the lack of suitable bicycle storage areas in residential buildings, as well, as a serious disincentive to cycling.

Local Laws and Ordinances

To ensure the presence of bicycle parking facilities within future large scale commercial and residential buildings, the provision of bicycle parking facilities should be included in all new such facilities. This can be accomplished via a

number of existing regulatory mechanisms:

1. The City Planning Commission should explore the possibility of making the provision of bicycle parking an “as-of-right” requirement for all new buildings proposed for high density districts.
2. The Building’s Department should explore the possibility of making the provision of bicycle parking a requirement for the granting of a permit for construction of new, or substantial renovation of existing, large commercial and residential buildings.

Encouragement

To expand bicycle access to existing buildings, the City of New York should implement a program designed to encourage building owners, managers and tenants to accommodate bicycle parking within their buildings voluntarily. The following recommendations should guide the development and implementation of such a program:

1. Buildings that lie within an area where a high demand for bicycle parking has been identified by the Department’s survey, and whose management companies do not expressly prohibit bicycle storage, should be approached first.
2. Such a campaign should be aimed first at companies that are most likely to look favorably on such a policy such as environmental and sustainable development organizations, health clubs and hospitals and companies involved in the sports, leisure and entertainment industry.
3. Prior to approaching large conservative building management companies, examples of successful bike parking policies and facilities in existing class A and B office and residential buildings should be assembled that may be used to encourage reluctant participants.
4. The environmental, health and mental

benefits of providing employee bicycle parking should be pointed out.

5. Reluctant building managers, owners and employers should be encouraged to initiate a pilot-test period similar to the one at 200 Park Avenue.