

## **Mayor's Bicycle Advisory Council, June 2009**

### **Breakout Session: Bike Parking Led by Christopher Gagnon (CDOT)**

Wednesday, June 17, 2009 at Daley Bicentennial Plaza Fieldhouse  
Prepared by Christy Fisher

#### **Session 1:**

Martin Hazard (Bobby's Bike Hike)  
Chester Kropidkowski (Messenger service)  
Dave Miller  
Kathy Schubert (Active Transportation Alliance member)  
Ritch Valadez (Chicago Couriers Union)  
Luann Hamilton (CDOT)

Scribe: Kathy Schubert  
Reader: Ritch Valadez

#### **Session 2:**

Greg Adelberg (CTA)  
Heather Stratton

Reader: Greg Adelberg  
Scribe: Heather Stratton

#### **Session 1:**

*1. What impact will the removal of parking meters throughout Chicago have on the availability of bicycle parking?*

CG: Explains bike parking issues in relation to meter removal and asks for feedback.

KG: What street furniture can we lock to?

CG: Bikes can NOT block pedestrian and vehicular circulation. We CAN lock to garbage cans, poles, and fences in the public way

MH: If a bike is locked to a fence on private property, does the owner of that property have authority to remove the bike?

CG: Yes.

RV: (bike messenger) We need parking closer to building entrances, including the rear entrances of buildings in order to perform our job as efficiently as possible. Sometimes I have to park several blocks away to make a delivery.

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CG: The Bike 2015 Plan has a chapter dedicated to bike messenger needs.

Chester: (messenger service) I am willing to conduct a bike messenger survey to find out which buildings messengers visit the most. Generally, the removal of meters is also a concern for business owners. Less bike parking could mean less business.

CG: We could reach out to community groups and ask them for advice on the need for bike parking in retail areas.

DM: Reaching out to civic organizations is a great idea.

MH: Can we just de-activate the meters so we still have bike parking?

CG: One out of every six meter poles will be retained until we create more parking. There are several pole retrofit designs we are considering. (Gives addresses of the locations with these retrofitted poles and asks for public to send him feedback).

KS: Just put more bike parking where you see bikes locked.

CG + LH: The problem is that would take a considerable amount of time for our small staff to visit every street in Chicago. You can send feedback to our website ([chicagobikes.org](http://chicagobikes.org)) or to active trans ([meters@activetrans.org](mailto:meters@activetrans.org)).

KS: I'm afraid to lock my bike to a meter for fear that it won't be there when I return.

CG: There SHOULD be a notice that is attached to bikes locked to meters slated for immediate removal that gives seven days of notice before the bike is removed.

MH: In a previous MBAC meeting, it was said that there would be more City funding towards new bike racks.

CG: I don't deal with the City budget.

LH: Money was already programmed for 2009 before meter removal became an issue.

CK: How many bike racks do we have?

CG: About 2800 with the current contract and next years' contract.

LH: Reminds everyone to call 311 or email us with information about meter removal.

CG: Maybe that's one of our 3 points to share?

DM: If we call 311, what should we say?

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CG: Be explicit that this is a meter-removal-driven request.

CK: With whom do we communicate?

CG: With me by email, phone, or letter.

MH: What about the streets where all of the meters have been removed already?

CG: We will just put in more bike racks if those locations demand more bike parking. So. How many points do we have?

KS:    1. Bike messenger parking  
          2. Reach out to community groups for input on meter removal and need for bike parking

CG: We have another topic

*2. Given that CDOT has begun development of several new transit-based bicycle parking projects, what lessons can we learn from the recent installation of-capacity parking facilities at four CTA stations? What do cyclists most desire in transit-based bicycle parking?*

CG: (shows pictures of proposed racks) Why is nobody using these facilities?

RV: Damen is so close to downtown that it makes more sense to bike the 5 miles, rather than walk your bike up a flight of stairs.

## **Session 2**

*1. What impact will the removal of parking meters throughout Chicago have on the availability of bicycle parking?*

GA: Can we take out lots of meters and install high-capacity parking?

CG: People prefer to park close to the entrance of a building.

GA: What about one high capacity parking area per neighborhood?

Point 1: On-street bike parking is a good solution that combines the need of high-capacity parking and the lack of sidewalk space.

CG: We have to consolidate loading zones, because we can't take away paid parking spaces.

Point 2: Signage could help direct cyclists to non-apparent bike parking.

*2. Given that CDOT has begun development of several new transit-based bicycle parking projects, what lessons can we learn from the recent installation of capacity parking facilities at four CTA stations? What do cyclists most desire in transit-based bicycle parking?*

GA: There's no marketing for this. People don't know about these facilities.

HS: The CTA won't let me even bring my bike through during rush hour, even to park. A user who wouldn't want to bike downtown wouldn't want to carry his/her bike up a flight of stairs.

GA: What about a service/parking kiosk next to the CTA stations?

HS: There needs to be a double-decker bike parking solution to be able to lock both wheels.