November 19, 2019

South Pasadena City Council
1414 Mission St.
South Pasadena, CA 91030

RE: Agenda Item 22 - Bike Parking

Dear members of the South Pasadena City Council,

As a community-based organization committed to making sustainable, healthy forms of mobility safe and feasible for people of all ages and abilities, ActiveSGV urges the City of South Pasadena Council to implement limited bicycle parking funding where it will have the greatest impact. We encourage the City to undertake the following steps, in light of the latest information regarding grant deadlines and purported restrictions:

1. **Remove a minimum of (25) proposed bike racks from park and other locations with limited demand and/or existing, underutilized bicycle parking.** Staff’s current plan proposes installing 75% of new bike parking in areas that do not directly serve local businesses ([map](#)). ActiveSGV recommends that at least 50% of new bike parking be placed adjacent to businesses, given strong community preference for bike parking in these areas.

   a. **Arroyo Seco Trail (remove 8)** - 5 Hitch racks are located at this location less than 20’ from the 8 proposed new racks. Existing racks are rarely, if ever, used. This location does NOT necessitate additional bicycle parking, let alone 2 parking shelters.

   b. **Garfield Park (4)** - The 8 existing Hitch racks at this location are very lightly used. Staff proposes adding 4 more racks. Additional bicycle parking is not needed at this location.

   c. **Eddie Park (2)** - 4 racks proposed. Based on use at other parks, the small size of this park, and limited park usership, no more than 2 new racks needed.

   d. **Orange Grove Park (2)** - 4 racks proposed. Based on use at other parks, we suggest installing 2 new racks at this location.

   e. **Library (5)** - 10 racks proposed. Based on current use, we recommend only installing 5 racks.

   f. **SPUSD Building (2)** - 5 racks proposed. Location does not serve many local destinations, suggest reducing to 3 racks.

ActiveSGV’s mission is to support a more sustainable, equitable, and livable San Gabriel Valley.

Jeff Seymour Center • 10900 Mulhall Street El Monte, CA 9173
g. **Marengo Elementary (2)** - 4 racks proposed. Bike parking located off of school grounds is most suitable for parents/guardians, not student use, given higher risk of theft when located off school grounds. We suggest reducing to 2 racks.

h. **Arroyo Vista Elementary (1)** - 3 racks proposed. Recommend reducing by 1 to provide more parking in business districts.

2. **Relocate racks to the City’s key business districts along Mission St., Fair Oaks Ave., and Huntington Dr.**, including spaces near the following business locations:
   a. **Fair Oaks Ave.**
      i. Baskin Robbins / Winchells / Twoheys
      ii. Starbucks / Jersey Mikes
      iii. Shakers
      iv. Bristol Farms
      v. The Coffee Bean
      vi. The Canoe House
      vii. Verizon / Gus’
      viii. Mamma’s Brick Oven
      ix. Ai Japanese
   b. **Mission Street**
      i. On-Street Bicycle Corral
      ii. Minimum 1 rack per block, per side

3. **Relocate (2) shelters from the Arroyo Seco Trail.** There is no documented demand for bicycle parking by the Arroyo Seco Trail. These shelters should be placed where they can provide co-benefits, such as shade to transit users. Business-adjacent locations that upon cursory review have sufficient space for a shelter include in front of KFC on Huntington Drive and South Pasadena Middle School on Fair Oaks Avenue. These locations would benefit from bike parking and currently provide no shade for adjacent transit stops.
4. **Install a “Cycle Corral” on Mission Street near the Gold Line.**

Multiple businesses on the block of Mission Street between Meridian and Diamond have requested but not received bicycle parking over the past two years, including Jones Coffee, Munch Company, Oculus Optometry, Mission Ten Eleven, and Rosebuds and Rosestuds. Since sidewalk space is limited, we strongly recommend converting red curb and/or a space of street parking to a bicycle parking corral.
5. **Purchase generic, easier-to-use “Hitch” racks in a higher-visibility color, if there is no way to purchase inverted-U racks.** While far less accessible for users, a Hitch rack without a complex design in the center would be easier to lock to. It would also cost an estimated $100-$200 less per unit to fabricate, saving the City limited grant funds. We recommend the use of a brighter, city-consistent color such as orange to make it easier to identify new bicycle parking.
For too long bicycling has been treated by city planners and leaders as a fun recreational activity, not a legitimate form of healthy, low-cost mobility. This mindset has shaped investments in design and planning, with much of the little funding set-aside for bike infrastructure geared towards recreation not transportation. There is no better time than the present to change this perspective, and bring local planning in line with City/Regional/State climate, health, and air quality goals. Many of the issues we face as a region -- worsening air quality, increasing greenhouse emissions from the transportation sector (the #1 source of GHG emissions in the City and state of California at over 40%), and debilitating chronic disease attributed to sedentary lifestyles -- would be positively impacted by making it easier for people to replace short car trips with walking, biking, skating, and scooting trips.

**Bicycle-Friendly Business Districts**

Staff’s current proposal would install only **25 of 100 new bike racks in locations directly serving local businesses**. The discrepancy between public requests for bicycle parking in downtown areas and staff’s proposal can be viewed in this [Google Map](#) outlining the locations of Proposed (green icons), Existing (red icons), and Requested (purple icons) bike parking.

The imbalance between public requests for bike parking and planned installation of new bike parking is particularly stark along the City’s two primary commercial corridors, Fair Oaks Avenue and Mission Street. Along Mission Street, staff has not proposed installing a single bicycle rack that is directly business-serving.*
Along Fair Oaks Avenue, staff proposes installing 12 bicycle racks, while the public has requested at least 25 racks.

- **Mission St.**
  - 0 racks proposed*
  - 23 racks requested

- **Fair Oaks Ave.**
  - 12 racks proposed
  - 25 racks requested

*does not include 4 racks proposed for Orange Grove Park

Over the past five years ActiveSGV staff has had the opportunity to engage with hundreds of South Pasadena residents regarding active mobility challenges and opportunities in the City, including on the topic of bicycle parking. A summary of requests from these outreach efforts was submitted to South Pasadena Public Works staff on Wednesday, July 17, 2019. The summary highlighted a clear community preference for inverted U bicycle racks and bicycle parking in the City’s downtown districts. The communication also provided information on bicycle locker options, given endemic challenges with bicycle theft at Metro stations.

It is unfortunate that these community requests were not incorporated into staff’s formal Scope-of-Work change to Caltrans in Fall 2019, which eliminated bicycle lockers from the project. At this time staff could have also requested the use of inverted U racks and additional location modifications. At this junction we hope the City will do its best to correct course to ensure the 2012 bicycle parking grant is implemented as effectively as possible.

David Diaz  
Executive Director  
david@activeSGV.org