



Rack Up Downtown!

Project Overview

Proposed Bike Rack Locations

for

City of Oklahoma City

Revocable Permit Application

For more information:

Mark Gibbs

(405) 414-9714

mgibbs@urbanneighbors.org

Jessica Gonzalez

(405) 235-3500

jessica@downtownokc.com



The City of
OKLAHOMA CITY
NEIGHBORHOOD SERVICES DEPARTMENT
420 West Main STE 1050 • Oklahoma City, OK 73102
(405) 297-2655

Neighborhood Partnership Program
Physical Improvements or
Public Safety Enhancement Projects

Project Overview & Proposed Site Locations

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Simple inverted "U" bicycle parking tubes will be installed conveniently throughout the district.

Introduction

What?

- Installation of bike racks throughout the Downtown area east of EK Gaylord
- Joint project by Urban Neighbors (the Downtown Oklahoma City Neighborhood Association) and Downtown OKC Initiatives, Inc.
- Funded by \$20,000 grant from the City of OKC Neighborhood Partnership Program
- Matched by donations of cash, services, and volunteer & professional hours from residents, workers and businesses across the whole of the Downtown community.

Why?

- Enhances livability
- Easy to cycle to and use the many Downtown destinations and attractions
- Transportation option for students and especially low-income workers at a time of high gas prices
- Decreases pollution and promotes healthy lifestyles

How Many?

- 30 - 50 Inverted U-shaped Racks, both standard and “looped” designs. Each rack will accommodate two bicycles and each location will have one to eight racks depending on the available space.
- 2-4 “Art Racks” – These will be pieces of street art as well as functioning bike racks which will be designed and built by local architects and artists
(A separate proposal will be submitted later to the City of OKC Arts Commission for these racks.)
- Exact rack numbers depend primarily on cost of concreting key sites, as well as the number of locations that are finally approved in the Revocable Permit

How Will They Be Maintained?

The Downtown Business Improvement District (BID), which maintains Downtown street furniture, will budget \$600 per annum for maintenance. This includes graffiti repairs and swapping out a damaged rack with one of the spares kept on hand.

Rack Design

What will the racks look like?

Two rack designs will be used that both meet the Association of Pedestrian & Bicycle Professional's best practice guidelines. They will accommodate two bikes each, offering two locking points for both frame and wheel. All racks will be painted black (powder coated) and each will be quick anchored with two concrete, tamper resistant bolts (likely 3/8 to 5/8" diameter) on each base plate. Bent pipe is regularly used on old and new buildings and other features in Bricktown.

The first rack design is also in the "Kit of Parts" (that is, recommended street furniture designs) in the draft City of OKC Downtown Streetscape Plan. This design of rack is proposed for all the different Downtown Streetscape areas that encompass this project's locations. It is also listed on page 83 of the Core to Shore plan.

The second design adds a loop to the standard inverted-U shaped design (see below right) thus adding an intriguing visual element that is also elegant and distinctive.



**Standard Inverted-U
Shaped Design**

(Will be black in color)

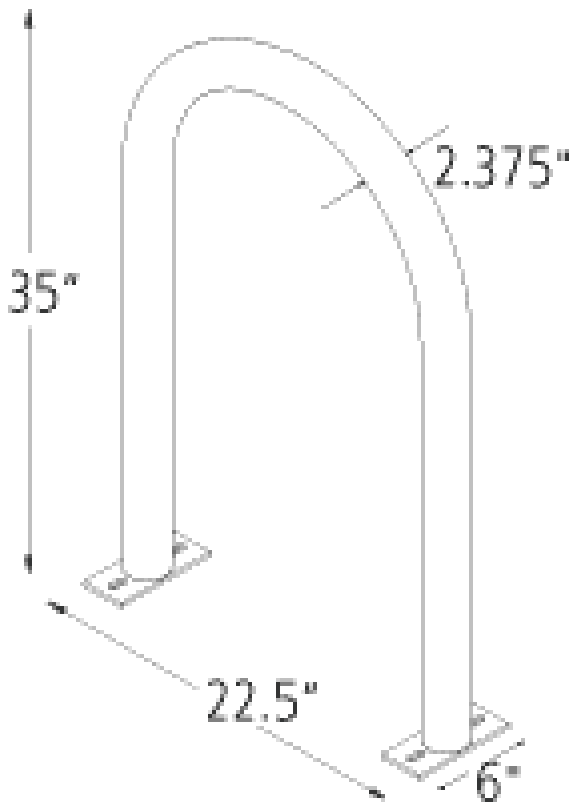


**"Looped" Inverted-U
Shaped Design**

(Will be painted black)

Rack Design (Continued)

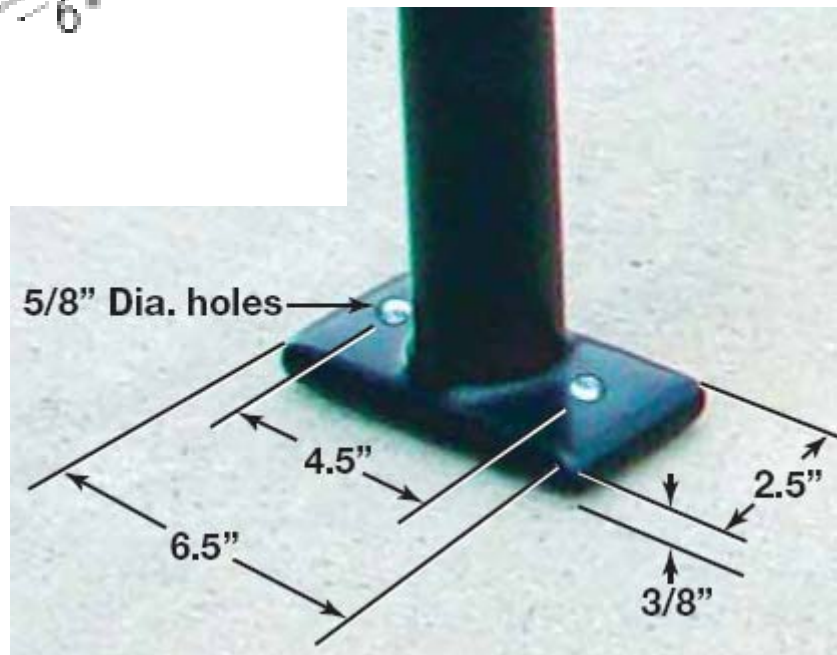
Plans & Dimensions



Example Rack With Dimensions – Actual “standard” racks will be 38” tall, 24” long and 2” wide.

(The “Looped” design has the same tube diameter but a wider footprint width of 9” (excluding the footings))

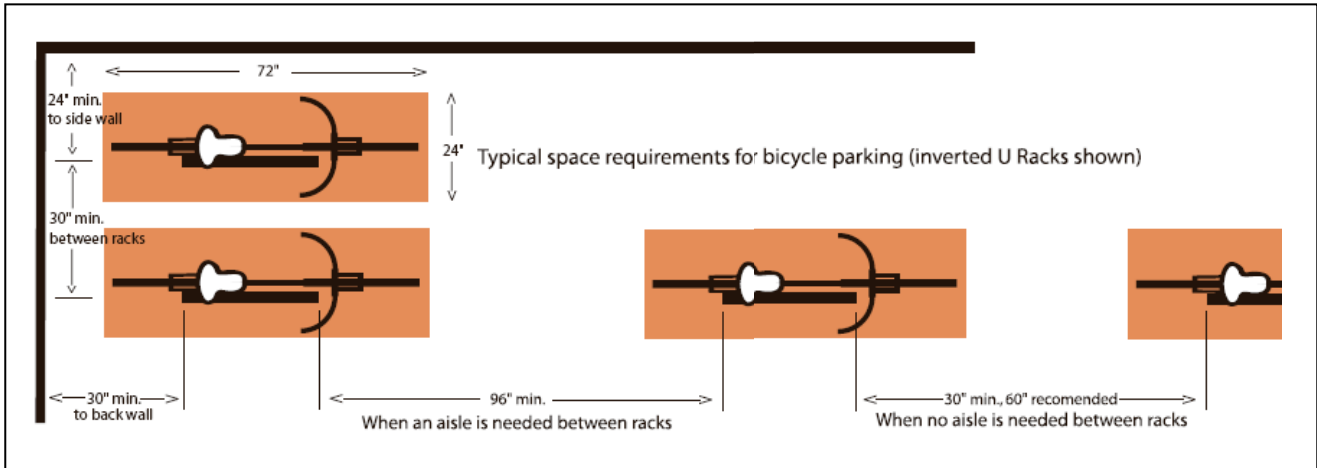
Typical Footing Dimensions



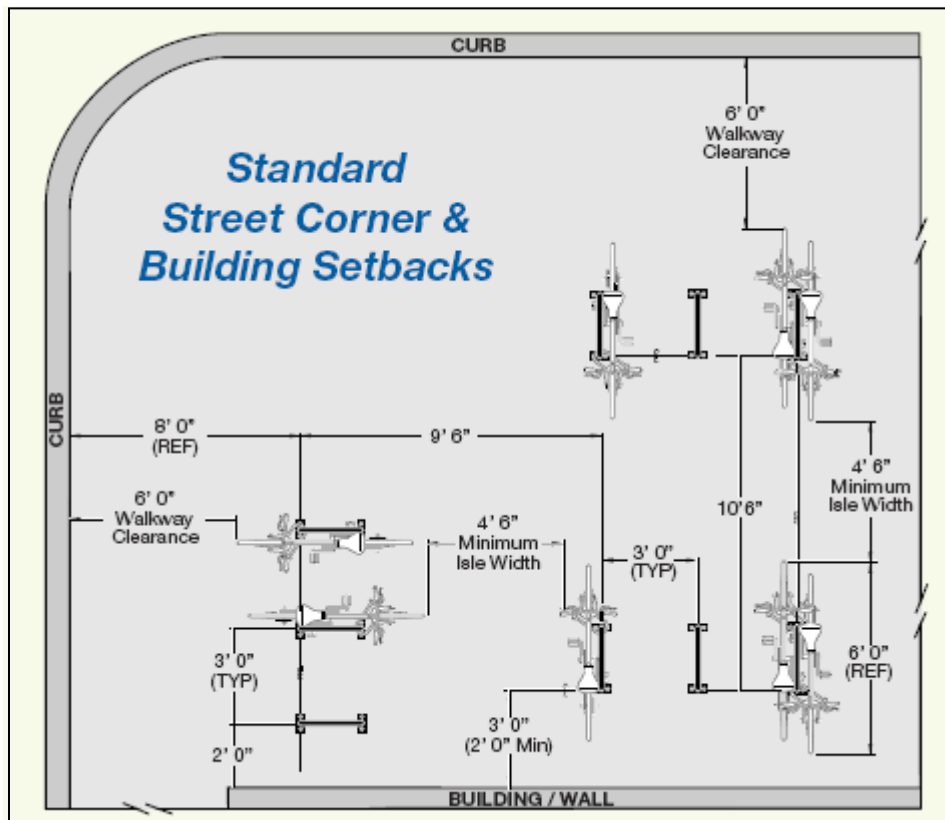
Bike Rack Spacing Requirements

The specific rack positions at each site will usually well exceed the minimum requirements in order to maximize ease of access and use.

From the City of Chicago's *Bike Parking For Your Business Guide*:



Typical Bike Rack Manufacturer's Recommended Spacings and Setbacks (www.cycle-safe.com):



Criteria for Bike Rack Locations

Fundamental Requirements

Must be located on City Property or Public Easement

Need to be next to road

Section 38-602 of the City Code specifically prohibits bicycles on any sidewalk and pathway in Bricktown

- This means racks cannot be located away from the road (e.g., immediately outside the Harkins theater) since cyclists could potentially violate the ordinance just to reach the rack.

Must ensure that ADA minimum sidewalk width of 60” is met

- and preferably substantially exceeded - see previous page

Must not block or restrict access to building entrances

- see previous page

Best Practice

Cyclists must want to use the racks!

- Close to frequently used destinations
- Secure
 - Must be either visible from destination or in an open location with high pedestrian traffic (cannot be secluded)
 - Well lit
- Away from pedestrian flows (ideal or not)
 - Preferably in “dead space,” i.e., where the particular area of sidewalk is “protected” or “terminated” such as by a wall.
- Away from parked cars
- Away from walls and other obstacles
- Room to use the rack(s), i.e., being able to easily access and lock the bike.

Other Criteria

Availability of existing concreted area

- Project budget does allow for paving to be installed at just two key sites that will ensure broad geographic distribution in the project area and serve an important community location.

Criteria for Bike Rack Locations (Continued)

Meeting Design Review & Permitting Requirements

All locations herein are proposed and will depend on:

- Adjacent Property Owner Permission
- Approvals by Utilities
- Approval by the applicable body for each location:
 - Downtown Design Commission
 - Bricktown Design Committee
 - Oklahoma City Urban Renewal Authority
- City of OKC Engineer's Office – Approval of Revocable Permit
 - This process entails approvals from seven City Departments:
 - Plan Review
 - Planning (Certificate of Appropriateness)
 - Drainage
 - Streets
 - Traffic
 - Water
 - Sewer

Current ongoing planning developments such as the new Functional Classification Plan for the Oklahoma City Street System and the draft Downtown Streetscape Plan may impact some locations if changes to the streetscape and sidewalk zones occur.

As this process proceeds it is entirely likely that revisions and resubmissions for particular sites will be needed. The number of locations proposed herein accounts for a certain inevitable amount of "attrition", where issues raised by any of the above bodies cannot be satisfactorily and realistically resolved.

For example, possible future redevelopments and property sales (especially in the Bricktown area) may mean that though a site is currently acceptable it may not be so in the near future. In these cases, even if the site passes the approval process it may not be ultimately installed depending on subsequent events.

Site 12 Walnut & Sheridan

Example Site Area Map *Selecting an optimum specific site*

Possible location in the now permanently bollarded-off alleys east and west of the Walnut Street Bridge ramp, but bikes would not be very visible, provoking cycle owner concerns and also reducing public awareness of the amenity.

Possible location between the Tapwerks parking lot and the sidewalk on the east side of N Mickey Mantle, but cycle owner may be concerned about proximity to parked cars.

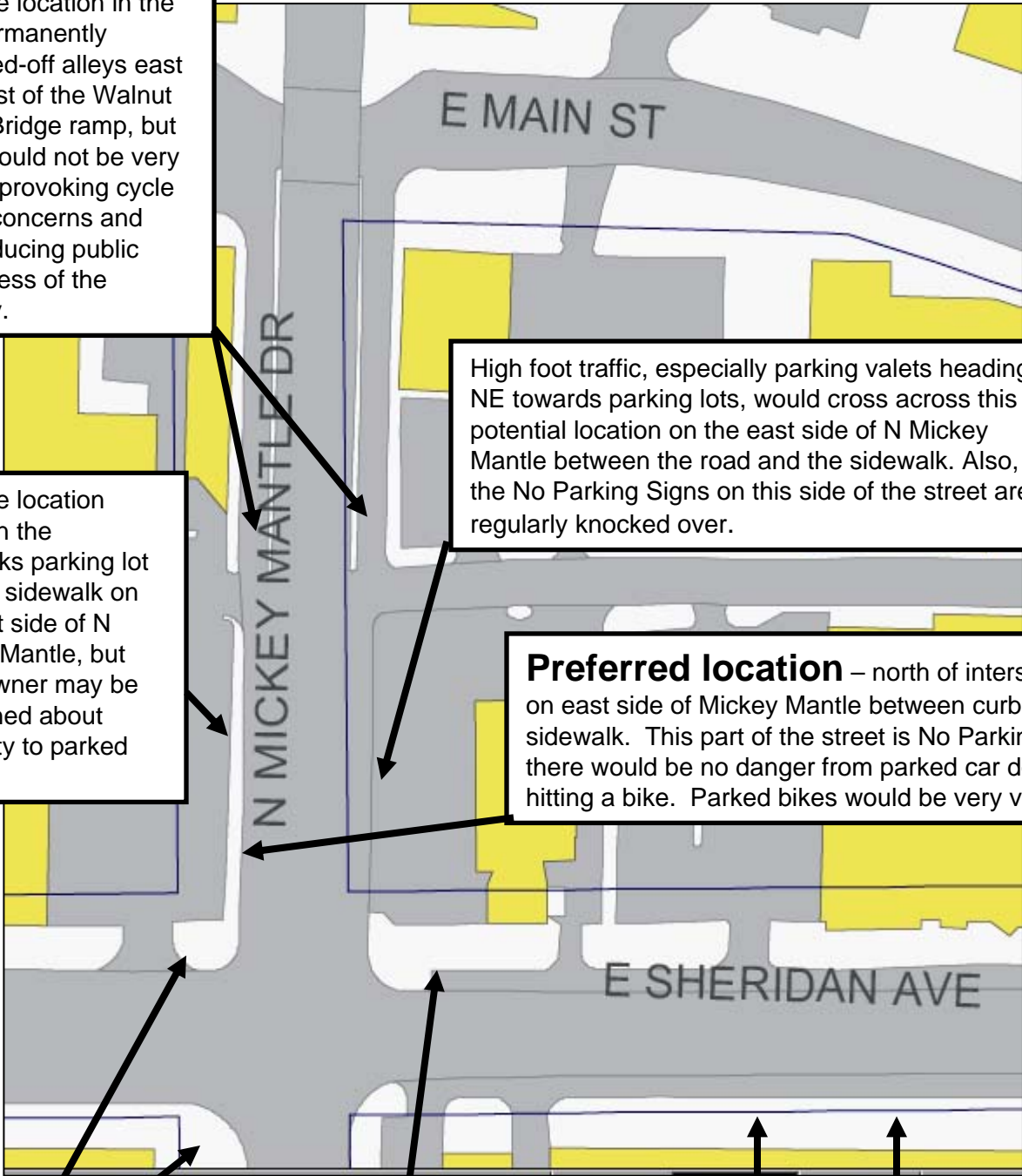
High foot traffic, especially parking valets heading NE towards parking lots, would cross across this potential location on the east side of N Mickey Mantle between the road and the sidewalk. Also, the No Parking Signs on this side of the street are regularly knocked over.

Preferred location – north of intersection on east side of Mickey Mantle between curb and sidewalk. This part of the street is No Parking so there would be no danger from parked car doors hitting a bike. Parked bikes would be very visible.

High foot traffic at and around the intersection itself.

Bike rack locations here (between Sheridan and the sidewalk) are possible but would be next to parked cars. Some concreting over current grassed areas may be needed.

Possible location but may interfere with people crossing north across Sheridan and then cutting east short of the curb.



To Java Dave's (1) ↑

Key

- 1 Phase 1 Location
- ? Location Unsuitable
- 🚲 Possible Phase 2 Location
- E Existing Rack
- P Planned Rack



Proposed Locations

- 1 Outside Java Dave's, 10 NE 10th Street
- 2 Outside OBU Building, 111 N Harrison
- 3 Outside Untitled [ArtSpace], 1 NE 3rd Street
- 4 Outside Opportunities Industrialization Center, NE Corner of Walnut & NE 3rd Street
- 5a SW Corner of Central & NE 2nd Street
- 5b Outside Deep Deuce Grill, 307 NE 2nd Street – ***Deferred from this application***
- 6 NW Corner of Main & Oklahoma
- 7 NE Corner of Main & Oklahoma
- 8 Outside Bricktown Police Station, 219 E Main
- 9a Outside 218 E Main (Next to ex-Brew Ha Ha Retail Space)
- 9b Outside 224 E Main (Next to ex-Brew Ha Ha Retail Space)
- 10 Outside Abeulo's, 17 E Sheridan
- 11 Outside Spaghetti Warehouse, NE Corner of Sheridan & Oklahoma
- 12 Next to Tapwerks Parking Lot, NW Corner of Sheridan & Mickey Mantle (Walnut)
- 13 Outside The Melting Pot, 4 E Sheridan
- 14 Outside Bricktown Visitor Center, 25 S Oklahoma
- 15 Park Area at Sheridan & BNSF Tracks – ***Deferred from this application***
- 16 Outside 27 & 29 E Reno, NW Corner of Reno & Oklahoma
- 17a,b,c South Side of Bricktown Ball Park along E Reno
- 18 Next to BancFirst ATM, Centennial Plaza, Reno & Mickey Mantle
- 19 Land Run Monument, next to Canal south of I-40
- 20 Bricktown Fire Station, NW Corner of Sheridan & Lincoln – ***Deferred from this application***

Note: All locations are proposed and will depend on:

- Adjacent Property Owner Permission
- Utility Approvals
- Approval by the Urban Design Commission, Bricktown Design Committee or Urban Renewal Authority as appropriate
- Approval of City of OKC Revocable Permit

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