

ATTACHMENT F:

RECOMMENDED STATION SITING POLICY AND GUIDELINES

The following document was developed by the CycleHop, Social Bicycle and Sam Schwartz Engineering team as guidelines for the bicycle share site selection process and effort.

This guide is broken up into the following three sections:

1. General
2. Site Specific
3. Santa Monica Specific

A detailed checklist will be created which specifically applies to the City of Santa Monica using the criteria below as a basis. City staff will be consulted before the checklist is finalized and before the site selection process begins.

The site selection process will follow 6 steps for the agencies of the City of Santa Monica's review and approval

- Checklist Document Review
- Draft System Map Review
- Public Engagement Review
- Draft Site Drawings for Approval
- Finalized Approved Site Drawings
- Finalized System Map

(1) GENERAL

- 1.1 Space: Physical space and requirements of the site
 - Available space
 - Dimensions
 - Size of proposed station
 - Idea of ideal number of racks/bikes for location
 - Clear space needed for user access
 - Bicycles
 - Sign
 - Kiosk
 - Sunlight Access
 - Light conditions for bicycle and kiosk solar panel
- 1.2 ADA Compliance: Stations and bikes should not impact ADA access or movement
 - Areas to be cautious of while siting
 - Access/Curb Ramps

- Entry ways
 - Bus stops
 - Walkways
- 1.3 Access: Access to the proposed location should consider the following
 - User Access
 - User flow
 - Removal and return of bicycle
 - Access for Installation
 - Parking regulations
 - Traffic volumes
 - Maintenance Access
 - Access to bike share equipment
 - Access to adjacent utilities near bike share equipment
 - Access for the Rebalancing of bicycles
 - Parking regulations
 - Traffic volumes
 - Travel patterns
- 1.4 Visibility: Ensure maximum visibility of stations for user access and safety.
 - Pedestrians
 - Cyclists
 - Motorists
- 1.5 Safety
 - Maintaining site lines
 - Distances from travel lanes
 - User access
- 1.6 Property Ownership
 - Private vs Public Right of Way
- 1.7 Utilities: Existing utilities and access requirements
 - Manholes
 - Gas Valves
 - Electric boxes
 - Fire Hydrants

(2) SITE SPECIFIC

- 2.1 On-street
 - Parking regulations
 - Curbside lane width
 - Adjacent travel lane width
 - Traffic conditions
 - Speed

- Volume
 - Daylighting near corners
 - Bus routes and stops nearby
 - Inside vs outside of turn
 - Loading zones
- 2.2 Sidewalk
 - Sidewalk width
 - Pedestrian travel patterns
 - Existing parking regulations is sited adjacent to sidewalk
 - 3 feet clear from curb to front of bicycle
 - Existing street furniture
 - Benches
 - Bike racks
 - Newspaper bins
 - Signage
 - Art installations
 - Etc...
 - Other obstructions
 - Bus stops
 - Driveways
 - Crosswalks
 - Cellar doors
 - Building entrances
- 2.3 Existing Street Network
 - Bicycle network
 - Public Transit routes
 - Bus
 - Rail/Train
 - Off-street parking facilities
 - Commuter parking
 - Mall parking
 - Municipal and private lots
 - Large events
 - Farmer's markets
 - Parades
 - Festivals
 - Construction
- 2.4 Community Concerns and feedback
 - Public engagement

(3) SANTA MONICA SPECIFIC

- 3.1 Areas of Interest
 - 3RD Street Promenade
 - Stations should be located on intersecting streets
 - Stations should not be located within Promenade
 - Santa Monica Pier
 - Station placement, closer to
 - Ocean Ave
 - On Colorado Ave
 - Oceanfront
 - Stations to be close to beach access points
 - Coastal commission review required

- 3.3 Relocation Process of Existing Facilities and Furniture
 - Street furniture
 - Bike racks
 - Newspaper bins
 - Benches
 - Trash receptacles
 - Parking removal
 - Daylighted street corners
 - Existing guidelines