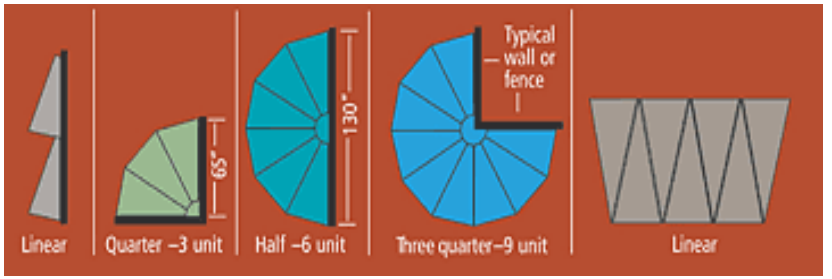
Unattended Bike Storage Options

Vertical Enclosures

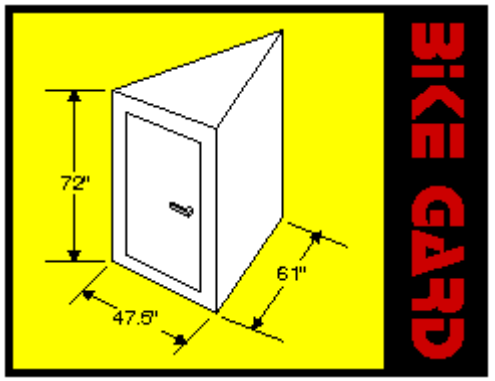


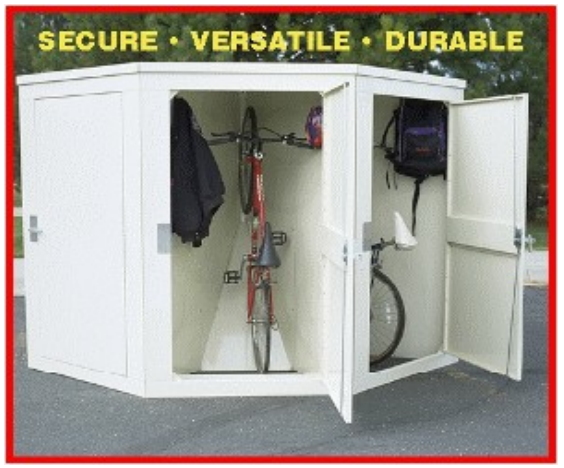
Horizontal Enclosures

Partial Shelters

Exposed Racks (recommended for indoor use only)

Vertical Storage Lockers





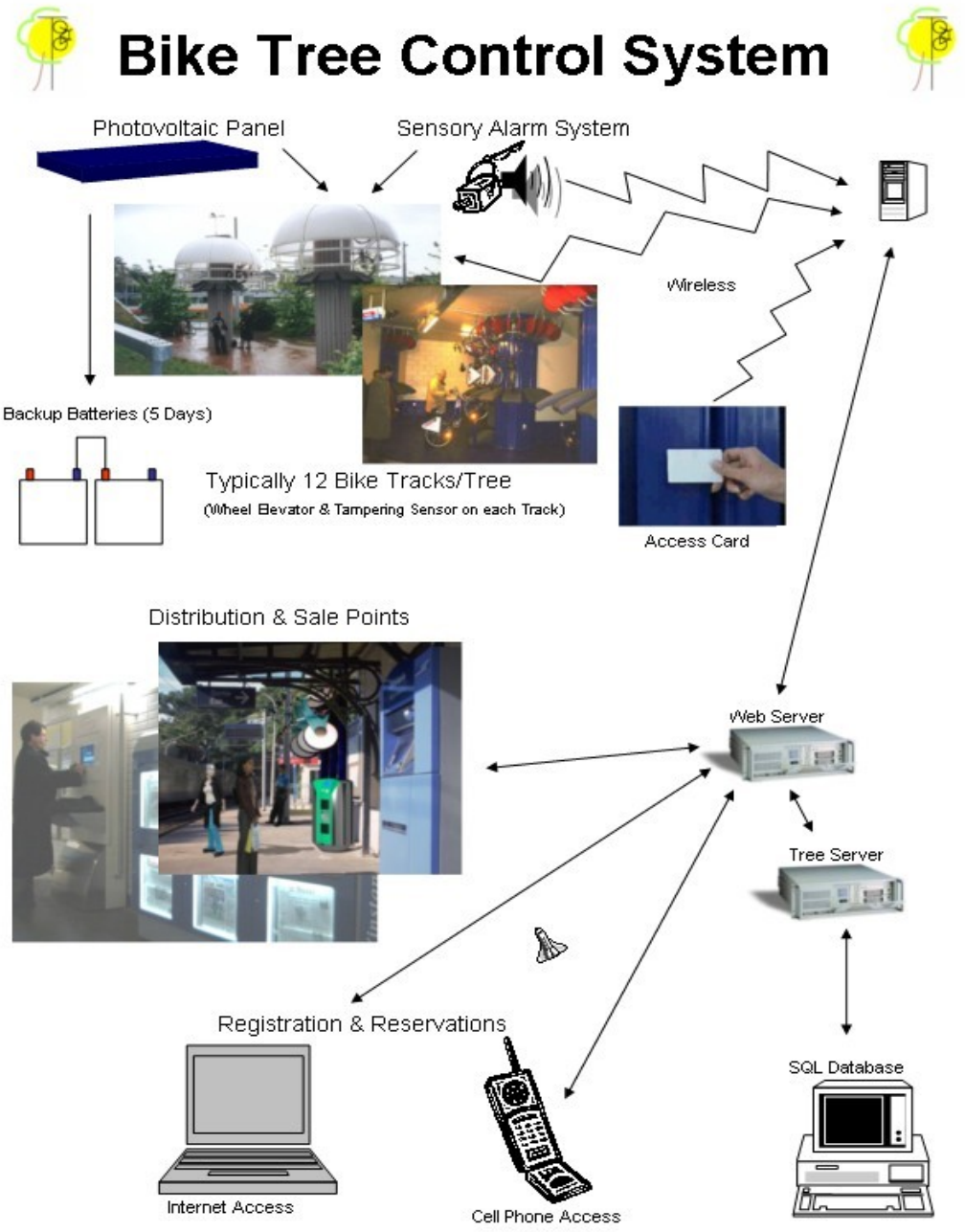
Costs (Bike Gard):
$695 ea – Locker bay (8 bays in a full octagon)
$40 ea. - Assembly
$3900/$2000 – Delivery (Dedicated/Shared)

$9780/7880 – Total (Dedicated/Shared Delivery)

$1000-1200 per bike

Bike Tree

Typical Tree Configuration holds 12 bikes
Estimated cost: $2500/bike



Siting Recommendations

Site a locker cluster at Hazel-Ruby McQuain Waterfront Park
- Would serve bus riders, bike commuters, students and park users
- Gives Bartlett House clients a safe place to leave bikes overnite

Site a locker cluster or Bike Tree in the downtown area
- Serves shoppers, students and commuters
- Possible sites include Courthouse, Forest Street, Parking Garages

Survey retail, business and campus locations as to suitability for additional lockers and bike trees. These should be placed on the North side of buildings to provide shelter from sun and storms.

Unsheltered racks will not get used enough to be worth purchasing.
- (They can be used indoors in secure areas though)

Additional Options

Use Vacant indoor space
- City Hall has rooms, lockers and showers in the basement
- This could be a complete commuter facility

Site individual lockers in spaces around downtown
- Rather than clustering all of the lockers in one location

Funding Considerations:

Disclaimer: The scope of this study, being voluntary, was not exhaustive. However, the following considerations may be used to justify the cost of the lockers (environmental cost savings were not quantified, only short-term monetary costs):

Typical construction costs for new parking can range from $2,000 to 10,000 / space (Ref 1. On-street/surface to multi-level parking garage). Since downtown Morgantown is area-bound, new parking will tend toward the higher end of the price range.

Further costs are incurred in operation (Ref 1. - $200-500/year), and income is lost because the land cannot generate tax revenue or be sold. On-street parking takes traffic-lane space and contributes to congestion.

When bicycle trips replace car trips, parking costs can be deferred or avoided. Secure bicycle parking at popular destinations has been shown to increase bike trips.

Bike shelters can be metered or rented just like car spaces to generate revenue. Because bike shelters are smaller than car spaces they can easily generate more income for a given area while freeing up existing car parking space.

Even if bicyclists don't come into downtown to conduct commerce (eg students), when you accommodate them by providing secure bike parking you're making more room for people who need to drive – young families, elderly, disabled, emergency veh.

Ref 1: http://www.vtpi.org/tca/tca0504.pdf