

Appendix G

Bicycle Storage Facility Guidelines and *Bicycle Parking Guidelines*

CAUTIONARY NOTE: Based on the guidelines below, along with other advisory resources, City Staff is in the process to develop bike storage and parking codes and standards, which will replace what is presented herein.

Draft Bicycle Storage Facility Guidelines

Bicycle storage facilities can increase bicycle usage if they perform at acceptable levels for bicyclists, and are conveniently located to entrances and other facilities attracting bicyclists.

BICYCLE STORAGE FACILITIES DESIGN

For bicycle storage facilities to best serve the needs of bicyclists they should:

- Support the frame of the bike, not only the wheels
- Allow at least one wheel to be locked to the rack
- Allow two bikes to be locked with one rack
- Allow all types of locks to be used
- Promote organized parking while minimizing space requirements



Bike Racks at UC Merced, *Half Dome* dorm

BICYCLE STORAGE LOCATIONS

The location of bicycle storage facilities is essential for optimum usage by bicyclists.

Bike storage locations should be:

- Located near main entrances
- Located in well-lit areas
- Located in well-shaded areas or enclosed
- Located where bicyclists can access the facilities from all sides
- Located along natural surveillance corridors where pedestrian traffic is heavy

Draft Bicycle Parking Guidelines

A standard automobile stall provides sufficient parking space for eight bicycles. Similar to bikeways, bike parking facilities are categorized as:

- Class I parking facilities include covered storage lockers that offer maximum theft and weather protection
- Class II parking facilities include steel bike racks to which a bicycle frame and at least one wheel can be locked

The following are recommended amounts of bicycle parking for several types of land uses.

1. Commercial, all zones, bicycle spaces numbering 8% of vehicle spaces otherwise required.
2. Provide bicycle spaces numbering 8% of vehicle spaces required, in addition to bicycle parking otherwise required for visitors. This parking may be separately located from the public parking, but should be at least as convenient as employee vehicle parking.
3. For public facilities such as municipal offices, parks, swimming pools, auditoriums, churches, and similar uses, provide bicycle spaces numbering 10% of vehicle parking normally required, or immediately available in the facility.

Experience has shown that modest amounts of bicycle parking at many dispersed locations is preferable to a few high capacity facilities. Cyclists tend to shun bike parking, unless the parking is a highly visible high pedestrian traffic area close to destination and there are facilities to securely lock the bicycle.