



## **SLCBAC Proposed Model Bicycle Parking Ordinance**

August 14, 2006

### **Objective:**

- 1) To encourage the use of bicycles for personal transportation as an alternative to motor vehicles.
- 2) To provide for bicycle access to employment, commercial, and other transportation and travel destinations.

### **Requirement:**

Bicycle parking facilities shall be provided for any modification or change of use of an existing building that results in the need for additional auto parking facilities, or any new building, as follows:<sup>1</sup>

- a. The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12);
- b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided;
- c. All proposed bicycle racks shall be clearly shown on the site plan indicating location and type and approved by the department.

### **Design Standards:**

Bicycle parking spaces shall be:<sup>2</sup>

- a. Located on the same development lot as the principal use;
- b. At least two (2) feet by six (6) feet per bicycle;
- c. Designed to have sufficient space, to be a minimum of 24 inches, beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of 24 inches from any wall or other obstruction;
- d. Located to prevent damage to bicycles by cars;
- e. In a convenient, highly visible, active, well-lighted area;
- f. Located so as not to interfere with pedestrian movements;
- g. As near the principal entrance of the building as practical;
- h. Located to provide safe access from the spaces to the right of way or bicycle lane;
- i. Designed to allow each bicycle to be supported by its frame;
- j. Designed to allow the frame and wheels of each bicycle to be secured against theft;
- k. Designed to avoid damage to the bicycles;
- l. Anchored to resist rust or corrosion, or removal by vandalism.
- m. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

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<sup>1</sup> Much of this was borrowed from the Salt Lake City code

<sup>2</sup> Research on standards for other communities were sought out as far away as Australia and blended the best of the ones which made sense for our community.