

**PROPOSED DRAFT
BICYCLE PARKING DESIGN GUIDELINES
FOR METRO JOINT DEVELOPMENT PROGRAM**

Background

Metro's Joint Development Policy aims to guide comprehensive development around transit, reduce vehicle trips, and promote and enhance transit ridership. Well designed bicycle parking at Metro transit oriented development projects is consistent with these objectives.

Purpose

Establish Metro's commitment to bicycling as a viable mode of transportation by requiring quality, bicycle parking and related facilities in the planning, design and construction of transit oriented development projects that are developed as part of the Metro Joint Development Program.

Scope

These guidelines apply only to bicycle parking that is to be provided as part of transit oriented development projects that are created as part of the Metro Joint Development Program. In addition to these guidelines, transit oriented development that is created as part of the Metro Joint Development Program, is also subject to the LACMTA Board-adopted Joint Development Policies and Procedures and the jurisdiction of local municipal ordinances.

Process

Metro New Business Development and Metro Planning staff will consult and coordinate during the planning, environmental, design, entitlement and construction of transit oriented development projects in an effort to provide quality bicycle parking facilities. Such consultation and cooperation shall begin at the earliest stages of conceptual design and shall continue through the completion of construction of each transit oriented development through the Metro Joint Development Program.

Definitions

The following terms shall have the following meanings:

1. A "Bicycle Parking Space" is a volume of space that can accommodate locked storage of one (1) bicycle.
2. A "Bicycle Rack" is a fixture to which one or more bicycles can be securely locked.
3. "Short-Term Bicycle Parking" means bicycle parking intended to be used for periods of two (2) hours or less, appropriate for short visits to commercial establishments such as, grocery and convenient stores, restaurants, coffee shops, bars and clubs and office uses such as medical, dental, and post offices.
4. "Long-Term Bicycle Parking" means bicycle parking intended to be used for periods that are more than two (2) hours, appropriate for residential, employees/ workers, transit users, hotel visitors and etc. that need increased levels of security from bicycle theft and vandalism.

Please note that this draft is for discussion purposes only as such, amendments will be incorporated in the final version.

Standards

▪ Standards for Bicycle Racks

Bicycle Racks shall conform to the following:

- Be situated and installed to support the frame of the bicycle and not just one wheel;
- Be situated and installed such that the frame and both wheels of a bicycle can be locked to the Bicycle Rack;
- Be situated and installed to accommodate the use of customary, heavy-duty cable and u-shaped bicycle locks;
- Be securely anchored to a permanent surface;
- Allow bicycles to remain upright when locked without the use of a kickstand; and
- Racks serving transit users shall meet the following Metro Bike Rack Specifications:
 - Inverted-U Racks are the recommended rack, although other styles are acceptable as long as they meet the above criteria and approved by Metro.
 - Metro Inverted U Rack Specifications:
 - Capacity – 2 bicycles
 - Rack Dimensions - 36" high and 30" long.
 - Construction – a single piece of 2" x 2" x .188" wall square tubing.
 - Color – Black or stainless steel. Base plate and mounting hardware to match.
 - Coating – Long wearing, mildew, ultraviolet ray resistant thermoplastic powder coating. Corrosion inhibiting primer coat; graffiti resistant, long-wearing, durable mildew and ultraviolet ray resistant powder coated urethane polyester or acceptable substitute after discussions with Metro. Liquid paid, polyester powder coating, or PVC is unacceptable. Stainless steel is the only acceptable substitute if approved by Metro.
 - Base plate – Two square surface mounting flanges per rack. Each flange will be constructed to receive mounting hardware in four equidistant locations.
 - Mounting Hardware – Eight round mushroom head spike bolts (3/8"x2 1/2") per rack.

- Inverted “U” mounted rack installation and spacing specifications:
 - Clearance from bike path or walkway minimum 48”
 - Distance perpendicular to wall or fence = 30”
 - Distance parallel to wall or fence = 30”
 - Space between parallel racks = minimum 36”, (48” recommended)
 - Allow for length of bike from wall; $22 + 30 + 20 = 72$ ”
 - Mounting Hardware - round mushroom head spike bolts
 - Non “U” rack design and installation must meet the first five points above and are subject to Metro’s written approval.
- General- Standards for Short Term Bicycle Parking facilities

Short term bicycle parking shall consist of Bicycle Racks and conform to the following:

- Be situated, designed and constructed in accordance with the Standards for Bicycle Racks noted above;
 - Provide Bicycle Parking Spaces in quantities at or above the levels determined pursuant to Table 1, below;
 - Be situated, designed and constructed so as not to block pedestrian entrances or walkways or otherwise inhibit the flow of pedestrian circulation (where appropriate, architectural elements, such as structural diversions or barriers, should be used to separate pedestrian circulation and bicycle parking facilities);
 - Be situated, designed and constructed to allow for easy, unobstructed access to and from each Bicycle Parking Space; and
 - Be situated in locations that are visible to public areas (such as streets, store fronts, sidewalks and plazas) and are convenient to the purpose for which the Short Term Bicycle Parking is being installed (i.e.; short term bicycle parking for commercial retail use should be convenient to the retail stores being served, etc.).
- General- Standards for Long Term Bicycle Parking Facilities

Long Term Bicycle Parking shall conform to the following:

- Provide Bicycle Parking Spaces in quantities at or above the levels determined pursuant to Table 1;
- Be situated, designed and constructed so as not to block pedestrian entrances or walkways or otherwise inhibit the flow of pedestrian circulation (where appropriate, architectural elements, such as structural diversions or barriers, should be used to separate pedestrian circulation and bicycle parking facilities);
- Be situated, designed and constructed to allow for easy, unobstructed access to and from each Bicycle Parking Space;
- Provide for a fully enclosed, secure, weather protected area for each Bicycle Parking Space such as room, covered parking garage or area;
- Be connected to public streets and sidewalks via wayfinding/ signage and conveniently accessible;
- Be accessed via entry point security, utilizing a locking mechanism or electronic device, often controlled by electronic key card, key fob, pin number, or other reasonable means acceptable to the Metro Planning department.

▪ Standards for Specific Types of Long Term Bicycle Parking Facilities Provided in Conjunction with Residential and Commercial Uses

In addition to conformance with the General Standards for Long Term Bicycle Parking Facilities, above, Long Term Bicycle Parking provided in conjunction with residential and commercial uses shall conform to the following:

- Residential-** shall consist of a secure, enclosed room/space conveniently located at surface level near main pedestrian entrance(s) or (maybe located) in parking garage areas with easy street access. Bike parking shall be accessible only to residents and the owners, operators and managers of the development and that contain Bicycle Racks installed and situated in accordance with the Standards for Bicycle Racks set forth above; AND
- Commercial-** shall consist of a secure, enclosed room/space conveniently located at surface level near main pedestrian entrance(s) or (maybe located) in parking garage areas with easy street access. . Bike parking shall be accessible only to employees of commercial businesses and the owners, operators and managers of the development and that contain Bicycle Racks installed and situated in accordance with the Standards for Bicycle Racks set forth above; AND
- Other facility configurations/ operations for consideration are subject for approval in writing by Metro New Business Development and Metro Planning.

▪ Standards for Long Term Bicycle Parking Facilities Provided in Conjunction with Transit Uses

Bicycle parking at transit stations shall conform to the following:

- Existing bicycle parking must be included in development design and addressed in environmental review.
- Space or floor area for bicycle parking at transit shall be provided. The Metro Bicycle Program will determine the space/ floor area needed for bicycle parking at transit.
- Where existing bicycle parking needs to be temporarily relocated due to construction, the temporary bicycle parking must have convenient access and be visible to and from the station.
- At completion of development, existing bicycle parking must be replaced with at least the same number of original bike parking spaces.

In addition to conformance with the General Standards for Long Term Bicycle Parking Facilities above, Long Term Bicycle Parking provided in conjunction with transit uses shall conform to the following:

- Be situated in locations that are near transit station entrances and visible to public areas (such as streets, sidewalks and plazas) and allow for convenient access to the transit services for which they are installed.
 - At Gateway stations, it is recommended that elements supporting bicycle usage, such as bicycle rentals, repairs and check-in services (attended valet) and retail sales of bicycle parts and accessories and light snacks and refreshments, be provided as part of the facility.
- Combining Bicycle Parking Facilities
- Long Term Bicycle Parking Facilities provided in conjunction with commercial, (excluding residential) and/or transit uses may be combined into a single facility, subject to the written approval of the Metro Planning and New Business Development departments.
- Signage
- Signage and wayfinding will guide bicyclists to bicycle parking facilities at locations both contiguous and adjacent to transit station portals or entry points, including but not limited to building access ways, street and sidewalk approaches, and if present, nearby bikeway facilities.
- Protection from Vehicles
- To prevent damage from vehicles, bicycle parking facilities located in areas frequented by motor vehicles (e.g.; parking structures) should be protected from motor vehicle traffic by a physical barriers such as curbs, wheel stops, bollards, walls, fencing or similar improvements, as appropriate.

Related Recommendations

- Short term bicycle parking facilities should be visible from exterior public areas, such as streets, sidewalks and plazas, and from the inside of the buildings or structures. For example, such facilities can be placed near glass entry doors or made visible through nearby building windows.
- Closed-circuit television security cameras and/ or hardware may be employed at or near bicycle parking facilities to provide an added measure of security

Table 1. Quantities of Bicycle Parking Spaces and Types to be Provided

<u>Bicycle parking spaces to be provided in the design of projects under the supervision of the Metro Joint Development Program</u>		
<i>Land use</i>	<i>Short-term</i>	<i>Long-term</i>
Residential		
Multi-family	1 per 10 dwelling units (2 space min)*	1 space for each 2 dwelling units*
Commercial		
General retail	1 space per 5,000 s.f. of floor area. (2 space min)	1 space per 12,000 s.f. of floor area. (2 space min)
General food sales or groceries	1 space per 2,000 s.f. of floor area. (2 space min)	1 space per 12,000 s.f. of floor area (2 space min)
Hotel, vacation rental, short-term stays	1 space per 40 rooms (2 space min)	1 space per 20 rooms (2 space min)
Office	1 space per 20,000 s.f. of floor area. (2 space min)	1 space per 10,000 s.f. of floor area. (2 space min)
Event venue	2% of maximum expected daily attendance	1 space for each 20 employees (2 space min)

Except where noted space requirements are adapted from the Bicycle Parking Guidelines, 2nd Edition: A set of Recommendations from the Association of Pedestrian and Bicycle Professionals (APBP). 2010.

* City of Los Angeles, 2011 proposed changes to Bicycle Parking Requirements Sections 12.03, 12.21 & 12.21.1.