

## **Bicycle Advisory Council (BAC) Recommendation Regarding Bike Parking**

WHEREAS, the purpose of the BAC is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, missing, inadequate, or defective bicycle parking facilities reduce the number of people able to confidently use bicycles as a mode of transportation;

WHEREAS the use of non-designated bicycle parking areas creates hazardous pedestrian pathways which may also create barriers for people with disabilities;

WHEREAS, departments under the purview of the City Manager and City Council are responsible for providing safe and equitable access to all methods of transportation and reaching bicycle mobility goals as adopted by the City Council in the Austin Bicycle Plan;

WHEREAS, new innovations such as dockless mobility devices are increasing in number, putting pressures on existing bicycle parking infrastructure;

WHEREAS, City of Austin Land Development Code §25-6-656 Bicycle Parking Fund outlines the existence of the fund and its administration;

WHEREAS, the City of Austin has already committed in the Austin Bicycle Plan to achieve the League of American Bicyclists Platinum Level Standards which has a target ridership of 12% citywide by 2021;

WHEREAS, the City of Austin is obligated to doubling ridership in the Big Jump area from 5.5% in 2016 to 11% by 2020 as a condition of the People for Bikes Big Jump Project grant;

WHEREAS, the goal for the Austin Bicycle Plan is ridership of 5% citywide and 15% of the central city area by 2020;

NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends that the following bicycle parking provisions be added to the current version and be included in future revisions of Austin's land development code (currently codified under City of Austin Title 25 Land Development Code, Chapter 6 Transportation) as it relates to all commercial and multi-family developments:

- Apply the following equation in order to determine the required minimum number of bicycle parking spaces:
  - $\text{Percentage Ridership Goal} \times \text{Maximum Occupancy Number of Building} = \text{Required Minimum Bicycle Parking Spaces}$ 
    - Percentage Ridership Goal should be determined as follows:
      - For Austin central city area utilize the Austin Bicycle Plan ridership goal of 15%
      - For citywide development excluding the Austin central city area utilize the Austin Bicycle Plan ridership goal of 5%

- Allow commercial and multi-family residential entities to apply for a reduction in auto parking minimums in exchange for high capacity bike corrals with one auto parking spot being replaced by a high capacity corral that can hold a minimum of 8 bicycle parking spaces. Each replaced spot must be the closest available spot to the primary entrance excluding the ADA spots. Allow option to remove any and all auto parking spaces, except those spaces for people with disabilities.
- Require that all entities installing single racks and corrals follow The City of Austin Active Transportation Division's rack and corral design criteria. The requirement for use of high security fasteners to the ground should be mandated.

Date of Approval: November 20, 2018

Record of the vote: 8-0 with Ortega absent

Attest:

A handwritten signature in dark ink, appearing to be 'K. Flowers', with a large, looping flourish at the end.

Kathryn Flowers, BAC Chair