

Bicycle Advisory Council Recommendation:
Consider Bicycle Safety, Network Connectivity, Access, and Bicycle Parking in the LDC

WHEREAS, the Bicycle Advisory Council (BAC) advises 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; and

WHEREAS, the Bicycle Advisory Council (BAC) advises the City of Austin and other government entities on bicycle planning, policy, design, funding, education, and enforcement regarding implementing and sustaining bicycle infrastructure;

WHEREAS, the Austin Strategic Mobility Plan (ASMP) works towards shifting the mode share to allow more people to take transit, riding a bicycle, walk, carpool, or telework. The ASMP aims to increase transportation choices and access to those choices.

NOW, THEREFORE, BE IT RESOLVED, the BAC recommends the Austin City Council amend the Land Development Code Revision Draft to include the following provisions:

- Off-Street Motor Vehicle Parking Reductions (23-3D-2050)
 - See Table 23-3D-2050(A).
 - Increase adjustment for Bicycle Parking from 5% max to at least 10% if not 20% or more. In Portland, Oregon, bicycle parking may substitute for up to 25 percent of required motor vehicle parking.
 - Increase ratio of 4 bicycle parking spaces per 1 motor vehicle space to 8 bicycle parking spaces per 1 motor vehicle space. Depending on the type of bicycle rack, ten or more bicycles can easily fit in the same area as a typical motor vehicle parking space. Hence, doubling the requirement from 4 to 8 bicycles doesn't seem onerous.
 - Note, this section may be moot if motor vehicle parking requirements are eliminated entirely.
- Bicycle Parking (23-32-2070)
 - See Table 23-3D-2070(A).
 - Increase the minimum requirements, at least for residential, but also reduce the percentage which must be within 50 feet of the principal building entrance. Short versus long term parking.
 - I think any multi-family greater than 4 units should require a secure bike rack.
 - Regarding commercial, the proposed rules would amount to about 4 spaces for a Trader Joe's size building and about 12 spaces for an HEB.
 - I think the 4 spaces plus an additional 1 per 1,000 gsf is a typo (probably meant 10,000 gsf)
 - See Portland, Oregon Bicycle Parking requirements, Pages 266-26 to 266-27, Table 266-6

- For residential multi-family, they require between 1 and 1.5 bicycle parking spaces per unit! Our proposed code doesn't require any spaces for up to 11 units, and only 1 space per 5 units up to 25 units, and then only 1 space per 10 units thereafter.
- Variances (23-3B-4020)
 - Even if motor vehicle parking requirements are eliminated entirely, bicycle minimum parking requirements should remain, and no variance should be granted for the elimination of bicycle minimum parking requirements.
- Large Site Requirements, Additional Measures to Improve Connectivity (23-3D-7030)
 - See Table 23-3D-7030(A). Are these sufficient? What would we change?
 - One possibility is that we specify at least one of the required treatments from the table be bicycle specific (e.g. showers and lockers, or secure indoor bike storage).
 - Showers seem especially important since it's much more costly to retrofit plumbing into an existing building than building a cage around a few existing parking spaces for a secure bicycle locker. Perhaps all buildings of a certain size or greater should have showers and secure bicycle storage.
 - Another possibility is that we increase the number of treatments that must be included in each project.
 - These requirements should (maybe already do) apply to renovations which require new permitting too.
- Nexus Standards (23-8D-2030)
 - Bike Lanes or Upgrades to Bike Facilities
 - Should more be included here?
- Other
 - Bicyclists' safety should be considered in regard to providing adequate connections or transitions for bicyclists, prescribing appropriate facilities on roadways, and providing temporary facilities or detour routes during construction.
 - Establish bicycle access requirements including curb ramps, accessible parking, and connections to the bicycle network.
 - Invest in, partner to create, and require facilities that meet end-of-trip needs.
 - See also Table 23-3D-2050(A) regarding parking reductions for shower and changing facilities and 23-3D-7030(A) regarding large sites.

Date:

Vote:

Attest:

[Chair, Vice Chair or Staff Liaison signature]