



**Bicycle Advisory Commission  
Community Chambers  
23 Russell Boulevard  
Monday, November 2, 2009  
5:30 p.m.  
Agenda**

Commissioners: John Berg - Chair, Joe Krovoza – Vice Chair, Earl Bossard, Kelli O’Neill, Alan Jackman, Angel York, Virginia Matzek, David Takemoto-Weerts (ex officio)

Staff Liaison: Tara Goddard, Bicycle/Pedestrian Coordinator

Council Liaison: Sue Greenwald

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- 5:30**
- 1. Approval of Agenda**
  - 2. Commission and Staff Announcements**
  - 3. Council Liaison Comments**
  - 4. Public Communications:** At this time, any member of the public may address the Bicycle Advisory Commission on items within the commission's jurisdiction which are not listed on this agenda. Public comments will be accepted for items listed on the agenda when that matter is considered by the commission. No formal action may be taken on issues not listed on this agenda. Presentations may be limited depending on time available.
  - 5. Consent Calendar**  
None

*General Notes: The times designated for particular agenda items are approximate and are subject to change. Please be aware that items may be heard earlier depending on the time taken on previous agenda items. The City does not transcribe its proceedings. Persons who wish to obtain a verbatim record should arrange for attendance by a court reporter or for some other acceptable means of recordation. Such arrangements will be at the sole expense of the individual requesting the recordation.*

*Agenda packets are available for review or copying at the Yolo County Library, Davis Branch, 315 East 14th Street. Any writing related to an agenda item for the open session of this meeting distributed to the Commission less than 72 hours before this meeting is available for inspection at City Hall, 23 Russell Blvd., Davis in the City Clerk’s Office. These writings will also be available for review at the Commission meeting in the public access binder at the back of the meeting room.*

*Meeting facilities are accessible to persons with disabilities. By request, alternative agenda document formats are available to persons with disabilities. To arrange an alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the City Clerk by calling 757-5648 (voice) or 757-5666 (TDD).*

**6. Fifth Street Redesign Position Statement (Krovoza) – Information**

Commissioner Krovoza prepared a draft position statement for the September Commission meeting for Commission comment and adoption. The Commission voted unanimously to adopt the motion, with minor edits at staff discretion. This final version (Attachment #1) is presented for information, and will be forwarded to City Council.

**7. Bicycle Transportation Account (BTA) Grant Program Projects (Goddard) – Information**

Staff recommendation of projects for submission to the Caltrans BTA Grant Program. The BTA applications are due December 1, 2009. Staff recommends applying for money for the Drummond Class I Grade-Separated Crossing and the H Street Tunnel Reconstruction.

**8. Commission Bicycle Project Financing Sub-Committee (Krovoza) – Information**

Vice-Chair Krovoza will discuss his proposal to establish a sub-committee of the Bicycle Advisory Commission that will focus on finance issues related to bicycle projects.

**9. DRAFT Bicycle Parking Ordinance (Goddard) – Information**

Staff will present the initial draft of a proposed bicycle parking ordinance for the City of Davis (Attachment #2).

**10. Long Range Calendar Review**

(Attachment #3)

**11. Adjournment**

**Next scheduled BAC Meeting:**

**Monday, January 4, 2009 at 5:30 pm – Community Chambers**



**Bicycle Advisory Commission  
Community Chambers  
23 Russell Boulevard  
Monday, October 5, 2009  
Minutes**

Commissioners Present: John Berg - Chair, Joe Krovoza – Vice-Chair, Earl Bossard, Kelli O’Neill, Angel York, David Takemoto-Weerts (ex officio)

Commissioners Absent: Alan Jackman, Virginia Matzek

Staff Liaison: Tara Goddard, Bicycle/Pedestrian Coordinator

Other Staff Present: Bob Clarke, City Engineer  
Roxanne Namazi, Senior Civil Engineer

Council Liaison: Sue Greenwald

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**5:30 1. Approval of Agenda**  
Approved.

**2. Commission and Staff Announcements**

Staff:

- Tara Goddard, Bicycle/Pedestrian Coordinator:
  - Staff have held three of the four planned bicycle rodeos for fall 2009. The rodeos at Birch Lane, Cesar Chavez and Pioneer were attended by approximately 90, 50 and 50 students, respectively. The final rodeo for this year is the Patwin rodeo, scheduled for October 21.
  - The Fifth Street Road Diet has advanced to the next round of the approval process for the SACOG Community Design grant program. Staff will interview with the review panel on October 8, 2009.
  - SACOG’s October Low-Car Challenge is underway, participants will be eligible for a \$50 gift certificate raffle prize.
- Officer John Neves, Bicycle Officer:
  - The City bicycle officers are continuing their focus on education before citation. In addition, Officer Neves does public safety outreach to summer camps through the Street Smarts program, covering different topics in traffic safety.
  - He shared that Officer Pete Faeth has become a certified instructor and has been teaching other officers how to police by bicycle.

- Officer Neves asked about the type/amount of education of new college students, since they are one of the highest offender groups for bicycle violations.
- Bob Clarke, City Engineer:
  - The City installed thermoplastic striping around town to replace paint striping, including Anderson Road, Eighth Street, and other locations. The thermoplastic is much more durable than paint, and is more cost effective over its life cycle. It is slightly thicker than paint, but should not be noticeably more slippery when wet than paint.
  - During the recent repaving, re-striping of Fifth Street/Russell Boulevard is designed to allow for future bicycle lanes to complement the Fifth Street Road Diet project, for a future configuration that includes bicycle lanes on the Russell Boulevard/Fifth Street/Alhambra Drive corridor, from Arthur Street to CR 105.

Commission:

- Commissioner Angel York:
  - The topic of the October 23 ITS-Davis seminar is “Bicycling in the Netherlands and Europe”, given by Davis resident Jason Moore and visiting researcher Eva Heinen of Delft University.
- Vice Chair Joe Krovoza:
  - On October 24, 2009 Davis Bicycles! will host the second annual DB! Film Festival, with all proceeds benefiting the Steve Larsen Memorial Bicycle Racks at the new DHS football stadium. So far six videos have been submitted, with more to come.
- Ex-Officio Commissioner David Takemoto-Weerts:
  - The next UCD bike auction is Saturday, October 10, 2009.
- Chair John Berg:
  - The signal timing from southbound Anderson at Russell Boulevard onto campus is too short for bicycle green times. City Engineer Clarke reported that the bicycle detection had been accidentally damaged during the recent construction, and would be repaired soon.

**4. Council Liaison Comments**

Councilmember Sue Greenwald discussed a recent policy-maker meeting she'd attended, where another attendee presented Complete Streets information. Councilmember Greenwald mentioned the Complete Streets aspects of the Fifth Street Road Diet.

**5. Public Communications**

- Christal Waters, Davis Bicycles!:
  - A public thank you to staff for the re-striping on Russell Boulevard and Sycamore Lane, including greater queuing room for bicycles.

**6. Consent Calendar**

None

**7. Davis-Woodland Alternative Transportation Corridor Update (Namazi) - Information**

City Senior Civil Engineer Roxanne Namazi updated the Commission on the status of the ATC, including staff's recommendation to exclude NEVs (Neighborhood Electric Vehicles) from the chosen alternative route and design. Staff felt that designing a path to include NEVs would introduce greater safety and cost concerns, and would not be effective considering industry trends toward road-ready City Electric Vehicles. Commissioners raised the issues of connection to North Davis, Right-of-Way acquisition from the railroad company, lighting, and distance from the railroad tracks. The project is at the alignment determination phase, and these design issues will be addressed in the future. Staff will take this recommendation to City Council on October 13, and the City of Woodland is writing a grant application for the project to submit to SACOG's Bicycle and Pedestrian Funding Program. Commissioner O'Neill suggested fundraising and offering a "Buy a Brick" program to help construct the path.

**8. SACOG Bicycle/Pedestrian Grant Program and Caltrans Bicycle Transportation Account (BTA) Grant Program Projects (Goddard) – Information**

Ms. Goddard explained the process and eligible projects for the SACOG Bicycle and Pedestrian grant program, and shared staff's recommendation to apply for the Drummond Ave Undercrossing Project and the Fourth and Eighth Street Railroad Crossings Bicycle and Pedestrian Improvements Project. The Commission was in favor of staff recommendations. Ms. Goddard also explained the eligibility and goals of the Caltrans Bicycle Transportation Account grant program, and the Commission will provide input on possible projects at the November Commission meeting.

**9. Commission Bicycle Project Financing Sub-Committee (Krovoza) – Action**

At the request of Vice Chair Krovoza, the Commission unanimously voted to create a Bicycle Project Financing sub-committee. The committee will develop tracking tools for grant programs, identify and evaluate funding sources, and link funding sources with projects identified in the City Bicycle Plan. Commissioners O'Neill and York volunteered to staff the sub-committee along with Vice Chair Krovoza.

**10. Long Range Calendar Review**

Items added to existing long range calendar:

- BTA grant project prioritization
- Pre-meeting tour of bicycle facilities downtown

**11. Adjournment**

Meeting adjourned at approximately 7:15 pm.

**Next scheduled BAC Meeting:**

**Monday, November 2, 2009 at 5:30 pm – Community Chambers**

***Fifth Street Redesign Position Statement  
Bicycle Advisory Commission  
City of Davis***

*Adopted: November 2, 2009*

Introduction

On June 5, 2005 the Bicycle Advisory Commission (BAC) of the City of Davis voted unanimously (7-0) to support a redesign of Fifth Street. The Commission's June 2005 resolution stated:

*The Bicycle Advisory Commission strongly supports the reconfiguration of Fifth Street into three traffic lanes, with one being a left turn lane, and two bicycle lanes, with improved pedestrian amenities, and recommends that the Council proceed with this re-configuration on an experimental basis.*

A reconfiguration of Fifth Street is under consideration again by the Davis City Council, and is the subject of studies by City staff and other parties. The BAC wishes to reaffirm its position and rationale in support of a Fifth Street redesign from B Street to L Street, along the northern edge of downtown Davis. Because the role of the BAC is to advise the City Council on bicycling issues, its position focuses primarily on the bicycle-related reasons for a Fifth Street redesign.

Comprehensive Approach to Bicycle Planning Urged

The BAC has taken a formal stand in favor of comprehensive bicycle planning, with emphasis on the infrastructure of paths and lanes required to maintain a smooth and safe flow of bicycles throughout Davis. This position calls for the General Plan – the highest level of City planning – to guide the implementation of key bicycle corridors. Bicycle lanes for Fifth Street between B and L are in the adopted Davis General Plan. Such planning should be recognized and followed by the City once adopted.

Safety on Fifth Street is Compromised by Current Fifth Street Configuration

As entitled by law, Davis residents do use Fifth Street as a bicycle corridor. On the west, a bicycle path parallels Russell Boulevard but terminates at A Street; on the east, the path parallels Fifth Street but terminates at L Street. In both instances, bicyclists must then detour or join Fifth Street vehicle traffic. Because of the narrow right-of-way, cyclists on Fifth Street ride either in the gutter or mixed with cars. Bicyclists also ride both ways on the sidewalks of Fifth Street between A and L. Bicycles crossing north-south on C, D, E, I, J and K Streets must cross four lanes without the aid of any markings or crosswalks. The

Commission believes these situations create a serious safety threat for bicyclists that would be greatly reduced by the addition of bicycle lanes on Fifth Street. The Commission's opinion is that the safest legal option currently available for bicycles on Fifth Street is for them to occupy a full lane at speeds slower than other traffic. Such a practice is not an efficient or safe way to move people through the corridor.

Based on statistics compiled by the Old North Davis Neighborhood Association, in the first eight months of 2009 approximately 15 percent of all traffic-related accidents and 24 percent of bicycle and pedestrian accidents in Davis occurred on Fifth Street between B and L streets. The proposed redesign covers the single largest region of vehicle-bicycle accidents in the city.

Based on these concerns, the BAC believes that the proposed redesign will significantly reduce accidents and injuries on Fifth Street itself, and on closely connected corridors. The improved safety in and around downtown would represent a qualitative improvement in cycling conditions in the city. Such improvements in other cities have increased bicycle mode travel.

#### Reduce Downtown Bicycle Congestion

Not following the current General Plan results in bicyclists near downtown detouring from Fifth Street to the Third Street or Fourth Street and increases bicycle-car interactions downtown. Increased Third Street bicycle traffic may also decrease bicycle compliance with traffic laws since the Third Street route requires cyclists to stop at A, B, D, E, F and G streets, which amount to six of eight intersections in the Third Street corridor between UC Davis and the railroad tracks. Further, one of the two "non-stops" includes the dips and bollards at University Avenue, which represent a safety hazard as well.

#### The Current Configuration Discourages Biking and Walking to Downtown

With four lanes to cross instead of two, and no bicycle lanes on Fifth Street, downtown Davis is less welcoming to cyclists and pedestrians coming from the north, west and east. This potentially increases car travel and traffic congestion downtown, and reduces parking availability in the downtown core area.

### Bicycle Lane Belongs on the Main Street of Davis, California

Davis was the first Platinum level Bicycle Friendly City in the United States and is home to the U.S. Bicycling Hall of Fame. Bicycling has made Davis famous around the world. Yet a road that does not include complete street elements, which address the needs of bicyclists or pedestrians and all other modes equally, is the main street supporting travel to the core of Davis. Furthermore, no bicycle lane passes by the front door of our City Hall. A city with cycling accolades like Davis should feature a “Main Street” friendly to bicycles. Bicycle lanes and/or a bicycle path exists on the south side of Fifth Street/Russell Blvd west of A and east of L, but not between. Nine miles of bicycle paths and lanes are present on the Russell Blvd/Fifth Street/Alhambra Drive corridor between Road 95 and County Road 105. This system is only interrupted at downtown Davis and should be completed to encourage biking to downtown.

### Fifth Street Implementation is Feasible

The redesign of Fifth Street supported by the BAC, and recommended to be studied in the adopted Davis General Plan, will fit on the existing asphalt between the curbs. The Commission believes that it can be accomplished minimally with paint and new traffic signal heads at the F and G Street intersections.

### Reduction of Greenhouse Gas Emissions

Over the past two years, the Davis City Council has directed staff and its Climate Action Team committee to conduct an extensive study of methods to reduce the emission of greenhouse gases within city limits. One finding of these studies concluded that reducing traffic congestion in areas such as downtown would make the greatest contribution to achieving the goals adopted by Council. Actions to reduce slow-moving automobile traffic, which stops frequently in the downtown area, and to encourage walking, biking and the use of transit, will help achieve the Council’s goals in this area.

## **Position**

For the reasons stated above, the Bicycle Advisory Commission supports implementation of the current Davis General Plan that includes bicycle lanes on Fifth Street between B Street and L Street, implemented by a “road diet” configuration.



**Attachment #2**

## **Staff Report**

**November 2, 2009**

**TO:** Bicycle Advisory Commission  
**FROM:** Tara Goddard, Bicycle and Pedestrian Coordinator  
**SUBJECT: DRAFT Bicycle Parking Ordinance**

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### **Recommendation**

This is an Informational item and no action is necessary. However, staff is seeking input on the draft.

### **Fiscal Impact**

None at this time.

### **Background and Analysis**

Creating a bicycle parking ordinance has been a priority for the Commission for some time. The Bicycle and Pedestrian Coordinator, using examples from research institutions and other jurisdictions, drafted a proposed ordinance, and is seeking input from the Commission.

After this initial input session, the Bicycle and Pedestrian Coordinator will work with staff from other departments to adjust and refine the draft ordinance, and will seek input from the Downtown Davis Business Association, the Chamber of Commerce, local bicycle advocacy groups, and other interested groups to further refine the ordinance. Staff plans to return to the Commission with an updated draft at the January 2010 Commission meeting.

The draft parking ordinance is shown below on pages 2 and 3, and pages 4-6 show examples of bicycle parking ordinances.

## DRAFT City of Davis Bicycle Parking Ordinance

### **1. Intent of Bicycle Parking Ordinance**

Bicycle parking should support the City goal of 25% of trips made by bicycle. Bicycle parking must provide convenient and adequate access to goods and services, residences, and community gathering places. Bicycle parking shall be divided into two types: long-term and short-term. Long term bicycle parking shall be located conveniently for employees or long-term patrons, shall be lighted, covered, in view of employees or other users of the building, and may include lockers, locked corrals or other long-term provisions. Short term bicycle parking shall be located conveniently for customers, clients or patrons, and may be lighted or covered. All bicycle parking must be at least “Class II” racks that provide two points of contact for the bicycle.

### **2. Bike Spaces Required.**

Bicycle parking facilities shall be provided in accordance with the following schedule, with fractional requirements for bike parking over .5 to be rounded up:

#### Central Commercial District Requirements

<b>Land Use</b>	<b>Bicycle Spaces Required</b>	<b>Type</b>
<b>MIXED-USE RESIDENTIAL</b>		
Apartment / Townhouse/Lofts	1 per dwelling unit plus 6 space rack at each building entrance.	LT 80% ST 20%
<b>COMMERCIAL</b>		
Hotel / Motel	1 per 10 rooms. In addition, when hotel/motel is greater than 25 rooms, a 6-space visitor rack shall be provided for every 25 rooms.	LT 60% ST 40%
Office, retail sales of goods and services, restaurants	LT (employee parking): Spaces equal to 25% of employees on maximum shift. ST (customer) parking: 1 per every 250 sq ft or 30% of auto parking, whichever is more. Credit will be given for existing parking serving the building.	LT tbd ST tbd
Shopping Center	1 per 1000 sq ft of gross leasable area for the first 5000 sq ft and 1 per 2000 sq ft of gross leasable area for any additional area.	LT 30% ST 70%

**In the case that bicycle parking is infeasible due to space constraints or otherwise undesirable at that location, a business will be required to contribute to the in-lieu-of parking fee for the C-C and M-U Zoning District at \$500 per bicycle parking space. This money will pay for nearby bicycle parking or other bicycle-related infrastructure improvements.**

## Non-CCD Requirements

Land Use	Bicycle Spaces Required	Type
<b>RESIDENTIAL</b>		
Single family / two family	N/A	N/A
Apartment / Townhouse	1 per bedroom plus 6 space rack at each building entrance.	LT 80% ST 20%
<b>COMERCIAL</b>		
Hotel / Motel	1 per 10 rooms. In addition, when hotel/motel is greater than 25 rooms, a 6-space visitor rack shall be provided for every 25 rooms.	LT 60% ST 40%
Office, retail sales of goods and services, restaurants	LT (employee parking): Spaces equal to 25% of employees on maximum shift. ST (customer) parking: 1 per every 250 sq ft or 30% of auto parking, whichever is more. Credit will be given for existing parking serving the building.	LT 50% ST 50%
Shopping Centre	1 per 1000 sq ft of gross leasable area for the first 5000 sq ft and 1 per 2000 sq ft of gross leasable area for any additional area.	LT 30% ST 70%
<b>INDUSTRIAL (ALL)</b>	1 per 10,000 sq ft GFA	LT 80% ST 20%
<b>INSTITUTIONAL</b>		
Hospitals	1 per 5000 sq ft	LT 75% ST 25%
Research establishments, laboratories	1 per 5000 sq ft	LT 100%
Churches	1 per every pew	LT 10% ST 90%
Library / Museum/ Art Gallery	1 per 1000 sq ft GFA	LT 20% ST 80%
Personal Care / Nursing Home / Group Home	1 per 15 dwelling units	LT 75% ST 25%
<b>CULTURAL AND RECREATIONAL</b>		
Community Center	1 per 500 sq ft or 30% of auto parking, whichever is more	LT 20% ST 80%
Stadium, Arena, Pool, Exhibition Hall, similar places with spectator facilities	1 per 1000 sq ft of surface area or 30% of auto parking, whichever is more	LT 20% ST 80%
Gymnasium, Health Spa	1 per 500 sq ft of surface area	LT 20% ST 80%

## **EXAMPLES OF BICYCLE PARKING ORDINANCES**

### **Victoria Transportation Policy Institute (VTPI)**

#### **Example of Bicycle Parking Requirements (Litman, et al, 1999)**

<b>Land Use</b>	<b>Bicycle Spaces Required</b>	<b>Type</b>
<b>RESIDENTIAL</b>		
Single family / two family	N/A	N/A
Apartment / Townhouse	1 per unit plus 6 space rack at each building entrance.	LT 100% ST 6 space rack
<b>COMERCIAL</b>		
Hotel / Motel	1 per 15 rooms. In addition, when hotel/motel is greater than 75 rooms, a 6 space visitor rack shall be provided	LT 60% ST 40%
Office, retail sales of goods and services, restaurants, research establishments, laboratories	1 per 250 m <sup>2</sup> GFA for the first 5000 m <sup>2</sup> and 1 per 500 m <sup>2</sup> for any additional area	LT 50% ST 50%
Shopping Centre	1 per 250 m <sup>2</sup> of gross leasable area for the first 3000 m <sup>2</sup> and 1 per 500 m <sup>2</sup> of gross leasable area for any additional area.	LT 30% ST 70%
<b>INDUSTRIAL (ALL)</b>	1 per 950 m <sup>2</sup> GFA	LT 80% ST 20%
<b>INSTITUTIONAL</b>		
Hospitals	1 per 500 m <sup>2</sup>	LT 75% ST 25%
Schools	All levels: 1 per 10 employees	LT employees college, university 10% ST students
Elementary	1 per 10 students	
Junior Secondary	1 per 8 students	
Senior Secondary	1 per 8 students	
College	1 per 5 students	
University	1 per 5 students (full time, max. attendance)	
Churches	1 per 50 members	ST 100%
Library / Museum/ Art Gallery	a per 100 m <sup>2</sup> GFA	LT 20% ST 80%
Personal Care / Nursing Home / Group Home	1 per 15 dwelling units	LT 75% ST 25%
Correctional Institutions	1 per 50 beds	LT 70% ST 30%
<b>CULTURAL AND RECREATIONAL</b>		
Community Centre	1 per 80 m <sup>2</sup> of GFA	LT 20% ST 80%
Stadium, Arena, Pool, Exhibition Hall, similar places with spectator facilities	1 per 100 m <sup>2</sup> of surface area	LT 20% ST 80%
Gymnasium, Health Spa	1 per 80 m <sup>2</sup> of surface area	LT 20% ST 80%
Bowling Alley, Curling Rink	1 per 2 alleys or sheets	LT 20% ST 80%

## **Santa Cruz, CA Bicycle Parking Ordinance**

### **1. [General.]**

Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy of any new building that results in the need for additional auto parking facilities consistent with the parking variations allowed by section 24.12.290(6) of this part.

This component was significant because many ordinances only apply to new buildings which means that even the best requirements can take decades to have a positive effect. Santa Cruz decided that good bike parking was a priority and that 2050 was not soon enough.

### **2. Bike Spaces Required.**

Bicycle parking facilities shall be provided in accordance with the following schedule, with fractional requirements for bike parking over .5 to be rounded up: Requirements from 10% to 35% of car parking (based on use).

### **3. Type of bicycle parking required.**

Each bicycle parking space shall be no less than six feet long by two feet wide (6'X2') and shall have a bicycle rack system in compliance with the bike rack classifications listed in item 4 as follows: Fractional amounts of the type of parking facilities maybe shifted as desired.

- a. Office, Industrial (Commercial) Financial -- 60% Class 1 / 40% Class 2
- b. Retail, Service (Commercial) -- 20% Class 1 / 80% Class 2
- c. MuST-Family Residential (3 or more units) -- 100% Class 1 (Garages or secure accessible indoor areas count)
- d. Public or Commercial Recreation -- 10% Class 1 / 90% Class 2
- e. Schools -- 100% Class 2, Secured, Covered
- f. Park and Ride Lots -- 80% Class 1 / 20% Class 2
- g. Transit Center -- 100% Class 2, Secured, Covered

### **4. Classification of Facilities**

- a. Class 1 bicycle facility means a locker, individually locked enclosure or supervised area within a building providing protection for each bicycles therein from theft, vandalism and weather.
- b. Class 2 bicycle facility means a stand or other device constructed so as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein. Racks must be easily

usable with both U-locks and cable locks. Racks should support the bikes in a stable upright position so that a bike, if bumped, will not fall or roll down. Racks that support a bike primarily by a wheel, such as standard 'wire racks' are damaging to wheels and thus are not acceptable. (See Bikes Are Good Business Design guidelines).

## **5. Location and Design of Facilities**

a. Bicycle parking should be located in close proximity to the buildings entrance and clustered in lots not to exceed 16 spaces each.

b. Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frame or other components.

c. Bicycle parking facilities should be located in highly visible well-lighted areas to minimize theft and vandalism.

d. Bicycle parking facilities shall be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.

e. Bicycle parking facilities shall not impede pedestrian or vehicular circulation, and should be harmonious with their environment both in color and design. Parking facilities should be incorporated whenever possible into building design or street furniture.

f. Racks must not be placed close enough to a wall or other obstruction so as to make use difficult. There must be sufficient space (at least 24 inches) beside each parked bike that allows access. This access may be shared by adjacent bicycles. An aisle or other space shall be provided to bicycles to enter and leave the facility. This aisle shall have a width of at least six (6) feet to the front or rear of a bike parked in the facility.

g. Paving is not required, but the outside ground surface shall be finished or planted in a way that avoids mud and dust. Bike parking facilities within auto parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops, poles or other similar features.

## **6. Variations to Requirements**

a. Substitution of car parking with bike parking. New and pre-existing developments may convert up to 10% of their auto spaces to unrequired additional bike parking, as long as the spaces are conveniently located near an entrance. Converted parking spaces must yield at least 6 bike parking spaces per auto space. This section allows a business that wants more space for their business to obtain it by converting a part of their auto parking to additional bike parking. It also allows businesses that do not have any room for bike racks to create room (and have space left over). The most significant part of this item is that it provides a motivation for current businesses to install bicycle parking even though they are not required to install any.

b. Where the provision of bike parking is physically not feasible the requirements may be waived or reduced to a feasible level by the Zoning Administrator.

## Bicycle Advisory Commission

### Long Range Calendar

**Meeting Date** November 2, 2009

<b>January 4, 2010</b>  <b>1<sup>st</sup> Monday</b>  <b>5:30 pm at Community Chambers</b>	Bicycle Parking Ordinance
	Wayfinding program
	Bicycle Program Annual Report
	Bike Plan Implementation priorities

<b>March 1, 2010</b>  <b>1<sup>st</sup> Monday</b>  <b>5:30 pm at Community Chambers</b>	Bicycle Facility Design Standards
	Abandoned bicycle program
	Fifth Street project

<b>Unscheduled</b>	Joint BAC/Council meeting
	B Street Parking Issue
	Meeting with DJUSD Board
	3 <sup>rd</sup> Street Improvements Project
	Sunday Streets presentations