

From: Adam Goodman

Subject: Bicycle Parking Standards

Good morning.

I'm pleased to see that the ORC is planning to begin a discussion on bicycle parking standards. For the purposes of tomorrow's discussion, I have three major concerns I'd love to see addressed:

First, rack design standards. The staff memo suggested using Vancouver's bicycle parking code as a benchmark, but - at least for outdoor rack design and placement standards - I

would suggest looking at Boston's

instead: https://www.boston.gov/sites/default/files/file/2022/02/Bike%20Parking%20Guidelines_v2.1_0.pdf, or at the guidelines from

APBP: https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf. Both of these documents emphasize a set of 5 "performance criteria" that must be met for bike rack designs:

1. Supports bike upright (with 2 points of contact)
2. Allows locking of frame and at least one wheel with a U-lock (with an additional note that rack tubing must not exceed a diameter of 2")
3. Materials are durable and secure
4. Accommodates a variety of bicycles and attachments
5. Use is intuitive

As far as I can tell, Vancouver's standards for rack design only really hit points #2 and #3 in this list. We should require all 5 to be true. (I understand that criteria like "use is intuitive" may be difficult to objectively legislate in code; instead we could - as Boston has done - pre-approve some rack designs, e.g. post-and-ring / inverted U / staple, and require all others to be reviewed at staff's discretion.)

Second, it's a problem that our code currently contains an assumption that Class A is always better than B or C, so developers are permitted to meet their bike parking obligation using 100% Class A spots. This is not ideal; Class A spots really serve a different purpose than B or C. In an apartment building, Class A bike parking is great for residents, but not for visitors. Our code should more-explicitly require a mix of bike parking types. Also, I'm hesitant to support staff's suggestion to combine Classes B and C - having access to covered outdoor bike parking can be really beneficial.

Third, I'm concerned that we are not adequately enforcing our *current* bike parking ordinance; I've seen several examples of rack designs and placements - approved in recent site plans -that do not seem to meet our existing code. I discussed this at length in an email I sent to the Planning Commission a couple years ago: <https://a2gov.legistar.com/View.ashx?M=F&ID=11063669&GUID=855E4463-7D11-4F10-BD6F-B0DDB9390C82>. If we are looking to strengthen our bike-parking standards, we will also need to properly enforce them.

Thanks for your attention to this issue, and for all the good work y'all do.

- Adam