

# Bike Parking Committee Meeting #4

WE KEEP PORTLAND *MOVING.*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Welcome

# Review Project Scope

# Survey Walk Through

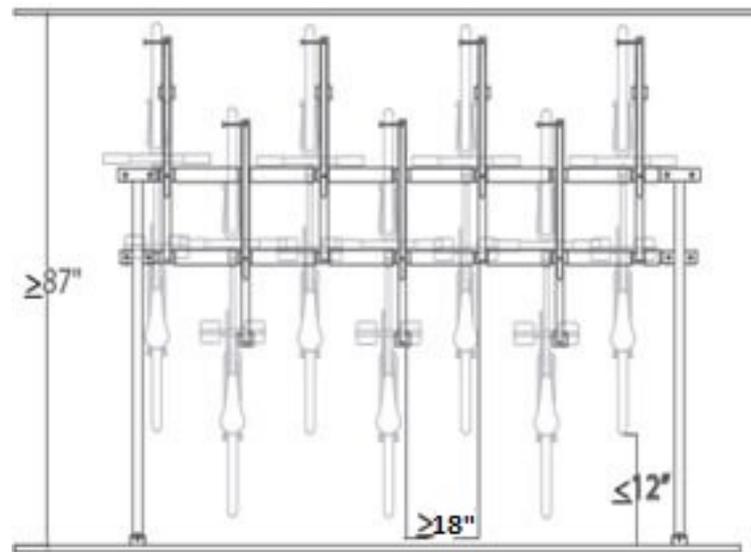
- **Question results and responses**
- **Discussions**
- **Voting**

# Q. #5 - Allow vertical racks to have a rack spacing of 18 inches with a vertical stagger.

Committee Survey:

YES - 11

NO - 1



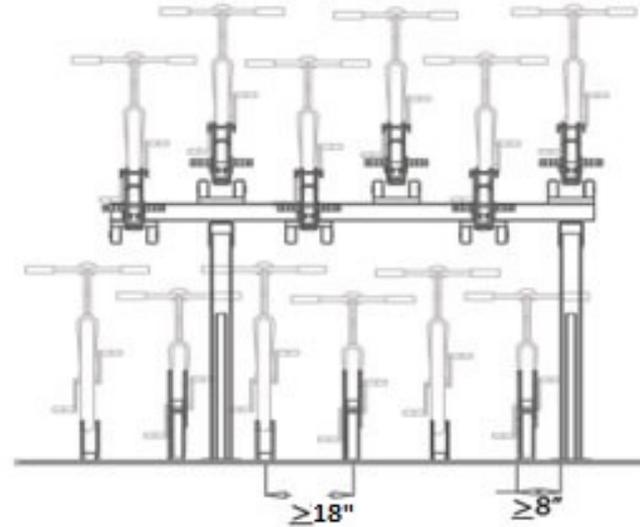
**Next Step – Vote**

# Q. #6 - Allow 18-inch spacing between bikes on double decker racks with stagger.

Committee Survey:

YES - 11

NO - 1



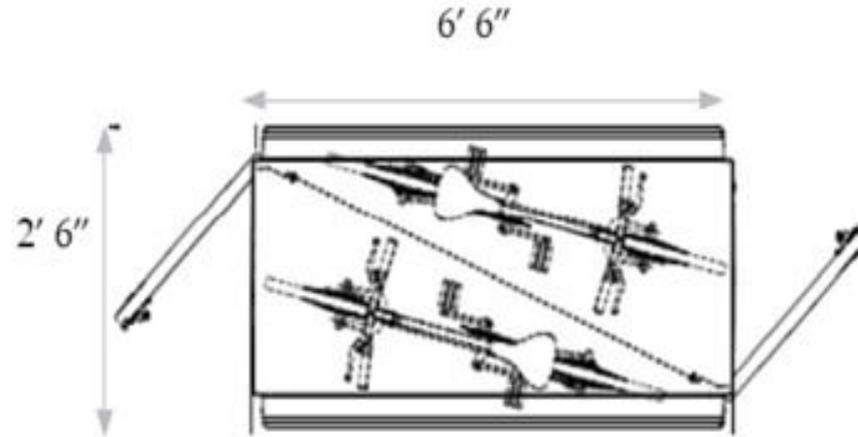
**Next Step – Vote**

Q. #7 - Adopt the inclusion of triangle locker dimensions of 2'6" (door width) by 6'6" (length).

Committee Survey:

YES - 11

NO - 0



**Next Step – Vote**

**Q. #9 - The primary access route to the long-term bicycle parking spaces must be accessible by ramp or freight elevator, and not require lifting bicycles over more than one step or curb.**

**Committee Survey:**

**YES - 10**

**NO - 2**

**Discussion items:**

1. There was desire from committee comments to get more or less prescriptive in the code language.
2. Does the committee agree with the intent – you shouldn't have to carry your bike up steps for long-term parking.

**Next Step – Vote**

## Q. #13 – Code standards for bicycle racks should only apply to those racks that are required per code.

Committee Survey:

YES - 11

NO - 1

### What we heard from you:

1. Should we consider two tiers of standards – one for required spaces and a second for additional bike parking spaces? – to ensure that all bike parking meets at least a minimum standard.

**Next Step – Vote**

# Q. #14 - Permit applicants are required to include details about chosen rack type(s) in the submitted plans for a development project.

Committee Survey:

YES - 10

NO - 2

## Discussion items:

1. What if a developer needs to change rack types during the process?
2. Do we agree on the intent?

**Next Step – Vote**

# Q. #4 - A bicycle rack should not require a user to lift their bicycle more than 12 inches off the ground.

Committee Survey:

YES - 7

NO - 5

## Discussion items:

1. Intent – rack usability
2. Can this be accomplished through other accessibility standards?



## Q. #8 - Short-term bicycle parking spaces should not be placed near service, trash or loading areas.

Committee Survey:

YES - 7

NO - 5

### Discussion items:

1. Concerns about the language.
2. What if a developer's only option is placement near trash, service areas?

# Q. #10 - Include signage and lighting best practices and design examples in the Bicycle Parking Handbook.

Committee Survey:

YES - 7

NO - 5

## Discussion items:

1. What is the idea around the Handbook?
2. Example language for Lighting from other cities
3. What do we want to accomplish with the lighting language and with the signage language?

## Example Code Language for Lighting

1. Cambridge, MA – *All access routes, along with the Bicycle Parking Spaces themselves, must be appropriately lighted to allow for safe nighttime use.*
2. Los Angeles, CA – *Adequate lighting shall be provided to ensure safe access to bicycle parking facilities*
3. Vancouver, BC – *Lighting in the bicycle room, compound, or locker area shall provide vertical illumination at floor level of a minimum level of 160 lux, with true colour and a uniformity ratio of at most 3:1.*

# Q. #11 - Streamlining the security requirements for long-term bike parking.

Committee Survey:

YES - 7

NO - 5

## Discussion items:

1. How are defining a room? What constitutes a room?
2. Want to know more about the current effectiveness of long-term bike parking security options before making a decision.
3. What is the purpose of security for long-term bike parking.

## Current long-term security code language

1. In a locked room;
2. In an area that is enclosed by a fence with a locked gate. The fence must be either 8 feet high, or be floor-to-ceiling;
3. Within view of an attendant or security guard;
4. Within 100 feet of an attendant or security guard;
5. In an area that is monitored by a security camera; or
6. In an area that is visible from employee work areas.

**What do we want to achieve for long-term bike parking security?**

## PBOT Proposed Language for Long-term Security:

A secure location is defined as one in which the bicycle parking is:

1. Individual bicycle locker. The locker must provide a fully enclosed and secure bicycle parking space accessible only to the owner or operator of the bicycle or owner and operator of the locker;
2. Locked room or enclosure. Restricted access parking area located in a locked room or locked enclosure accessible only to the owners of bicycles parked within.

**Anything else?**

## Q. #12 - Include bike room/ cage materials and lock requirements in the Bicycle Parking Handbook.

Committee Survey:

YES - 8

NO - 3

### Discussion items:

1. More details on the Handbook.
2. Committee Comment - If it is not binding it won't result in secure bike parking.
3. Examples from other cities.

# Examples of materials and lock requirements in code

## Vancouver, BC – bicycle parking code

### **6.3.14 Bicycle Compound Security**

The bicycle compound shall extend from floor to ceiling, and have expanded metal mesh and door with a non reflective coating. The walls and door shall be reinforced by full-height solid steel bars 13 millimetres minimum diameter or square section, spaced no more than 150 millimetres apart, and welded one to another by at least two crossbars no more than 1,200 millimetres apart, or constructed to provide equivalent or greater security. Supports shall be attached to floor and ceiling with tamper-proof or concealed boltheads or nuts.

Industrial grade

chain-link shall be No. 7 gauge or heavier.

### **6.3.15 Bicycle Compound Doors**

Entry doors to the bicycle compound shall comply with section 6.3.4., except that no window is required, and the door may be constructed of expanded metal mesh. The lockset or programmable entry shall be placed in a steel plate box welded to the door structure. The supporting post shall be detailed to receive the striker plate. The doorway shall be detailed to prevent access to the latch from lockside with boltcutters.

### **6.3.16 Bicycle Compound Size**

The bicycle compound shall be designed to accommodate a maximum of 40 bicycles.

## Q. #2 - Spaces within dwelling units or on balconies cannot be used to meet required bicycle parking spaces.

Committee Survey:

YES - 7

NO - 5

### What we heard from you:

1. What are unintended consequences – property managers not allowing residents to bring bikes into room.
2. Is there a percentage equation we could implement?
3. Need different rules for different scale projects.
4. Developers should be allowed if they can fit the appropriate racks in the unit.
5. Small units are really difficult to fit racks.
6. Compliance issues with in unit racks.

## Q. #3 - Add code language that, with the exception of commercial parking, would prohibit usage fees for occupants, tenants, and visitors.

Committee Survey:

YES - 3

NO - 9

### What we heard from you:

- The Zoning Code should not regulate fee structure.
- This should be an un-bundled approach (similar to car parking).
- Free Market.
- Pricing is a tool to efficiently manage any resource.
- A fee would allow building owner to maintain and provide higher order of bike parking service.
- The city has policies to strongly encourage increased bicycle use; charging people tends to discourage behavior

# Next Steps