

Bicycle Advisory Council Recommendation:

Bike Parking

WHEREAS, the purpose of the Bicycle Advisory Council (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, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin, and other jurisdictions, on all matters relating to the use of the bicycle;

WHEREAS, missing, inadequate, or defective bicycle parking facilities reduces 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 Master 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;

NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends that the following edits be incorporated into the final regulations for dockless mobility units:

Best Practice Bicycle Parking Minimums

- *Update the City of Austin Title 25 Land Development Code, Chapter 6 Transportation for all commercial and multi-family developments to include bicycle provisions which are aligned with City Of Austin ridership goals:*
 - *Whereas the City of Austin has already committed in the Austin Bicycle Master 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 Master Plan is ridership of 5% citywide and 15% of the central city area by 2020;*
 - Apply the following equation in order to determine the required number of bicycle parking spaces: $\text{Percentage Ridership Goal} * \text{Maximum Occupancy Number} = \text{Required Bicycle Parking Spaces}$
 - For citywide utilize the Austin Bicycle Master Plan ridership goal of 5%.
 - For Austin central city area utilize the *Austin Bicycle Master Plan* ridership goal of 15%.

- Update 25-6 Appendix A, Part 2 Bicycles to also 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 multiple auto parking spaces, except those spaces for people with disabilities.
- Update 25-6 Appendix A, Part 2 Bicycles to 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 should be mandated.

Dockless Mobility Devices

- Licensees shall be assessed an additional, ongoing per-unit fee to be held in a dedicated fund and utilized for new and improved bike lanes and to create single racks and corrals to accommodate increased demand for parking spaces by dockless mobility units. Racks and corrals must follow the City of Austin Active Transportation Division's rack and corral design criteria. The requirement for use of high security fasteners is mandated.

Date of Approval:

Record of the vote:

Attest: *(Staff or chair can sign)*