



Chapter Two:

Key Design Strategies

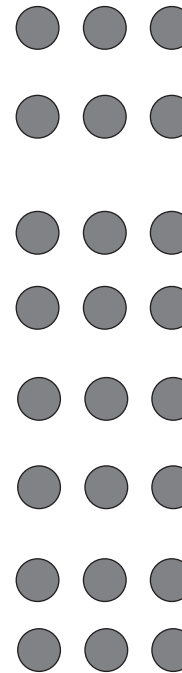
This chapter provides a quick, easy-to-use list of the key design strategies for bicycle planning that are discussed later in Chapters 3 and 4. This overview is intended as a reference guide for planners and developers to use during the planning process.

BIKEABLE TOOLKIT: KEY DESIGN STRATEGIES



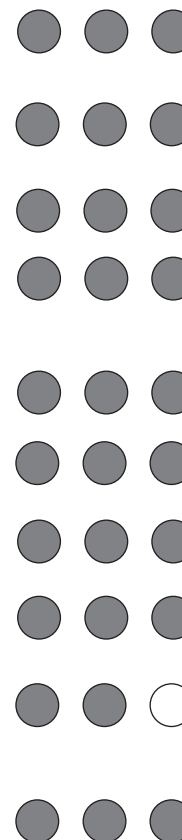
Short-term Parking

1. Determine the amount of short-term parking needed on-site. See pp. 10-11 for reference.
2. Design parking fixture so that the bicycle has two points of contact for support, and ensure that one wheel and frame can be securely attached to the fixture.
3. Install parking fixture at sidewalk grade.
4. If in a parking garage, locate parking on the level closest to the ground level and near primary entrance to the building.
5. Locate parking fixtures within 50 feet of the building entrance with a clear line of sight between street and building.
6. Design parking space with minimum dimensions of 6 feet (length) by 2 feet (width).
7. Arrange parallel racks at a minimum of 36 inches from each other.
8. Install fixtures per Americans with Disabilities Act guidelines to maintain minimum accessible routes between the rack and curb, building, or other street fixtures.



Long-term Parking

1. Determine the amount of long-term parking needed on-site. See pp. 12-13 for reference.
2. Design parking fixture so that bicycle has two points of contact for support and ensure that one wheel and frame can be securely attached to the fixture.
3. Enclose bike racks above and on all sides and protected from the elements.
4. Locate in a secure, limited access area that is:
 - a) Accessed through key or key card or
 - b) Located in plain view of parking attendant or security guard.
5. If in a parking garage, locate parking on the level closest to ground level.
6. Design parking space with minimum dimensions of 6 feet (length) by 2 feet (width).
7. Arrange parallel racks a minimum of 36 inches from each other.
8. Provide a minimum of 5 feet of headroom for single-tier bicycle parking and a minimum of 4 feet of headroom for each tier for two-tier bicycle parking.
9. In mixed use developments, separate long-term parking requirements for residential and commercial uses and place in a convenient location for each user.
10. Install fixtures per Americans with Disabilities Act guidelines to maintain minimum accessible routes between the rack and curb, building, or other street fixtures.



: Multi-family Residential



: Commercial - Retail



: Commercial - Office

Facilities

1. Determine the number of showers needed on-site. See p. 14 for requirements.
2. Locate showers where easily accessible from long-term bicycle parking area.
3. Determine the number of clothing lockers needed on site. See p. 15 for reference.
4. If showers are gender separated, provide clothing lockers in both areas.
5. Use two-tiered clothing lockers. Standard dimension for lockers are 12 inches wide, 18 inches deep and 30 inches high.
6. Include basic bicycle repair tools (see p. 16), stand-up bicycle pump and a marked 4 feet by 8 feet workshop area for the bicycle repair station.



Wayfinding Signs

1. Place clear, simple signs at primary building entrances directing users to long-term bicycle parking.
2. Place clear, simple signs at the location of long-term bicycle parking directing users to the primary pedestrian entrance of building.
3. Communicate the existence and direction of bicycle parking with signage that is visible from a traveling bicycle.
4. Place clear, simple signs at long-term bicycle parking areas to direct users to shower and clothing locker facilities.



Lighting

1. Provide a well-lit path from the building entrance to both short-term and long-term bicycle parking.
2. Clearly light short-term, long-term parking, and wayfinding signs.
3. Use direct "dark sky" compliant lighting that is consistent and glare-free to provide even light distribution.
4. Equip shower and clothing locker facilities with motion sensor lights that are triggered immediately upon entrance.



Network Connections

1. Connect bike facilities on private property to larger transportation network (street grid, Metro stops and stations, bicycle trails, lanes, routes, etc) with safe and clearly articulated pathways and crossings with adequate lighting and wayfinding signage. See p.19 for discussion.
2. Innovative approaches not covered in this toolkit are encouraged and will be considered by the City. See p.20 for examples.



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