

hours. Map 2, “Existing Bicycle Parking and Changing Facilities” (pg. ix) identifies the locations of these facilities. These restrooms provide opportunities for changing, but do not provide shower facilities.

Construction codes require that non-residential uses provide restrooms when there are on-site employees. These restrooms can be used for changing. However, construction codes do not specifically require changing rooms, showers and storage lockers. The City’s Community Development Department uses its discretion to require changing rooms, lockers, and showers for moderate to larger-scale commercial projects as air quality and traffic reduction mitigation measures which this plan supports with policies (2.22-2.27). In coordination with the San Luis Obispo Air Pollution Control District, this Plan utilizes policies to further establish standards for lockers and showers at employment sites.



Policies and Implementation Actions

Bicycle Parking Provisions:

2.1 The City shall maintain bicycle parking requirements as part of the Zoning Chapter of its Municipal Code (reference MC 17.16.060).

2.2 As stipulated by the Zoning Regulations, short and long-term bicycle parking shall be provided whenever a new structure is erected or enlarged or whenever a new use is established which requires a total of 10 or more vehicle parking spaces.

Implementation Action 2.2.1: *Review and provide recommendations on proposed amendments to the City’s Zoning Regulations affecting bicycle parking a minimum of every five years.*

Engineering and Design of Bicycle Parking:

2.3 Development plans submitted for consideration by the Architectural Review Commission, Planning Commission, or Community Development Director shall include dimensioned drawings that clearly describe and depict the location, orientation, number, type, and storage capacity of long and short-term bicycle parking facilities.

2.4 The City shall encourage existing development to upgrade their bicycle parking facilities to meet current City standards (e.g. type of rack, number of bicycles accommodated).

2.5 The City’s Community Design Guidelines shall contain illustrations of how bicycle parking should be installed and oriented as part of new development projects.



An inverted “U” rack provides a place to lock bikes at Laguna Lake Park.

Policies

Principles that guide implementation of this Plan and other actions associated with bicycling.

(Located in each chapter, relative to chapter content.)

Implementation Actions

Implementation steps associated with Plan policies.

(Located with associated policy.)

Appendix F: Bicycle Parking Design and Installation Information, provides a listing of all City documents that provide information or standards for bicycle rack installation.

Commercial Core:

Includes the Downtown Commercial Zoning District (CD) in downtown San Luis Obispo.



In-street bicycle parking was installed in the 900 block of Monterey Street following a request by area businesses and a needs survey.

2.6 Bicycle racks and lockers shall be installed pursuant to City requirements and the manufacturer’s specifications for placement and clearance from obstructions.

2.7 The City shall maintain bicycle parking standards in its Engineering Standards.

Implementation Action 2.7.1: Review and provide recommendations on proposed amendments to the Community Design Guidelines and the Engineering Standards a minimum of every 5 years.

2.8 In the **Commercial Core**, bicycle racks shall be colored forest green consistent with City Council Resolution # 9278 (2002 Series).

2.9 In street bicycle parking may be considered on a case by case basis. Bicycle racks should be mounted off the street, to allow for street sweeping and to minimize the encroachment into the parking lane. Preferred locations shall include:

- a. Low traffic speed and volume streets
- b. Just prior to mid-block pedestrian crosswalks
- c. Prior to driveway/street intersections outside of normal turning radii and where turning volumes are low
- d. High visibility areas
- e. High pedestrian volume
- f. Known high bicycle parking demand areas

2.10 Bicycle parking shall be provided where direct connections between surface modes of transportation are made (e.g. train stations, bus terminals, and park-and-ride facilities), and at public parks, plazas or other recreation facilities.

2.11 City and regional transit vehicles shall continue to provide racks for the transport of bicycles and increase capacity as demand increases and rack design improves.

2.12 Should grant funds become available, the City shall offer racks or lockers to businesses at high bicycle parking demand locations if they agree to install and maintain them.

2.13 The City shall promote and support enhanced bicycle parking services, such as **Bike Valet**, at community events such as Thursday night’s Farmer’s Market, or Concerts in the Plaza, when over 100 attendees are expected.

2.14 As funding becomes available, the City should institute a program of working cooperatively with property owners to install bike parking on sites that lack sufficient bike parking, consistent with the following priorities:

- First Priority:* Retail shopping areas, major office complexes, entertainment centers, and locations requested by the general public, Bicycle Advisory Committee (BAC), and staff, where bicycle parking needs have been identified but no bicycle parking is currently available.
- Second Priority:* Manufacturing and service commercial businesses with 50 or more employees where no bicycle parking is currently available.
- Third Priority:* Retail shopping areas, major office complexes, and entertainment centers, where bicycle parking is insufficient and it is poorly designed or located.
- Fourth Priority:* Multi-family housing complexes that lack sufficient bicycle parking.

Short-term Bicycle Parking:

2.15 Bicycle rack siting and design:

Siting:

- a. Install at highly visible locations that are as close to the main entrance of the destination as possible, at least as convenient as the most convenient automobile parking space available to the general public.



“Valet” bicycle parking at Farmer’s Market downtown.

Bike Valet:

A bicycle parking service, usually set up for special events, offering convenient and secure bicycle parking at locations where a large number of bicyclists are expected.



Inverted “U” racks are one of the City approved designs used to provide short-term bicycle parking.



This "Peak Rack" was installed in Meadow Park as part of the City's "Racks with Plaques" program.



"Wave", "Comb" and "Toast" style racks are examples of racks that don't meet design guidelines.

- b. Be visible from the interior of the destination.
- c. Be located where clear and safe pedestrian circulation is ensured.
- d. Parked bicycles should neither be in jeopardy of damage by other area users, nor create unexpected hazards to those users.
- e. Be distributed to serve all tenants/visitors on sites that contain more than one structure or building entry.
- f. Avoid locations that require bicyclists to travel over stairs.
- g. Area shall be illuminated during nighttime hours of use.
- h. Whenever possible protect bicycle parking areas from weather.

Design and Installation:

- a. Stand a minimum of 30 inches from ground level and support bikes in a stable position by providing at least two vertical contact points for the bicycle's frame.
- b. Be coated with, or constructed of, a durable material that prevents rust or corrosion.
- c. Installed with theft resistant rack elements and anchoring systems.
- d. Provide clear aisle access at least five (5) feet wide.
- e. Provide for both front-in and back-in parking, allowing the frame and both wheels (one wheel removed from the frame) to be locked to the rack using common locking devices such as a standard-sized "U" lock.

2.16 The City shall continue to promote and manage its Racks with Plaques bicycle rack donation program which provides short-term public bicycle parking at public facilities and throughout the downtown area.

2.17 Inverted "U" racks, Peak Racks (www.peakracks.com), or other City approved design shall be used to meet the City's short-term parking requirement. Wave, comb, and toast style racks are examples of racks not permitted by the above guidelines.

Implementation Action 2.17.1: *Biennially inspect and repair City owned bicycle racks. Defects that warrant repair include racks that have been damaged, are missing anchor bolts or are missing protective surface covering.*

Long-term Bicycle Parking:

2.18 Bicycle lockers, lockable rooms reserved for bicycle storage, and **Bicycle Centrals (Stations)** shall be used to satisfy the need for long-term bike parking.

2.19 The City shall encourage the development of bicycle centrals at employment centers and locations where people gather.

2.20 Bicycle lockers shall:

- a. Be located at least as conveniently as the most convenient automobile parking space and installed at highly visible locations that are as close to the main employee entrance as possible.
- b. In the commercial core, be provided in parking structures, surface parking lots, or incorporated into new buildings and managed to enable safe and convenient access by downtown employees and residents .
- c. To the greatest extent possible, be integrated into a project's overall architecture and site design themes.
- d. Be constructed of durable materials and be waterproof. Fiberboard or high-density foam walls or dividers shall be avoided as construction materials.
- e. Be installed on, and securely attached to a pad with a cross slope between one and two percent. Concrete is the preferred pad material.
- f. Employ secure locking mechanisms that make it easy for the intended users to access them.

2.21 When interior locked rooms are used to provide long-term bicycle storage, these rooms shall:

- a. Have a minimum dimension of 11 feet (unless bicycles are stored vertically) to accommodate a 6-foot-long bike plus 5 feet of aisle space outside of the doorway area.
- b. Include a means to organize bike storage with at least one wheel touching the ground.
- c. Be located near or at the employee street level entry and arranged in a way that enables convenient ingress and egress for people with bicycles.
- d. Exclude other routine indoor activities and be reserved for bicycle storage.

Bicycle Central (or Station):

A consolidated sheltered storage area for employee bicycles, integrated into the design of job sites, which may be combined with showers and bicycle repair and support facilities.



Bicycle lockers are used for "long-term" bicycle parking.

Long-term Bicycle Parking Support Facilities:

2.22 The City shall explore the feasibility of establishing an employer-supported program where commuting or touring bicyclists can shower, change and possibly store their bicycles at athletic and fitness clubs and gymnasiums in the San Luis Obispo area.

2.23 Showers and changing facilities at public recreation buildings (such as the Ludwick Community Center on Santa Rosa Street) should be available for use by commuting or touring bicyclists.

2.24 Work sites that are not required to provide showers and clothing lockers should be strongly encouraged to do so.

2.25 The City may require a particular land use to provide more than the minimum number of showers or locker facilities, as established by the City Zoning Regulations, when it determines that the land use will generate higher demand for these facilities.

2.26 Full-length and well-ventilated clothing lockers shall be the preferred type of facility for storing personal gear and bicycling equipment.

2.27 The City shall establish requirements for the provision of shower and locker facilities at work places and their upkeep for original intended use.

(City of San Luis Obispo 2006 General Plan Circulation Element Policy 4.1.5, page 16; City of San Luis Obispo August 2005 Airport Area Specific Plan, Bicycle Facilities Guidelines - E, page 6-26.)

City Zoning Regulations:

Can be found on the Community Development page of the City's web site:

www.slocity.org

Implementation Action 2.27.1: *Include shower facility requirements in the next round of Zoning Regulations amendments to be considered by the City Council.*



Chapter Three: Bicycling Education and Promotion



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