

Bike Access Standards

PURPOSE

To reduce vehicle trips and resulting greenhouse gas emissions by requiring bike racks and other bike amenities as part of development projects.

HOW IT WORKS

Communities can require, through either a general bylaw or a bylaw directed at a specified overlay district, that new buildings set aside indoor or outdoor parking for a set number of bicycles based on building square footage or number of tenants.

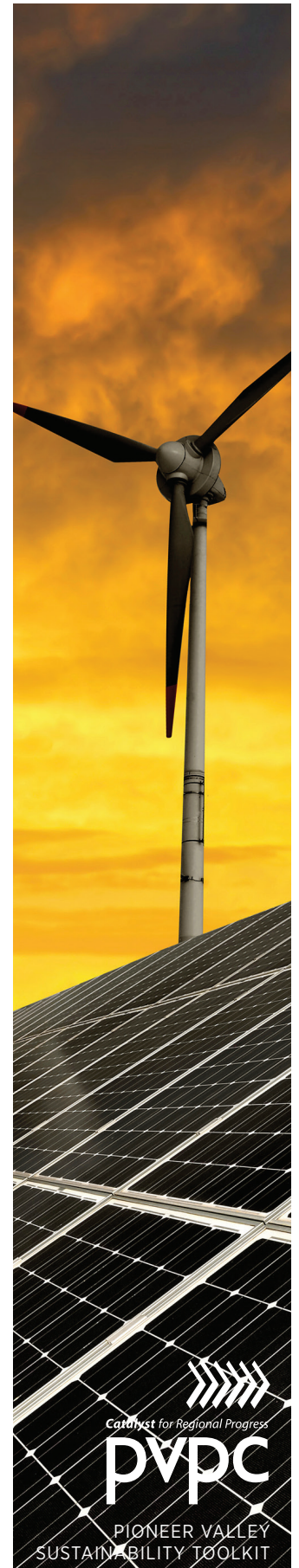
EXAMPLES OF WHERE STRATEGY HAS BEEN ADOPTED

New York City: BABs: Bicycle Access to Buildings Law

In 2009, New York City approved a Department of City Planning (DCP) initiative which requires secure parking for bicycles in new multi-family residential, commercial and institutional buildings throughout the city. It also applies to building projects where the structure is enlarged by 50 percent or more, and to building conversions to residential use.

This zoning ordinance requires bicycle parking spaces to be enclosed, secure, and accessible to designated users, such as residents, employees. To ensure that the new requirements do not encumber new development, required bicycle parking does not count against the permitted floor area. The following is a brief outline of NYC's bicycle parking requirements as they are illustrative of bicycle parking requirements in general:

- » Residential buildings with more than 10 units must provide secure bike parking for 50% of the units, or one space for every two units.
- » Commercial office buildings must provide one space for every 7,500 square feet.
- » Retail and most other commercial uses, as well as most community facility uses, are required to provide one space for every 10,000 square feet of floor area. Smaller buildings, where three or fewer bicycle spaces are required, can waive the requirement.



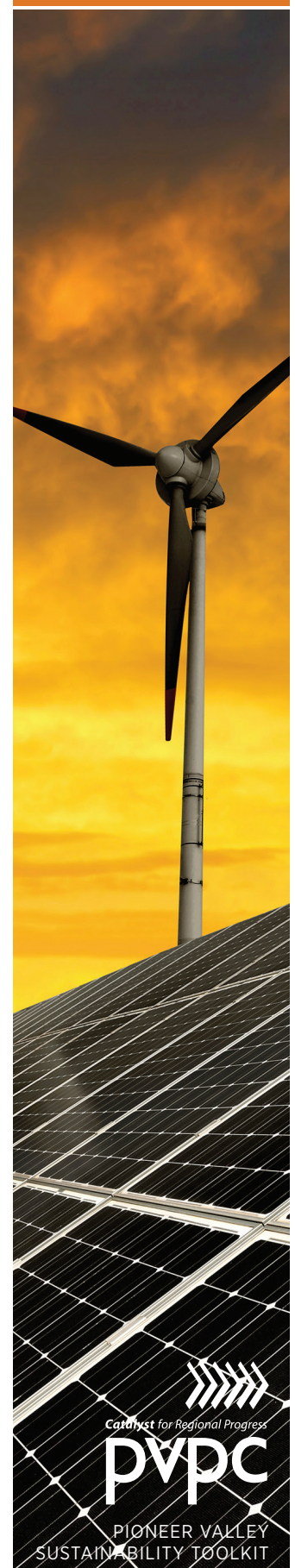
- » Universities and hospitals must provide secure bike parking but special provisions would allow these institutions to locate spaces more flexibly in a campus setting.
- » For industrial and semi-industrial uses, religious institutions, and certain other facilities with varied employment densities or unusual space demands, bicycle parking is required but would not count against permitted floor area.
- » Public parking garages are required to provide one (1) bicycle parking space for every ten (10) automobile parking spaces.

New York City: BAOB: Bicycle Access to Office Buildings Law

New York City also passed a law that requires commercial office buildings to allow cyclists to bring bicycles into their offices by elevator, upon request. The law only applies to commercial office buildings with at least one freight elevator. It does not apply to residential buildings.

Cambridge, Massachusetts:

Requires bicycle parking for new development and redevelopment projects through its zoning. Locations and types of bike parking must be shown in building site plans and approved by the Traffic, Parking and Transportation Department and the Community Development Department. The City created user-friendly guidelines to provide clear direction to developers on how to meet the parking requirements.



LINKS TO MODEL BYLAWS OR MORE INFORMATION:

NEW YORK'S BICYCLE ACCESS TO BUILDINGS LAW:

[The New York City Council - File #: Int 0871-2008](#)

CAMBRIDGE, MASSACHUSETTS'S BICYCLE PARKING GUIDELINES:

http://www.cambridgema.gov/CityOfCambridge_Content/documents/tpat_BikeParkingBrochure.pdf

BICYCLE PARKING ONLINE, A BICYCLE PARKING BEST PRACTICES RESOURCE FROM THE CAPITAL BIKE & WALK ORGANIZATION IN VICTORIA, BRITISH COLUMBIA (BC), PROVIDES THE MOST COMPREHENSIVE COLLECTION OF MUNICIPAL LEGISLATION REQUIRING BICYCLE PARKING

<http://www.bicycleparkingonline.org/Legislation>

FOR MORE INFORMATION, PLEASE CONTACT

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