

GG146-14

407.3.1, 407.3.2

Proponent: Ed Fendley, U.S. Environmental Protection Agency, representing USEPA

Revise as follows:

407.3.1 Short-term bicycle parking. Short-term bicycle parking shall comply with all of the following:

1. It shall be provided with illumination of not less than 1 footcandle (11 lux) at the parking surface;
2. It shall be located at the same grade as the sidewalk or at a location reachable by ramp or accessible route;
3. It shall have an area of not less than 18 inches (457mm) by ~~60~~72 inches (~~1524-1829mm~~) for each bicycle;
4. It shall be provided with a rack or other facility for locking or securing each bicycle; and
5. It shall be located within 100 feet (30 480 mm) of, and visible from, the main entrance.

Exception: Where directional signage is provided at the main building entrances, short-term bicycle parking shall be permitted to be provided at locations not visible from the main entrance.

407.3.2 Long-term bicycle parking. Long-term bicycle parking shall comply with all of the following:

1. It shall be located on the same site and within the building or within 300 feet (91 440 mm) of the main entrances;
2. It shall be provided with illumination of not less than 1 footcandle (11 lux) at the parking surface;
3. It shall have an area of not less than 18 inches (457mm) by ~~60~~72 inches (~~1524-1829mm~~) for each bicycle; and
4. It shall be provided with a rack or other facility for locking or securing each bicycle.

Not less than 50 percent of long-term bicycle parking shall be within a building or provided with a permanent cover including, but not limited to, roof overhangs, awnings, or bicycle storage lockers.

Vehicle parking spaces, other than those required by Section 407.4, local zoning requirements and accessible parking required by the *International Building Code*, shall be permitted to be used for the installation of long term bicycle parking spaces.

Reason: The length of a typical bicycle ranges between 5' and 6'.5' (60 inches) is too short to accommodate many bicycles. This proposal increases the length requirement to better accommodate the typical bicycle.

Bibliography:

Association of Pedestrian and Bicycle Professionals' *Bicycle Parking Guidelines*, 2nd Edition, 2010, www.apbp.org

Minnesota Department of Transportation, *Mn/DOT Bikeway Facility Design Manual*, March 2007, <http://www.dot.state.mn.us/bike/pdfs/manual/Chapter3.pdf>

Cost Impact: Will increase the cost of construction. This proposal may slightly increase the cost of construction.

GG146-14: 407.3.1 #2-GITLIN401