

## Appendix A - Policy for Bicycle Parking on Public Property

<b>1.0 Bike Rack Requirements</b>
<b>1.1 Functionality</b>
<p>The bike rack should:</p> <ol style="list-style-type: none"><li>1. Support the bicycle upright by its frame, not just one wheel.</li><li>2. Enable the frame and one or both wheels to be secured.</li><li>3. Prevent the wheel of the bicycle from tipping over.</li><li>4. Be securely anchored.</li><li>5. Be usable by bikes that are not equipped with a kickstand.</li><li>6. Be usable by bikes equipped with cages for water bottles.</li><li>7. Be usable by a wide variety of sizes and types of bicycles.</li></ol>
<b>1.2 Security</b>
<p>Bicycle racks will accommodate the high security U-shaped bike locks that secure both the frame and front wheel as well as chain/cable type locks.</p>
<b>1.3 Capacity</b>
<p>Bike parking needs will be assessed according to the intensity and type of use to be serviced. The capacity of the rack should be consistent with the bike parking needs of the area. Multiple unit bike racks will be used if required to meet the bike parking needs of the area, subject to the approval of the Manager of Urban Design &amp; Community Development, in BIAs, and areas designated Civic Image, Schedule G, of the City's Official Plan only.</p>

## Appendix A - Policy for Bicycle Parking on Public Property

### 1.4 Appearance

Post & ring style bike racks and multiple unit bike racks will be the **City Standard** on public-right-of-ways and on public property throughout the City of Windsor and will be galvanized (void of paint) with raised lettering that reads "City of Windsor". Raised lettering may not be available for multiple unit bike racks, however, consideration should be given to customizing these units in some way. Examples of typical post & ring style bike racks and multiple unit bike racks are illustrated to the right.

Notwithstanding the above, BIA's will be permitted to change the lettering and cap the standardized "City of Windsor" post and ring bike rack, subject to the approval of the Manager of Urban Design and Community Development, and other provisions noted in section 1.5. If BIA's request an alternate finish to galvanizing, brushed aluminum and/or coloured powder coating will be considered if maintenance issues can be addressed and resolved.

The bike rack must be consistent with the intended character/theme of the district and other streetscape elements.



Examples of Post & Ring and Multi Unit Bike Racks

### 1.5 Maintenance

The bike rack must be durable and low maintenance. Factors such as metal gauge, welding type and finish are key indicators of durability. The bike rack should be rust resistant, vandalism resistant, and resistant to noticeable wear from normal use.

The preferred finish is galvanized finish.

## Appendix A - Policy for Bicycle Parking on Public Property

### 1.6 Cost

The bike rack must be competitively priced while meeting the security, capacity, appearance and maintenance requirements expressed in the bike parking policy. The cost should be compared on a per bike capacity.

A BIA or other privately funded group may choose to exceed the price limit, if they agree to fund the difference between the city standard and any proposed modifications to the bike rack. Proposed modifications can include changes to lettering, and cap only. As indicated above, powder coated finish may be considered. The BIA or other privately funded group will be expected to fully fund the additional expenses specific to the BIA such as BIA name, logo and powder coating finish. Any proposed modifications are subject to the approval of the Manager of Urban Design & Community Development and the Executive Director of Operations.

### 1.7 Company Reliability

The bike rack supplier should be reliable and have a proven customer satisfaction track record.

## 2.0 Bike Rack Location

### 2.1 Proximity

Bicycle parking will be located in well lit, secure locations within a reasonable distance of the main entrance and/or window of the building or location served. Every attempt will be made to locate the parking within 15 m (50 ft) of the main entrance of the building or location served.

## Appendix A - Policy for Bicycle Parking on Public Property

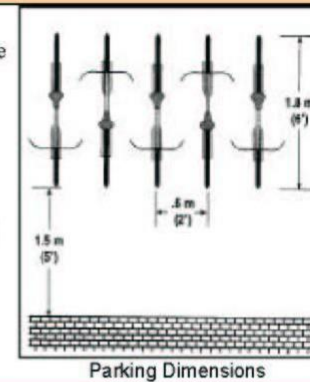
### 2.2 Visibility

Bike racks will be sited in highly visible pedestrian oriented locations, so that they can be viewed from the main entrance and/or facade windows. If sited close to windows there is opportunity for indoor surveillance.

### 2.3 Dimensions & Accessibility

Bicycle parking spaces will be at least 1.8 meters (6 ft) long and 0.6 metres (2 ft) wide, and overhead clearance in covered spaces should be at least 2.1 m (7 ft). A 1.5 metre (5 ft) aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle parking. Note: Under current Zoning, when located on private property, bike racks must be 2 metres from the wall if on a walkway.

The bike rack will be positioned for its full use. Users should be able to park their bicycles at the rack and maneuver the bicycles without threatening to damage adjacent stationary objects. Bike racks, including when in full use, should not act as a trip hazard to pedestrians.



### 2.4 Long-term Parking

Long-term bicycle parking areas should be covered and must be located at ground level adjacent to high traffic areas.

Long-term bicycle parking areas should protect against theft, vandalism and the natural elements. Ideally, long-term parking should be located in a locked room.

Note: Refer to Appendix B - Bike Rack Comparison Chart, attached for information purposes only. The chart presents information on a few bike racks that are available from different suppliers.

Note: When BUMP is amended to the Official Plan, this policy should be included.

H:\Traffic[Appendix A - Policy for Bicycle Parking on Public Property.xls]Policy