

Lansing Bicycle Parking Ordinance

Policy Goal: Promote bicycle transportation by improving availability of bicycle parking in the City of Lansing. If passed in its current form, this ordinance will require installation of a reasonable amount of bicycle parking when a new development is constructed, or when major rehabilitation project is undertaken.

Policy Need: Lack of bicycle parking facilities and fear of theft are major deterrents to bicycle transportation.

Policy Origination/Development: This ordinance was suggested by Councilmember Jeffries at a Development & Planning Committee meeting in 2010, in relation to the new Accident Fund parking structure construction. In response, a group of bicycle policy advocates began gathering information from other communities on bicycle parking ordinances. This information was provided to the City Attorney's office to begin drafting a bicycle parking ordinance for Lansing. Per Councilmember Jeffries instruction in 2011, the policy was then reviewed by Sue Stachiwack and Andy Kilpatrick, and suggested revisions were incorporated.

Current Status (as of June 2010): Review and input from Development & Planning Committee and other community stakeholders is needed.

Policy Objectives: This ordinance was drafted with the following objectives in mind:

- Create minimum requirements for bicycle parking to be included as a component all new developments and in significant redevelopment projects in the City of Lansing.
- Structure requirement guidelines in order to create enough bicycle parking in the City of Lansing to accommodate a 5% overall mode share for cycling by the year 2020. (In most cases, the guidelines for a particular facility type were determined based on a calculation of capacity accommodating this 5% mode share figure.)
- Draft an ordinance based on North American best practices for bicycle parking, including the guidelines offered by the Association for Pedestrian and Bicycle Professionals (APBP) Best Practices, 2nd Edition (published 2010). Note: A copy of this Guide is available from the League of Michigan Bicyclists, www.lmb.org, 517-334-9100.
- Ensure that required bicycle parking is effective and includes a properly designed rack in an appropriate location for the type of use.
- Craft the ordinance in such a way as to aid new development projects in qualifying for the U.S. Green Building Council's LEED standard (projects that abide by this ordinance will qualify for one credit towards alternative transportation).

Technical Considerations:

- *What is the difference between short-term and long-term bicycle parking?*
In this ordinance, long-term spaces are covered and enclosed on all four sides. Short-term spaces are any form of bicycle parking that is not covered and enclosed.
- *What is the difference between a space and a rack?*
A bike parking space holds one bicycle. A typically inverted U bicycle parking rack can accommodate two bicycle parking spaces. Other types of racks are defined in the ordinance.
- *What is considered a "structure"?*
See the City of Lansing Zoning code.