Downtown Bicycle Parking Plan
City of Gilroy

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Purpose:
The purpose of this downtown bike parking plan policy is to provide a comprehensive set of policies and minimum standards for the implementation of bicycle parking facilities throughout Downtown Gilroy and as part of Gilroy’s Downtown Specific Plan. This document created with the contribution from the City of Gilroy Bicycle Pedestrian Commission and finalized by the City of Gilroy Community Development Department.

Providing additional bicycle parking in Downtown Gilroy is an important goal for the Downtown Specific Plan, the developing Gilroy Bicycle Master Plan, and in accordance with the Traffic Circulation Plan. The intent of City of Gilroy’s adoption of this plan is to increase the capacity of bicycle parking in Downtown Gilroy, while promoting bicycle trips throughout the city and creating a user friendly environment to bicycle users.

Increasing Downtown’s bicycle parking capacity will provide easier access for bicyclists to frequent retail and restaurants establishments, and to visit Downtown Gilroy. Additionally, providing secure bicycle parking encourages employees to bike to work and for all users utilize alternative transportation methods, instead of driving motor vehicles where car parking is limited.

Downtown Bicycle Parking Recommendations

The Community Development Department in partnership with the Gilroy Bicycle Pedestrian Commission has identified multiple locations within Downtown Gilroy that will be utilized for future artistic bike racks. The selected locations offer visibility to users, artistic aesthetics, and are located where they will not impede pedestrian traffic. All identified locations are shown in Figure 1 and Figure 2.

Bike Parking Facilities and Services

Bicycle parking facilities should be secure and convenient for users. Similar to the needs of motorists and parking spaces, bicyclists need secure bike racks, bike lockers, and/or other bike parking facilities¹. Additionally, destination areas such as Downtown Gilroy and transit centers should include bike repair facilities.

Bike Parking for New Development

The Downtown Bike Parking Plan encourages new development to provide adequate end-of-trip bike parking facilities consisting of showers, bike lockers, and ground floor bicycle parking.² Residential developments are encouraged to provide ground floor bicycle parking to promote the use of bicycles as an alternative mode of

²Ibid.
transportation.

**Bike Parking at Transit Stations**

Public transit facilities should provide adequate capacity of bike parking facilities due to limited on-board bike storage. Bicycle and multi-modal transit growth can be incubated by the promotion of secure bike storage facilities consisting of bike racks, bike lockers, bike cages, and bike stations.³

**Bike Parking Updates in Older Buildings**

Given site and resource restrictions, there are minimal improvements that can be made to address bicycle parking in existing older buildings within Downtown Gilroy. On-site bicycle parking and improvements are encouraged by the Planning Division when new development and remodel projects are proposed. Due to existing site limitations, the Downtown Bicycle Plan identifies areas where appropriate and adequate bicycle parking can be provided within the public right of way.

**Secure Bike Parking for Events**

Special event bike parking can reduce traffic congestion and car parking demands, while offering an alternative and family-oriented travel option. The Gilroy Garlic Festival offers free and secure valet bike parking for guests, similar programs and areas can be designated for bicycle event parking within Downtown Gilroy.

**Street Amenity**

Adequate supply of bicycle parking contributes to orderly, usable and enjoyable streetscapes, prevents damage to trees and street furniture from parked bicycles, and keeps bicycles from falling over and blocking the sidewalk.⁴ Bicycle parking also increases foot traffic to a place, thereby increasing the “eyes on the street” and general security for street users.

**LEED Certification for New Construction Incorporating Bicycle Parking**

LEED Certification scores buildings on a point system for overall environmental sustainability. Example categories for points include: efficiency, transportation, material consumption, and fossil fuel usage. Provision of bicycle parking earns buildings credits for LEED Certification. To qualify for the credit, commercial, institutional and/or residential buildings must provide secure bicycle

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³Ibid.
parking within 200 yards of a building entrance. Buildings must provide secure bicycle racks for five percent or more of all building occupants measured at peak use; showering facilities must also be provided. For residential buildings, covered bicycle racks must be provided for 15 percent of the occupants but no showering facilities are required. More information is available on the US Green Building Council’s webpage: https://www.usgbc.org/leed

*This would apply for future developments only.

**Bikeshare Program**

As part of the Downtown Bicycle Parking Program, the City of Gilroy will incorporate a Bikeshare program that offers visitors and residents access to bicycles to ride around Downtown Gilroy and throughout the City of Gilroy. The Bikeshare program will offer an affordable and healthy option to for people to have access to bicycles.

**Economic Benefit**

Bicycle parking provides an economic advantage to nearby businesses. Numerous studies from around the world have found that people arriving by bicycle spend more money on average than those traveling by vehicle. Bicyclists have a tendency to spend less per trip but take more trips, and in the end, spend more money. Studies have also found that bicycle parking is more cost efficient than vehicle parking. For example, a study in Melbourne, Australia found that each square meter allocated to bicycle parking generated $31 in spending per hour, compared to $6 generated for each square meter of car parking.

Providing more multi-modal options for pedestrians to visit and utilize Downtown Gilroy allows for more walkability. The more accessible the downtown is to pedestrians, residents, and visitors, the more likely these patrons will economically support local businesses and the community.

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5Dero, LEED Credits for Bike Parking: [http://www.dero.com/leed.html](http://www.dero.com/leed.html).


Downtown District
Bicycle Parking
Plan

Downtown

- Gateway District
- Expansion District
- Cannery District
- Transitional District
- Historic District
- Civic/Cultural Arts District

- Proposed U-Rack Location
Downtown Bicycle Parking Toolkit:

Locations:

- Downtown Historic District
- Downtown Expansion District
- Civic/Cultural Arts District
- Transition District
- Cannery District
- Gateway District

All bicycle racks shall:

- Support bicycles at two points of contact in order to prevent bicycles from falling;
- Allow locking of bicycle frames and one wheel with U-locks;
- Minimize maintenance costs (i.e. galvanized finish resists corrosion);
- Not require lifting of a bicycle;
- Be mounted securely to the floor; and
- Provide visibility to approaching cyclists and pedestrians with a minimum height of 32 inches
- Be placed in high traffic commerce areas i.e. restaurants, bars, café’s
- Do not impact other modes of transportation
- Be placed in unused public spaces or parking stalls where up to 16 bikes can be placed to create a bicycle corral

Types of bicycle racks: (See page 12)

- Inverted “U” Racks
- Artistic Bike Racks

All bicycle lockers shall:

- Be made of metal, fiberglass panel on metal frame, molded plastic (not made with flammable plastic)
- Long-term bicycle parking should be visible to people biking or relatively easy to access. If the parking facilities are not obvious, then managers of the facilities should provide signs directing people biking to the long-term parking location
- Be spaced for 90+ degree door opening
- Be posted with directions for use
- Have hooks on the inside for hanging helmets and clothing
- Provide protection from the weather
- Be finish resistant to scratches, UV damage, graffiti, where will not need painting
- Have no Common walls – lockers are easily relocated
- Incorporated with Clipper Card payments and located at major transit hubs.
**Fix-It Station:**
The Fixit includes all the tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes and derailleurs. The tools are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments. A bike pump allows for maintaining proper air pressure levels for safe and efficient riding. The location of the Fix-It Station will be within a proposed Bike Corral location.

**Bicycle Corral:**
A Bicycle Corral is an on-street or off-street bicycle parking facility that can accommodate up to 16 bicycles in the same area as a single vehicle parking space. Located on unused public spaces, private property, or parking stalls. They work best where sidewalks are too narrow to accommodate bicycle racks and in areas with both high levels of people bicycling and demand for bicycle parking. Planters on both sides, reflective delineators, in well lighted areas, and green paint on ground are encouraged. Bicycle Corrals shall be designed in a manner that provided easy and safe user access, are secure and visible, and do not interfere with adjacent automobile parking stalls.

Bicycle Corrals shall be proposed through the Parklet Proposal Application from the City of Gilroy Planning Division. Bike Corral proposals shall be provided by the merchant or owner of the property immediately adjacent to the proposed corral area. The proposed Bike Corral shall meet Bike Corral Standards set forth in the Parklet Application. The application shall be reviewed by the Planning Division and Public Works Division at a discretionary level.

**Long-term Bicycle Parking**
Long-term bicycle parking should be visible to people biking or relatively easy to access. If the parking facilities are not obvious, then managers of the facilities should provide signs directing people biking to the long-term parking location.

**Bicycle Pedestrian Commission Approval:**
The Bicycle Pedestrian Commission will review all applications for bike racks and make recommendations on proposed racks, fix-it stations, bike corrals and location.

**Public Art Committee Approval:**
The Public Art Committee will review all applications for artistic bike racks and make recommendations on proposed racks and locations.
**Funding of Bicycle Parking:**
New Construction Projects
Existing Buildings (Change of Business or Remodel)
Community Organizations
Grants
Private Donations

**City of Gilroy Downtown Specific Plan:**
Install Bicycle Parking Facilities. Bicycle racks and lockers should be installed where feasible in the downtown to accommodate employees and customers who bike to the Downtown. Bike lockers should be considered in the automobile parking areas for use by employees. Bike racks should be conveniently located throughout the Downtown for customer use.
Current Historic Downtown District Bicycle Parking August 2017: 60 Spots

- 10 Green Rolling Racks in cement (each rack hold 5 bikes)= 50 spots
- 3 Pole Mounted Racks on pole (each rack holds 2 bikes)= 6 spots
- 2 Hoop Racks in cement (each rack holds 2 bikes)= 4 spots

Future Planned Historic Downtown District and Downtown Parking: 20-40 Spots Minimum

- 10 Artistic Bike Rack Sidewalk Installations (each rack holds 2-4 bikes)= 20-40
- Bike Corrals On-Business Sponsored Street Installation (design will determine capacity)

Future Planned Gateway District Bicycle Parking: 14 Spots Minimum

- 7 Inverted “U” Bike Rack Sidewalk Installations (each rack holds 2 bikes)= 14

Future Planned Expansion District Parking: 18 Spots Minimum

- 9 Inverted “U” Rack Sidewalk Installations (each rack holds 2 bikes)= 18

Future Planned Cannery District Bicycle Parking: 8 Spots Minimum

- 4 Inverted “U” Rack Sidewalk Installations (each rack holds 2 bikes)= 8

Future Transitional District Bicycle Parking: 8 Spots Minimum

- 4 Inverted “U” Rack Sidewalk Installations (each rack holds 2 bikes)= 8

Future Civic / Cultural Arts District Bicycle Parking: 8 Spots Minimum

- 4 Inverted “U” Rack Sidewalk Installations (each rack holds 2 bikes)= 8
Fix-It Station

Inverted “U” Rack

Artistic Bike Rack