

APPENDIX J: ADDITIONAL SUPPORT FACILITY INFORMATION

BIKE PARKING AND SUPPORT FACILITIES

Bicycle support facilities such as changing rooms, showers, lockers, and short-term bike parking are important support facilities for those with an interest in traveling by bicycle. Changing rooms and showers are especially important for commuters who travel long distances to get to work or are subject to formal office dress requirements. Appendix J supplements the information on bicycle parking and support facilities found in the “Bike Parking” section of Chapter 5.

Existing Regulations

Pursuant to Title III, Article 6 “Bicycle Parking Facilities” of the *Zoning Code of Sacramento County*, bicycle parking must be provided at all new multi-family residential, commercial, industrial, and institutional sites. Commercial, industrial, and institutional uses must provide one bicycle space for every 25 spaces for employees, which must be either a bicycle locker or a rack located in lockable areas. At restaurants and lounge, one bicycle space per 50 auto spaces is required for employees. All commercial, office, and service uses other than restaurants and lounges are also required to provide bicycle racks for use by patrons, and a minimum of two employee bicycle spaces and two visitor spaces must be provided. For multi-family housing, one bicycle space is required for every three units in complexes of 30 units or less, one bicycle space for every four units in complexes of 31 to 100 units, and one bicycle space for every five units for complexes of 101 units or more. The spaces must consist of lockers or racks enclosed in covered, lockable areas.

Additionally, Section 330-07 of Title III allows for reductions in off-street auto parking requirements based on provision of showers/lockers at employment centers with more than 100 workers and bicycle parking facilities beyond the minimum requirements, with a maximum reduction of two percent for shower/locker facilities and an additional two percent for secured bicycle parking.

The County’s bicycle parking guidelines apply only to new construction; older commercial areas may not have racks or lockers.

Existing Facilities

Providing showers, lockers, bike lockers, and short-term bike parking can be an important factor in encouraging bicycle use. The type of support facilities available at a destination depends on the type of land use:

- Parks – short-term bike parking (bike racks) is usually available. Some parks have public restrooms.
- Schools – most schools have bike racks that are secure enough for all-day use by students. Some schools may have bike lockers for faculty; alternatively, faculty and staff may be allowed to store their bicycle in their office or classroom. Some schools may also have locker rooms and showers that can be used by faculty.
- Public buildings – short-term bike parking is usually available. Some public buildings may have bike lockers for employees; alternatively, employees may be allowed to store their bicycles in their work space. Some public buildings may have changing rooms and showers for employees.
- Major employment centers – short-term bike parking is usually available. Some major employment centers may have bike lockers for employees; alternatively, employees may be



allowed to store their bicycles in their work space. Some major employment centers may have changing rooms and showers for employees.

- Shopping centers – short-term bike parking is usually available. Some shopping centers may have bike lockers for employees; alternatively, employees may be allowed to store their bicycles inside the building.
- Libraries – short-term bike parking is usually available. Some libraries may have bike lockers available for employees; alternatively, employees may be allowed to store their bicycles in their work space.

The locations of parks, schools, public buildings, major employment centers, and libraries are shown on **Figure J1**.

GROWTH AREA AND FUTURE BIKE PARKING AND SUPPORT FACILITY LOCATIONS

The future growth areas represent portions of the Urban Policy Areas (UPAs), as defined in the County of Sacramento General Plan. The UPAs represent targeted areas for growth within the urban services boundary. These areas do not yet have urban services but are expected to get them in the near future, and, as a result, are one of the key strategies for growth management in the General Plan. As these areas develop, they will be subject to the bicycle parking requirements spelled out in County's zoning ordinance. All new commercial, office, institutional, and multi-family development will need to provide bicycle parking per the zoning ordinance. New office, commercial, and industrial projects built in the UPA may also opt into building shower/locker facilities and secure bicycle parking in order to reduce the number of auto spaces that the project must provide. The new growth areas are shown in **Figure J2**.

BIKE PARKING AND SUPPORT FACILITIES AT TRANSIT

Sacramento Regional Transit (RT) accommodates bicycles on buses and light rail and provides some bicycle locker space at select light rail (LRT) stations. On all RT buses (except the replica trolleys), bicycle racks are provided, which have two bicycle spaces. Passengers may not bring their bike onboard the bus if the spaces are full unless it is the last bus of the day. Bicycles are allowed on RT's light rail train in designated areas in the front and back of the car, up to four bicycles per car with no time restrictions; however, RT reserves the right to ask cyclists to exit if the train is too full. No bicycles are allowed in the front of the first car.

As shown on **Figure J3**, select LRT stations have bicycle lockers, which provide long-term storage options for bicyclists. Out of the 19 total LRT stations with bicycle lockers, 5 are located in unincorporated Sacramento County: Watt/I-80, Watt/Manlove, Starfire, Tiber, and Butterfield. The lockers can be leased for 6 or 13 months, and 150 bicycle lockers in total are provided at the 19 stations. Additionally, many of the LRT stations also have bicycle racks available for short-term use. For more information about biking with RT, visit the following Web site: <http://www.sacrt.com/biking.stm>.

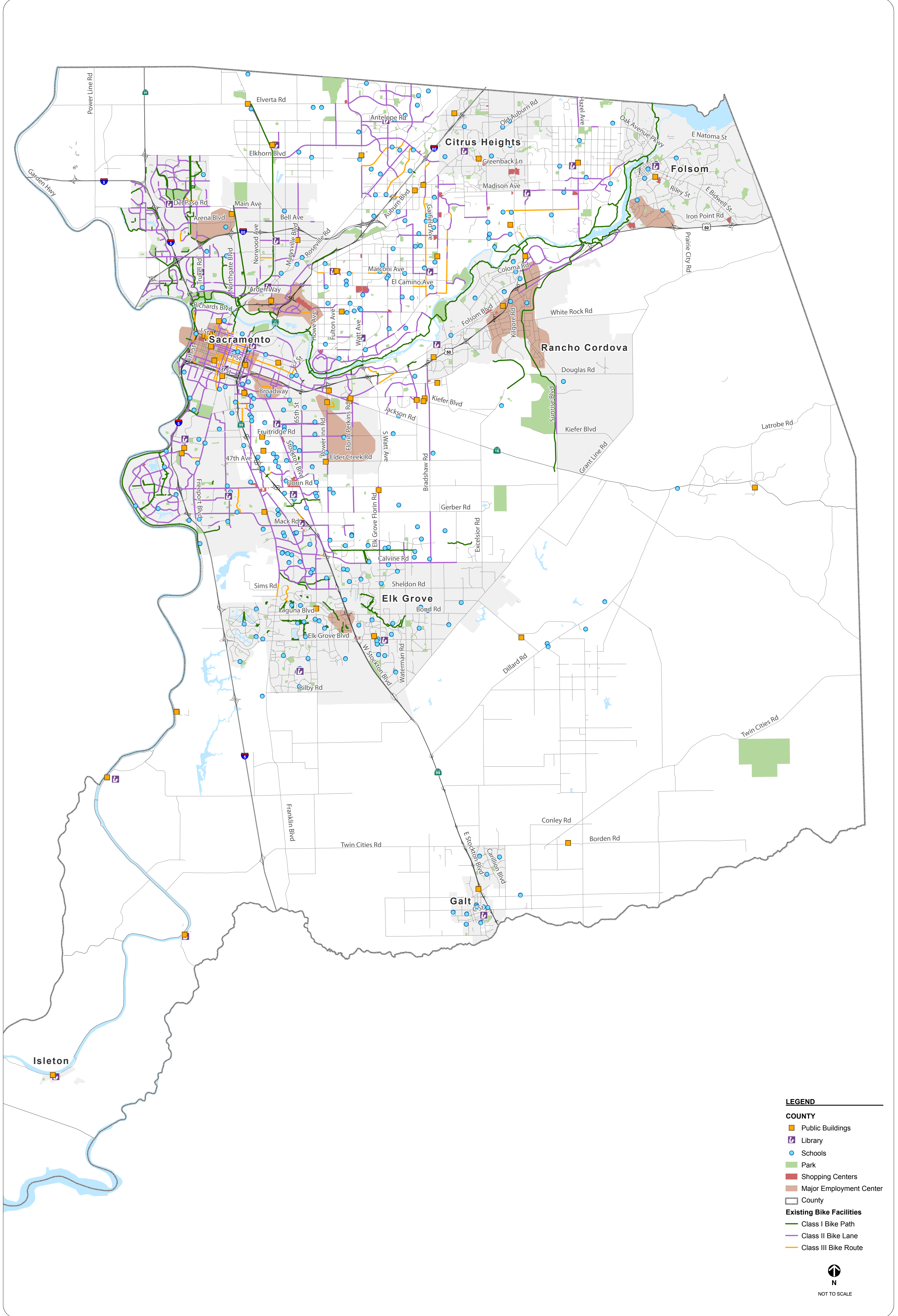
SCT/Link and E-tran, which provide service to Galt and Elk Grove, respectively, also have accommodations for bicycles on their buses and shuttles.

Park-and-Ride facilities in Sacramento County do not provide support facilities for bicyclists.

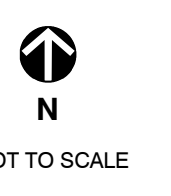
BIKE SUPPORT FACILITIES ON THE AMERICAN RIVER PARKWAY

The American River Parkways (ARP) is a 23-mile long recreation area with multi-use paths stretching from Folsom to the east to the confluence of the Sacramento and American Rivers to the west. The ARP has restrooms located throughout the park that provide support facilities for cyclists. These facilities are shown on **Figure J4**.





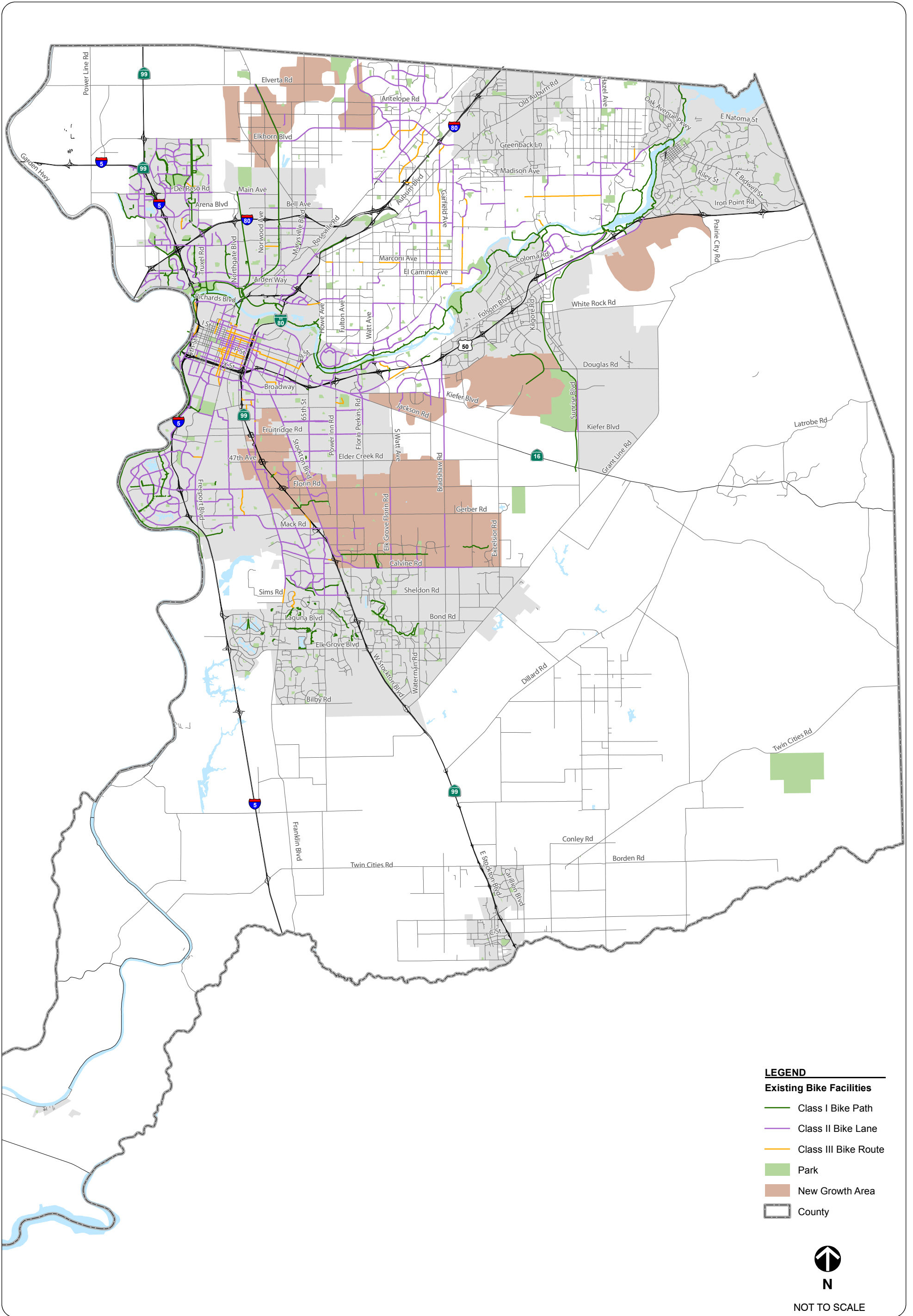
- LEGEND**
- COUNTY**
- Public Buildings
 - Library
 - Schools
 - Park
 - Shopping Centers
 - Major Employment Center
 - County
- Existing Bike Facilities**
- Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route



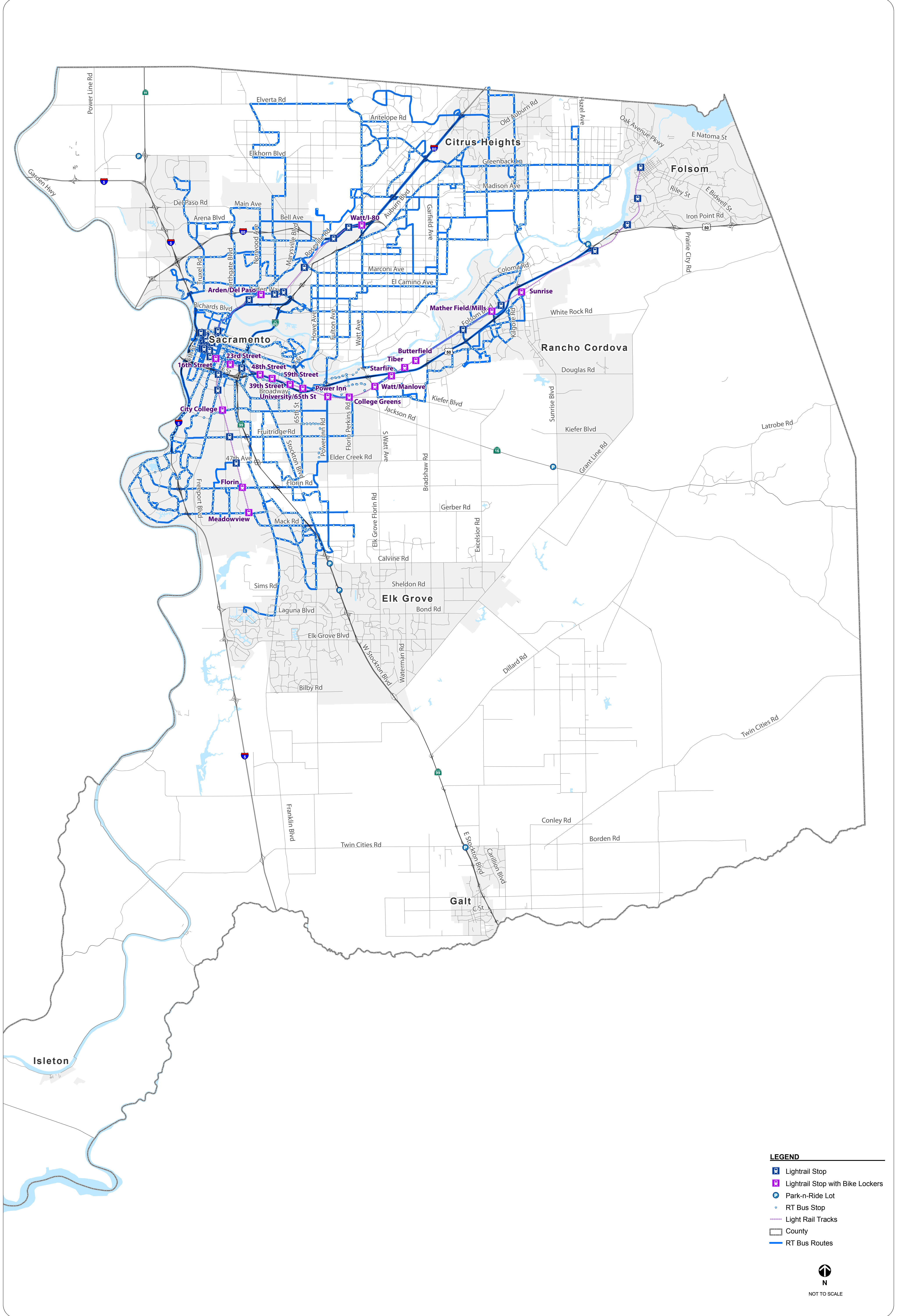
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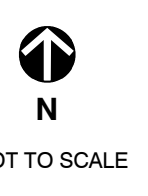
SUPPORT FACILITIES
FIGURE J1



NEW GROWTH AREA
FIGURE J2



- LEGEND**
-  Lightrail Stop
 -  Lightrail Stop with Bike Lockers
 -  Park-n-Ride Lot
 -  RT Bus Stop
 -  Light Rail Tracks
 -  County
 -  RT Bus Routes



NOT TO SCALE



LIGHT RAIL TRANSIT ROUTES AND STOPS

FIGURE J3

