

Bicycle Parking Recommendations by Land Use

The City of Billings should require bicycle parking by land use, and type of parking. The following suggestions may be incorporated into existing City Municipal Code either within Section 24-601 or as an attachment to the table in Section 6-1203. Off-street parking requirements.

Short Term Bicycle Parking - Bicycle parking meant to accommodate visitors, customers, and others expected to depart within two hours. Standard bicycle racks are typically employed as short-term parking.

Table 7.5 – Recommended Short-Term Bicycle Parking Requirements

Short Term Bicycle Parking Requirements	
Use Type	Required Bicycle Parking Spaces
Warehouses, and freight terminals	1 per 5,000 sq ft of floor space
Wholesale business	10 percent of required auto parking
Food or beverage places with sale and consumption on premises	10 percent of required auto parking
Motor vehicle, machinery, plumbing, heating, ventilating, building material supplies, sales and services	The greater of 2 or 20 percent of required auto parking
Retirement homes and housing projects for the elderly which have received a declaratory ruling from the Montana Human Rights Commission allowing sale or lease of the units exclusively to persons sixty (60) years of age or older	1 per 4 employees
Motel and motor courts	1 per 10 rooms
Hotels	1 per 10 rooms
Hospitals (with less than 100 beds based upon state licensed bed count) and institutions	15 percent of required auto parking
Hospitals (with over 100 beds based upon state licensed bed count)	10 percent of required auto parking
Theaters	The greater of 10 spaces or 5 percent of seating capacity
Churches, auditoriums, bingo parlors 1 and similar places of assembly	10 percent of required auto parking
Stadiums, sports arenas and similar open assemblies	The greater of 10 spaces or 5 percent of seating capacity
Bowling alleys	10 percent of required auto parking
Medical doctor and dental clinics or offices located within the medical corridor:	15 percent of required auto parking
Medical doctor and dental clinics located outside the medical corridor	15 percent of required auto parking
Medical and dental clinic	15 percent of required auto parking
Banks, business and professional offices	1 per 300 sq. ft. of gross floor area
Mortuaries	The greater of 2 or 10 percent of required auto parking
Other retail:	
If less than 5,000 sq. ft. of floor area	15 percent of required auto parking
If over 5,000 sq. ft. of floor area	10 percent of required auto parking
Manufacturing uses, research testing and processing, assembling, all industries	10 percent of required auto parking

Short Term Bicycle Parking Requirements	
Libraries and museums	20 percent of required auto parking
School, elementary, and junior-high public, private or parochial	1 per 5 students
School, high school, college-public or private	1 per 10 students
Service stations, and drive-in restaurants	1 per 4 employees
Residential, single-family or duplex	None
Residential, multifamily	The greater of 2, or 1 per unit (if no garage is available)
Fraternity and sorority	1 per bedroom
Boarding houses, lodging homes and similar uses	1 per 3 bedrooms
Convalescent homes, nursing homes, rest homes	1 per 4 employees

Long Term Bicycle Parking - Bicycle parking meant to accommodate employees, students, residents, commuters, and others expected to park more than two hours. This parking is to be provided in a secure, weather-protected manner and location. The City of Billings should consider the following long-term bicycle parking recommendations. Covered bicycle racks or lockers are typically used as long-term bicycle parking.

Table 7.6 – Recommended Long-term Bicycle Parking Requirements

Long Term Bicycle Parking Requirements	
Use Type	Required Bicycle Parking Spaces
Residential Categories	
Multi-Family	The greater of 2, or 1 per unit (if no garage is available)
Single Family	None
Commercial Office	The greater of 2 or 10 percent of required auto parking
Restaurants, cafes, bars and similar uses	The greater of 2 or 5 percent of required auto parking
Retail store and service establishments	The greater of 2 or 5 percent of required auto parking

Recommended Bicycle Rack Design

Billings may wish to provide guidance to developers who are selecting bicycle racks for installation by specifying rack designs specifically in city code. Many commercially available rack types do not provide a high standard of service to the user. The following is based on guidance published by the Association of Pedestrian and Bicycle Professionals (APBP).

Encouraged Bicycle Rack Types

'Inverted U', or 'Staple' Rack

This type of rack is typically secured to a concrete base and is very secure and easy to use.



Coat Hanger Rack

This rack if used properly can support a bicycle at two points and can operate fixed to a concrete base or can be moved where needed.



Post and Loop or 'Lollypop' Rack

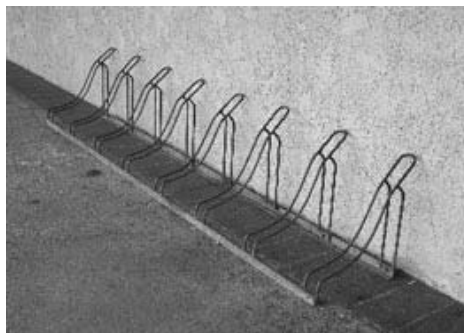
This rack has many of the same characteristics as the Inverted U rack, but is more compact. Can be installed in series (shown) or along a curb line in the sidewalk furnishing zone.



Discouraged Bicycle Racks

Wheelbender Rack

This rack only supports the wheel of the bicycle and can cause serious damage to the bicycle if twisted while secured in the rack. This rack also does not work with all types of locks.



Comb Rack

This rack suffers from many of the same shortcomings as the wheelbender type rack where only the front or rear wheel of the bicycle is supported. Many users of this rack type lift their bicycle over the top and rest the frame on the rack to allow use of a bicycle lock.



Wave Rack

To properly use this rack the cyclist places the bicycle through the 'wave' pattern where it is only supported at one point. Bicycles parked in these racks are unstable and frequently tip over. Many cyclists park their bicycle sideways in this rack to gain stability, thereby reducing the capacity by 60-80 percent.



Downtown Billings Bicycle Parking Recommendations

Central Business Districts (CBDs) are often hotbeds for bicycle activity due to the high density of employment, restaurants and services. CBDs are often under supplied in free vehicle parking, with many visitors unable to find parking in the immediate vicinity of their destination. Riding a bicycle downtown can offer many advantages to driving, including the ability to park a bicycle at the visitor's intended destination. Billings has recently installed bicycle racks as part of the new Broadway Streetscape Project.

Bicycle-Transit Parking Considerations

The MET already has bike racks on all buses available at no charge, providing a tangible multimodal benefit for Billings bicyclists. Clear directions for loading and unloading bikes on buses are available on the MET Transit web page. In addition, bike racks are available at transfer stations. In the future as bus shelters are built, a bike rack should be provided so that if the bus racks are full the bicyclist will have the option of securely leaving the bicycle behind.

7.2.3 Bicycle and Pedestrian Advisory Committee

Like many cities, Billings already has a designated Bicycle and Pedestrian Advisory Committee (BPAC) made of citizen volunteers to advise the community leaders on bicycling and pedestrian issues and to make recommendations for CTEP projects. The BPAC establishes the area's commitment to making bicycling and walking safer and more desirable, and has the potential to assist the City in securing funding for bicycle and pedestrian projects. Having an established BPAC is also desirable for receiving Bicycle-Friendly Communities (BFC) designation.

The charges of the BPAC may include some or all of the following: