



# BICYCLE PARKING

Bicycle parking is vital in an urban environment. Bicycle parking, like vehicle parking, provides easy access to city destinations. It is essential in making bicycling a convenient mode of travel.

Insufficient provision of bicycle racks can lead people traveling by bicycle to lock bicycles to other street fixtures in the amenity zone, which may damage these elements, compromise their appropriate use, or impede pedestrian, bicycle, or vehicle travel.

## USE

- Bicycle parking is used by workers, residents, visitors, and patrons.
- Bicycle parking is appropriate on all but the lowest order street types and should be encouraged to facilitate and enable bicycle use. Bicycle parking is generally unnecessary on Neighborhood Residential streets and may be less common on Link Residential streets (except near or at community destinations such as parks, centers, and schools).
- Bicycle parking should be placed at regular intervals along a corridor. Bicycle parking should be provided in sufficient quantities and with sufficient frequency to meet bicycle parking demands and provide convenient access to destinations.
- Locating bicycle parking near corners or street intersections increases both visibility and convenience of bicycle parking. Parking in front of store fronts is also encouraged for convenience.

However, bicycle parking must meet corner clearance and not impede pedestrian crossings at intersections.

- Bicycle parking racks are generally used for short and medium term bicycle parking. Bicycle racks should not be used for long term storage of bicycles unless installed in a covered and/or secured location like a bicycle parking cage or room inside a building.
- Bicycles abandoned at short-term bicycle racks should be removed and recovered.

## DESIGN

- Bicycle parking racks should:
  - Support the bicycle frame at two locations.
  - Enable the user to lock both frame and at least one wheel.
  - Support bicycles of all frame types (step through, diamond, etc.).
  - Allow front-in and back-in parking.
  - Be affixed firmly into the sidewalk or street surface.
  - Be of a material type and shape to resist cutting.
- The inverted U rack or bicycle loop are common and meet City code for rack type functionality. “Wave” racks, comb types, or schoolyard style racks are **not** allowed.
- Bicycle racks should generally be placed in the parkway/furnishing zone when in the sidewalk space. In areas with significant bicycle parking demand, bicycle corrals (bicycle parking in the static zone of the street) should be considered. For more information about

bicycle corrals, see that section of the Design Guidelines.

- Bicycle racks should be placed in locations with high visibility to make them easy to find and use, and to provide passive security.
- Bicycle racks are designed for short term parking. They are most convenient to users when placed within 50 feet of building entrances.
- Bicycle racks are generally aligned parallel to the curb. However where sidewalk areas are wide enough, they may be aligned at an angle or perpendicular to the curb.
- Bicycle racks should be placed in such a manner that a parked bicycle is at least two feet from the curb and does not impede pedestrian traffic.
- Bicycle racks should be placed at least five feet from fire hydrants, crosswalks, or midblock crossings and their sidewalk ramps. Racks should be three to four feet from loading zones, street furniture, driveways, or bus stops or shelters. Racks should not interfere with parked car doors.
- Bicycle racks may be a single fixture or multiple racks grouped in one location. Bicycle racks should accommodate at least two bicycles. Bicycle racks aligned parallel to each other should be 30" on center apart. Bicycle racks in a line (end to end) should be 72" apart to provide a 48" aisle between them when bicycles are parked.
- Groups of bicycle racks may be covered to provide additional benefit to bicycle users and protect bicycles from sun and rain. Bicycle parking covers generally consist of an elevated roof, but bicycle parking shelters can be considered. As

with other fixtures in the sidewalk zone, covered bicycle parking must not impede the pedestrian clear zone.

## SPECIAL CONSIDERATIONS

- Distinctive or special bicycle rack designs (artistic bicycle racks) can be used for placemaking in certain areas, such as downtown or commercial districts. However, these racks must still meet the performance criteria described above. A maintenance plan should also be required for any non-standard racks.

## OPERATIONS AND MAINTENANCE

- Bicycles left at bicycle racks for an extended period of time should be removed. A policy on abandoned bike removal may be needed.<sup>15</sup>
- Bicycle racks may need to be replaced when they show signs of wear that may damage bicycles. Loose anchors may need to be repaired to ensure the rack remains secure.
- Monitoring bicycle rack occupancy can help determine when additional racks are needed.

## REFERENCES

- AASHTO: Guide for the Development of Bicycle Facilities, 2012
  - Section 6.3: Short-Term Bicycle Parking Facilities
- APBP Bicycle Parking Guidelines, 2nd Edition, 2010
  - Chapter 2. Facilities
- APBP Essentials of Bike Parking: Selecting and Installing Parking that Works, 2015
  - Section 05: Bicycle Rack Selection [http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle\\_Parking/EssentialsofBikeParking\\_FINA.pdf](http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf)

<sup>15</sup> Grand Rapids Municipal Code. Article V. Section 66.151 Unclaimed Bicycles. [https://www.municode.com/library/mn/grand\\_rapids/codes/code\\_of\\_ordinances?nodeId=COOR\\_CH66TRVE\\_ARTVBI\\_S66-151UNBI](https://www.municode.com/library/mn/grand_rapids/codes/code_of_ordinances?nodeId=COOR_CH66TRVE_ARTVBI_S66-151UNBI)

