

## Appendix D: Bicycle Parking Resources

This section includes basic guidance on bicycle parking considerations for cities, towns, and businesses from the Association Pedestrian and Bicycle Professionals (APBP) and the Federal Highway Administration (FHWA). For more comprehensive guidance on bicycle parking, local agencies should refer directly to resources such as APBP's [Essentials of Bike Parking, Selecting and Installing Bicycle Parking that Works](#) and the [FHWA University Course on Bicycle and Pedestrian Transportation Lesson 17: Bicycle Parking and Storage](#) and [Bicycle Parking Guidelines, 2<sup>nd</sup> Edition](#).

Adequate bicycle parking is a crucial, and often overlooked component of a complete bicycle network. Studies have shown bicyclists tend to purchase less per visit at businesses but make more frequent visits than a motorist.<sup>23</sup> Creating safe, secure, attractive bicycle parking near destinations encourages bicycle ridership by instilling confidence and sense of belonging in bicyclists. A community installing bicycle racks must consider the duration users will lock a bicycle to the rack. Users parking for more than two hours will most likely value security and shelter over the convenience and ease of short-term parking.

### Short Term Parking

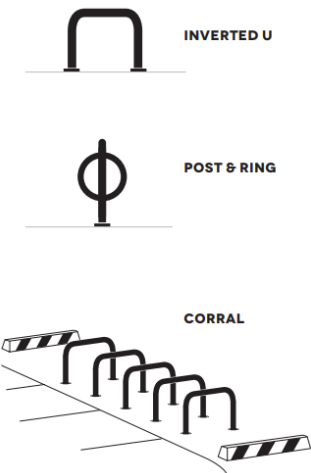
- Should be visible from and close to the entrance it serves.
  - A benchmark of 50 feet or less is recommended.
- Shelters reduce the demand for users to bring wet bicycles into buildings.
- Lighting improves the safety and security of the user and the bicycle.
- Racks should be secured properly and located in view of the public.
- While the number of racks necessary to serve the population, perceived demand may be lower than the demand which develops once quality parking appears.

### Long Term Parking

- Users are typically willing to trade a degree of convenience for weather protection and increased security.
- Since users will leave bicycles unattended for hours an increased number of parking spaces will be needed to accommodate users throughout the day.
- Bicycle lockers, enclosures, or a room in a building may be necessary to fulfill long term parking demand.

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<sup>23</sup> Clifton, et. al. Consumer Behavior and Travel Choices: A Focus on Cyclists and Pedestrians. Department of Civil and Environmental Engineering. Portland State University. August 1, 2012. [http://nacto.org/docs/usdg/consumer\\_behavior\\_and\\_travel\\_choices\\_clifton.pdf](http://nacto.org/docs/usdg/consumer_behavior_and_travel_choices_clifton.pdf)



Above: High quality short-term bike parking examples. Credit: APBP

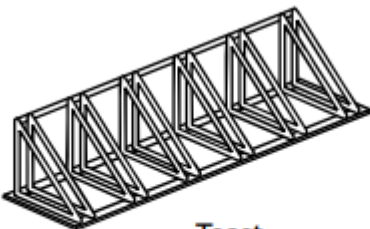


Above: Secure bike shelter at University Ave MAX Bus Station on CSU Main Campus in Fort Collins. Paid registration is required for access. Credit: CSU



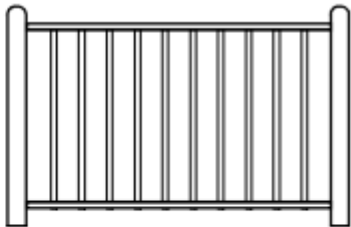
Wave

One rack element is a vertical segment of the rack



Toast

One rack element holds one wheel of a bike



Comb

One rack element is a vertical segment of the rack

**These bicycle racks are not recommended**

Above: Examples of bike parking designs that are not recommended due to lack of functionality, intuitiveness, limited storage capacity, or potential for damage to the bike. Credit: FHWA

**Table AD-1: Performance Criteria for Bike Parking**

Criteria	Details
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6” apart horizontally. Or, if a rack cradles a bicycle’s wheel, it must also support the frame securely at one point or more. The rack’s high point should be at least 32”.
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 (“racks for all applications”) serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2” can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.
Source: APBP	

## Local and Regional Best Practices

### Bike Parking Program

#### *City of Fort Collins*

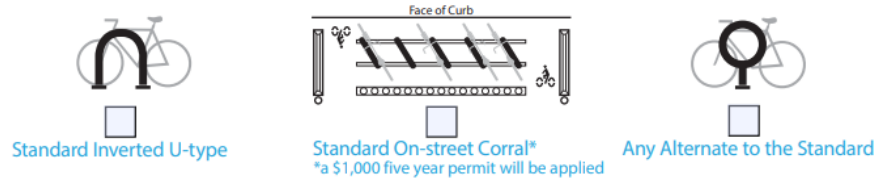
The City of Fort Collins offers bike parking guidance on their website and accepts bike parking suggestion locations by individuals and businesses through the Access Fort Collins website and smartphone app or bike corrals through a PDF application. The City also offers temporary bike racks for events. [Learn more here.](#)

### City-Funded Bike Parking Application Program

#### *City of Denver Department of Transportation & Infrastructure (DOTI)*

DOTI accepts applications from Property Owners and Businesses for city-funded bicycle parking. The applications are reviewed throughout the year as they are received. The applications limits the type of bicycle parking to ensure usability and consistency across the City. Residents can also suggest locations through the same webpage. [Learn more here.](#)

What type of rack is requested? Please check one of the following (please note that Denver Public Works will not install an alternate to the standard bicycle rack or corral).



*Above: A snapshot of the acceptable bike parking types that will be funded by Denver DOTI*

## Bicycle Parking Quantity

*Humboldt County Association of Governments (HCAOG) Bike Parking Sourcebook: Sample Policies, Municipal Codes, & Programs*

Among other guidance, the [HCAOG Bike Parking Sourcebook](#) advises that the amount of bicycle parking needed in a specific area depends on various factors, including type occupancy, location and proximity to streets conducive to heavy bicycle traffic, and the adjacent and nearby businesses. HCAOG suggests the following bike parking amounts based on land use. The list is non-exhaustive, and the amounts serve as a starting point and should be adjusted up or down based on local context:

- **Multi-Family Residential:** two bicycle parking spaces per dwelling unit.
- **Commercial (all zones):** bicycle spaces numbering 30 percent of motor vehicle spaces otherwise required.
- **Public Facilities (such as municipal offices, parks, swimming pools, museums, parks, auditoriums, churches and similar uses):** provide bicycle spaces numbering 30 percent of the motor vehicle parking normally required or immediately available to the facility.
- **Public and Private Schools (K-12):** provide bicycle spaces numbering 85 percent of peak enrollment. For post-secondary, provide spaces at least 50 percent of peak enrollment.
- **Employee Specific Parking:** Provide one bicycle space for every two employees during the heaviest work shift in addition to bicycle parking otherwise required for visitors/patrons. This parking may be located separately from the public parking but shall be at least as convenient as employee motor vehicle parking.