

Bicycle Parking Recommendations

Bicycle parking is an important but often overlooked element of bike-friendly communities. People are much more likely to bicycle to a destination if there is a convenient, secure place to lock their bike. There are two main types of bike parking: short-term and long-term. Both are described below.

For sample bicycle parking codes (how much bike parking to provide for various land uses), see [Walk Bike Dutchess, Appendix C](#).

1. Short-term bicycle parking:

- Short-term parking is designed to meet the needs of people visiting businesses, institutions, and other destinations—typically for visits up to two hours.
- Provide at public facilities, shops, restaurants, parks, and other destinations where bikes will be parked for short periods.
- Short-term users may be infrequent visitors to a location, so the parking needs to be readily visible and self-explanatory.
- “Inverted U” or “post and ring” racks are typically best. Artistic racks are also possible as long as they meet the design criteria.
- Effective short-term bike parking depends on 1) proximity to the destination and 2) ease of use.

Location:

- In a visible location
- As close to the building entrance as practical (within 50 feet of entrance)
- In a well-lit area
- Weather protected if possible (e.g. under a roof or overhang)

Design Criteria:

Features of a good bicycle rack include:

- Stable structure and permanent foundation that is securely anchored in the ground
- Supports the bicycle at two points (at least 6 inches apart) above its center of gravity. The rack’s high point should be at least 32 inches.
- Design that prevents the bicycle from tipping over
- Ability to support a variety of bicycle sizes and frame shapes
- Accommodates high-security U-shaped bike locks. Rack tubes should be no more than 2 inches thick.
- Space to secure the frame and one or both wheels to the rack
- Keeps bicycle wheels on the ground
- Contains no sharp edges or protruding elements

Bicycle racks must NOT:

- Only support the bicycle at 1 point
- Allow the bicycle to fall, which can damage the bicycle and block pedestrian right-of-way
- Have sharp edges that can be hazardous
- Support the bicycle by one wheel
- Connect to each other with a bar across the top (this blocks certain handlebars and baskets)
- Suspend any part of the bicycle in the air

Clearance/Spacing (see also diagram from page 10 of APBP's [Essentials of Bike Parking](#)):

- Racks placed perpendicular to a building wall should be at least 4 feet from the wall to allow the frame and at least one wheel to be locked securely to the rack.
- Racks placed parallel to a building wall should be at least 3 feet from the wall.
- Racks aligned side by side should be at least 3 feet from each other.
- Racks aligned end-to-end should be at least 6 feet apart.
- Racks parallel to a curb should be at least 2 feet from the back of the curb.
- Racks perpendicular to a curb should be at least 3 feet from the back of the curb.
- Ensure that bicycle parking does not restrict pedestrian access on sidewalks or near building entrances.

2. Long-term bicycle parking:

- Serves employees and others who want to park their bicycle all day.
- Provide long-term parking at offices, housing complexes, transit stations, schools, and other destinations where the bike will be parked for more than two hours.
- Long-term parking should be provided by a secure, sheltered facility. At a minimum, this could be a covered bike rack area.
- Where possible, provide an enclosed, locked or monitored facility—such as a bicycle cage, bicycle lockers, or a bicycle room (such as in a parking garage).
- Access can be limited through the use of a key or key card.
- Maximize security: parking areas should be well-lit and easy to find.

For both short and long-term parking: Provide signage to direct bicyclists to parking.

3. Recommended Bike Parking

See page 8 of APBP's [Essentials of Bike Parking](#) for racks to avoid.

Short-term bike parking

A. Inverted U Style

This type of rack meets all the design criteria and is appropriate for many uses. It has two points of contact with the ground and can be installed in series with (or without) rails. It is sometimes used incorrectly-- bikes can be parked perpendicular to the rack, rather than parallel to it.

I. Kennedy Rack, Jamestown Advanced Products

- These are the racks purchased for the Transit Amenities program
- Galvanized steel (most durable); other finishes are available.
- Surface mount (simplest installation)
- Each U holds two bikes
- Up to five U's can be attached on rails for higher capacity (holding up to 10 bikes).
- Bikes are parked parallel to the U, so that each bike is supported in two places.



- A decorative symbol can be added under the 'U'.
- Website: <https://www.jamestownadvanced.com/t/category/cityscapes/bike-racks/kennedy>.

II. **Alternate: Mayville Rack, Jamestown Advanced Products**

- PDCTC has not used these, but they are similar to the Kennedy rack.
- Galvanized steel (most durable)
- Surface mount (simplest installation)
- Two (2) to four (4) U's are attached on rails, to hold between 4 and 8 bikes.
- Bikes are parked parallel to the U, so that each bike is supported in two places.
- Website: <https://www.jamestownadvanced.com/t/category/cityscapes/bike-racks/mayville>



III. **Hoop Rack; or Hook Rack Heavy Duty (thicker steel), Dero**

- Dero's racks tend to be more expensive than Jamestown's, but are used by the Capitol District Transit Authority and many others.
- Galvanized steel
- Surface mount
- For multiple racks: 3-6 hoops can be attached on rails (to hold 6-12 bikes).
- Website: <http://www.dero.com/product/hoop-rack/>;
<http://www.dero.com/product/hoop-rack-heavy-duty/>



B. **Post & Ring Style**

This type of rack meets all the design criteria and is appropriate for many uses. It has one point of contact with the ground. It is less likely than the Inverted U to be used incorrectly – users rarely park their bike perpendicular to the ring.

I. **Lakewood Bollard, Jamestown Advanced Products**

- PDCTC has not used these, but the material is the same as the Jamestown and Mayville.
- Galvanized steel (most durable)
- Surface mount (simplest installation)
- Each post holds two bikes.
- Bikes are parked parallel to the ring, so that each bike is supported in two places.
- Website: <https://www.jamestownadvanced.com/t/category/cityscapes/bike-racks/lakewood-bollard>



II. **Bike Hitch, Dero**

- Galvanized steel
- Surface mount
- Website: <http://www.dero.com/product/bike-hitch/>



C. **Artistic Racks**

Artistic racks are fine as long as they meet the design criteria. The 'bike' style rack is commonly used.

I. **Bike Bike Rack, Dero**

- People's Bicycle in Beacon installed these in front of Key Foods (with the People's Bicycle logo)
- Galvanized steel, or if color is desired: powder coat or thermoplastic (wears better than powder coat, but more expensive)
- Surface mount
- Each 'bike' holds 2-4 bikes
- Website: <http://www.dero.com/product/bike-bike-rack/>



Long-term bike parking

A. **Parking Shelter or Enclosure**

The Inverted U racks listed above can be placed in an enclosed, locked or monitored facility, such as a fenced and covered area outdoors or an enclosed space in a garage. Dero has a line of bike shelters that can be used for an outdoor bike parking area. Website: <http://www.dero.com/product-category/bike-shelters/>

B. **Lockers**

Dero makes several bike lockers. Locking options include padlock-compatible handles or keyed locks. Each locker holds 1-2 bikes. Website: <http://www.dero.com/product-category/bike-lockers/>



4. Additional Resources:

- [APBP Bicycle Parking Guidelines](#)
- [AASHTO Guide for the Development of Bicycle Facilities, 4th Edition \(.pdf\)](#)
- [Contact PDCTC staff](#) for additional guidance.

5. Bicycle Parking Manufacturers:

- [Jamestown Advanced Products](#) (racks)
- [DERO Bicycle Racks](#) (racks and lockers)
- [Bicycle Lid](#) (long-term enclosed parking)
- [Creative Pipe](#) (racks and lockers)
- [Cycle Safe](#) (racks and lockers)
- [Function First Bicycle Security](#) (racks)
- [Huntco Supply Inc.](#) (racks and lockers)
- [Madrax](#) (racks and lockers)
- [Park-a-Bicycle](#) (racks and lockers)
- [Pilot Rock/RJ Thomas](#) (racks)



ESSENTIALS OF

BIKE PARKING

Selecting and installing bicycle parking that works



apbp

Association of Pedestrian
and Bicycle Professionals

Expertise for Active
Transportation

Essentials of Bike Parking

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APBP is an association of professionals who plan, implement and advocate for walkable and bicycle-friendly places.

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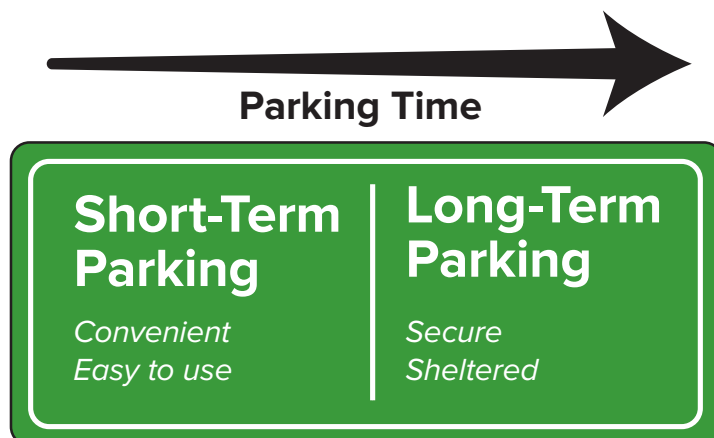
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INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at www.apbp.org.

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.



SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors:
1) proximity to the destination and
2) ease of use.

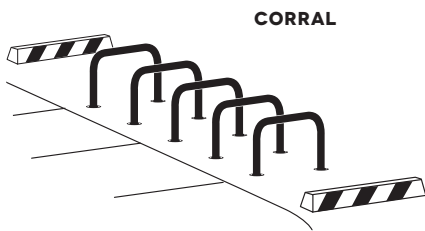
Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.



INVERTED U



POST & RING



CORRAL

SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

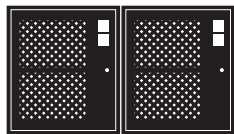
BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. ➡ apbp.org

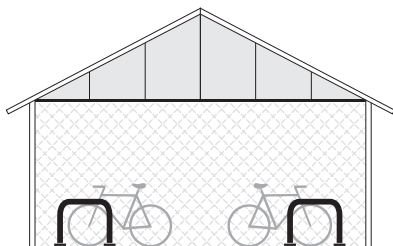
LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

SITE PLANNING

Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*. ➔ apbp.org

INSTALLATION

Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. ➡ apbp.org

INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

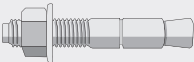
FASTENERS

CONCRETE SPIKE



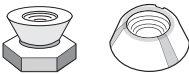
Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.

CONCRETE WEDGE ANCHOR



Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).

SECURITY NUTS



Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.



BICYCLE RACK SELECTION

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

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.

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U

also called
staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL- SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.

HIGH-DENSITY RACKS

These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

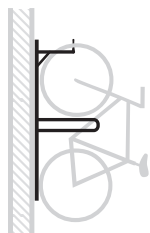
High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE



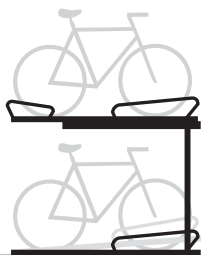
Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE

also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD

also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

RACK MATERIALS & COATINGS

Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.

RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

* When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.

PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.

