

PACOG BICYCLE PARKING GUIDE



Why Invest in Bicycle Parking?

- Increase your overall parking capacity at little cost
- Attract new and retain old customers and employees that are health conscious.
- Eliminate clutter, pedestrian hazards or tree damage from bikes poorly parked.
- Get points for being a [Bicycle Friendly Business](#).



TIPS ON INSTALLING BICYCLE PARKING

- **Convenience:** Bike parking should be convenient to building entrances (within 50 ft) and street access. Disperse racks along sidewalk in commercial districts to provide close access to multiple storefronts.
- **Visibility:** Bike parking should be easily spotted from the street. In addition to attracting users
- **Spacing:** Bike racks should be far enough away from wall and other obstacles so bikes can be maneuvered in and out even when other bikes are parked.
- **Sidewalk:** Bike racks should be aligned with planters and other street furniture to maintain existing pedestrian flow. A ten-foot wide sidewalk is the minimum width required to accommodate pedestrian flow and bicycle racks. Racks best for tight spaces are inverted U racks parallel to the road.
- **Public Right of Way (ROW) areas:** include city sidewalks and areas in the roadway. Anytime any street furniture including trash cans, benches, planters or bicycle racks are placed in the public ROW, a permit, insurance and approval is required by the Traffic Engineer. The permit and insurance is waived if the rack is donated to the City but approval of installation site is still required to ensure pedestrian flow and motor vehicle doors are not impelled. Certain downtown areas now have [Streetscape](#) design guidelines approved for street furniture including bicycle racks (see the following page). Call **719-553-2722** if you plan to install a bicycle rack in the public ROW.

LOCATION ! LOCATION ! LOCATION !

APPROVED BICYCLE PARKING FACILITIES

Inverted U racks: The preferred rack (minimum of 24"-30" wide x 32-35" high—holds two bikes)

Racks fabricated using 2.4" round or square tubing to form inverted U.

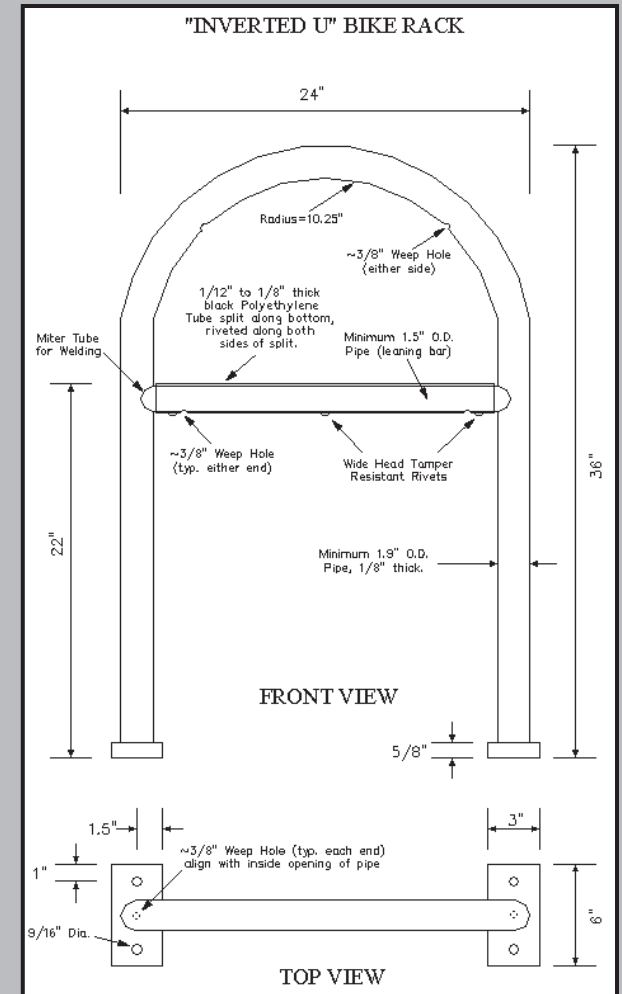
Flange mount: rack should have bolt plates welded to the bottom of the rack to secure the rack with concrete anchor bolts into existing concrete

Below grade mount: at least 10-12" of additional tubing on each end to secure below grade.

Customize options: customize logo or design can be ordered to fill the inside of the rack to serve as sidewalk art and/or promote a business or sponsor.

City Streetscape Guidelines require the following customization for these downtown areas: Burgundy Rapid Design For:

- Riverwalk area- [Burgundy Rapid Design](#)
- Historic Union District- [Black Pearl Design](#)
- Other lower downtown areas- [Burgundy Fulton design](#)
- Civic Center areas involving government buildings has more flexibility in colors including silver, such as, [Classic Bike U Racks](#)



BICYCLE PARKING BASICS

Motorists expect convenient and secure parking at all destinations. The cost of providing space for car storage for customers or employees is expensive but rarely discussed or debated as being necessary. Consider the costs:

- Surface lot: \$2,200 to store one car
- Parking garage: \$12,500 to store one car
- On street parking: \$5,000 per mile to stripe one side of the road (not to mention eliminating street space for other uses such as turn lanes, wider sidewalks with streetscape or bike lanes)

Businesses should give the same consideration to secure bike parking, especially for employees, recognizing the very real health benefits of cycling, the economic challenges many in the community face and the advantage of eliminating the need to store a car for every bike that come to your business. For every car trip avoided, there is that much more space for another customer!

Bike Parking is a fraction of the cost of parking motor vehicles. In fact, one motor vehicle space could park up to 18 bicycles. Many cities are trading one on-street parking spot for a bike corral to promote cycling and healthy living.

Unfortunately, bike storage is usually just an after thought with just a poorly designed bike rack



thoughtlessly placed. Poorly designed racks can actually damage the bicycle and make a more secure U lock useless. Businesses will complain bike racks aren't used as proof nobody wants to ride. While in fact, fear of theft is one of the top reasons for not riding more. Good installation is critical to deter theft and encourage cycling.

Long term parking *involves leaving bike all day or longer (employee/residential use)*

- Must be higher security standard to prevent theft, limited access or full time security footage and response from security
- Covered to prevent damage from weather is now required by many city ordinances

Examples:

- Fenced off locked areas in parking garage (downtown Colo Spgs \$5 one time fee for gate key)
- Racks in enclosed, lockable room or shelter (Parkview)
- Racks in view of employees at all times (within 100 feet)
- Bike lockers (\$1,00-4,000 for 2 bikes)
- **New York City requires this accommodation within 3 city blocks, Portland requires it within 750 feet.**



Above: Bike lockers for secure storage



Above: Bike rack on indoor wall for employees

Parking in the office:

- Some have the luxury of an office large enough to accommodate a bicycle or two. But few in large offices or customer areas have this option for more than one bike. May block fire exits and cause problems on fire safety inspection.
- Consider hanging wall racks with or without locks in interior areas for employee parking. 3 bikes take up 54"x45" wall space and up to 40" area off the wall.
- University of Oregon Health Sciences Center has sign welcoming bicycles inside the building with "Please walk your bike" - a welcoming sight in a "healthy" worksite!
- Indoor bike parking for employees or residents dramatically increases security.

Consider what other cities are doing to promote cycling by addressing inadequate bike parking:

- **San Francisco ordinance** requires owners of commercial buildings to provide secure bicycle parking for employees. Goal is that 1 in 5 trips to be by bicycle to improve health, traffic.
- **New York City ordinance** in 2009 required commercial buildings with a freight elevator must provide access for bicycle commuters. Law does not apply to residential buildings but access to indoor bicycle parking is now a popular real estate marketing tool! **New York** also provides free indoor bike parking at lots for City employees.
- **NYC** also requires parking garages and lots that accommodate 100 vehicles or more to provide bike parking spot for every 10 vehicle spaces.



Above: Parking garage fenced area in Colo Springs

Below: Parkview employee secure indoor parking



Bike Parking Do's

DO get racks that allow two points of contact on the bike frame to allow U-lock to frame and wheel to rack. Inverted U racks, large hoops on a post or overhanging bar with hoops hanging down work best.



DO place in highly visible and convenient place convenient to building entrances (within 50 ft) and street access. Bike parking should be easily spotted from the street and from windows of the building to discourage theft and vandalism. Ideally bike parking should be as close to entrances as handicap parking. Disperse racks along sidewalks in commercial district to provide close access to multiple storefronts.



Bike Parking Don'ts

DON'T waste money on "wheel bender" racks that only secure one wheel. These aren't secure, bikes tip over damaging wheels & other bikes.

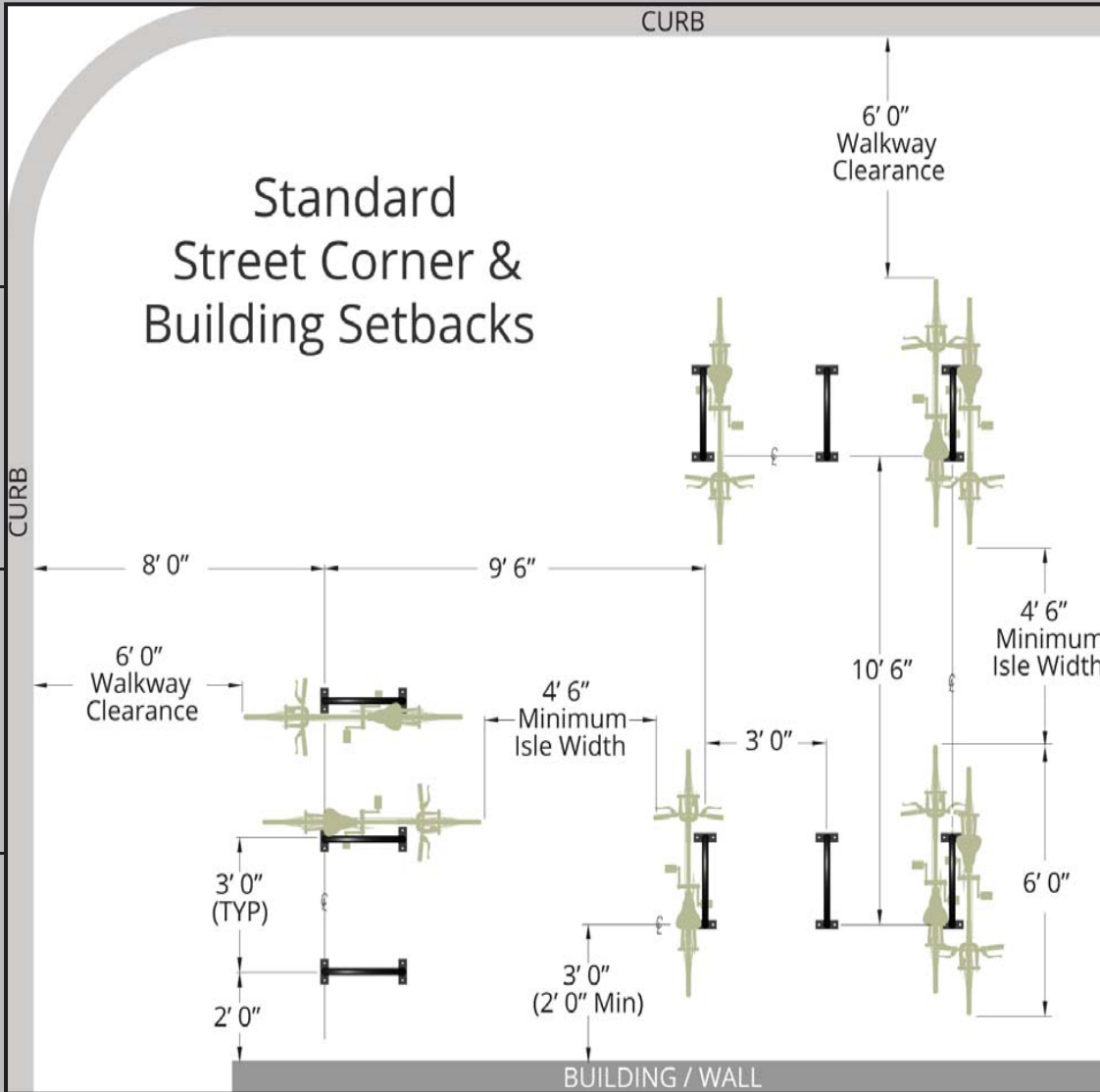


DON'T hide racks from view where only thieves find them. DON'T be surprised by lack of use if racks are poorly placed.



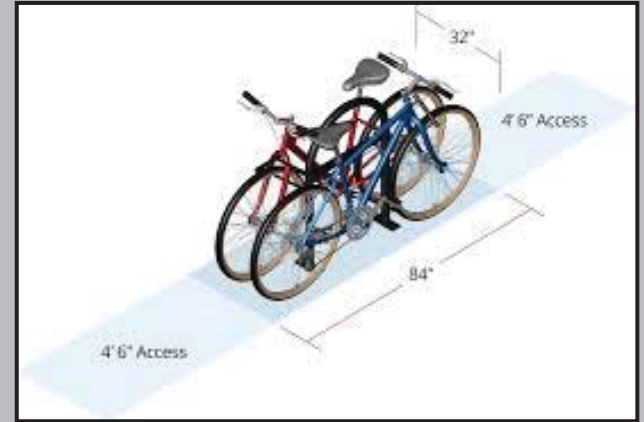
Bike Parking Do's

DO plan and install racks based on available space and determine if bikes will run parallel or perpendicular to curb or wall. A six-to-eight foot wide sidewalk is the minimum width required to accommodate pedestrian flow and parallel bicycle rack for two bicycles. Bike racks can be perpendicular or angled in wider areas.



Bike Parking Don'ts

DON'T forget the dimensions and footprint of a bicycle.



DON'T place center of rack closer than 35" to wall if bike runs perpendicular to wall.

DON'T place a rack closer than 24" to a wall if bike runs parallel to wall.

DON'T forget to allow space for handlebars and moving bikes in and out of racks with other bikes present.

Bike Parking Do's

DO Increase your overall parking capacity at little cost. Attract and retain old customers and employees that are health conscious. Eliminate clutter, pedestrian hazards or trees damage from bikes poorly parked.

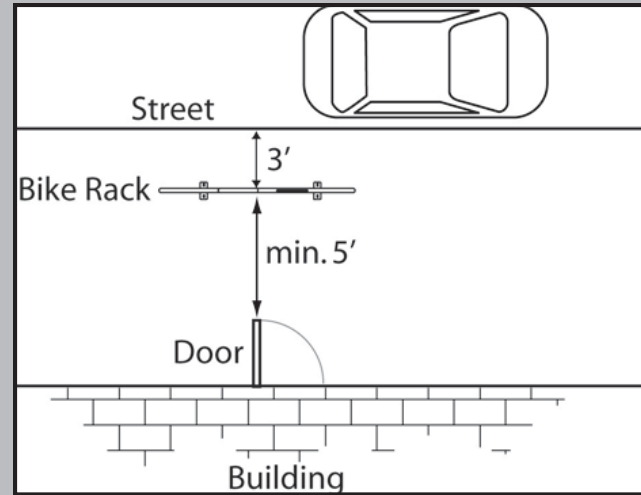


DO consider indoor or secure parking options for long term parking for employees or loyal customers.



Bike Parking Don'ts

DON'T forget car doors opening with on-street parallel parking. Allowing 36" curb to rack might prevent bike/car damage



DON'T discount the benefit of quality, well placed bicycle racks.

DON'T ignore the health and economic benefits of cycling and providing end of trips parking options for customers and employees.

