

ISSUE #3: Bike Parking in Public Areas

Convenient bike parking near building entryways is an important part of promoting cycling as transportation, but existing building footprints sometimes leave no room for bike racks. Using adjacent public right-of-way areas like sidewalks is a common solution.

Key Points



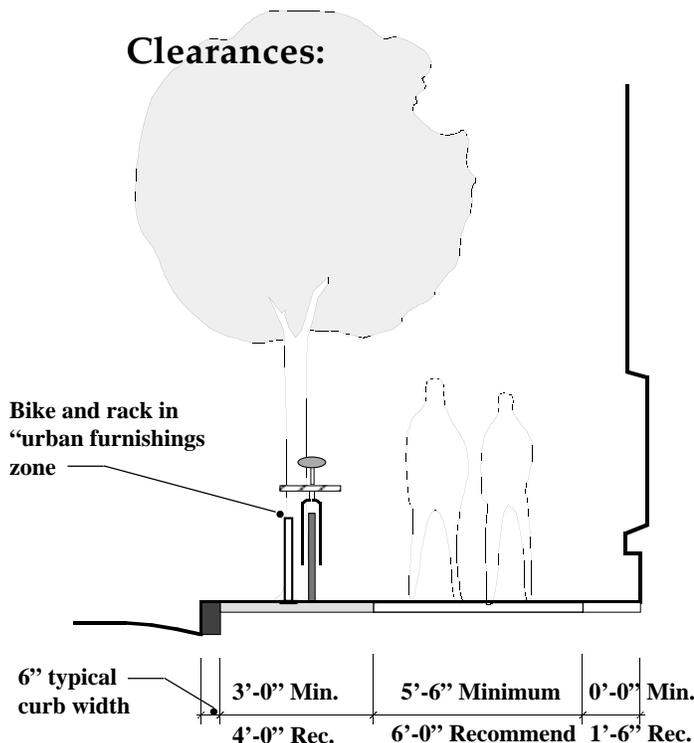
Bikes parked in the "urban furnishings zone" on the City of Portland's transit mall. Portland and a few other cities in the metro area are proactively installing public racks. Check with your city's department of transportation (DOT) to find out about possible on-demand bike rack installation.

◀ **Location:** To minimize conflicts with pedestrians, racks should usually be located in the strip of the sidewalk near the curb which contains other "urban furnishings" such as lights, trees and transit shelters. Your city or county DOT will have detailed requirements.



▲ **Rack types:** In addition to common "hitching post" styles, an infinite variety of sculptural shapes can serve as racks. A local coffee shop is shown above. See Issue Paper #1 for more on rack selection.

Clearances:



Commonly accepted minimum and recommended clearances for pedestrian movement and bike parking. Note that sidewalk widths of less than 9' will not accommodate bike racks.



Cover: Kiosk type structures in the public right of way are unusual, but a possible way to provide covered bike parking when it cannot be accommodated on private property. See Issue Paper #2 for more on covered parking.