



Your **Cycling** Connection



Local Committees Recommendations on Short-Term Bike Parking

Municipalities continue to encourage active transportation in their communities and have made significant advancements and commitments towards multi-modal transportation. As more and more people adopt active transportation, it is important to ensure that municipalities include better end-of-trip facilities as an integral part of all active transportation projects.

Recommendations

- **Maintaining sidewalk accessibility**
 - Bike racks should not be placed where they create conflict with people walking or rolling, including wheelchair or stroller users, or block vital emergency infrastructure such as a fire door.
 - Bicycle spaces must not interfere with a walkway designated for people walking and rolling. We recommended that they should be located within 15 metres of a principal building entry¹. If the racks are not readily visible to visitors to a site, directional signage to the racks must be provided.
 - The use of u shaped bike racks reduces sidewalk obstructions for people walking
 - Each parked bicycle shall be accessible without moving another bicycle; Bicycle rack that is parallel to the curb shall be located a minimum of 0.6 metres from the curb face.²

¹ [The Corporation of the District of North Vancouver: Bicycle Parking and End-of-Trip Facilities \(PDF\)](#)

² [The Corporation of the District of North Vancouver: Bicycle Parking and End-of-Trip Facilities \(PDF\)](#)



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- **Bike parking facilities dependent on specific location and cater for a wide range of uses**
 - Bike parking facilities provided should meet the needs of the users specific to the location. For example, provide more robust bike racks with wider spacing to accommodate cargo bikes that have child carriers and trailers at locations where families will be stopping.
 - Encourage racks that provide two points of contact, to prevent the bike from falling, and accommodate a variety of non-standard bike types (cargo bikes, e-bikes, recumbent bikes, trailers, etc.).
 - If users typically spend an extended period of time at a location or come frequently, then provide covered bike rack areas whenever possible. Comfort and safety should also be considered.
 - Bike storage options such as electronic locking racks, and bike lockers should be considered in longer term storage areas, such as transit hubs.
 - Bike storage should accommodate a wide range of bicycle and micro-mobility types such as cargo bikes (in shopping areas), recumbent bikes and scooters.

- **Safety and Visibility**
 - Bike racks should be placed in well-lit areas to encourage parking year-round and evening use
 - Bike racks should allow for visual surveillance to discourage theft
 - Bicycle spaces shall be constructed of sturdy theft-resistant material and shall be firmly secured to the floor or ground by fixing them in concrete.
 - The bicycle rack shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked with a U-style lock.
 - Bike racks that are too close to a wall, or too close together are difficult to access if multiple people are trying to lock up.

Additional resources:

- [Not Just Bike Racks: Informing Design for End of Trip Cycling Amenities in Vancouver Real Estate](#) (HUB Cycling, PDF)
- [Essentials of Bike Parking \(APBP\)](#)
- [Bike Parking Design Guidelines \(City of Coquitlam\)](#)
- [Chilliwack Bike Rack Initiative](#)