

## HUB Cycling's Local Committees Recommendations on Short-Term Bike Parking

HUB Cycling is a charitable not-for-profit organization working to get more people cycling more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

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 they be located within 15 metres of a principal building entry.<sup>1</sup> 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. If a bicycle rack is parallel to the curb, it should be located a minimum of 0.6 metres from the curb face.<sup>2</sup>

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

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

- **Bike Parking Facilities Design**

- 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 visit frequently, then provide coverage over bike racks whenever possible. Comfort and safety of the person parking the bike 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.
- 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, so leave sufficient space around and between racks for both people and bikes.

- **Safety and Visibility**

- Bike racks should be placed in well-lit areas to encourage parking year-round and use at all hours.
- Bike racks should allow for visual surveillance to discourage theft.
- Bicycle racks should be constructed of sturdy, theft-resistant material and should be firmly secured to the floor or ground by fixing them in concrete.
- The bicycle rack should support the bicycle frame above the centre of gravity and should enable the bicycle frame and front wheel to be locked with a U-style lock.
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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](#)