

vegetation, noise control, limits on hours of operation, access routes for construction vehicles and other similar measures as may be appropriate in each individual case.

- (n) An appropriate plan for bicycle parking facilities in accordance with the following:

[Added 6-16-2011 by L.L. No. 2-2011^[1]]

- [1] Residences with three or more families: Bicycle racks or lockers for at least one bicycle per dwelling unit.
- [2] Fraternity/sorority houses and other group residences: Bicycle racks or lockers accommodating one bicycle per bedroom.
- [3] Office, business, commercial, recreational and other nonresidential uses, including civic, cultural and not-for-profit uses (for instance, libraries, daycare centers, schools, churches, etc.): Bicycle racks or lockers for at least one bicycle for every 10 automobile parking spaces.
- [4] Bicycle parking shall be located in high-visibility areas to promote awareness of availability, in areas of pedestrian activity to promote security, and clustered within 50 feet of the building's entrance. Where bicycle parking facilities cannot be located within 50 feet of the building's entrance, appropriate signs indicating the location of bicycle parking shall be required.
- [5] Bicycle parking facilities shall not impede pedestrian or vehicular traffic or circulation;
- [6] Bicycle parking facilities shall be maintained in good order, free of broken elements, cleared of litter and debris and secured to the ground.
- [7] For uniformity, the plan for the construction and installation of bicycle parking facilities shall comply with the Bicycle Parking Guidelines of the Association of Pedestrian and Bicycle Professionals (APBP), as amended from time to time. *

[1]: *Editor's Note: This local law also provided for the redesignation of former Subsection B(2)(n) as Subsection **B(2)(o)**.*

- (o) Any other pertinent information as may be determined necessary or appropriate by the Planning Board, Town Engineer or the Building Inspector to provide for the proper enforcement of this chapter.

- (3) The applicant may submit a written request to the Planning Board for waiver of any of the above listed site development plan requirements. This waiver request must specifically state the reason or reasons why the particular site development plan requirement is not applicable to the particular development plan application. The Planning Board may consider the submitted site development plan requirement(s) waiver request(s) and waive a requirement, or requirements, for a site plan if such requirement, or requirements, are found not to be requisite in the interests of the public health, safety or general welfare, or if found inappropriate for a particular site plan. If a waiver to the site development plan requirements is granted, the Planning Board may impose appropriate conditions on such waiver.

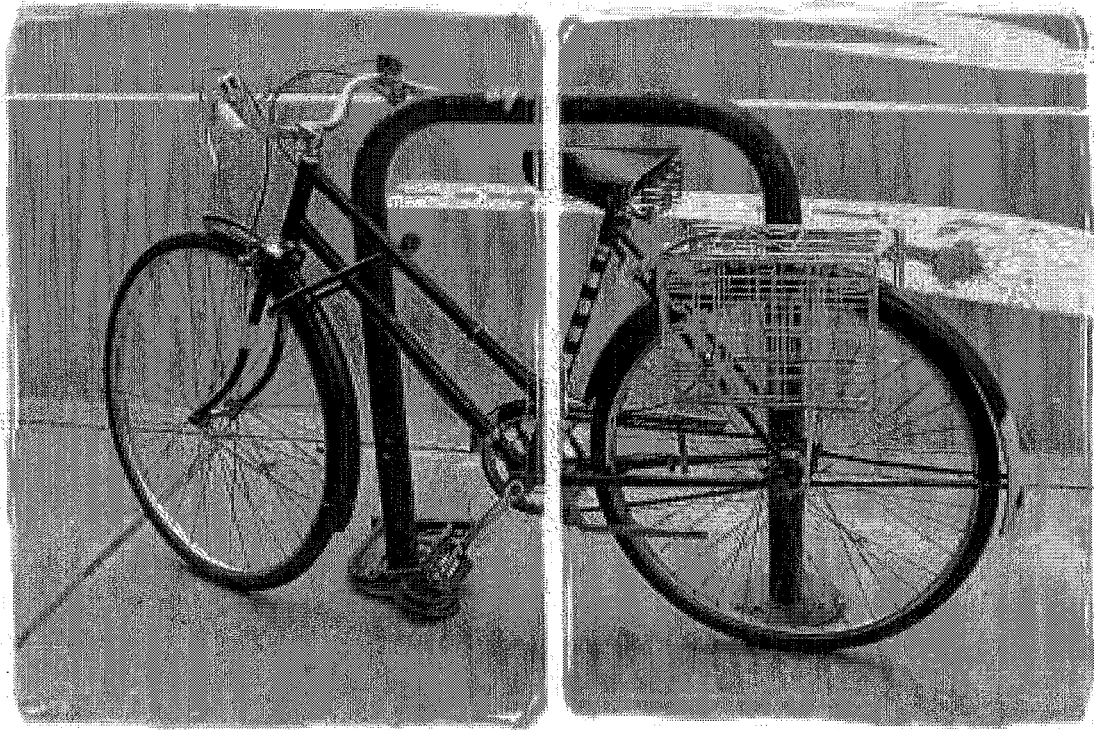
- (4) In addition to the following items of information shall also accompany any site development plan application:

- (a) The proposed wording of any covenants, deed restrictions or association agreements which are intended to apply to all or any part of the subject property.
- (b) Plans and elevations of all proposed buildings, structures and accessory structures, including proposed signs.
- (c) Where the applicant proposes to develop the project in phases, a phasing plan shall be submitted for approval along with an ultimate development plan for the entire parcel.

C. Referral of application to the Planning Board.

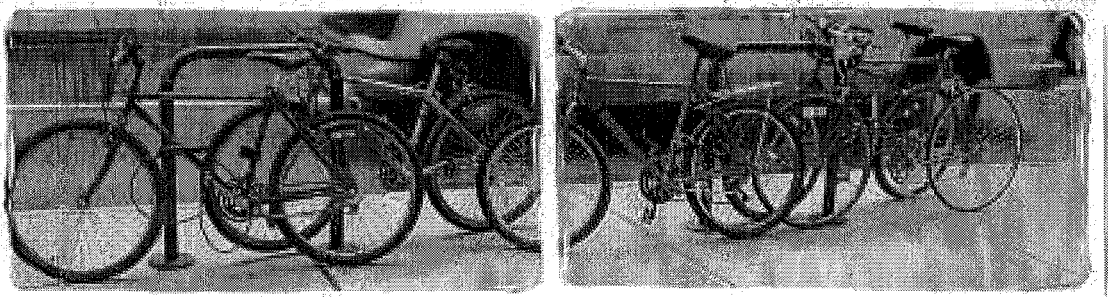
- (i) Upon receipt of a properly completed application as described in Subsection **B** above, the Building Inspector shall determine whether or not it conforms to the basic requirements of this section. If such conformance is determined, the Building Inspector, or, if not the Building Inspector, then such other duly authorized person or persons as designated by the Town

BICYCLE PARKING



GUIDELINES

A set of recommendations from the Association of Pedestrian and Bicycle Professionals [apbp]



"I would ride to work if there was a safe place to lock my bike."

INTRODUCTION

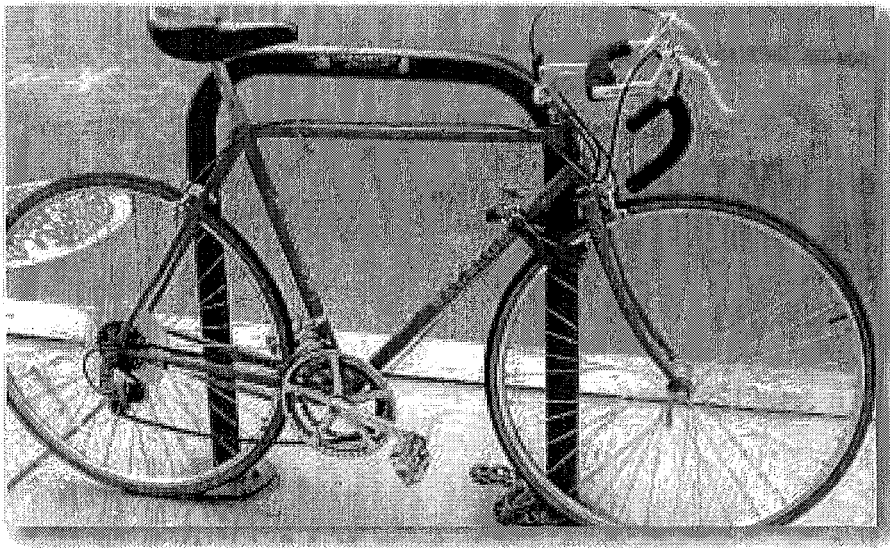
The lack of a secure parking space keeps many people from using their bikes for basic transportation. Leaving a bicycle unattended, even for short periods, can easily result in damage or theft. Finding a bike rack that doesn't work or isn't conveniently located makes for a frustrating experience.

The purpose of this document is to assist with the selection and placement of appropriate bicycle racks for short-term parking. Four major components will be discussed.

1. The rack element. This device supports the bicycle.
2. The rack. It is important to understand how bikes interact with each other when rack elements are assembled together.
3. Combining of multiple racks into a bicycle parking lot.
4. Locating the rack, and the relationship of the rack to the building entrance it serves and the cyclists' approach to that entrance.

The discussion will focus on outdoor installations. The racks are intended to accommodate conventional, upright, single-rider bicycles. It is assumed the cyclist will use a solid, U-shaped lock, or a cable lock, or a combination of the two.

The apbp Task Force that developed this guide is also developing recommendations for other important bicycle parking-related issues including:



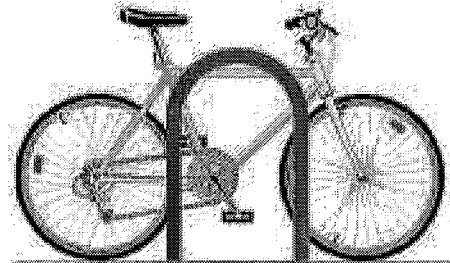
- a. Assessing the appropriate number of bicycle parking spaces for different buildings and land uses, including the use of bicycle parking ordinances.
- b. Long-term bicycle storage facilities such as lockers and bicycle parking garages.
- c. Indoor bicycle parking and the carriage of bicycles in transit vehicles.

1. THE RACK ELEMENT

Definition: the rack element is the part of the bike rack that supports one bicycle.

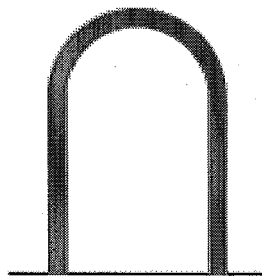
The rack element should:

- Support the bicycle upright by its frame in two places
- Prevent the wheel of the bicycle from tipping over
- Enable the frame and one or both wheels to be secured
- Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g. a mixte frame)
- Allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle
- Allow back-in parking: a U-lock should be able to lock the rear wheel and seat tube of the bicycle



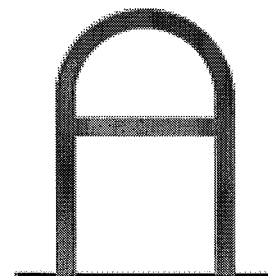
Comb, toast, school-yard, and other wheel-bending racks that provide no support for the bicycle frame are NOT recommended.

The rack element should resist being cut or detached using common hand tools, especially those that can be concealed in a backpack. Such tools include bolt cutters, pipe cutters, wrenches, and pry bars.



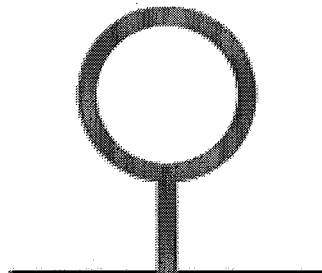
INVERTED "U"

One rack element supports two bikes.



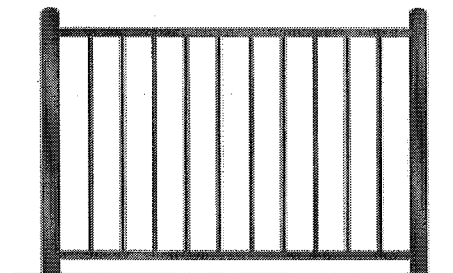
"A"

One rack element supports two bikes.



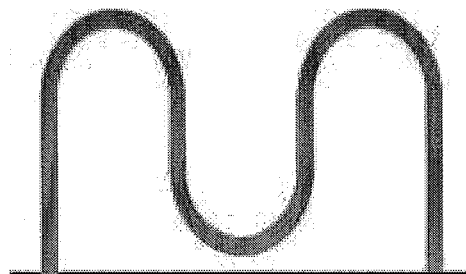
POST AND LOOP

One rack element supports two bikes.



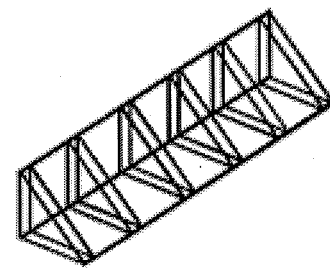
COMB

One rack element is a vertical segment of the rack.



WAVE

One rack element is a vertical segment of the rack.



TOAST

One rack element holds one wheel of a bike.

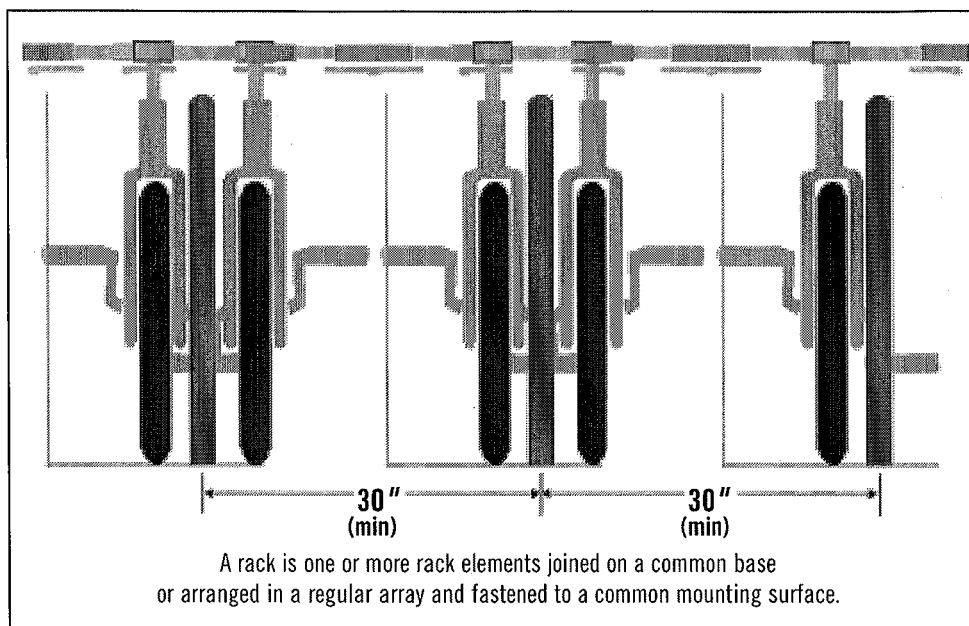
2. THE RACK

Definition: a rack is one or more rack elements joined on any common base or arranged in a regular array and fastened to a common mounting surface.

The rack should consist of a grouping of rack element. The rack elements may be attached to a single frame or remain single elements mounted within close proximity to each other. The rack elements should not be easily detachable from the rack frame or easily removed from the mounting surface. The rack should be anchored so that it cannot be stolen with the bikes attached—vandal-resistant fasteners can

be used to anchor a rack in the ground. An exception is a rack that is so large and heavy that it cannot be easily moved or lifted with the bicycles attached.

The rack should provide easy, independent bike access. Inverted “U” rack elements mounted in a row should be placed on 30” centers. This allows enough room for two bicycles to be secured to each rack element. Normally, the handlebar and seat heights will allow two bicycles to line up side-by-side if one of them is reversed. When there is a conflict, the bikes can be placed slightly offset from one another as shown. If the elements are placed too close together, it becomes difficult to attach two bikes to the same element. If it is too inconvenient and time consuming to squeeze the bikes into the space and attach a lock, cyclists will look for an alternative place to park or use one rack element per bike and reduce the projected parking capacity by 50 percent.

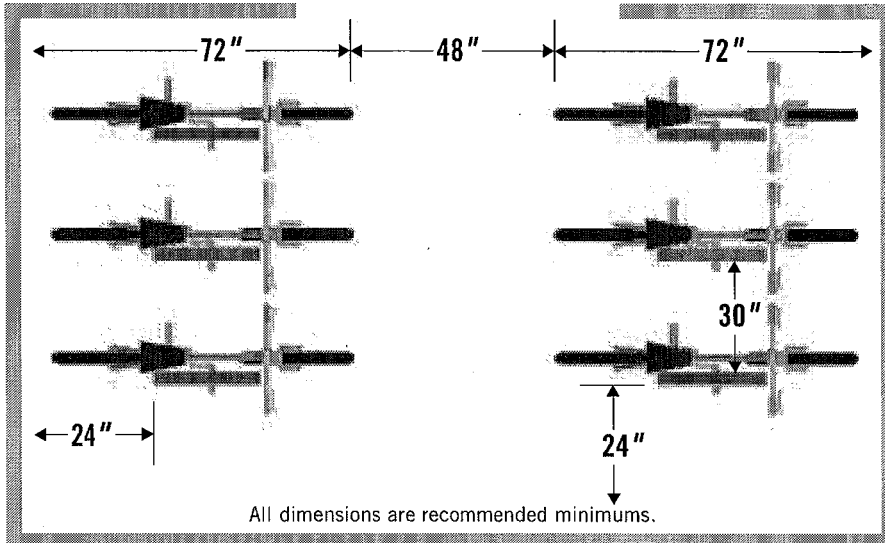


Wave style racks are not recommended. Bicyclists commonly use a “wave” rack as if it were a single inverted “U.” This limits the actual capacity of the rack to two bikes regardless of the potential or stated capacity. Bicycles parked perpendicular to a wave rack (as intended by the manufacturer) are not supported in two places and are more likely to fall over in the rack. The advertised capacity of a wave rack is usually much higher than the practical capacity.

An empty rack should not create a tripping hazard for visually impaired individuals.

3. THE RACK AREA

Definition: the rack area is a bicycle parking lot where racks are separated by aisles.



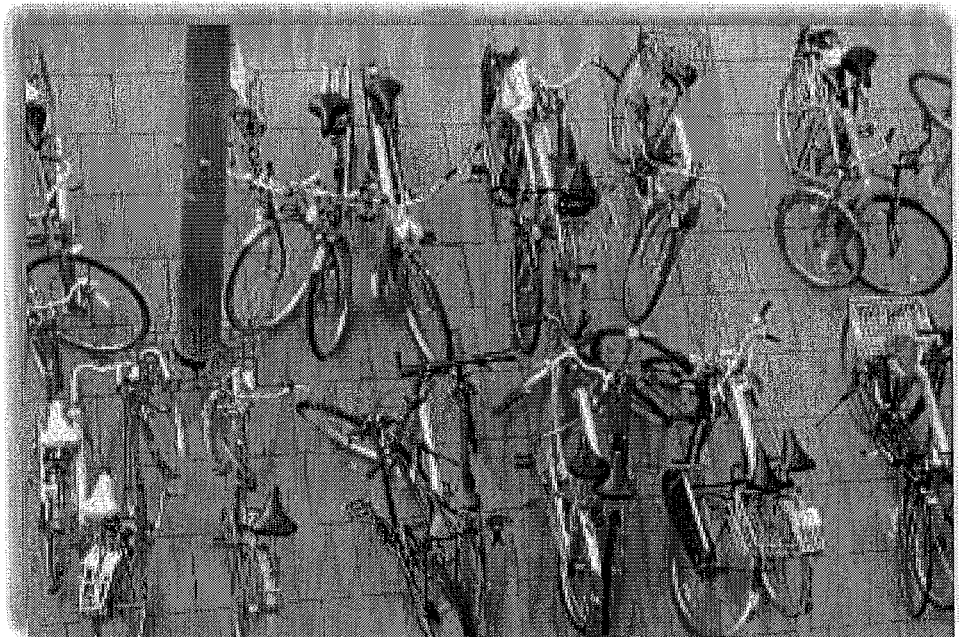
The rack area is a bicycle parking lot where racks are separated by aisles.

A rack area or "bicycle parking lot" is an area where more than one rack is installed. Aisles separate the racks. The aisle is measured from tip to tip of bike tires across the space between racks. The minimum separation between aisles should be 48 inches. This provides enough space for one person to walk one bike. In high traffic areas where many users park or retrieve bikes at the same time, such as a college classroom, the recommended minimum aisle width is 72 inches.

72 inches (six feet) of depth should be allowed for each row of parked bicycles. Conventional upright bicycles are just less than 72 inches long and can easily be accommodated in that space. Some rack types will allow the racks to be mounted closer to the wall. This will not change the space required by the bicycles or the aisles.

Large rack areas with a high turnover rate should have more than one entrance. This will help facilitate the arriving and departing of cyclists and pedestrians.

If possible, the rack area should be protected from the elements. Racks along building walls can be sheltered by an awning. Even though cyclists are exposed to sun, rain, and snow while en route, covering the rack area keeps the cyclist more comfortable while parking, locking the bike, and loading or unloading cargo. An awning will also help keep the bicycle dry, especially the saddle.

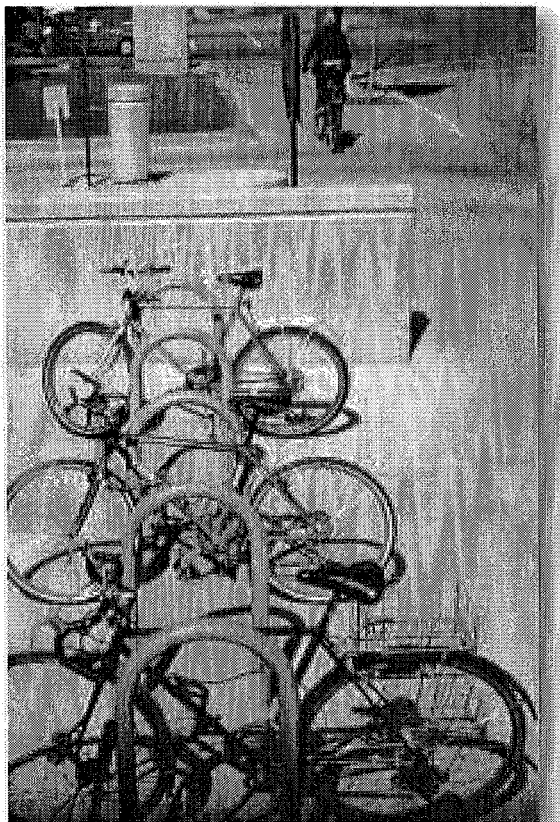
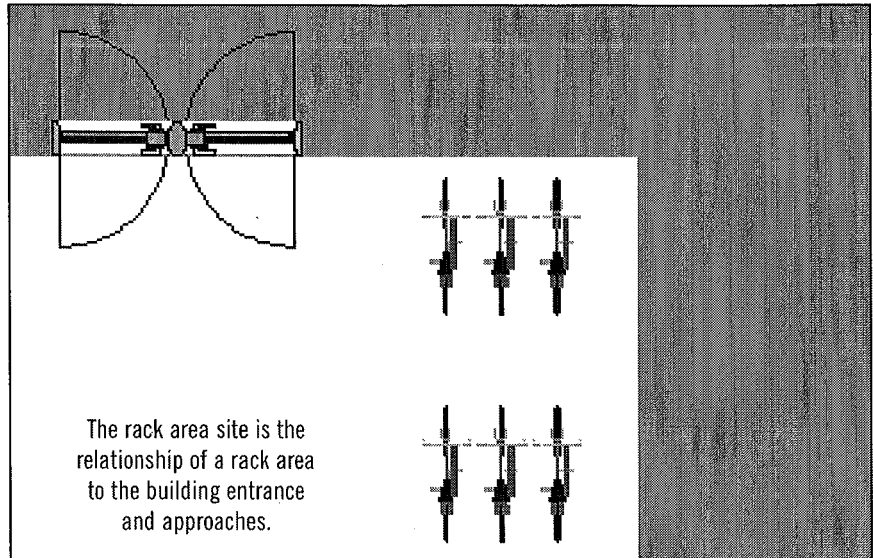


4. THE RACK AREA SITE

Definition: the rack area site is the relationship of the rack area to a building entrance and approach.

The location of a rack area in relationship to the building it serves is very important. The best location for a rack area is immediately adjacent to the entrance it serves. Racks should not be placed so that they block the entrance or inhibit pedestrian flow in or out of the building. Racks that are far from the entrance, hard to find, or perceived to be vulnerable to vandalism will not be used by most cyclists.

It is important to understand the transition a cyclist makes from vehicle to pedestrian. The cyclist approaches the building mounted on the bicycle. At some point, the cyclist stops, dismounts, and walks the bike to a rack. The bicycle is attached to the rack and any cargo is removed. The cyclist now walks into the building carrying the cargo. Adequate space must be provided to allow for this transition.

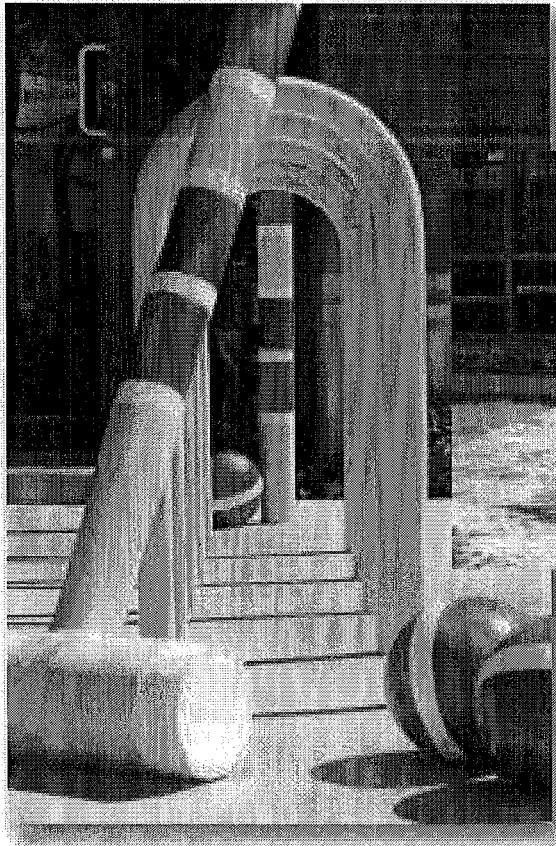


The cyclist approaches the building mounted on the bicycle. At some point, the cyclist stops, dismounts, and walks the bike to a rack. The bicycle is attached to the rack and any cargo is removed. The cyclist now walks into the building carrying the cargo. Adequate space must be provided to allow for this transition.

The rack area should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet.

A rack area should be as close or closer than the nearest car parking space. A rack area should be clearly visible from the entrance it serves. A rack area should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant rack area. It is preferred to place smaller rack areas in locations that are more convenient.

5. CREATIVE DESIGNS



The recommended practices above are not intended to stifle creativity. There are many creative, three-dimensional bicycle parking racks that work very well. Whether the rack is a type of “hanger”, “helix” or another

configuration, the critical issue is that the rack element supports the bike in two places and allows the bicycle to be securely locked.

Creative designs should carefully balance form with function. For example, the distinctive “croquet

set” rack shown here likely has a smaller effective capacity than might be immediately apparent because one or more of the rack elements is not accessible. Similarly, the “hanger” racks shown below must be carefully manufactured and maintained to prevent weaknesses at the joints of the hanger and rack—such weakness might compromise the security of bicycles locked to the rack. In addition, the “coat hanger” elements should be spaced at least 30” apart.

CONCLUSION

More information about bicycle parking is available from a wide variety of sources. Visit www.bicyclinginfo.org to access many of those sources, and to find a list of bicycle parking manufacturers.

More information about the Association of Pedestrian and Bicycle Professionals is available at www.apbp.org.



BICYCLE PARKING GUIDELINES

Adopted by the Association of Pedestrian and Bicycle Professionals
Spring 2002

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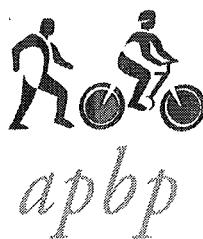
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AND BICYCLE PROFESSIONALS