

# APPENDIX K

**BICYCLE PARKING GUIDELINES**



RIPLEY

RIPLEY



# SHORT-TERM BICYCLE PARKING

Short-term bicycle parking is intended to provide quick access to short-term destinations, such as shops, offices and civic facilities, and therefore should be convenient and easy to use. It is typically located in highly visible locations, in front of building entrances and along streets and bikeways, and is available for public use. (6.2.6.B.1.a.i)



## 2.1

### TYPES OF SHORT-TERM BICYCLE PARKING

Short-term bicycle parking is typically located in two locations:

- **Sidewalk:** Many communities begin their short-term bicycle parking programs by installing bicycle racks on sidewalks or adjacent to sidewalks. In locations without on-street parking, sidewalks may be the only space available for bicycle racks. Bicycle parking on the sidewalk should be located at a sufficient distance from the intersection so that it does not inhibit a motorist's ability to see what is happening around the corner or obstruct pedestrian movement.
- **On-Street Parking:** Since sidewalk space is often limited in commercial areas, in some instances it may be more appropriate to locate bicycle parking in an on-street parking space. On-street parking, also known as "bike corrals," increases parking capacity for all users, since one car space is equivalent to 8 to 12 bicycle spaces, and increases the visibility of bicycling. Bike corrals are non-standard for Montgomery County and must be approved by the Montgomery County Department of Transportation to be installed.



● A conventional inverted-u rack (left).

● A temporary bike corral installed in Downtown Silver Spring (right).

























## BICYCLE PARKING REQUIREMENTS

Total bicycle parking space requirements are based on a metric specific to each use, a maximum number of total bicycle parking spaces and a percent of the total spaces that are intended for short-term and long-term use. The bicycle parking space table is provided in Appendix A and Appendix B.

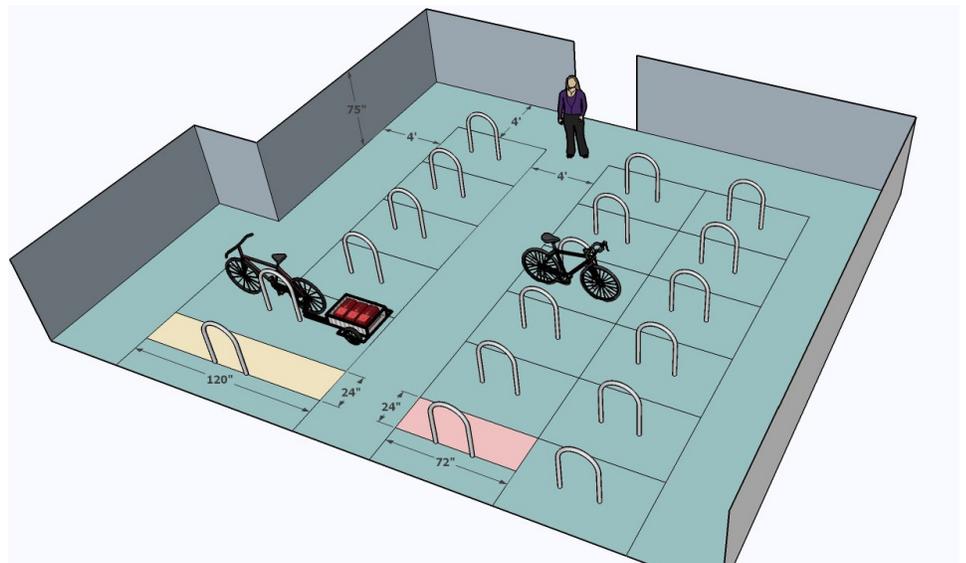
## DIMENSIONS

The Montgomery County Zoning Ordinance specifies minimum dimensions for long-term bicycle parking.

- Each long-term bicycle parking space must have:
  - A minimum vertical clearance of 75 inches for spaces other than lockers. (6.2.6.A.2.a.i.)
  - A minimum vertical clearance of 48 inches for a locker. (6.2.6.A.2.a.ii.)
  - A minimum length of 72 inches and width of 24 inches if a bicycle is placed horizontally. (6.2.6.A.2.a.iii.)
  - A minimum length of 40 inches and width of 24 inches if a bicycle is placed vertically. (6.2.6.A.2.a.iv.)
- A bicycle parking facility must have an aisle a minimum of 4 feet in width between rows of bicycle parking spaces and the perimeter of the area devoted to bicycle parking. (6.2.6.A.2.b.)
- If a room or common locker is not divided into individual spaces, each 12 square feet of floor area is counted as one bicycle parking space.

An example of the dimensions of a bicycle room with inverted-u racks is shown below.

- Example of long-term bicycle parking.

















## REPAIR STATIONS

Repair stations help bicyclists complete routine maintenance tasks.

- Repair stations: While the Montgomery County Zoning Ordinance does not require repair stations, the stations support and encourage bicycle use by providing the tools necessary to perform simple bicycle repairs. Repair stations can be installed indoors or outdoors and do not take up much space. For adequate clearance to maneuver and make bicycle repairs, a repair stand needs a clear area measuring 90 inches by 45 inches, with the back of the repair stand placed at least 12 inches from the wall. Repair stations are a relatively low-cost bicycle support facility. A basic repair stand should have:
  - Supporting arm to hold a bicycle without causing damage.
  - Basic tools attached to the stand with tamper-proof hardware.
  - An air pump attached to the stand with tamper-proof hardware.

● A self-service bicycle repair station at the Blair's in Silver Spring.



