Bicycle Parking Design Guidelines
Bicycle Advisory Board
Updated December 2015

Proposed Language

The Campus Master Plan highlights the need for bike parking, covered parking, and secure storage as part of an improved infrastructure to support a robust bicycling community.

For all new construction and major renovations of academic and administrative buildings, bicycle parking facilities should be located closest to the most commonly used existing pathways, following the intent of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines. Ideally this would be within 50 feet of entrances in visible and convenient locations.

Parking facilities should provide bicycle storage for a minimum of 2.5% regular building occupants, with a goal of achieving or reserving space for up to 5% of occupants. Additionally, bicycle storage must be provided for a minimum of 2.5% of peak visitors (students, etc.). Parking facilities can be divided to provide parking at multiple points of entry. (Bicycle parking capacity is based on space to park 2 bicycles at each rack, and assumes a minimum of 36" between racks.)

For all new construction and major renovations of residential buildings, facilities should provide bicycle storage for 30% of residents, with at least 50% of the parking covered or located in secure, enclosed areas. This may be accomplished through building design, shelters, or bike lockers installed on the site. Covered or enclosed parking can be provided within 100 feet of the building entrance.

At a minimum, all new buildings must include 4 bicycle parking spaces.

Additionally, bicycle parking should be considered in new construction and major renovations of parking facilities, especially at key multi-modal transfer points. These locations should include covered parking and/or secured bike storage such as bike lockers. Centralized covered and/or secured bicycle parking should be strategically located and integrated into the campus as a whole.

When bicycle parking is located contiguous to a pedestrian pathway, racks should be set back to avoid interference with pedestrian movement. Bike parking should be located in well-illuminated, highly visible areas to ensure safety and security.

Bicycle racks should be designed to allow 2 points of contact with the bicycle(s). Half-H or Inverted-U style racks, which meet the campus standard, are required. Refer to Appendix A32.1 in the Design and Construction Standards for typical details and other related information.

Any variations from this standard must be reviewed and approved on a case-by-case basis by the Campus Bicycle Advisory Committee and Design & Construction Management Landscape Architect.