

## 9.8.0 - BICYCLE PARKING

Bicycle parking standards ensure that required bicycle parking is easy to access, convenient and secure. The standards allow for a variety of bicycle parking facilities which may serve a wide range of uses. Bicycle parking space supply and location shall not conflict with requirements of the LDC. Additional measures to enhance connectivity to bicycle parking shall be provided as required by LDC. For detailed specifications of bicycle parking equipment, see the Standards Manual. Table 9-6 specifies how to determine the amount of short- and long-term bicycle parking based on land use as a proportion of total bicycle parking required by the LDC.

The bicycle parking standards specified in this Section refer uniquely to bicycle parking for privately owned bicycles and do not refer to shared micromobility or dockless mobility parking. Dockless mobility parking placement shall follow Section [9.9.0](#) of this manual.

**Table 9-6 — Short- and Long-term Bicycle Parking Spaces by Land Use**

Use Classification	Percentage of Overall Required Bicycle Parking	
	Short-term bicycle parking	Long-term bicycle parking
<b>Residential</b>	30%—50%	50%—70%
<b>Commercial</b>		
Commercial, general	70%—100%	0%—30%
Business and professional offices	10%—30%	70%—90%
<b>Industrial</b>	-	-
<b>Civic</b>		
Civic, general	70—100%	0%—30%
College and university facilities	60%—80%	20%—40%

Public or private primary and secondary educational facilities	70%—90%	10%—30%
<b>Agricultural</b>	-	-

### 9.8.1 - BIKE PARKING LOCATIONS

Bicycle parking locations and placement are split into short-term and long-term bicycle parking categories. The amount of each type of parking shall be determined based on building use and available data, including trip generation rates, employees per square footage, number of residential units, and visitation rates and in compliance with the Land Development Code bike parking required.

The following criteria apply to all bicycle parking:

- A. Provide enough space between bike rack locations to adequately accommodate a bicycle locked in every spot. One "U" rack provides two bike parking spots.
- B. The standard required bicycle space is 2 ft. wide, 6 ft. long and 3 ft. 4 in. tall. See Figure 9-14. If larger styles of bicycles such as cargo or electric bicycles are anticipated, the design shall accommodate the footprint of these bicycles as the design bicycle (up to 3 ft. wide by 10 ft. long).
- C. Bike parking shall be accessible by the street and at Street Level.
- D. Bike parking locations shall be outside of the travel lanes, loading zones and bike lanes.
- E. Bicycle parking may be installed in the pedestrian zone or bicycle and street edge zone wherever feasible, and if applicable, within the tree and furniture zone. Bicycle parking must allow a pedestrian path clearance per Section 4.1.1 (A) when bikes are locked to the racks per intended design use. The accessible pedestrian path shall meet current PROWAG and Texas Accessibility Standards (TAS). Figure 9-15 illustrates permissible locations for bike rack placement.
- F. Bike racks may be installed parallel, perpendicular or at a 45—60-degree angle to the curb, as appropriate. Figure 9-16 and Figure 9-17 illustrate required bike rack spacing.
- G. When it is not possible to locate bicycle parking in the pedestrian zone, parking areas shall be separated from motor vehicle traffic with either a raised curb or bollards.
- H. Bike rack placement in the pedestrian zone shall meet permissible spacing criteria as shown in Section 4.

- I. Must be located in a well-lit area.
- J. Must be at Street Level. Bike parking shall not be installed on elevated sidewalks or in other topographically challenging scenarios and be accessible from the nearest bike facility.
- K. All bicycle parking shall have an accessible pedestrian path connecting bicycle parking spaces to the entrance of a development per requirements of LDC.
- L. If bicycle parking is provided outside of public right-of-way or easements or provided in a structured parking garage, an accessible path to bicycle parking from the site entrance shall be provided.

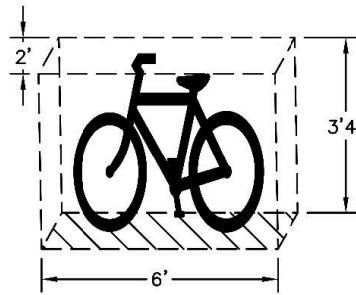


Figure 9-14 — Standard Bicycle Space

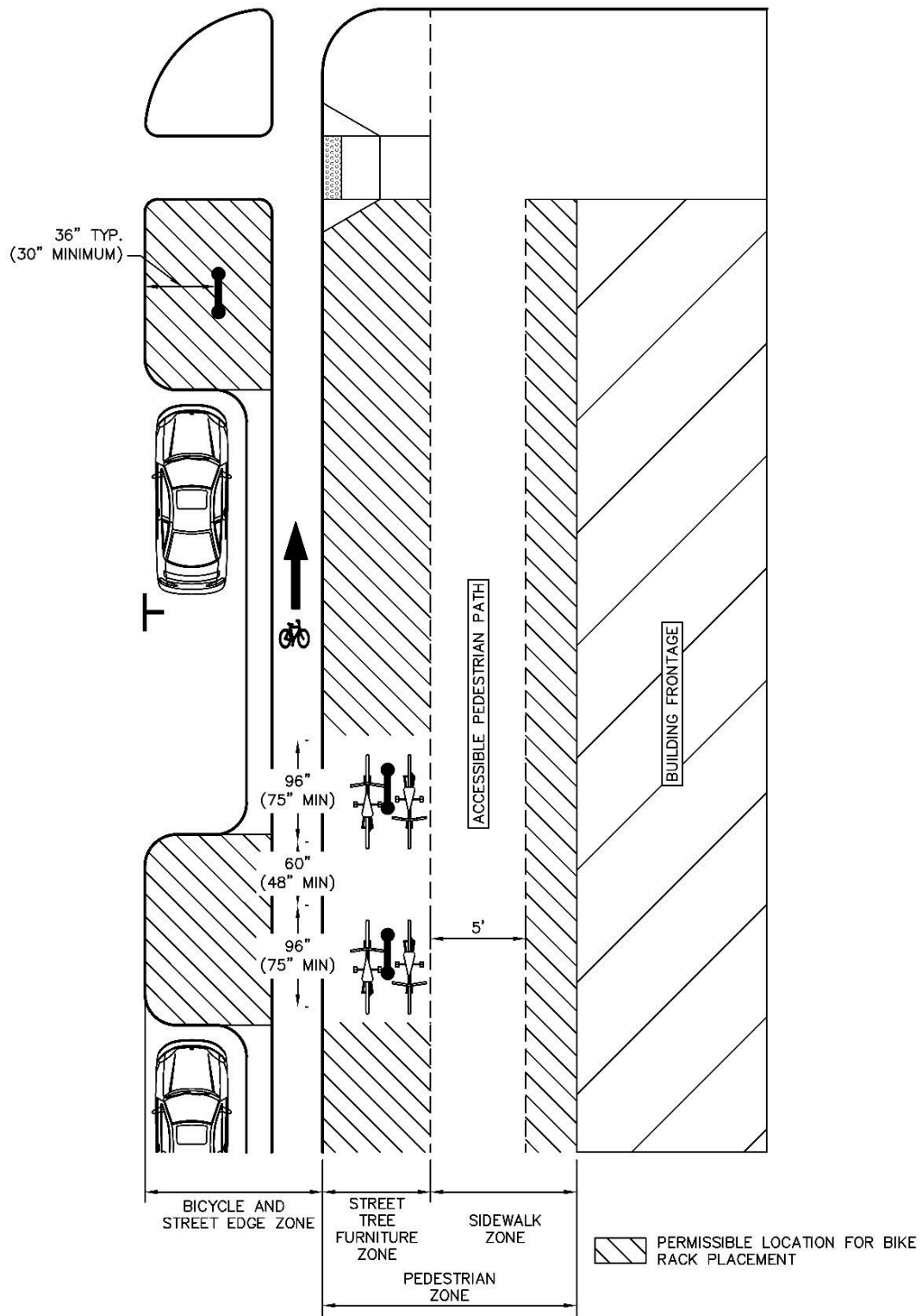


Figure 9-15 — Permissible Locations for Bike Rack Placement

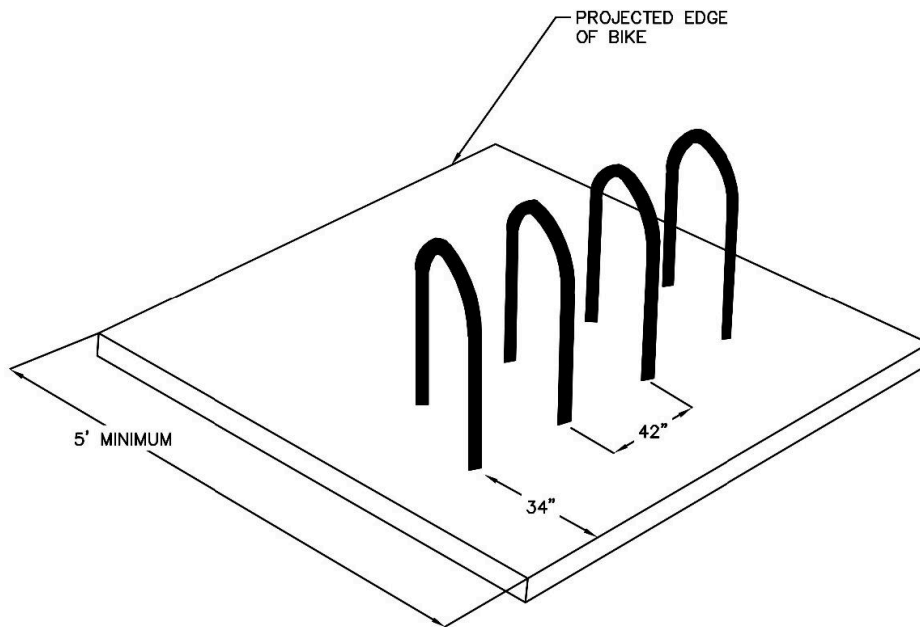


Figure 9-16 — Bike Rack Spacing (Away from Vertical Obstructions)

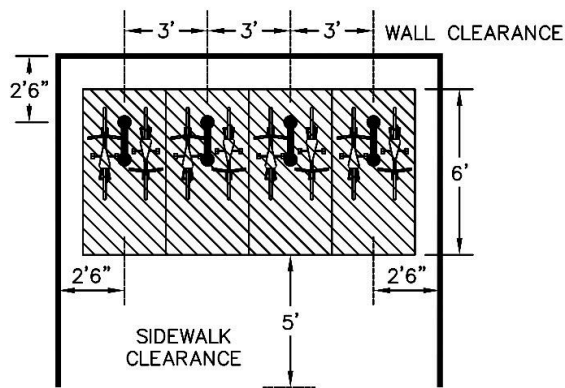


Figure 9-17 — Bike Rack Spacing (Near Vertical Obstructions)

### 9.8.2 - SHORT-TERM BICYCLE PARKING

Short-term bicycle parking serves people who park their bicycles for less than 4 hours in a publicly accessible and convenient location. This type of bicycle parking encourages shoppers, customers, patients, and other visitors to use bicycles as a mode of transportation by providing visible, convenient, and secure parking.

Required short-term bicycle parking must meet the following standards:

- A. Shall be located at ground level within 50 ft. of the principal building entrance.
  - 1. For sites with more than one primary building, the required bicycle parking shall be dispersed at principal entrances of all primary buildings.
- B.

Shall be publicly accessible.

- C. Shall be visible from the lobby or windows of the building.
- D. Shall not compromise pedestrian access or mobility.
- E. If possible, protected from severe weather, including full sun or rain, by existing structures, such as overhangs or awnings, or by natural elements such as tree canopy.
- F. All public entrances must have at least 2 bicycle parking spaces unless this exceeds the total requirement from the Land Development Code.
- G. Short-term bicycle parking is typically placed within the right-of-way, near the curb or near building entrances. Good bike parking placement allows for easy access to the parking by bicyclists without impeding other users of the right-of-way and without placing the bike or bike rack in undue risk from moving traffic. See Figure 9-15 for permissible bike rack placement in the right-of-way.

### 9.8.3 - LONG TERM BICYCLE PARKING

Long-term bicycle parking serves people who park their bicycle for 4 or more hours and requires more secure parking. This type of bicycle parking encourages residents, transit users, employees, and students to use bicycles as a mode of transportation by providing secure, convenient, and weather-protected parking.

Required long-term bicycle parking must meet the following location criteria:

- A. Shall be located in a secure location within 250 ft. in a walked path of building entryways, or within a building, or in a covered motor vehicle parking space within 250 ft. in a walked path of a Street Level entrance without use of an elevator.
- B. Long-term bicycle parking must be no farther than the closest motor vehicle parking space in that location, excluding accessible parking spaces.
- C. At least 50% of required long-term bicycle parking must be provided as standard U racks or spaces on lower level of stacked bicycle parking racks that do not require lifting or upper level of stacked bicycle parking racks with lift assist. See Figure 9-18 for example layout of a bike locker room. See Figure 9-19 for a typical layout of a two-tier lift assist rack.
- D. All long-term bicycle parking shall be covered to provide weather-protected parking.
- E. A detail of the bicycle rack designs, locations, and accessible path must be included on site plans.
- F. Bicycle Cages and Bicycle Storage Room parking areas must be easy to access to a person walking, not carrying, a bicycle, including:
  - 1. No heavy or sprung doors that must be held open for access,

2. No stairs that would require bicycles to be lifted to access the area,
  3. No blocked or restricted areas that would be cumbersome to walk a bicycle through, for example bicycle racks, pull-out trays that block entrances, or hairpin corners,
  4. No bicycle racks or pull-out trays that interfere with the operation of an adjacent rack,
  5. Bicycle parking must be located in a well-lit area with a minimum average illumination level of 200 lux (recommended light levels from the US General Services Administration for public areas including stairwells, pedestrian tunnels and elevator lobbies),
  6. Provide electrical outlets for electric bicycle charging,
  7. Consider designing at least 5% of required spaces for large bicycles, such as cargo, recumbent, tandem, electric and bicycles with trailers. The larger bicycle footprint design is typically 3 ft. by 10 ft., and
  8. The bicycle cage or storage room may be secured by key, smart card, fob, or code access. If so, the bicycle parking area shall be accessible to designated users at all times.
- G. Mobility hubs, as defined by Capital Metro Transit Authority (CMTA), shall provide weather-protected, high security parking such as bike lockers, bike shelters or bike cages.

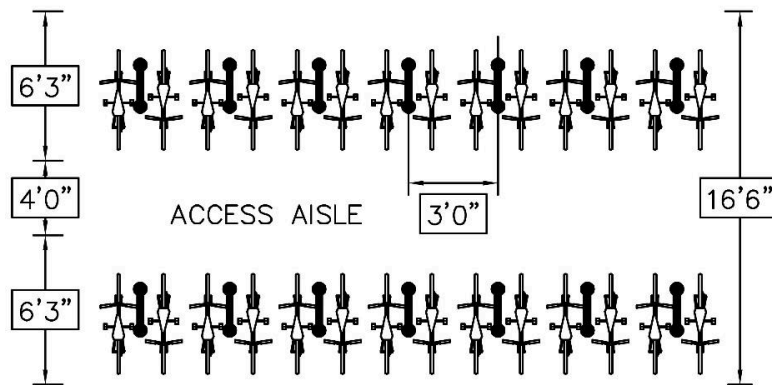
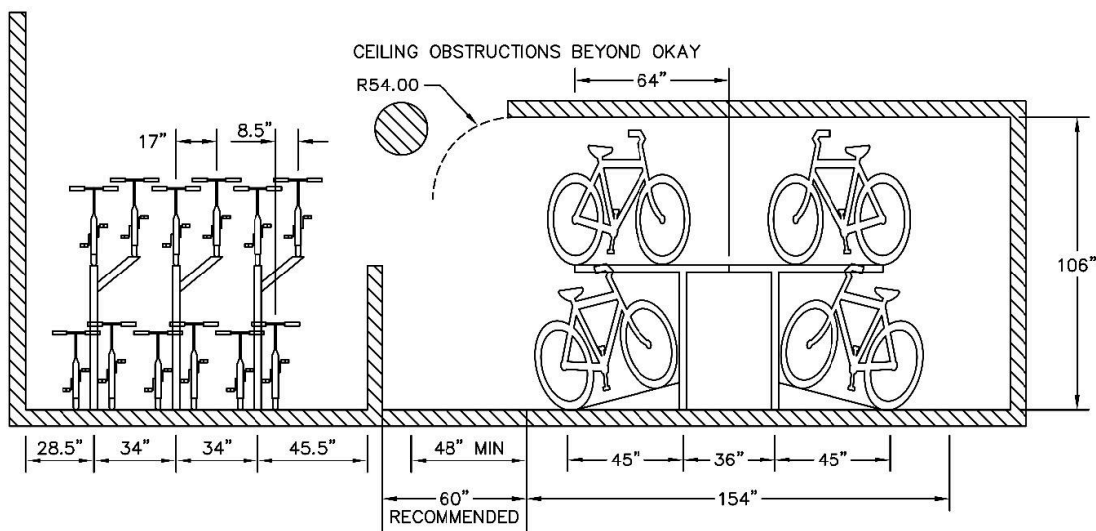


Figure 9-18 — Typical Bike Room Layout



## Figure 9-19 — Typical Tow-Tier Lift Assist Rack Layout

### 9.8.4 - BIKE PARKING EQUIPMENT AND INSTALLATION REQUIREMENTS

The City of Austin hereby adopts the latest edition of the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines. The following criteria apply to all bicycle parking:

- A. Bicycle racks, lockers or other parking types must be securely anchored with the appropriate fastener according to ground or wall surface material.
- B. Bicycle parking installed on concrete, such as the standard "U rack", shall be securely anchored with tamper-resistant hardware, preferably a tri-groove security nut or a crimp anchor.
- C. Area devoted to bike parking shall be hard surfaced.
- D. If the bike rack is a horizontal rack, it shall support the bicycle at two points, including the frame of the bicycle.
- E. A detail of the appropriate bike rack shall be included on the site plan.
- F. Install bike storage structures per City of Austin Standard Details.
- G. Artistic bike parking may be permitted after review by applicable staff.

### 9.8.5 - PERMISSIBLE BICYCLE PARKING TYPES

When bicycle parking is short-term parking, the following parking types shall be used:

- A. A "U rack" - an inverted u-shaped rack that provides parking for up to two bicycles. Typically, U racks are installed on concrete, in which case the tri-groove security nut is the recommended tamper resistant hardware. For specifications for the standard U rack see City of Austin Standard Details.

When bicycle parking is long-term parking, the following parking types, or short-term parking types, shall be used:

- A. A bike locker - a fully enclosed and secure box enclosure which can hold one individual bicycle that may be accessed with a key or code. Bike lockers may be located at transit centers, parking garages or outside of buildings. See Figure 9-20 for bike locker typical layout. Additional specifications are included in the City of Austin Standard Details.
- B. Locked storage rooms and cages - include a variety of configurations where a secured room provides dedicated, shared space for high volume bicycle parking. Typical access control to these rooms or cages is with a key, keypad or cardkey. These are typically located in a private office building, multifamily residential building, or mobility hubs. Bicycle racks may be



standard U racks or two-tiered, vertical racks. Two-tiered racks must include a lift assist mechanism. See Figure 9-18 and Figure 9-19 for examples of bike rooms and two-tier lift assist racks.

When bicycle parking is non-standard bicycle parking using creative bicycle racks, applicable staff must provide approval on submitted design. Creative bicycle rack submitted designs must, at a minimum, include material and finish, dimensions, installation method including tamper-resistant hardware, and an image of the proposed design. The following additional design criteria apply to creative bicycle racks:

- A. Must be detectable by visually impaired person using cane to navigate.
- B. Must not obstruct pedestrian clear width per [Section 4](#).
- C. Must be lockable using a standard U-lock with the rack.
- D. Must be able to rest the bicycle frame against rack at two points of contact.
- E. Minimum height of 32 in.
- F. Standard width is 20—24 inches, but this may be altered with applicable staff approval.
- G. Advertising, such as a company name or logo, is not allowed.

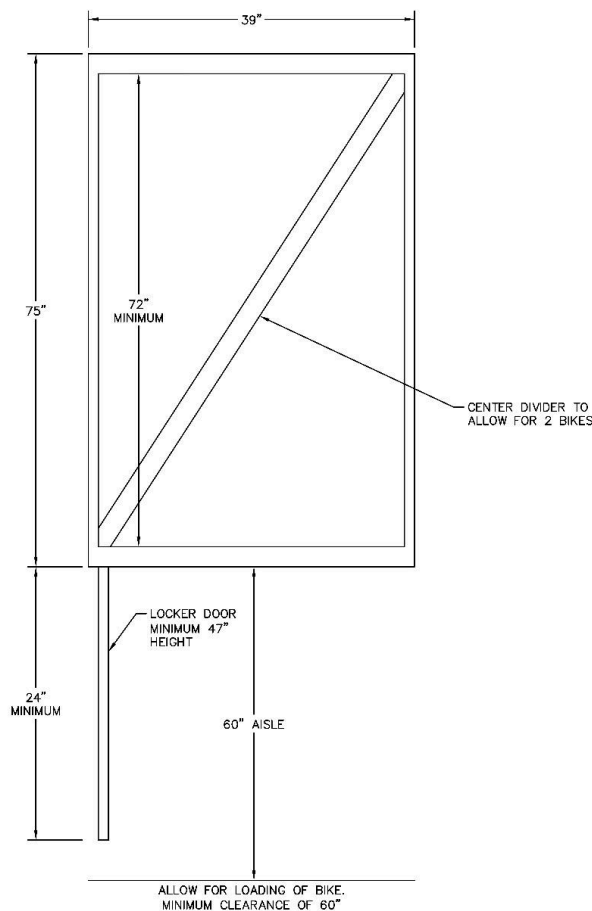


Figure 9-20 — Bike Locker Typical Layout