

32 33 00 Bicycle Parking Standards

These standards were developed based on Baltimore City's [Complete Streets Ordinance](#) and [Bike & Scooter Parking in Baltimore City manual](#), issued in March of 2021.

Outdoor Bicycle Parking

Bicycle racks can take a variety of forms but should always support the bicycle in two places and be bolted or secured to the ground in two places. Example photos below:

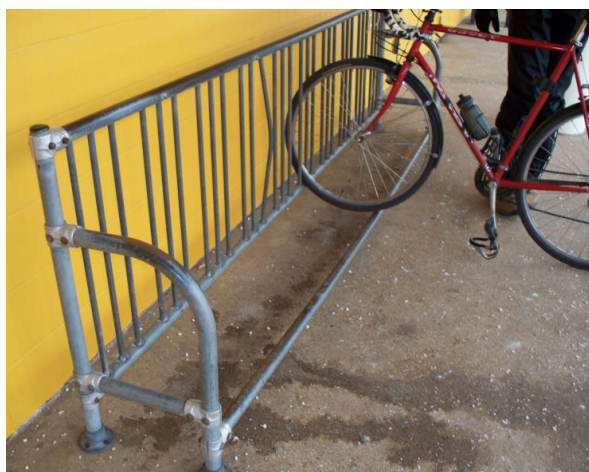


Racks should be stainless steel and utilize surface flange mounting techniques.

Racks to Avoid

Bicyclists should be able to lock up quickly and easily. Racks that do not support a bike in at least two places should be avoided. Racks that only bolt to the ground in one location should also be avoided, as they can easily be knocked over if they are not in-ground mounted.

Old-fashioned “schoolyard” or “fence” racks and multi-bicycle “rolling” racks are an example of racks that only hold the wheel of the bike and do not support it in at least two places. Narrow “post” or “hitch” racks are an example of racks that are only bolted in one location and can become insecure. Example photos below are shown below:



Placement and Installation

Bike racks and corrals should be located in areas that encourage use. This includes locations where they are visible from the roadway, alongside motor vehicle parking, or close to the entrance of the sponsoring building. Top considerations for placement should be ease of use, access for other modes (walking, driving), and security. Further:

- Bike and scooter parking should be located within 50 feet of the main entrance.
- For buildings with multiple entrances that face public streets, racks may be installed in multiple locations.
- Placement of racks should consider connections to adjacent facilities/roadways.
- If not visible from the street, signs must indicate the parking location.

If installed on the sidewalk, the ideal placement for bike and scooter parking is in the “Furnishing Subzone.” Racks and corrals should be installed in line with other elements, such as benches, poles, or tree pits. Racks may be installed parallel, perpendicular, or angled from the curb based on the room available and the pedestrian zone on the sidewalk. Racks mounted parallel to the curb provide greater pedestrian clearance adjacent to a locked bicycle but require more space along the curb for the same number of bikes that could be served by perpendicular racks. The clear zone for pedestrians on the sidewalk must be a minimum of 4 feet, even when two bikes are locked to the rack.

At the end of the project, Office of Sustainability must be informed of rack placement and capacity in order to update the university’s campus green map which shows all bike parking options at UMB.

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