

CDOT Bike Parking Program Minimum Requirements: Placement Guidelines

Bike Parking Program Information

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Placement Guidelines

- 10' minimum sidewalk width on most sidewalks. Exceptions may be made in areas with low foot traffic. Follow these guidelines:
 - If sidewalk is no greater than 10', site bike racks parallel to curb.
 - If sidewalk is greater than 10', bike racks can be sited either parallel or perpendicular to curb. Perpendicular is preferred because it allows more bike racks to be installed in the same space.
- at least 7' of clear sidewalk.
- at least 40', preferably 45', back from bus stop signs
- at least 4' from general utilities, including fire hydrants and sewer covers
- at least 3' from curb, fence or wall
- at least 2' from outside edge of tree planter basins
- at least 5" from sidewalk cracks
- at least 6' from subway emergency exits/hatches (hatches in sidewalk are large metal plates that open on the side, opposite the text "subway exit – keep clear")
- at least 3' from newsracks and newspaper boxes - avoid siting where two or more stand because more may appear in the near future, blocking access to the rack.
- at least 4' from ramps, curb cuts, or crosswalk flares
- To avoid conflicts with future or not-yet-installed sidewalk cafes, site a bike rack outside of the property line of any business with a "Retail Food Establishment License;" such businesses may be eligible for a sidewalk café, resulting in the removal of the bike racks later. For an existing sidewalk cafe, site at least 6' outside the edge of the sidewalk cafe.
- When siting bike racks near corners, follow these guidelines (see Figure 1):
 - In the direction of travel, on the near side of a corner, bike racks should be sited 20' away from the intersecting curb.
 - In the direction of travel, on the far side of a corner, bike racks should be sited 10' away from the intersecting curb.

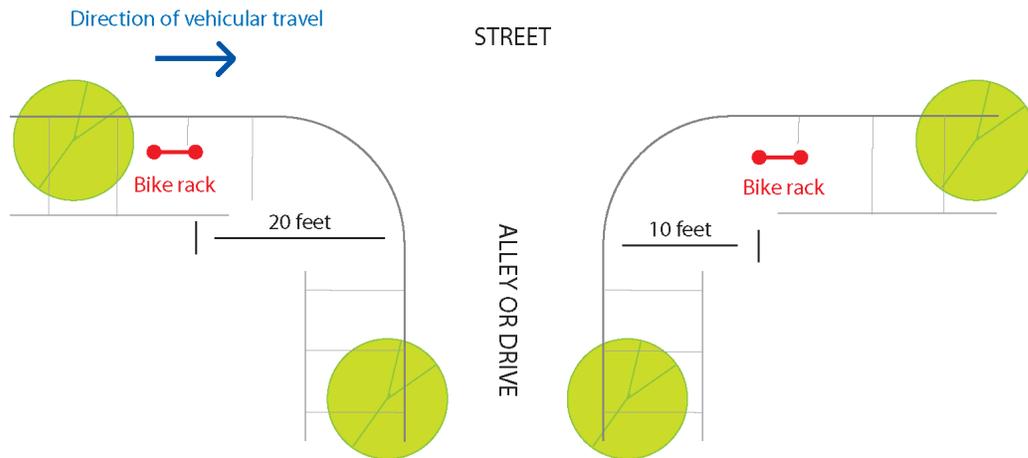


Figure 1. Siting of bike racks near corners

Bike racks should only be installed on the curb side of the sidewalk, where other street furniture (signs, newspaper boxes, light poles, street trees, etc.) is located, not the building side. Otherwise, parked bikes could force pedestrians to walk close to the street, which discourages foot traffic. Also, the presence of other street furniture provides a buffer—pedestrians are less likely to accidentally walk into racks placed on the curb side.

Though CDOT historically considered parking meters as legitimate bicycle parking fixtures—to the extent that we did not install bike racks at locations with ample parking meters—in 2009, most parking meters were removed and replaced with “pay and display” boxes that serve an entire block. In rare cases, parking meters may remain. You should assume that these may be replaced at any time and the area would then lose that object as a suitable and legal bike parking fixture.