City of Kingston
Bicycle Parking Guidelines

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INTRODUCTION

Providing proper bicycle parking is essential to encouraging people to cycle to their desired destination. If installed properly, bicycle parking improves the security and safety of using a bicycle and will also encourage more people to use their bicycle instead of their car. This thereby helps the city become more environmentally sustainable and reduces the space demands of vehicle parking.

This document serves as a guideline for choosing types and locations of bicycle parking facilities within the municipal right of way and at transit terminals. These guidelines will help maximize the safety, attractiveness, convenience and security of parking a bicycle.

TYPES OF BICYCLE PARKING

Depending on the location of bicycle parking, different types of parking may be required. For example, someone who commutes using a bicycle might expect a different facility than someone who is shopping downtown for a couple of hours.

Long-term parking facility: Facility that provides greater security and inclement weather protection. These include lockers, check-in facilities, monitored parking, restricted access parking, personal storage and sheltered racks.

Short-term parking facility: Racks and rings ideally located within view of the user or the general public.

Examples of long term bicycle parking:

Photo #1 – Bike Shelter

Photo #2 –Bike Lockers

Examples of short-term parking:

Photo #3 – Ring Rack

Photo #4 – Bike Rack Post & Ring (preferred)

TYPES OF RACKS

Preferred:

- "Post and Ring" stands, similar to photos #4 and #5, or "Inverted U" style as in Photo #6 are the preferred type of bicycle rack. Several can be used together in one location, if demand dictates.

Not Preferred:

- For new installations, "Ring Racks" are not recommended because they are not tall enough to properly fit the bicycle underneath the top bar; therefore the bicycle is not supported properly by the rings. Bicycles fall over easily and get damaged or damage other bicycles. As a result the racks don't fit as many bikes as they advertise because bikes are parked in a variety of ways and there isn't enough space in between the rings.

Photo #5 – Post and Ring (preferred)

Photo #6 – Inverted U style (preferred)

GUIDELINES

The following guidelines are for municipal installations of bicycle parking facilities, broken into two categories. Spacing of bicycle parking locations will be considered for the implementation plan.

New Installations Should Be Installed:

1. On sidewalks adjacent to commercial areas with multiple establishments nearby.
2. On sidewalks on streets with high pedestrian usage (not including local residential streets).
3. With adequate space available within the existing right of way to install bike rack/rings without significant constructability issues (preferably on sidewalk bump-outs). On-street installations to only be considered where demand exceeds supply on sidewalk allowance.
4. With adequate space to maintain a clear zone (min. 1.5m) on existing sidewalk for pedestrians and street/sidewalk maintenance (i.e. snow clearing). Therefore, located adjacent to, not directly on the main pedestrian pathway.
5. With the following distances far enough so that bikes can be parked on both sides of the rack/ring:
   - Installed parallel to a building - 0.6 metre from building
   - Installed parallel to the curb - 0.6 metre from curb, where possible
   - Installed perpendicular to a building - 1.0 metre from building
   - Between parallel racks – 1.0 metre
6. At ground level or accessible from ground level (i.e. by ramps, elevators, etc.).
7. So the bike can be securely locked to the device without damaging the bike by ensuring two points of contact between the frame and rack.
8. With the following accessibility considerations:
   - Installations should not create a hazard for low- and no-vision people,
   - Where possible, installations should be located within a sidewalk border providing texture and colour contrast to the main pedestrian pathway, and
   - The rack/ring colour should contrast the environment (black recommended)
9. In public view, where they can be viewed by passersby, fellow workers, etc.

Other Considerations For New Installations:

1. On sidewalks adjacent to transit stops. Long-term bicycle parking will be considered for a transit terminal with numerous bus routes, Park and Ride facility, express route pick up point, and other transit priority locations.
2. Located underneath existing overhangs or awnings, where possible.
3. Located where adequate lighting exists or can be readily provided.
4. Evaluated on a site specific basis with consideration to installing longer term bicycle parking, where appropriate. Generally, a minimum of 12 bicycle parking spaces (6 rings) in order to install a shelter covering these spaces.
5. Completed during new sidewalk construction, where applicable.
6. To remain in place year-round.