

Bicycle Parking



Installation and Selection Guide

While it may come as a surprise, bicyclists and motorists actually have the same parking needs: convenience, security, and adequate space to maneuver.

The development codes of Bend and Deschutes County require that developers of most commercial and multi-family projects properly select and install bicycle racks to serve customers, employees, and apartment residents who bicycle. These requirements help our community move toward a more balanced transportation system that protects Central Oregon's renowned livability.

Please follow these guidelines carefully to properly install bike parking and avoid common mistakes that make racks difficult to use and undermine your investment.

Rack Selection

The **recommended** (and often required) bike rack for most installations is the "Inverted U". Such racks can be seen along the downtown sidewalks of Bend and Redmond, as well as in Drake Park, at St. Charles Medical Center, and the Bend City Hall.



While other racks can technically meet the intent of the City and County ordinances, the "inverted U" should always be the first choice for its simplicity and security for bicyclists, and for its low cost and ease of installation for developers. There is a local manufacturer in Bend from whom the rack can be ordered, or you can make your own due to the simple design.



For developers desiring racks with sculptural qualities, "Spiral" racks are preferred. Such racks can be seen in the Mt. Bachelor park & ride lot. Many other unique designs are also suitable.



The "Ribbon" rack is **not** recommended, because it is often installed incorrectly and provides only one point of support for bicycles leaned against it.

Do not select "School Yard" or other "Wheel Bender" type racks that support bikes by only one wheel! They can damage bikes and do not meet the intent of the ordinances. If you have any questions about an appropriate rack choice or suppliers, please contact Commute Options for Central Oregon at 330-2647.



How Many Racks to Install

City & County codes require installation of specific numbers of covered and uncovered bicycle parking spaces, depending on the type of construction project. For the actual number of spaces required for your project, please consult a planner or the ordinance. The relevant ordinances are Bend 10.10.24 (8-9) and Deschutes County 18.116.031.

Note that in Bend you can reduce the required amount of costly motor vehicle parking by 5 percent when you provide twice as much bicycle parking as required and another 5 percent when you provide showers and lockers for employees.

Racks must be installed correctly to provide the required number of spaces. Beware that some rack manufacturers may claim that a given rack provides a certain number of spaces, when, in fact, it may not do so by our ordinances.

Covered Parking

Most developments must provide a portion of required bike parking under cover. This requirement is primarily to serve employees and residents who must park their bikes for long periods. Such cyclists need to protect the working components of their bikes from prolonged rain and sun exposure. A bike exposed all day is equivalent to a car parked in the rain and sun with no hood and roof to protect the engine and interior.



Enclosed Bike Lockers

The preferred way to provide covered bike parking is by designing building overhangs to cover racks. If the architect is consulted early in the process, generally little or no additional expense is needed. A retrofitted roof extension is another reasonable alternative.

In either case, the overhang must be generous to protect bikes from blowing rain and snow. Of note is that most Central Oregon storms blow from the southwest, so covered locations are best located on the north and east sides of buildings to minimize the necessary overhang.



Row of inverted U racks

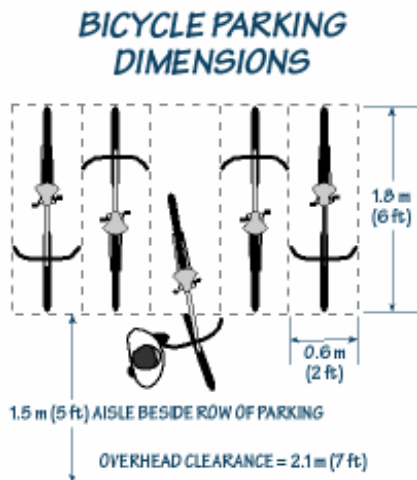
A third choice is a detached, covered bike parking structure. It must be located and built carefully to protect bicycles from blowing rain. It is often cheaper to install enclosed bike lockers than it is to build a separate structure. Mt. Bachelor found this to be the case at their park & ride lot where their bike lockers can be seen.

Finally, covered parking can be provided inside a building, such as in a storage room, in a stairwell, or in a foyer if it isn't in the way of pedestrians.

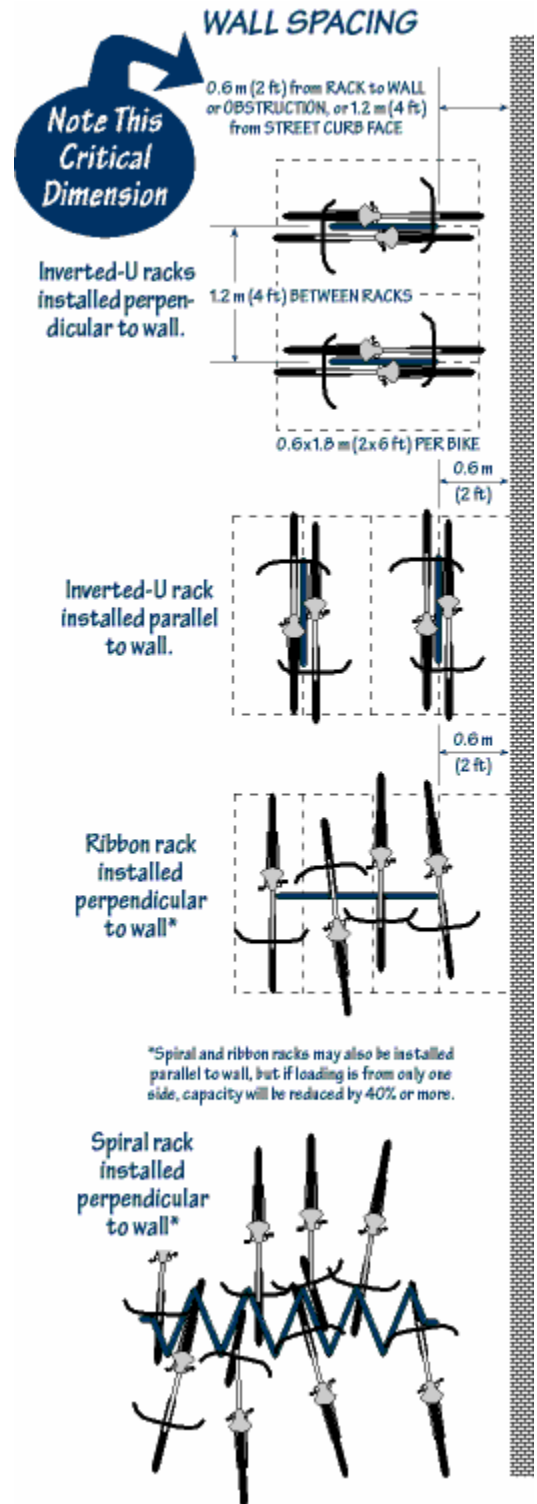
Rack Layout and Installation

Just as car parking spaces must be a specific size to be effective, each bicycle parking space must have an area at least 2 x 6 ft. Beware that many substandard racks do not meet this requirement.

Further, bike parking must provide 7 ft. of overhead clearance and must also provide adequate approach space to maneuver a bicycle into the rack. The diagrams indicate the necessary space allowances for typical installations. If you have further questions or need sources for bike racks & lockers, contact Commute Options for Central Oregon at 330-2647.

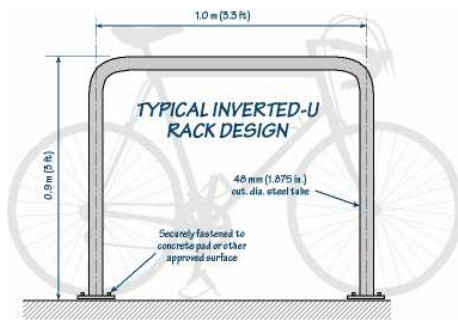


Allow enough distance from walls (at least 2 ft) and curbs (4 ft). Any closer and the rack will be difficult to use properly. Ordinances require that all racks be easily visible and well lit to prevent theft and vandalism.



Specifically, they must be within 50 feet of well-used entrances and not further than the closest car parking space.

It is important to place bike racks in one or more locations that can serve both the short-term bike parking needs of customers and longer-term needs of employees.



Rack Design

With a tubing bender, welder and powder coater, you can make an inverted-U rack yourself! The basic dimensions are shown at left. For detailed drawings, contact Commute Options for Central Oregon at 330-2647.