

BICYCLE PARKING

Overview

Bicycling is a non-polluting and efficient mode of travel that decreases traffic congestion while contributing to the health and quality of life of District residents and visitors. In order to increase the convenience of bicycling, DDOT has established guidelines for the placement and recommended types of bicycle racks. Bicycle parking can be provided for short-term and long-term uses. Short-term racks are typically placed outside near the entrance of a building; long-term parking is usually placed indoor in a garage or bike room. Short-term parking maximizes convenience, and is perfect for a quick trip to a store or restaurant. Long-term parking is geared toward commuters and other trips that are of an extended duration.

Policies and Regulations

DCMR Title 11: Zoning, DDOT's Bicycle Facility Design Guide and Public Realm Design Handbook set standards for bicycle parking. They regulate the number and placement of required spaces for office, retail, and service uses, and provide guidance on design and placement of racks in public space.

Bicycle racks convenient to building entrances



Regulations: DCMR Title 11 (Zoning)

Off Street Bicycle Parking Requirements

Number and Placement

Bicycle parking spaces shall be provided for office, retail, and service uses. The number of bicycle parking spaces provided shall be at least equal to five (5%) of the number of automobile parking spaces required. They shall have convenient access from the building or structure and street or other bicycle right-of-way and shall be clean, secure, well-let, and located within a building or structure, either on the ground floor, basement, or first cellar level. (11-2119.1, 11-2119.2)

Size of Spaces

All required bicycle parking spaces shall be a minimum of two feet (2 ft.) in width and six feet (6 ft.) in length. An aisle five feet (5 ft.) in width shall be provided between rows of bicycle parking spaces and the perimeter of the area devoted to bicycle parking. A room or common locker that is not divided into individual spaces may also be used to meet these requirements. For this option, twelve square feet (12 ft.²) of floor area shall be considered the equivalent of one (1) bicycle parking space. Where manufactured metal lockers or racks are provided, each locker or stall devoted to bicycle parking shall be counted as one bicycle parking space. (11-2119.4, 11-2119.5, 11-2119.6)

Signs

Signs shall be posted stating where bicycle parking spaces are located in each building or structure where bicycle parking spaces are required. The signs shall be located in a prominent place at each entrance to the building or structure. The sign shall have a white background, with green lettering that is no less than two inches (2 in.) in height. (11-2119.8)

DDOT Bicycle Facility Design Guide and Public Realm Design Handbook

Public Space Bicycle Parking

Bike racks in public space are not covered in the city’s zoning regulations; however, there are guidelines in the DDOT Bicycle Facility Design Guide and Public Realm Design Handbook

Preferred “U Rack” Design

Detail 26 of the Bicycle Facility Design Guide contains information pertaining to bicycle rack design. There are pictures of preferred, acceptable, and unacceptable bicycle rack designs. The DDOT Bicycle Program prefers the “Inverted-U” style bicycle rack. It is a cost-efficient, attractive, yet simple design that is simple to install and allows for versatility in placement.

Acceptable Designs

While the inverted-U is the District’s preferred bike rack design, other racks are acceptable if they meet the following criteria:

Bicycle Cage



Inverted U Racks



Bicycle Parking Sign



- Is able to support the bicycle frame in at least two places, allowing the frame and wheel to be locked using a U-lock or cable lock.
- Prevents the wheel of the bicycle from tipping over.
- Does not damage the bicycle.
- Is durable and securely anchored.
- Allows front-in or back-in parking.
- Allows for the securing of a variety of bicycles, including children’s bikes, tandems, and recumbents.

Unacceptable Designs

Bicycle racks that are not acceptable to the district are those that do not follow the above criteria. These include grid or “schoolyard” style racks that can damage the wheel, and do not allow for the locking of the wheel and frame. Another unacceptable design is the wave rack because it does not support the bicycle in two places.

Placement

Detail 27 of the Bicycle Facility Design Guide contains guidelines for the placement of bike racks. Included are recommended setbacks from the street, building walls, utilities, as well as distances between adjacent racks. They were developed from DDOT’s installation experience as well as that of other transportation departments and bicycle professionals.

Sheltered Parking

Consider placing outdoor racks in a sheltered location. This could be under a building awning or a specific structure designed for this purpose.

Installation on Public Space

Installing bicycle racks on public space requires obtaining a permit from DDOT’s Public Space Management Administration. The application for a public space permit is available online at www.ddot.dc.gov or at 941 North Capitol Street, NE, 2nd floor, Suite 2300.

Technical Consultation

If you require additional information on the design or placement of bicycle parking, or another bicycle-related matter, DDOT provides technical assistance. Please contact the Bicycle Program Specialist at 202-671-0681 or mike.goodno@dc.gov.

*Unacceptable Bike Racks
Grid or “schoolyard” rack*



Wave rack



“Wheelbender” rack

