



CITY OF ROCKVILLE Bicycle Parking Guide

Traffic and Transportation Division
Department of Public Works

Why is Bicycle Parking Important?

The City of Rockville promotes bicycling as a healthy and environmentally-friendly way to get around. Rockville was honored as a Bicycle Friendly Community in 2012 from the League of American Bicyclists, and Rockville has an active and vibrant community of bicyclists who use bikes for commuting, running errands, recreation, and general transportation. Providing bicycle parking encourages people to use their bicycles as transportation. Studies show that people on bikes spend more and visit stores more frequently that are located on bike routes and have bike parking. People are more likely to use a bicycle if they are confident they will find convenient and secure parking at their destination. Providing a designated area for bicycle parking also gives a clean appearance by eliminating the need for cyclists to lock their bikes inappropriately to places like trees, benches, or railings. Developers and property owners are encouraged to provide bicycle parking in conformance with the guidelines in this document.



Development Requirements and the Zoning Ordinance



Bike Parking at the Rockville Library

New and reconstructed development must comply with the bike parking requirements in Article 16 of the Rockville Zoning Ordinance (25.16.09). Existing development is encouraged to provide bicycle parking at the same level as new development. Many of the requirements of Article 16 are listed in this Bicycle Parking Guide; however, Article 16 should be reviewed to ensure full compliance. Table 1 lists examples of the required bicycle parking spaces for several common land uses in the Zoning Ordinance.

Visit <http://www.rockvillemd.gov/bikeparking> for more information, or contact Kevin Belanger, Bicycle and Pedestrian Coordinator, at 240-314-8509 or bikeways@rockvillemd.gov.

*Table 1 - Examples of Bicycle Parking Requirements in Rockville Zoning Ordinance (25.16.03)**

		Short-Term Spaces	Long-Term Spaces
Residential	Apartment Building	1 per 50 dwelling units	1 per 3 dwelling units
	Live-Work Unit	1 per 5 dwelling units	1 per 3 dwelling units
Institutional	Fitness Club	2 per 2,000 SF (square feet)	2 per 4,000 SF
	Educational (K-12)	2-3 per classroom	1 per classroom
	Hospital/Nursing Home	2 per 40,000 SF	2 per 70,000 SF
	Child Care	1-2 per 10,000 SF	2 per 10,000 SF
	Place of Worship	2 per 2,000 SF	1 per 4,000 SF
Commercial	Gas Station	1 per 25,000 SF	2 per 12,000 SF
	Medical/Dental Offices	2 per 40,000 SF	2 per 40,000 SF
	Offices (other than Medical/Dental)	2 per 40,000 SF	2 per 10,000 SF
	Restaurants	2 per 5,000 SF	2 per 12,000 SF
	Retail, General	2 per 5,000 SF	2 per 12,000 SF
	Supermarkets	2 per 5,000 SF	2 per 12,000 SF
	Hotel	2 per 40 rooms	2 per 20 rooms
Industrial	Warehousing/ Wholesaling/Service	1	2 per 40,000 SF

*All bicycle parking requirements in the Zoning Ordinance can be found in more detail in Article 16 at the City's website here: <http://www.rockvillemd.gov/index.aspx?nid=614>.

Short-Term and Long-Term Parking

Short-Term Parking

Short-term bicycle parking is intended for trips less than a few hours, such as local errands, entertainment activities, and meals at restaurants and cafes. Priority locations for short-term bicycle parking include stores, restaurants, apartment complexes, offices, transit stations, and public facilities.

The preferred distance between short-term bicycle parking and a building's main entrance is 25 feet. Article 16 of the Zoning Code requires bicycle parking within 50 feet of a public entrance. Another good rule of thumb is to place short-term bicycle parking within the same distance of the building entrance from the nearest automobile parking space. Additionally, the bicycle parking should be sited outside the building and at the same grade as the sidewalk or at a location that can be reached by a bike-accessible route.

Short-term bicycle parking shall be provided in a rack that has the following characteristics:

- Supports two points on the bike above its center of gravity
- Accommodates U-locks and locks that secure the frame and one or both wheels
- Does not include any protrusions that would prevent a bicycle from fitting snugly against the rack
- Resists cutting, rusting, bending or deformation
- Installed such that it is anchored in or onto the ground

Note that racks embedded into concrete are best installed where a concrete surface has not yet been established or where one is being repaired. For existing concrete, strong above-grade fasteners should be used. Where there is more than one building on a site, or where a building has more than one main entrance, the parking should be distributed to serve all buildings or main entrances.

It is also recommended that developments requiring six or more short-term bicycle parking spaces use a type of overhead covering (i.e. an eave, an overhang, or a freestanding structure). Covered parking is also recommended for racks where high use is anticipated, such as major transit stops and locations along bicycle routes. The covering must provide at least seven feet of vertical clearance though it should not be excessively high.



Covered Bike Parking

Examples of acceptable types of short-term bike parking are provided on page 4. Use of any other type of rack requires approval from the Traffic and Transportation Division.

Acceptable Types of Short-Term Bike Parking



Staple Rack



Inverted-U Rack



Circle Rack

These racks allow a bike to have two points of contact with the rack and are securely mounted on a permanent foundation. Both wheels are kept on the ground, and there is ample room between each rack for maneuvering.

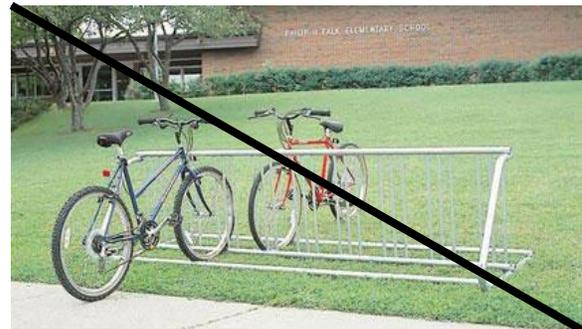
Unacceptable Types of Short-Term Bike Parking



Hitch and Post Rack



Wave/Ribbon Rack



These racks are not acceptable because they either force a bicycle to be locked just by its wheel (which is not secure) or in a complicated manner.

Long-Term Parking

Long-term bicycle parking is intended for employees or residents who will park their bicycles for more than a few hours or overnight. Long-term bicycle parking shall be located within 200 feet of the main building entrance and should be marked as bicycle storage. It may be provided in the following types of facilities:

- Enclosed spaces in a building, such as bicycle rooms or garages.
- Bicycle sheds, covered bicycle cages or other fully covered and enclosed structures within 200 feet of the main building entrance. Any fence must be floor-to-ceiling or at least eight feet high.
- Bicycle lockers, or fixed-in-place containers wherein single bicycles may be securely stored and protected. (Note: open spaces like rooms and cages are preferable to lockers.)

Weather-protected bicycle parking spaces that are monitored at all times by an attendant or other security system.

Acceptable Types of Long-Term Bicycle Parking



Bike Locker



Bike Room



Bike Cage

Measurements and Layout Details

Short-Term Parking

- Perpendicular or diagonal spaces shall be at least six feet long and two feet wide with an overhead clearance of at least seven feet and provide a five-foot access aisle.
- Distance between racks:
 - End-to-end racks should be placed at least 96 inches apart; side-by-side racks should be placed at least 36 inches apart.
- Distance from the curb:
 - Racks placed perpendicular to the curb should be at least 36 inches from the back of the curb; parallel to the curb should be at least 24 inches from the back of the curb.

- Distance from a wall:
 - Racks placed perpendicular to a wall should be at least 48 inches from the wall; parallel to a wall should be at least 36 inches from the wall.

Long-Term Parking

- Bicycles may be vertically tipped for storage but not hung above the floor. Such vertical spaces shall be at least two feet wide, four feet deep, and no higher than six feet.
- Bicycle lockers shall be at least six feet long, two feet wide and four feet high with a five-foot access aisle.

Note that bicycle parking may not impede or interfere with pedestrian traffic or routine maintenance activities, and it may also not block access to buildings, bus boarding, or freight loading. If bicycle parking is not visible from the street or a main building, a sign should be posted at the main building entrance indicating the location of the parking.

Bicycle Parking in the Public Right-of-Way

Bicycle parking for private developments should not be located in the public right-of-way unless there is not adequate room on site or the public location is superior. The Department of Public Works can issue a right-of-way encroachment permit for bicycle parking with an application that includes the following:

- An application and a maintenance agreement for the rack(s)
- Pictures of the proposed location
- A scalable site plan that indicates the proposed location of the rack, building entrances and exits, bus stops, and any existing sidewalk obstructions.



Bike Parking in Right-of-Way along N. Washington Street in Rockville

Note that sidewalks narrower than nine feet wide are unsuitable for bicycle parking and applications for such locations are unlikely to be approved.

Bicycle Parking Maintenance

Bicycle parking should be regularly maintained, including:

- Removing any abandoned bicycles, locks, and chains
- Fixing or replacing damaged racks
- Removing graffiti and stickers and applying touch up paint as needed

Bicycle Parking in Parking Structures

All public and commercial parking structures should provide a minimum of 20 bicycle parking spaces. Additional requirements include:

- Must be on the same level as the entrance to the garage from the street, accessible via automobile ramps designed to serve bicyclists, or near an elevator that is sufficiently large to accommodate bicycles
- Must still meet the security standards of short-term racks
- Where long-term bicycle parking is next to automobile parking or loading, a physical barrier, such as bollards, should be provided



Bike Parking in a Parking Garage

Lockers and Showers



Locker Room at Rockville City Hall

In the Rockville Zoning Ordinance, lockers and showers are to be installed where long-term bicycle parking spaces are required for office use categories. Existing development is encouraged to provide lockers and showers at the same rate as new development:

- **Showers:** For every 50,000 square feet of Gross Floor Area, one shower per gender must be installed, up to a maximum of three showers per gender. Showers must be accessible to all tenants of the building.
- **Lockers:** A minimum of one clothes storage locker per gender must be installed for every long-term bicycle parking space. The lockers must be installed adjacent to the showers in a safe and secured area and be accessible to all tenants.