



Bike Parking Manual

September 25, 2025

Village of Wellington

Ord. No.2025-24: Exhibit B



Bike Parking Manual

Providing bicycle parking encourages people to use their bicycles for transportation. Research shows that people are more likely to use a bicycle if they are confident that they will find convenient and secure parking at their destination. ¹

This document is a guide to choosing appropriate bicycle parking rack. The lack of safe and convenient bicycle parking is an impediment to bicycle use. The intent of this manual is to support bicycle parking spaces in areas where a bicycle may be securely stored, and conveniently accessed and removed without requiring the movement of other parked bicycles.

This manual establishes high standards to ensure secure and convenient short-term and long-term bicycle parking options.





Source: Essentials of Bike Parking by Association of Pedestrian and Bicycle

¹ Ralph Buehler with Andrea Hamre, Dan Sonenklar, and Paul Goger, Virginia Tech, Urban Affairs and Planning, Final Report, 08/2010-11/2011, "Trends and Determinants of Cycling in the Washington, DC Region" <https://ntl.bts.gov/lib/47000/47100/47120/VT-2009-05.pdf>

Rack Styles

Racks for Type I and Type II

The styles below are the required bicycle racks for Type I (short-term) bicycle parking spaces.

INVERTED U also called staple, loop		Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.
POST & RING		Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

Source: *Essentials of Bike Parking* by Association of Pedestrian and Bicycle Professionals (APBP).

Note: The styles above may also be used for Type II (long-term) bicycle parking spaces.

Variations from Type I bicycle racks may be approved if the rack meets all of the following requirements:

1. Supports bicycle by making two points of contact with the bicycle, preventing it from falling over;
2. Allows locking of the frame and one or both wheels with a u-lock;
3. Allows two bicycles to be parked per rack.

High-density Racks

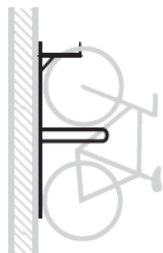
The styles below may be used for Type II (long-term) bicycle parking spaces.

STAGGERED WHEELWELL- SECURE



Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

Source: Essentials of Bike Parking by Association of Pedestrian and Bicycle Professionals (APBP).

Racks to Avoid

WAVE

also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD

also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED

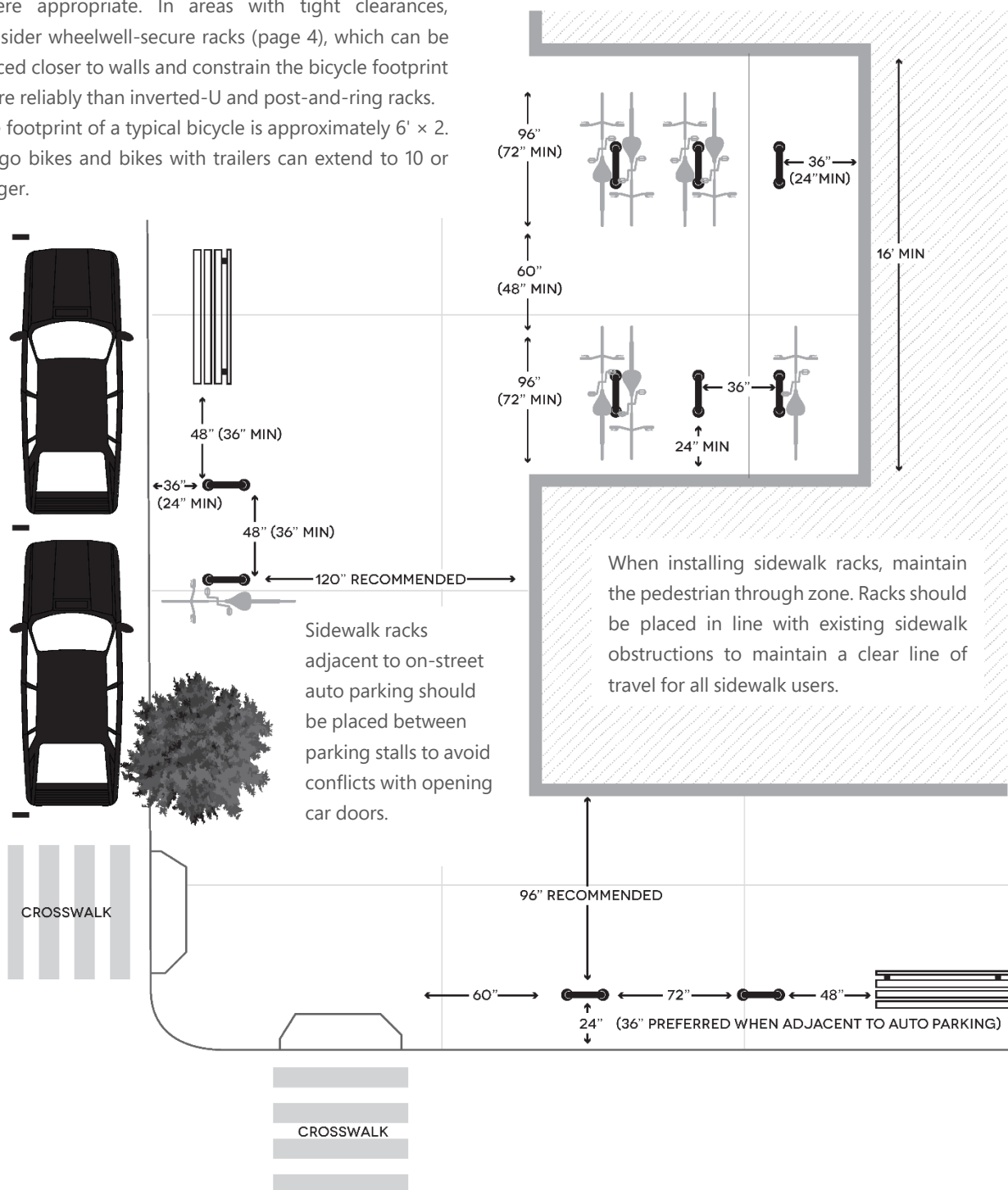


These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

Source: *Essentials of Bike Parking* by Association of Pedestrian and Bicycle Professionals (APBP).

Placement

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 4), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2. Cargo bikes and bikes with trailers can extend to 10 or longer.



Source: *Essentials of Bike Parking* by Association of Pedestrian and Bicycle Professionals (APBP).

Resources

Wellington strongly recommends incorporating the latest version of the Bicycle Parking Guidelines from the Association of Pedestrians and Bicycle Professionals (APBP) for the design of bicycle parking.

The list below are additional resources.

- Bike Parking Layout and Design Dimensions – <https://cyclesafe.com/bike-parking-dimensions/>
- Essentials of Bike Parking – www.apbp.org
- Dero Bike Parking Guide - <https://www.dero.com/bike-parking-guide/>
- Dero Bike Room Design Guide – <https://www.dero.com/bike-room-design-guide/>