

City of Waltham Traffic Commission

Bicycle Parking Standards

Adopted - June 18, 2015

The City of Waltham, Massachusetts, encourages and promotes bicycle transportation as a healthy, convenient and sustainable travel option. Benefits of bicycling go beyond the individual cyclist but to the community in terms of reduced congestion and air pollution.

Good bicycle parking encourages more bicycle trips and reduces the number of cars traveling to a site. A bicycle rack that is well located, securely installed and easy to use will promote use and avoid bicycles being locked to unacceptable options including: trees, sign posts, street furniture and handrails. However, a bicycle racking system that is not securely installed, is difficult to use or is in the wrong location will not be used.

The Waltham Traffic Commission requires bicycle parking (short-term & long-term) to be consistent with best practices and standards from the latest version of the Association of Pedestrian and Bicycle Professionals, Bicycle Parking Guidelines and part of the mode-shift strategy for development proposal to reduce vehicular congestion.

Bicycle Racks Minimum Requirements:

- Provide secure, stable, and upright parking with both wheels resting on the ground without the need for a kickstand or moving of other bicycles
- Support an upright bicycle frame at two points
- Permit the bicycle frame and one or both wheels to be locked with a U-lock or a cable lock to the rack
- Front-in parking: able to secure front wheel and down tube of an upright bicycle with a U-lock or a cable lock
- Back-in parking: able to lock the rear wheel and seat tube of an upright bicycle with a U-lock or a cable lock
- Preferred rack styles are the inverted “U-shape” or the “post and ring” and their variations; wave racks and comb styles are not acceptable

Locations for Bicycle Parking Areas shall be:

- Visible when approaching the building, preferably within 50’ of actual entrance on a hard surface
- Installed as smaller bicycle parking areas for multiple buildings that are conveniently located at each entrance, rather than one large bicycle parking area
- Visible in parking lot/garage installations and not obscured by parked cars or put the bicyclist or parked bikes at risk from moving cars
- Publicize bicycle parking with clear signage in parking garages
- Sited to avoid blocking pedestrian flow in/out of building or facility
- Sited in areas with good lighting for 24/7 usage, preferably covered for weather protection

Required for Traffic Commission Review:

- Consistent with the Complete Street Policy, the City Traffic Engineer may request submission of a *Bicycle Parking Plan (BPP)* to Traffic Engineer as part of a Special Permit Application with:
 - Proposed quantities and locations of bicycle facilities.
 - Exact details and specifications of the design and layout of proposed bicycle spaces.
 - The BPP may also include qualitative analysis of how bicycling fits in to the mode-shift strategy to reduce vehicular congestion.