

# Minneapolis Bike Parking Options and Regulations

Non-Motorized Transportation Pilot Program (NTPP)

## Bicycle Facility Design Guidelines

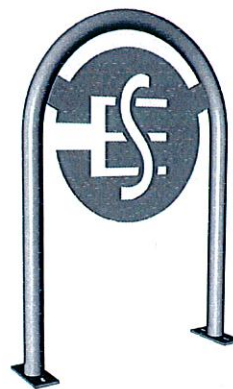
### Bicycle Parking Guidelines

Placement Considerations (Class III)—Below are some placement factors that need to be considered:

- Distance to front doorways should be minimized, but kept at least 2 ft from edge of door.
- Bike racks must be placed 2 feet away from utilities (sewer, water, gas, and electricity).
- Distance from fire hydrants—At least 10 feet
- With bikes parked on racks, there must remain 6 feet of clear zone for a pedestrian walkway.
- Bike racks should be placed on a flat surface not to exceed a 2% slope.
- Mounted bike racks should be placed on a paved surface. Rail mounted bike racks may be placed on a grass or wood chip surface.
- Bike racks shall not be directly placed in a location that would block a fire escape.
- Bike racks shall not be placed in a corner area that blocks safe sight lines for motor vehicles.
- Bike racks should not be placed in front of a loading or unloading area at a bus stop.
- Bike racks should have 2 points of contact.

### Additional Bike Rack Guidelines:

- Bike racks may not have sharp edges, welds must be ground and smoothed.
- Bike racks must be at least 32 inches tall so that the bike rack will be clearly visible to pedestrians, will not be a trip hazard, and is ADA compliant (Objects projecting from walls with their leading edges between 27 in. and 80 in. above the finished floor shall protrude no more than 4 in. into walks, halls, corridors, passageways, or aisles. Objects mounted with their leading edges at or below 27 in. above the finished floor may protrude any amount and. Free-standing objects mounted on posts or pylons may overhang 12 in. maximum from 27 in. to 80 in. above the ground or finished floor. Protruding objects shall not reduce the clear width of an accessible route or maneuvering space.)
- Gaps in the bike rack should be either smaller than 3.5" in diameter or larger than 9" in diameter to avoid child entrapment hazards.



Photos: Examples of creative variations of standard bike racks styles. The City of Lakes racks (top) are used at city buildings. The second rack from the top is used in the Seward Neighborhood on Franklin Avenue and the bottom rack is used on Nicollet Avenue (Eat Street).

## Minneapolis Bike Parking Regulations Guide

Minneapolis is a popular city for bicycling, with an estimated 4.3% of commute trips made by bicycle in 2008 (U.S. Census Bureau). Having good places to park and secure bicycles is a key part of the bicycle transportation network, and Minneapolis is working toward providing more and better bike parking throughout the city.



Bike parking at the Mill City Museum on S. 2<sup>nd</sup> St. in Downtown Minneapolis

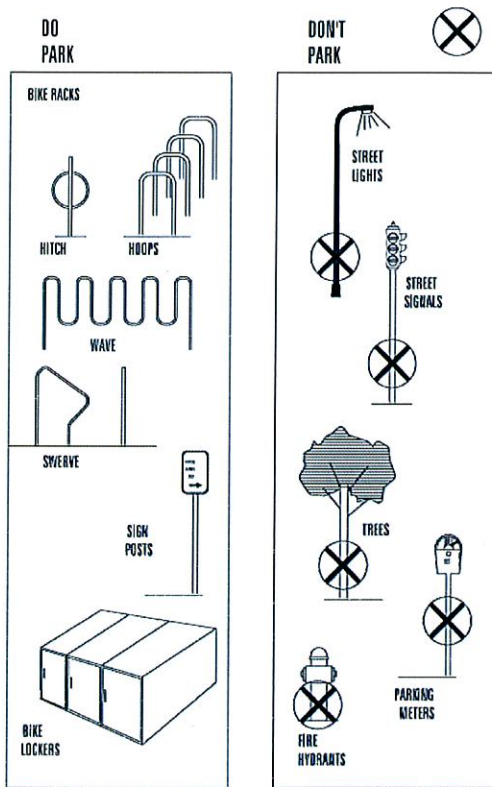
The Minneapolis City Council adopted new off-street parking regulations in January 2009. This chart below describes how the rules affect bicycle parking for new facilities in the city.

New Buildings (as of 1/09)	Minimum Bicycle Parking Requirement
Non-residential uses < 1,000 sq. ft.	Exempt
Residential – Single Family to 4 units	Exempt
Multi-family dwellings (5 or more units)	1 space per two dwelling units
Schools (K-12)	3 spaces per classroom
Community centers	6 spaces
Theaters	3 spaces
General retail sales & services	3 spaces or 1 space per 5,000 sq. ft. of general floor area
Offices	3 spaces or 1 space per 15,000 sq. ft. of general floor area
Restaurant or coffee shop	3 spaces
Indoor or outdoor recreation facility	3 spaces
Sports & health facility	3 spaces or 1 space per 10,000 sq. ft. of general floor area
Medical clinic	3 spaces
Industrial uses	2 spaces or 1 space per 20,000/30,000/40,000 sq. ft.
Post office	3 spaces

\* This table is a summary. Additional standards exist mandating the location of long-term and short-term bicycle parking, and there are separate rules for downtown Minneapolis. For the full version, see Table 541-3 of the City of Minneapolis Zoning Code (Title 20, Chapter 541).

For more information about the Minneapolis Off-Street Bicycle Parking Ordinance, contact Jason Wittenberg at 612-673-2297 or [Jason.Wittenberg@ci.minneapolis.mn.us](mailto:Jason.Wittenberg@ci.minneapolis.mn.us), or visit <http://www.ci.minneapolis.mn.us/government/ordinances.asp> (Title 20, Chapter 541) to review the adopted code in full.

## Legal and Illegal Bicycle Parking (MCC 490.150)



- **Legal:** Bicycles may legally park upon a sidewalk and be temporarily attached to sign posts and bicycle racks.
- **Illegal:** It is illegal to attach a bicycle to trees, parking meter posts, street light posts, traffic signal posts, or hand railings. Parked bicycles may not impede the normal and reasonable movement of pedestrian or other traffic.



### More Resources for Minneapolis Bike Parking

- **City of Minneapolis Bike Rack Cost Share Program** – The City shares the cost of new bike parking in eligible locations (50/50 with the business). Contact Paul Cao at 612-673-2943 or [paul.cao@minneapolismn.gov](mailto:paul.cao@minneapolismn.gov) for more information.
- **Legal placement of bicycle racks** in the public right of way: Contact Paul Cao at 612-673-2943 or [paul.cao@minneapolismn.gov](mailto:paul.cao@minneapolismn.gov) for more information.
- The **Minneapolis Bike Walk Ambassador Program** can help to provide educational resources at your business or building to support and promote biking and walking. Contact David Peterson at 612-333-3410 ([david.peterson2@ci.minneapolis.mn.us](mailto:david.peterson2@ci.minneapolis.mn.us)) or visit [www.bikewalktwincities.org/ambassadors](http://www.bikewalktwincities.org/ambassadors) for more information.
- **Dero Bike Racks** is a local manufacturer and installer of bicycle racks of all varieties. Their staff can help you work through any bike parking questions you might have. Visit [www.dero.com](http://www.dero.com) or call 612-724-9217 for more information.

# Minneapolis Bike Rack Styles

## GOOD BIKE PARKING EXAMPLES

Below are Good Examples of Bike Parking. Standard bicycle racks are easy to recognize and use. Newer styles look more appealing to bicyclists and properly space bicycles to maximize the use of space. Newer styles are also harder for bicycle thieves to take bicycles or parts. Bike racks should be placed at convenient and safe locations.



Style 1 - Bike Bike Rack



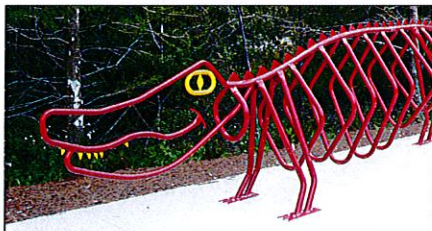
Style 2 - Hoop Bike Rack



Style 3 - Hitch Bike Rack



Style 4 - Swerve Bike Rack



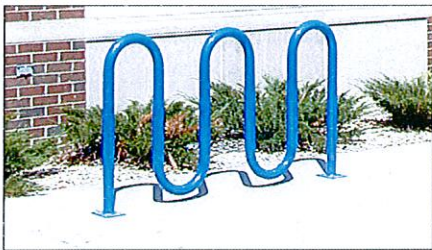
Style 5 - Custom Bike Rack



Style 6 - Event Bike Rack - for temporary event parking only



Style 7 - Helix Bike Rack - Less desirable



Style 8 - Rolling Bike Rack - Less desirable, not as much support for bike frame



Meter Hitch

## BAD BIKE PARKING EXAMPLES

Below are Poor Examples of Bike Parking. Bicycle racks that are old and rusty or are in disrepair inhibit bicycling. Bicycles attached to obsolete bike racks are more likely to be stolen or damaged. Poorly placed bike racks are also problematic because they are often trip hazards or contribute to accessibility challenges.



Not recommended - wheel bender and tripping hazard



Not recommended - not u-lock compatible, wheel bender



Not recommended - not made of strong enough materials