

Guidelines for Siting Residential Bicycle Parking Racks

The City recognizes that providing bicycle parking at residential locations is important in supporting and encouraging the use of bicycles as a mode of transportation. Bicycle parking has been required for new development since 1981, and today bicycle parking is required by zoning for new, expanded, or converted residential buildings of three or more units (for long-term parking) and four or more units for (short-term parking). Opportunities for additional bicycle parking also exist in connection with street reconstruction projects. Finally, bicycle parking can be installed at residential locations through the Community Development Department's (CDD) Bicycle Parking Program.

When assessing needs and reviewing requests by the public for bicycle parking, CDD's Bicycle Parking Program places priority on installing new bicycle parking at the highest demand *destinations*, specifically: main business districts, small business districts in neighborhoods, schools, parks, and public buildings.

However, CDD's bicycle parking program will also aim to install bicycle racks at entirely residential locations. Residential locations will receive a lower priority than business districts, schools, parks, and public buildings, and will represent approximately 10% of the annual installation program. Priority will be given to residential locations that:

- have already requested bicycle parking on the private property through their landlord, property manager, or condo association.
- lack a feasible location on the private property for bicycle parking
- are more than two stories and lack elevators, or have elevators too small to fit a bicycle inside
- are multi-family buildings or large apartment buildings
- have not already received bicycle rack installations through CDD's program

In all cases, the property owner will be notified of the bicycle rack installation. Bicycle parking at entirely residential locations should be located along the sidewalk frontage of the property in question, unless another acceptable nearby location can be identified, ideally with the consent of the abutting property owner. On many residential streets in Cambridge sidewalks are less than the minimum sidewalk width (7.5 feet) needed to install bicycle parking and maintain an ADA accessible walking path. In these cases, it will not be possible to provide bicycle parking through CDD's bicycle parking program.