

Bike Parking Standards

Supplemental Guide

Some properties have bike parking needs that go beyond what is outlined in [Arlington County's Bike Parking Standards Guide](#). This supplemental guide illustrates the basic minimum expectations for some alternative bike parking options.

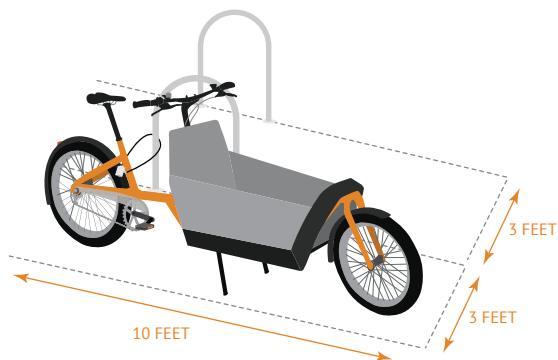
Cargo Bike Parking

On-bike storage is limited with traditional bicycles, so cargo bikes provide a useful alternative. Cargo bikes are typically structured like a traditional bicycle with space in the front or rear for additional storage. Because of the longer length and width, these bikes require additional clearance space for parking.

Cargo bike parking spaces should meet the following minimum standards:

- 3 feet clearance width,
- 10 feet length, and
- The location should not require lifting of the bicycle onto a curb.

Providing bike parking with this expanded clearance space can also help to accommodate other types of bikes, including recumbent bikes, tandem bikes, and bikes with trailers.

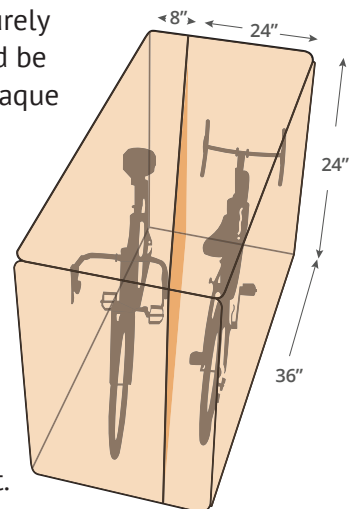


Bike Lockers

Per the [Arlington County Bike Parking Standards Guide](#), the preferred option for Class 1, secure bike parking is a ground level bike room inside a building. However, providing this option may not be realistic at some properties. For buildings and/or institutional campuses with available outdoor space and/or decentralized points of entry, bike lockers may provide an attractive alternative to secure bike rooms/cages.

Bike lockers should be securely anchored to the ground and be made of durable, mostly opaque material that protects the bikes from weather and from prying eyes. They should also meet the following minimum dimensions:

- Locker doorway access should provide the same clearance as a secure room aisle width, or 5 feet.
- Locker must accommodate a bike that is roughly 2 feet wide at the handle bars, 6 feet long, and 4 feet high from the ground*.



**Some lockers may accommodate more than one bike of these dimensions.*

Contact for More Information

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