



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Urbana Bicycle and Pedestrian Advisory Commission
FROM: Kat Trotter, Planner I
DATE: December 17, 2021
SUBJECT: Bicycle Parking & Zoning Ordinance Requirements

Introduction

At the November 16, 2021, meeting, BPAC discussed the bicycle rack inventory at Public Works and bicycle parking requirements. This memo explains the current requirements for bicycle parking, per the Zoning Ordinance, and suggests actions for BPAC's recommendations to City Council regarding bicycle parking as a Council goal and implementation strategy.

Discussion

The Zoning Ordinance requires bicycle parking to be installed for new construction in Urbana.¹ Bicycle parking is also required when a building is expanded or when the use of a building changes.² Section VIII-7 of the Zoning Ordinance includes how much bicycle parking is required (based on the principal use of a building), requirements for acceptable bike racks and their location, and detailed diagrams showing how to lay out bike parking on a site. The Zoning Ordinance requirements address some of Mr. Marino's suggestions that commercial redevelopment projects should be required to meet the code for bicycle parking, including details on location, proximity to the front door, spacing, etc.

The 2016 Bicycle Master Plan offers recommendations to update Urbana's bicycle parking requirements and standards that address some of BPAC's concerns. Some of these recommendations have already been incorporated into the Zoning Ordinance, including Figure VIII-7: Bicycle Parking Rack Types.³ Planning staff suggests that BPAC examine and discuss the recommendations in the Bicycle Master Plan. If the recommendations align with BPAC's goals for bicycle parking, you could recommend that the City Council make updating our standards to match these recommendations as a priority or Council goal.

Attachments: Exhibit A: Zoning Ordinance Section VIII-7. Bicycle Parking
Exhibit B: Urbana Bicycle Master Plan Section 11.6 Bike Parking & Zoning Ordinance Recommendations

¹ Zoning Ordinance Table VIII-6. Bicycle Parking Requirements by Use

² Zoning Ordinance Section VIII-7.2.a.

³ 2016 Bicycle Master Plan, Figure 205

EXHIBIT A - Zoning Ordinance Section VIII-7. Bicycle Parking

- F. Off-street loading spaces without loading docks may be located in a required rear yard.
- G. Off-street loading spaces with loading docks shall be set back at least 75 feet from residential districts. Loading spaces with loading docks located within 150 feet of residential districts shall also conform to one or more of the following:
 - 1. The loading space and dock shall be screened from adjacent residences by use of a wing wall of sufficient height and length to effectively screen any vehicles and trailers parked in said space; or
 - 2. The loading space and dock shall be fully enclosed within a building; or
 - 3. The loading space and dock shall not be occupied between the hours of 10:00 PM and 7:00 AM; or
 - 4. The loading space and dock shall implement alternative measures sufficient to mitigate noise, such as an engineered noise wall, shield, or baffle, with such measures to be approved by the Zoning Administrator and City Engineer.⁹

Section VIII-7. Bicycle Parking

- A. Provisions for the convenient and accessible parking of bicycles shall be made in accordance with Table VIII-6. In addition the following provisions shall also apply:
 - 1. *Zoning Administrator Review*
 - a) The Zoning Administrator shall determine whether proposed developments are subject to the bicycle parking requirements set forth in Table VIII-6, based upon demand generated by the use, the locations of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.
 - b) For non-residential uses, bicycle parking spaces shall be required only for those developments requiring 10 or more automobile parking spaces per Table VIII-7.
 - c) The Zoning Administrator shall have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.
 - 2. *Type and Location of Bicycle Parking Racks*
 - a) Provisions regarding type and location of bicycle parking racks shall apply to new development as well as to changes in use or intensity of use in existing development.
 - b) Bicycle parking rack types, placement, and layout shall be designed so as to accommodate standard bicycle models and lock types and shall be subject to the approval of the Zoning Administrator as part of the building permit review process. Examples of acceptable and unacceptable bicycle rack types are provided in Figure VIII-7, and examples and requirements for bicycle parking layout are in Figure VII-8.
 - c) Bicycle parking areas shall not obstruct walkways or other pedestrian areas.
 - d) Bicycle parking areas shall be allowed in the same location as automobile parking on a site.

⁹ (Ord. No. 2010-08-071)

- e) For non-residential uses, bicycle parking racks may be placed within the area of up to two automobile parking spaces on a site. These spaces may be credited toward the total number of off-street automobile parking spaces required by Section VIII-5 and Table VIII-7.
- f) Bicycle parking areas shall be placed on an approved dust-free surface, subject to the review and approval of the Zoning Administrator. Acceptable surfaces include, but are not limited to, concrete, asphalt, bricks, rock chips, recycled asphalt, and wood chips.
- g) For non-residential uses in the AG, B-1, B-2, B-3, B-3U, CRE, IN1, IN-2, and MIC zones, bicycle parking areas may encroach into the required front yard setback, but in no case shall be closer than five feet to the front property line.
- h) For non-residential uses in the B-4 zoning district, bicycle parking areas may be permitted in the right-of-way subject to City Engineer approval.
- i) For non-residential uses in the B-4E and Campus Commercial District (CCD) zones, bicycle parking areas may encroach into the required front yard.
- j) Bicycle parking areas are prohibited within the front yard setback in the R-1, R-2, R-3, R-4, R-5, R-6, R-6B, and R-7 Zoning Districts.
- k) Bicycle parking areas shall be permitted within the side and rear yard setbacks in all zoning districts.
- l) The amount of off-street automobile parking required by Section VIII-5 for non-residential uses may be reduced by up to two spaces when bicycle racks occupy the automobile parking spaces, and where the spaces occupied by the bicycle racks are located in a convenient and accessible manner.

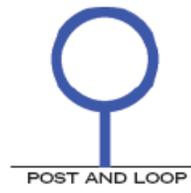
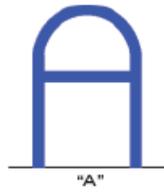
Table VIII-6. Bicycle Parking Requirements by Use¹

Use	Number of Spaces Required
Multi-family, Boarding or Rooming House, or Dormitory ²	1 for every 2 dwelling units
Public and Quasi Public Uses^{2,3}	
All schools	4 for every classroom
All other uses	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Commercial Uses^{2,3,4}	
All uses	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Industrial, Transportation & Related Uses^{2,3}	

All uses	4% of required automobile parking up to a maximum of 25 bicycle parking spaces
<p>¹ The Zoning Administrator shall determine whether proposed developments are subject to these bicycle parking requirements based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.</p> <p>² The Zoning Administrator shall further have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.</p> <p>³ For non-residential uses, bicycle parking spaces shall be required only for developments with 10 or more automobile parking spaces required.</p> <p>⁴ Commercial uses include the following categories from Table VIII-7: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.</p>	

Figure VIII-7. Bicycle Parking Rack Types

Acceptable Designs



Unacceptable Designs

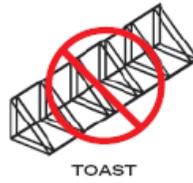
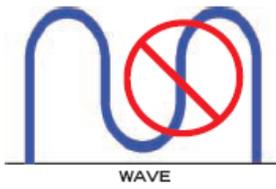
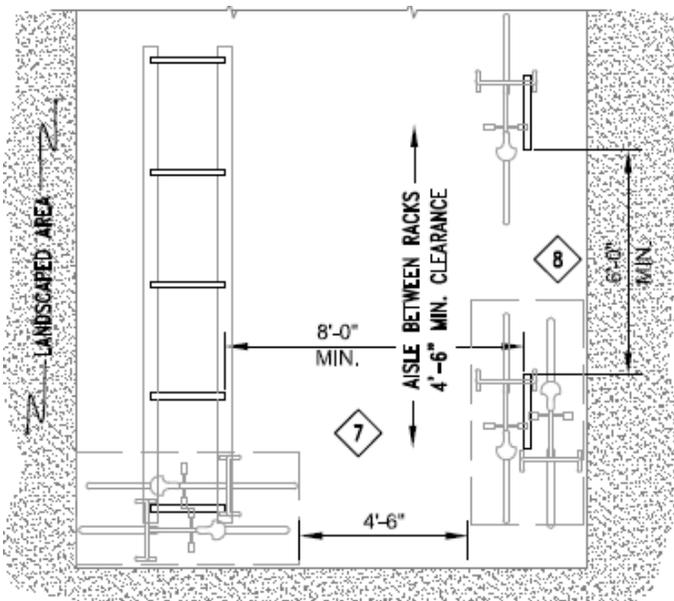
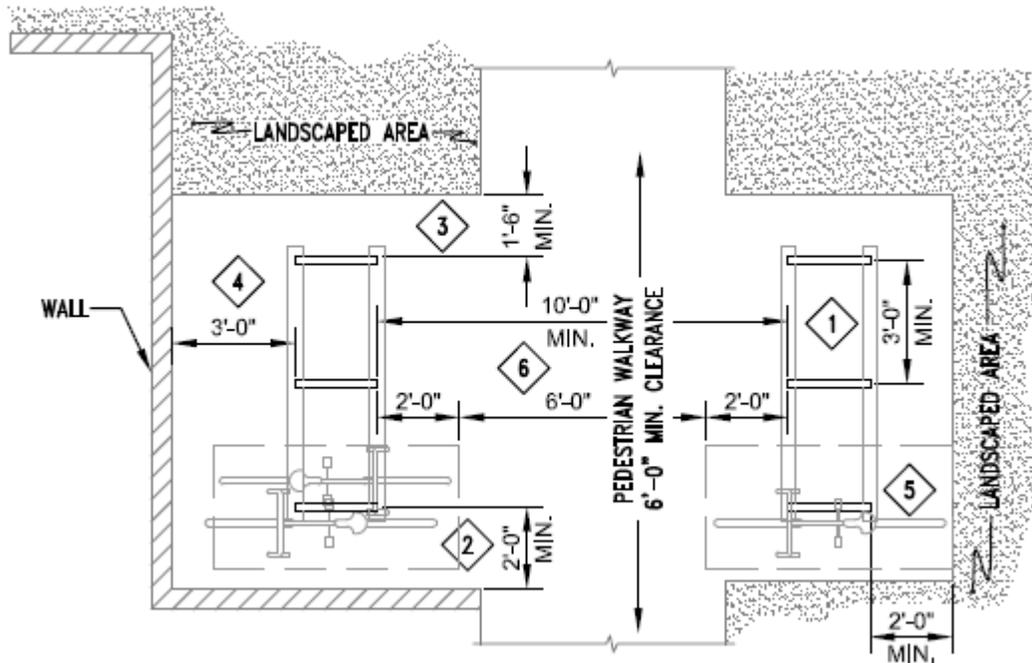
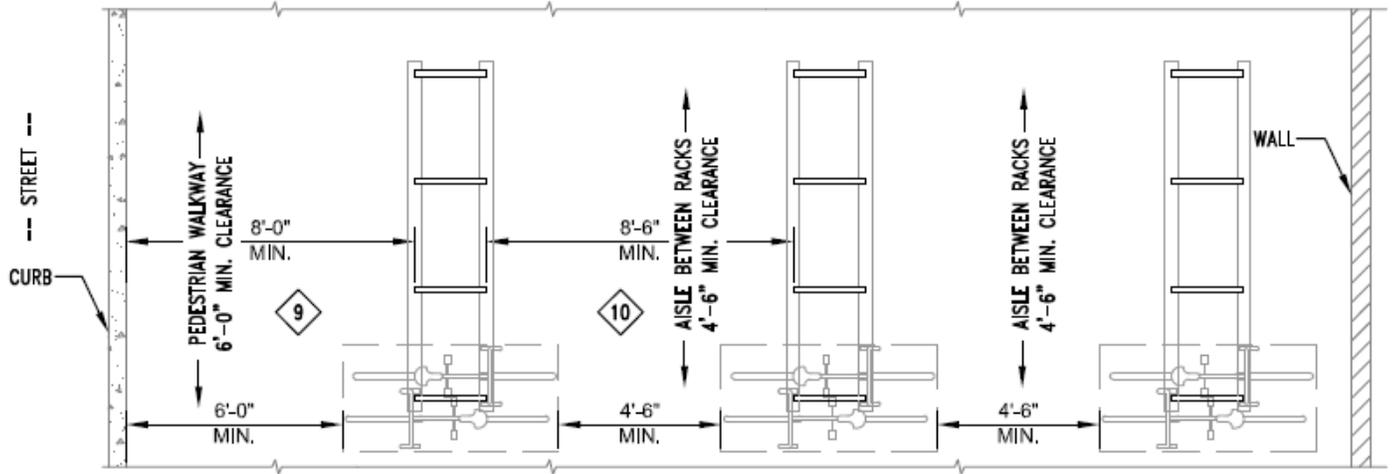


Figure VIII-8. Bicycle Parking Layout Examples and Requirements



- 1 DIMENSION SHALL BE A MINIMUM OF 36" BETWEEN SIDES OF LOOPS.
- 2 DIMENSION SHALL BE A MINIMUM OF 24" FROM WALL TO SIDE OF LOOP.
- 3 DIMENSION SHALL BE A MINIMUM OF 18" FROM LANDSCAPED AREA TO SIDE OF LOOP.
- 4 DIMENSION SHALL BE A MINIMUM OF 36" FROM WALL TO END OF LOOP.
- 5 DIMENSION SHALL BE A MINIMUM OF 24" FROM LANDSCAPED AREA TO END OF LOOP.
- 6 DIMENSION OF AISLE SHALL BE A MINIMUM OF 10'-0" FROM END OF LOOP TO END OF LOOP. (CLEARANCE FOR DESIGNATED PEDESTRIAN WALKWAY SHALL BE A MINIMUM OF 6'-0")
- 7 DIMENSION OF AISLE SHALL BE 8'-0" BETWEEN SIDE OF LOOP AND END OF LOOP. (AISLE CLEARANCE BETWEEN BIKES SHALL BE A MINIMUM OF 4'-6")
- 8 DIMENSION OF AISLE SHALL BE 6'-0" BETWEEN END OF LOOP AND END OF LOOP.
- 9 DIMENSION OF AISLE SHALL BE 8'-0" BETWEEN ROADWAY AND END OF LOOP. (CLEARANCE FOR DESIGNATED PEDESTRIAN WALKWAY SHALL BE A MINIMUM OF 6'-0")
- 10 DIMENSION OF AISLE SHALL BE 8'-6" BETWEEN END OF LOOP AND END OF LOOP. (AISLE CLEARANCE BETWEEN BIKES SHALL BE A MINIMUM OF 4'-6")

Figure VIII-8. Bicycle Parking Layout Examples and Requirements (Cont.)



11.6 BIKE PARKING & ZONING ORDINANCE RECOMMENDATIONS

Following are recommendations for changes to the Urbana Zoning Ordinance, Section VIII-7: Bicycle Parking, in order to improve and increase bicycle parking at all non-single family residential land uses in Urbana. **City of Urbana Planning Division staff should coordinate with the Plan Commission, and City Council to make any official amendments to the Urbana Zoning Ordinance after the 2016 UBMP planning process is complete.**

11.6.1 SUMMARY OF RECOMMENDED CHANGES TO THE URBANA ZONING ORDINANCE

Following are the major concepts of the recommended changes to the Urbana Zoning Ordinance regarding bicycle parking:

- 1. Definitions:** Definitions of bike parking and bike lockers have been added.
- 2. Developments:** The updated bike parking ordinance should be followed for new developments and major redevelopments.
- 3. Land Use:** The number of bike parking spaces required for a lot is based on land use, not the number of automobile parking spaces required.
- 4. Length of Visit:** Bike parking requirements are provided for both short-term visits to a site (2 hours or less) and long-term visits to a site (more than 2 hours).
- 5. Minimum Quantities:** A required minimum of bike parking spaces is now provided for some land uses.
- 6. Maximum Quantities:** Maximums of bike parking spaces are no longer provided.
- 7. Location:** More information is provided on the location of the placement of bike parking, so that it is closer to the main building entrance and/or provided inside a building.

11.6.2 RECOMMENDED CHANGES TO THE URBANA ZONING ORDINANCE

SECTION VIII-7 BICYCLE PARKING

Purpose.

The purpose of Section VIII-7 is to provide sufficient safe and convenient bicycle parking in new development and in major redevelopment to encourage bicycling as a form of transportation. Increasing bicycling can mitigate the impacts of auto travel in the City of Urbana by reducing traffic congestion, pollution, and wear and tear on roads, and fosters healthy physical activity.

Providing bicycle parking at major activity centers helps achieve the accessibility and transportation goals and objectives of the 2005 Urbana Comprehensive Plan, while increasing bicycle parking achieves Urbana City Council goals, objectives, and implementation strategies that directly relate to the Urbana Bicycle Master Plan.

Definitions:

Bicycle Locker: A locker or box designed to securely store a single bicycle.

Bicycle Parking: The accessory storage of non-motorized bicycles (which may include trailers or other customary accessories) in a secure manner that allows for quick and convenient access, storage, and removal of the bicycle by users who are making trips to or from the associated principal use.

Bicycle Parking Space: An area within which one bicycle may be conveniently and securely stored and removed in an upright position with both wheels resting upon a stable surface and without requiring the movement of other parked bicycles, vehicles or other objects to access the space. Bicycle racks that stagger bicycles vertically to allow them to be parked more closely together, such as double-decker or vertical wall-mounted racks, are also acceptable bicycle parking spaces.

Bicycle Rack: A fixed-in place stand, solidly anchored to the ground or other fixed object, which allows a bicycle to lean against it in an upright position with both wheels on a level surface, or in the case of a wall-mounted stand, allows a bicycle to be supported in a hanging position.

Long-term Bicycle Parking: A bicycle parking space that serves bicycle parking needs longer than two hours.

Short-term Bicycle Parking: A bicycle parking space that serves bicycle parking needs for two hours or less.

Required Bicycle Parking

A. Number of spaces required.

1. The required minimum number of bicycle parking spaces for each use category is shown in Table VIII-6.
2. The required minimum number of bicycle parking spaces is based on the principal uses on a site. If the principal use is not listed in Table VIII-6, the required number of bicycle parking spaces shall be determined based on the requirements of the most similar use in Table VIII-6, as determined by the Zoning Administrator. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the principal use is based on net building area, the net building area of accessory uses is included with the principal uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area.
3. When there are two or more separate principal uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual principal uses.

B. Exemptions

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
2. No bicycle parking is required for detached one-family or two-family dwellings.
3. No bicycle parking is required for the enlargement, expansion or conversion of an existing building, where the difference between the bicycle parking required for the proposed building and the bicycle parking that would be required for the existing building (under this Section of the Ordinance) equals fewer than two (2) bicycle parking spaces.
4. No bicycle parking is required for the enlargement, expansion or conversion of an existing building resulting in a dwelling containing three (3) or fewer dwelling units.

Where bicycle parking requirements are applicable pursuant to this Section, they shall be applied to the entirety of any use that is established, expanded or enlarged within a building or on a lot, and not only to the incremental increase in the intensity of such use.

Table 41 Table VIII-6: Bicycle Parking Requirements by Use¹

Use	Long Term Bicycle Parking Spaces (Proposed)	Short Term Bicycle Parking Spaces (Proposed)	Existing
Residential			
Single-family dwellings, existing single-family dwellings converted for two families, two-family dwellings, townhome dwellings	No minimum	No minimum	No minimum
Multifamily dwellings or mobile home park	1 space per dwelling unit for the first twenty (20) units in a building; 1.05 spaces per dwelling unit for all units over twenty (20) in a building	1 space for every 20 dwelling units. Minimum of 2 spaces.	1 space for every 2 dwelling units
Elderly oriented housing	0.5 space per dwelling unit	None	None
Group housing, including dormitories, fraternities and sororities	0.5 space per bed	None	None
Commercial²			
Retail Sales and Services	1 per 12,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 5,000 sq. ft. of net building area. Minimum of 2 spaces.	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Office	1 per 10,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	
Pay Parking Lots & Garages	1 per 20 auto spaces. Minimum of 10 spaces.	None	
Industrial			
Manufacturing and Production	1 per 15,000 sq. ft. of net building area. Minimum of 2 spaces.	None	4% of required automobile parking up to a maximum of 25 bicycle parking spaces
Warehouse and Freight Movement	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	None	
Community Services			
Schools, grades 2 through 5	2 for every classroom	None	4 for every classroom
Schools, grades 6 through 12	4 for every classroom	None	4 for every classroom
Medical Centers	1 per 70,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Religious Institutions	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 2,000 sq. ft. of net building area. Minimum of 2 spaces.	

¹ The Zoning Administrator shall determine whether proposed developments are subject to these bicycle parking requirements based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.

² Commercial uses include the following categories from Table VIII-7: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.

Requirements:

Bicycle parking requirements shall apply to the following projects:

- a) The construction of a new building or establishment.
- b) An increase of at least 15% in the number of residential dwelling units on a lot or in the amount of non-residential Gross Floor Area on a lot from the time of adoption of this section in the Ordinance.
- c) The conversion of existing Gross Floor Area to a new category of non-residential use, where such conversion results in at least fifteen percent (15%) increase in the total number of bicycle parking spaces that would be required for the entire building by this section in the Ordinance.
- d) If the new building or facility is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the Zoning Administrator.

Bicycle Parking Standards

A. Standards for all bicycle parking

- 1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
- 2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored to concrete footings, and made to withstand severe weather and permanent exposure to the elements.
- 3. Bicycle racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
 - i. A bicycle shall make contact with the rack at two (2) points along the length of the bicycle and shall allow one or both wheels to be locked to the stand by way of a cable, chain, U-lock or shackle. Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as "Inverted U-shape," "A," and "Post-and-Loop" racks (See Figure VIII-7).
 - ii. Each bicycle rack, if designed to the spacing requirements set forth herein may provide up to two bicycle parking spaces, with one bicycle parking space provided on each side of the bicycle rack. If a bicycle rack meets the spacing requirements on one side of the stand but not the other (as may be the case where a bicycle rack is attached to a wall), then it may provide one bicycle parking space.

- iii. A single interconnected structure may provide parking for more than two bicycles, in which case the term bicycle rack as applied in this Ordinance shall refer to any vertical element of the structure upon which one or two bicycles may be secured and which otherwise meets the layout standards set forth herein.
- iv. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.
- v. Bicycle racks shall generally be arranged either in rows (where bicycles are parked side-to-side) or in alignment (where bicycles are parked end-to-end). Where bicycle racks are arranged in rows, they shall be spaced at least four feet (4') apart on-center. Where bicycle racks are arranged in alignment, they shall be spaced at least eight feet (8') on-center.
- vi. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.
- vii. The area devoted to bicycle parking must be hard surfaced.

4. Covered bicycle parking. Covered bicycle parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where covered bicycle parking is not within a building or locker, the cover must be:

- i. Permanent.
- ii. Designed to protect the bicycle from rainfall.

B. Short-term bicycle parking.

1. Purpose. Short-term bicycle parking shall be intended primarily to serve visitors, such as retail patrons, making trips of up to a couple of hours to a particular use; however, it may serve other bicycle users as needed.

It shall be located on-site or in a publicly accessible space near pedestrian entrances to the uses they are intended to serve and should be visible to pedestrians and bicyclists. Short-term bicycle parking may be provided adjacent to public streets and sidewalks, or in some cases within the public right of way as bicycle corrals. If bike racks are located on public sidewalks, they must provide at least 6 feet of pedestrian clearance and be at least 2 feet from the curb.

2. Standards. Required short-term bicycle parking must meet the following standards:

i. Short-term parking must be provided in lockers or racks that meet the design and layout standards set forth in Section A3. Installers of bicycle racks may consult the illustrations shown of acceptable bicycle rack design (Figure VIII-7). Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as “Inverted U-shape,” “A,” and “Post-and-Loop” racks.

ii. Location. Short-term bicycle parking must be:

1. Outside a building
2. At the same grade as the sidewalk or at a location that can be reached by an accessible route
3. Within the following distances of the main entrance:
 - a. Within 50 feet of the main public entrance of the building or facility.
 - b. No farther than the nearest motor vehicle parking space to the main public entrance (excluding handicapped parking).
 - c. If the development contains multiple buildings or facilities or has multiple entrances that can be considered “main entrances,” the required Short-Term Bicycle Parking shall be distributed so as to maximize convenience and use.

C. Long-term bicycle parking.

1. Purpose. Long-term bicycle parking shall be intended primarily to provide residents, employees, commuters or other persons who would require storage of a bicycle for a substantial portion of the day, for an overnight period or for multiple days a secure and weather-protected place to park bicycles; however, it may serve other bicycle users as needed.

2. Standards. Required long-term bicycle parking must meet the following standards:

- i. Long term bicycle parking must be provided in racks or lockers that meet the standards of Section A3.
- ii. Location. Long-term bicycle parking shall be provided within the building containing the use or uses that it is intended to serve, or no more than 300 feet from the main public entrance.

iii. Long-term bicycle parking may be provided within the following types of facilities:

1. Enclosed spaces within a building, such as bicycle rooms or garages.
2. Bicycle sheds, covered bicycle cages, or other enclosed structures designed to provide secure and fully covered parking for bicycles.
3. Bicycle lockers or fixed-in-place containers into which single bicycles may be securely stored and protected.
4. Weather-protected bicycle parking spaces that are monitored at most or all times by an attendant or other security system to prevent unauthorized use or theft.

3. Optional. Long-term bicycle parking can meet the following standards:

- i. Covered Spaces. At least 50 percent of long-term bicycle parking is recommended to be covered. All covered bike parking must meet the standards in Section A4 above.

D. Motor vehicle parking space credits

1. For every 6 Bicycle Parking Spaces provided, the number of required off-street motor vehicle parking spaces (excluding handicapped parking spaces) on a site may be reduced by 1 space.

Sources:

Bicycle Parking Guidelines 2nd Edition, 2010, Association of Pedestrian and Bicycle Professionals (APBP).

Model Bicycle Parking Ordinance, October 2011, Public Health Law & Policy.

Ordinance Number 1357, Amendment to the Zoning Ordinances of the City of Cambridge, MA, April 25, 2013.

Portland, Oregon Zoning, Chapter 33.266 Parking and Loading, July 11, 2014.

Figure 205 Figure VIII-7: Bicycle Parking Rack Types

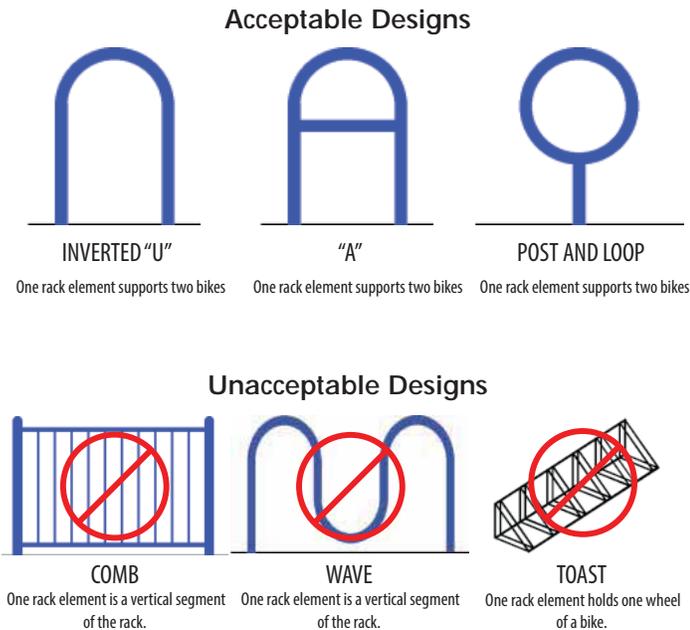


Figure 206 Thematic bike rack at Market at the Square

11.6.3 RECOMMENDED LOCATIONS FOR BIKE PARKING INSTALLATION AND UPGRADES

Bike racks currently exist at several locations throughout Urbana (see [Section 6.2](#) and [Appendix 5](#)). However, many bike racks installed before implementation of the 2008 UBMP have an inadequate "front-wheel-in-slot" design in which the bicycle cannot be properly locked unless the bicycle is parked broadside.

Some recommended locations to provide, increase, or upgrade bicycle parking facilities (including covered parking) include:

1. Apartment complexes and multi-family housing, including public housing
2. Banks, such as Busey Bank, First Federal Savings Bank, and First Mid-Illinois Bank & Trust in Downtown Urbana
3. Churches and places of worship
4. Commercial establishments in Downtown Urbana, including but not limited to Schnucks, Strawberry Fields, and Walgreens
5. Commercial establishments in the Philo Road Business District, such as County Market, CVS, Family Video, McDonald's, Sunnycrest Mall, and Walgreens
6. Commercial establishments throughout the rest of Urbana, including but not limited to Aldi, and Wal-Mart
7. Commercial areas in the University District, particularly:
 - o Southwest corner of Lincoln Avenue and Nevada Street
 - o Along Oregon Street and Goodwin Avenue
8. Downtown Post Office/Independent Media Center (IMC)
9. Government offices, such as the Urbana-Champaign Sanitary District (UCSD) office off of East University Avenue
10. Hotels
11. Hospitals and clinics
12. Lincoln Square, especially for Market at the Square
13. Office buildings
14. Polling places
15. Restaurants
16. Schools, as needed (especially covered bike parking)
17. University of Illinois buildings, as needed
18. Urbana Civic Center
19. Urbana Free Library (add covered spaces)
20. Urbana Parks, particularly increased parking at Meadowbrook Park and Crystal Lake Park

Some locations may be ideal for creative bicycle rack shapes, such as benches or artwork (See [Figure 206](#)). For more information on bike parking design guidelines, see [Section 5.4.3](#).

11.6.4 BIKE CORRALS

An alternative method to providing greater quantities of short-term bicycle parking is to consolidate the racks which would typically be placed in the sidewalk and locate them in the traditional auto on-street parking lane, along the curb. This approach is commonplace in European cities with high bicycle mode share and is rapidly gaining support in the United States.¹²

A bike corral is an area of in-street bicycle parking (see Figure 207). A bike corral is composed of the following elements:

1. The bicycle racks
2. A method of demarcating the parking area
3. Signage

The City of Urbana Public Works Department, Planning Division, Bicycle and Pedestrian Advisory Committee (BPAC), and the Urbana Business Association should work together to identify locations to install bike corrals, especially in Downtown Urbana.

The following steps adapted from the *APBP Bicycle Parking Guidelines 2nd Edition* are key to developing a successful in-street bike parking program:

1. Adopt/amend design guidelines: This includes adopting the *APBP Bicycle Parking Guidelines*, and/or amending the existing *Champaign County Greenways & Trails Design Guidelines*, in order to ensure consistent design across the area. Design guidelines should be officially adopted by Urbana City Council and/or the Champaign County Greenways & Trails Policy Committee.

2. Create city policies regarding maintenance and liability: Consistent policies for maintenance and liability are an excellent tool when working with the community and local businesses, and help to address concerns about adding to the City of Urbana’s maintenance burden or liability exposure.

3. Choose locations based on merchant requests. The most frequent objection to in-street parking is from merchants who perceive the loss of an automobile parking space as a threat to their livelihood. Seek out bicycle-friendly businesses.

4. Identify funding: Funding can be from local sources, project-by-project, or multiple sites can be bundled together for the purpose of larger grant applications.

5. Pilot locations which will succeed: Pick locations that are a guaranteed success, ones which have the strongest local support and will be the most heavily used. Picking sites with few if any design or installation challenges is also important to speed implementation.



Figure 207 Bicycle corral in Portland, OR
(Credit: Cynthia Hoyle)

6. Document outcomes: Before and after documentation should include bicycle parking utilization (bicycle counts) at the site as well as intercept or online surveys of cyclists, business patrons, and business owners.