

City of Salem

Bicycle Parking Guidelines



Introduction

Bicycling infrastructure in Salem is increasingly viewed as a basic amenity to residents, visitors, and employers. Biking can provide a key “last mile” connection among major destinations spread throughout the city, such as the MBTA station, ferry terminal, North Shore Medical Center, Salem State University, and the Peabody Essex Museum. Tourists sightsee on bicycles without adding cars to the roads during congested tourist seasons.

The purpose of this document is to provide specific guidelines to project proponents and the Planning Board so that no one has to start from scratch to determine the type, location, and amount of bicycle parking appropriate for each development project. The intended result is to encourage development projects to include bicycle parking that enhances the project’s value and helps to make Salem a more desirable place to live, work, and visit.

Which projects should include bicycle parking?

While all projects are unique, bicycle parking is strongly encouraged within every project’s planning and design. Bicycle parking may not be necessary for very small projects, such as single-family or duplexes subject to the Flood Hazard Overlay District Special Permit. And nearby public bicycle parking may be a more practical solution for smaller retail and commercial units. But in general, bicycle parking is strongly encouraged for all projects and should be included where it is feasible.

Short-term versus long-term bicycle parking

Different bicyclists have different storage needs. For riders briefly visiting a resident of a condominium or apartment complex, uncovered outdoor bicycle storage may be appropriate. On the other hand, employees, and even more so, residents, may require more secure storage with protection from the elements. This is the distinction between short-term and long-term bicycle parking, as shown in the following table.

	Short-term	Long-term
Location & Access	Publicly accessible	Exclusive access to user, such as within areas of a residential complex or place of business accessible only to employees or residents.
Cover	Recommended where practical	Should be covered to protect from the elements, preferably within building. Need not be climate controlled.
Visibility	Should be located in highly visible place close to building access point	Location need not be publicly visible.

Recommended minimum quantity of bicycle parking spaces

The table below includes recommended minimum number of bicycle parking spaces by project type. Project proponents are urged to include a quantity over the minimum to suit the needs of a project.

Primary Use	Minimum suggested bicycle parking
Single-family and two-family residential	None
Residential with 3 or more units	1 long-term space per unit, 1 short-term space per 4 units.
Commercial/Industrial/Exempt or Institutional	1 long-term space per 4 employees. Number of short term spaces to be determined by Planning Board.

- Notes:
- 1: Fractions of spaces shall be rounded up to a whole number.
 - 2: Minimum bicycle storage consists of one double-sided rack
 - 3: Total employees for the purpose of these guidelines is the maximum number present on premises at one time.

Payment in lieu of onsite bicycle storage

On a case by case basis, a project proponent may have the option to make a financial contribution to the City to fund offsite public bicycle parking as an alternative when the unique constraints of a project make providing onsite bicycle storage impractical. The financial contribution should be equal to the actual cost to the City to purchase and install public bicycle storage with a quantity of spaces equal or greater than the minimum recommended in the table above.

Rack types

To avoid damaging a bicycle, racks should support a bicycle in two places (not the wheel). Racks that require that a rider lift the bicycle are recommended only if other racks requiring no lifting are also provided. Racks should consist of durable materials able to withstand regular use. Unconventional racks that are creative or artistic should only be installed with approval from the Director of the Department of Planning & Community Development.

Examples of recommended racks



Examples of non-recommended racks:



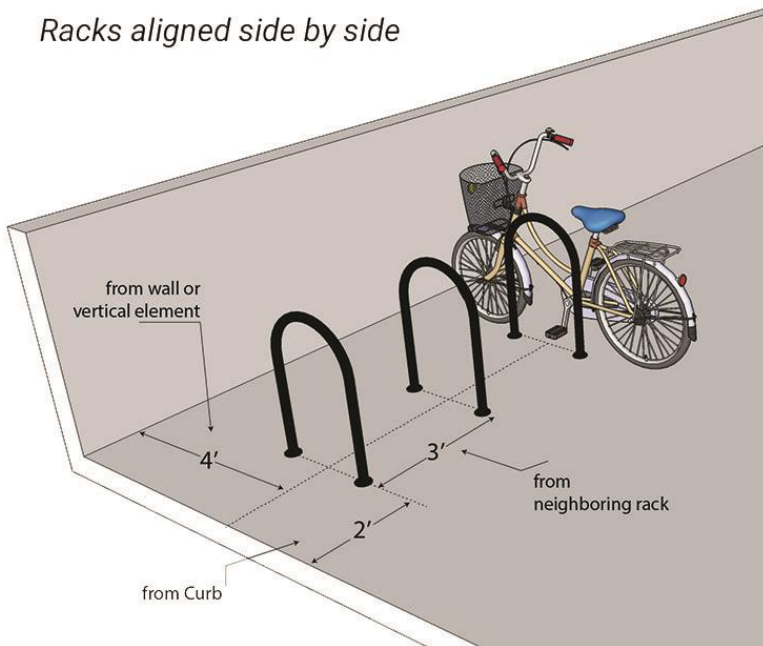
Dimensions

Racks should be located with sufficient surrounding clearance to allow use by a standard 6'-long bicycle. As feasible, especially with short-term public bicycle parking, consideration should be given to accommodate bicycles that require greater clearance, such as an adult tricycle, recumbent, tandem, cargo bicycle, or bicycle trailer.

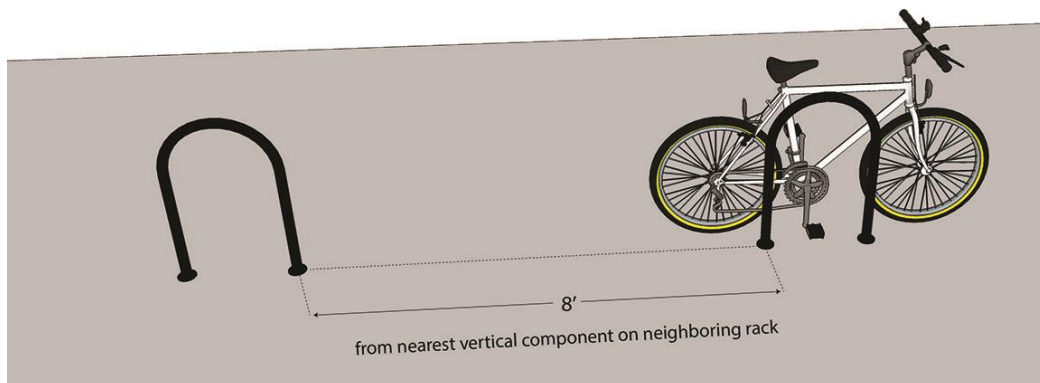
Bicycle racks should be installed with clearances per manufacturer's specifications.

Typical minimum clearance:

Racks aligned side by side



Racks aligned end to end



Further information:

[Essentials of Bike Parking, Association of Pedestrian and Bicycle Professionals, 2015.](#)
[Draft Municipal Resource Guide for Bikeability, MassDOT, November 2018.](#)

Reviewed by the Salem Planning Board on October 18, 2018

Approved by the Salem Bicycling Advisory Committee on December 18, 2018

City of Salem Department
Planning & Community Development
98 Washington Street, 2nd floor
Salem, MA 01970
Salem.com