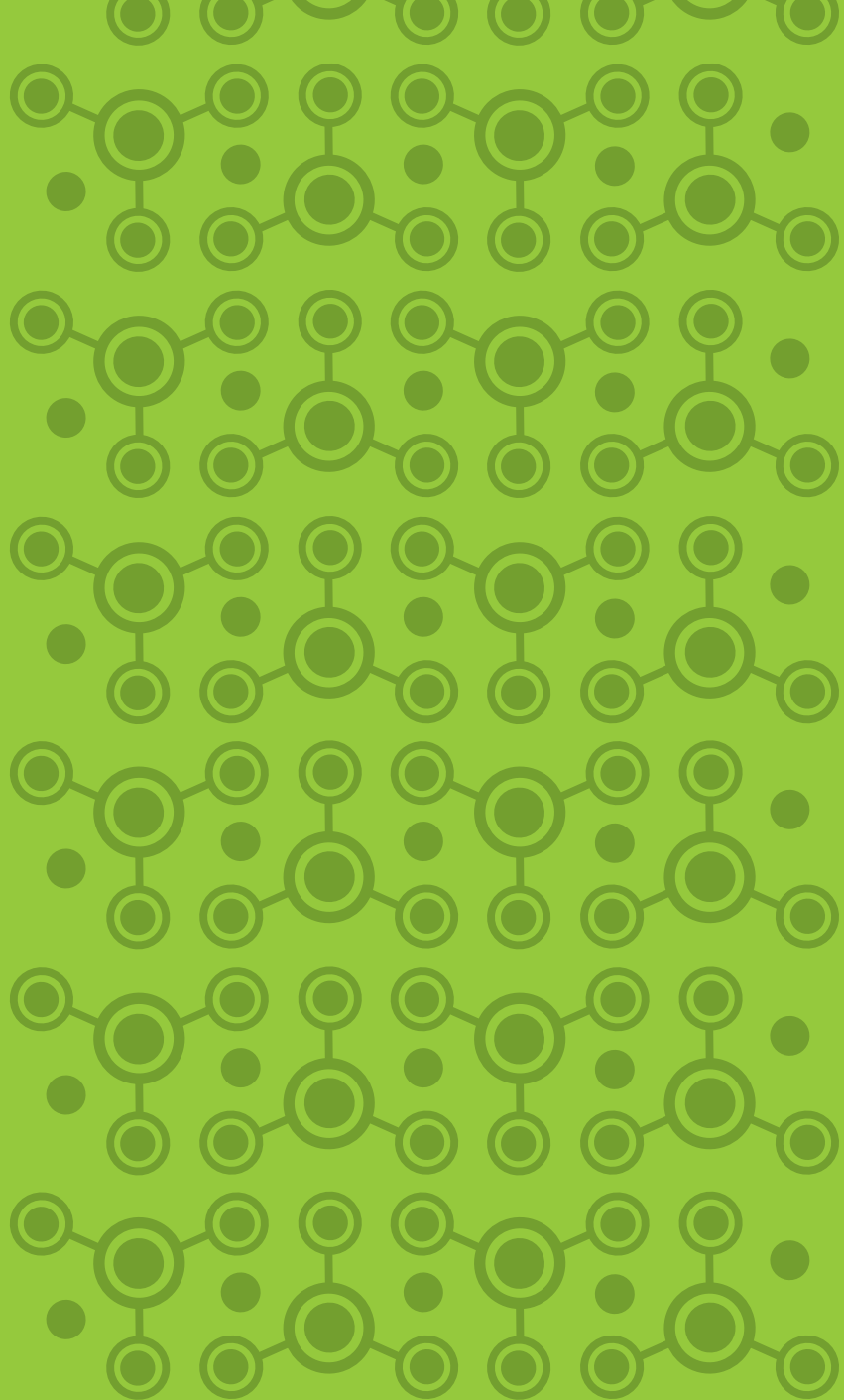


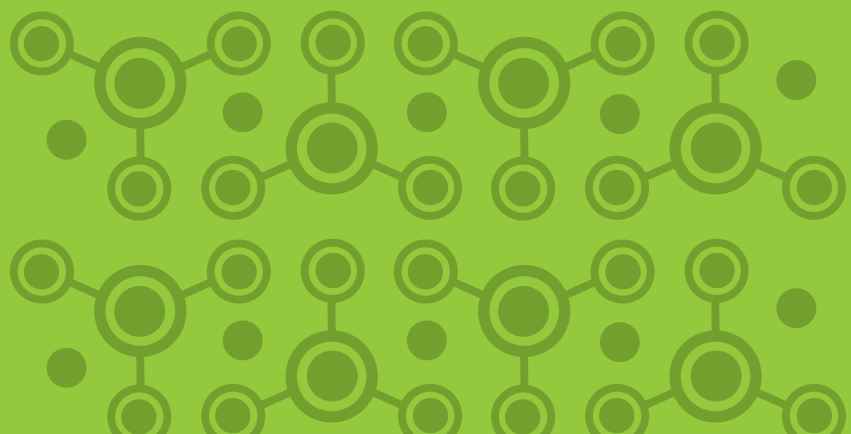
Bicycle Parking Guidelines

- Official Community Plan
- Zoning Bylaw
- Bicycle Parking Guides





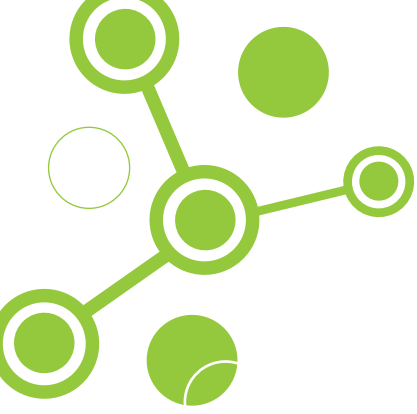
These guidelines are a companion document to Section 6.8 (Bicycle Parking) of the Saskatoon [Zoning Bylaw](#). Please refer to the Section in the Zoning Bylaw if you have any questions.



HOW MANY BICYCLE PARKING SPACES ARE REQUIRED?

- The number of bicycle parking spaces required for each type of land use is listed in the table contained in Section 6.8 of the Zoning Bylaw. Each land use listed must provide at least two bicycle parking spaces.
- Minimum bicycle parking requirements are calculated in the same way as minimum vehicle parking requirements. (i.e. per square metre of floor area, per dwelling unit, etc.).
- Land uses are interpreted the same way as the rest of the Zoning Bylaw; for example, a shopping centre containing multiple commercial uses is treated as a shopping centre, rather than several individual uses.



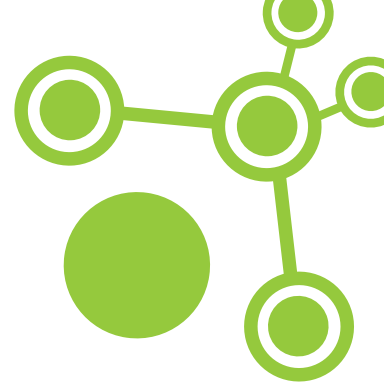


WHAT IS A “BICYCLE PARKING SPACE”?

A bicycle parking space is simply a specific place to park and lock a bicycle, with at least one rack or device used exclusively for this purpose. In order to make sure the racks are practical, and to prevent theft or damage, bicycle parking racks should be designed so that each bicycle is supported upright. They also need to facilitate locking of the bicycle frame and at least one wheel with a chain or U-lock.

Bicycle rack guidelines:

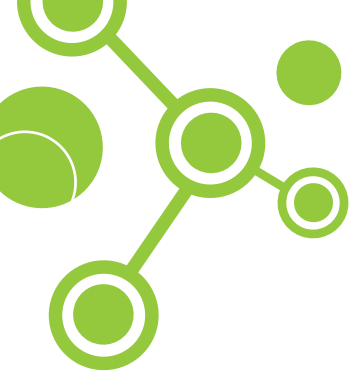
- Bicycle racks should provide two points of contact with the bicycle frame, at least 0.2 metres (8 inches) apart horizontally, so that the bicycle cannot fall or be pushed over.
- Bicycle racks must be anchored to a hard surface area. Typically, this means that the bicycle rack is bolted to a concrete pad (as per the bicycle rack manufacturer’s guidelines).
- The design and installation of bicycle racks should be able to accommodate a variety of bicycle types and attachments, such as recumbent bicycles and bicycle trailers.



Examples of recommended bicycle racks:

Below are examples of different types of bicycle racks that meet the guidelines above, the requirements of Section 6.8 of the Zoning Bylaw, the expectations of cycling groups heard during stakeholder engagement and are practical. Also indicated are the number of bicycle parking spaces each provides.





Examples of non-recommended bicycle racks:

Below are examples of undesirable bicycle racks and the reasons why.

These types:

- do not support bicycle frames
- are easily damaged/ unsecure
- do not accommodate different bicycle types



**Wheelwell rack
(sometimes referred to as
a “wheelbender rack”)**



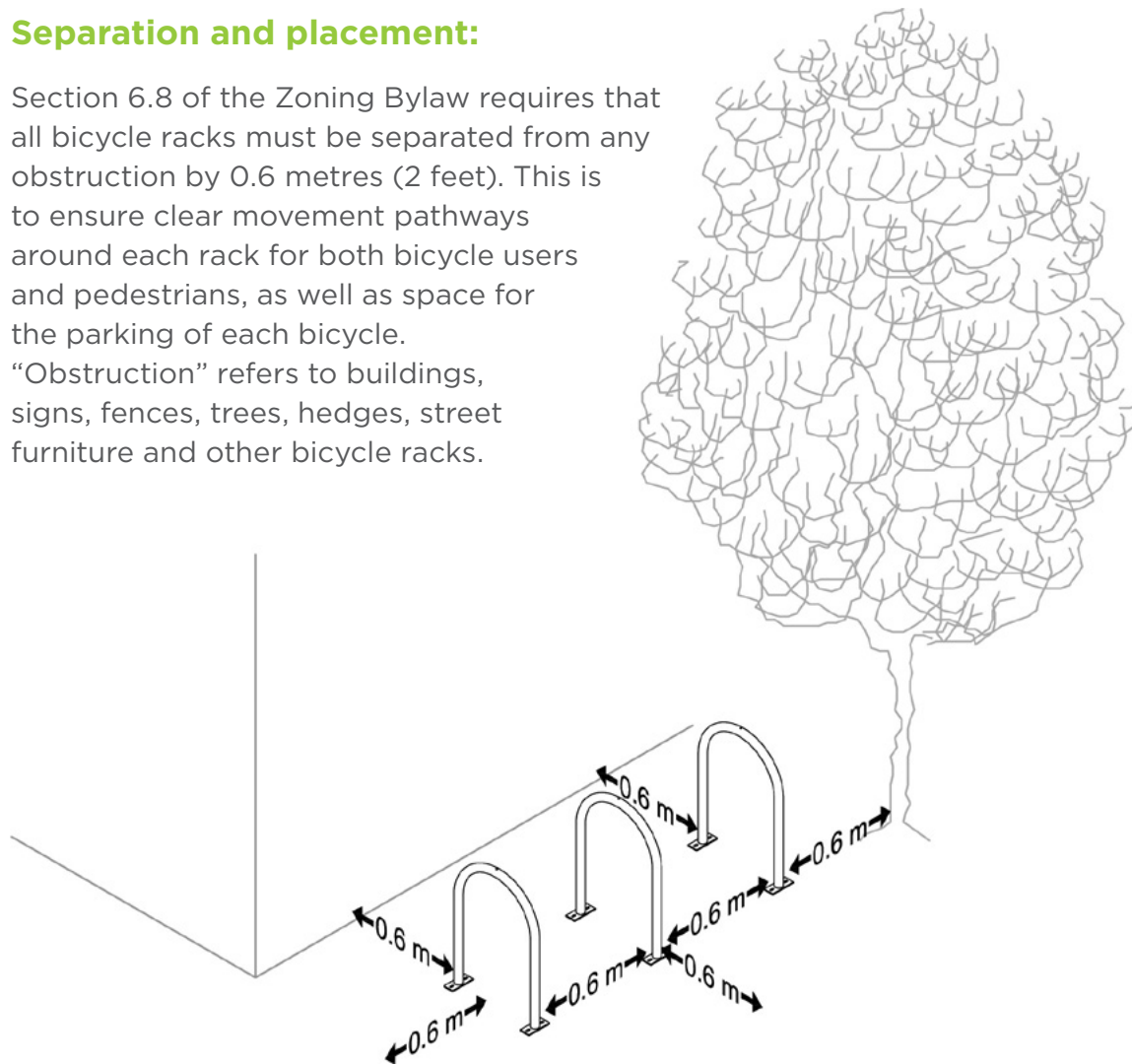
Grid or comb rack



Separation and placement:

Section 6.8 of the Zoning Bylaw requires that all bicycle racks must be separated from any obstruction by 0.6 metres (2 feet). This is to ensure clear movement pathways around each rack for both bicycle users and pedestrians, as well as space for the parking of each bicycle.

“Obstruction” refers to buildings, signs, fences, trees, hedges, street furniture and other bicycle racks.



This installation is too close to the wall to provide the proper functionality of parking and locking a bicycle.



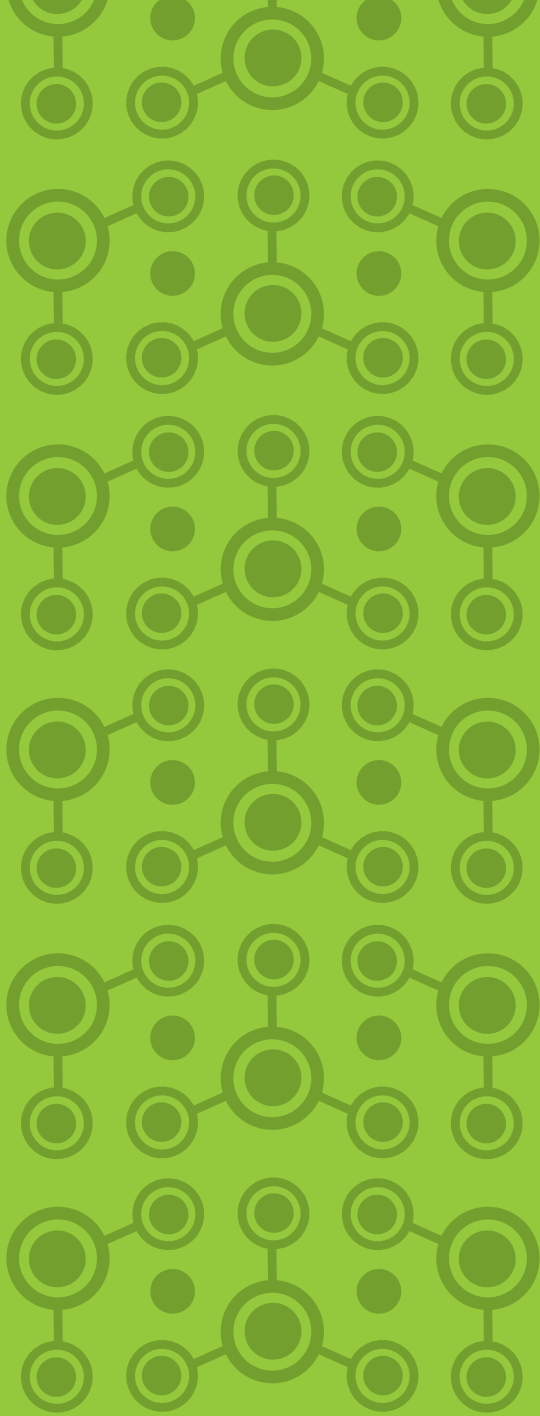
Undulating or wave rack



Winter Maintenance:

Many bicycle users are year-round riders. Winter bicycle riding continues to gain in popularity. It is recommended that property owners maintain clear access to all bicycle parking racks throughout the year, including snow removal in winter. Snow removal and bicycle rack maintenance in general were identified as key concerns by cycling groups during stakeholder engagement activities.





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