Top 9 Guidelines for Bicycle & Pedestrian Site Plan Design

Spack SOLUTIONS

9 Guidelines for Bicycle & Pedestrian Site Plan Design

Traffic impact studies typically deal with vehicular traffic and a proposed development's potential impact on the adjacent roadway system. Slowly, we are also starting to recognize the importance of considering bicycle and pedestrian activity in terms of the transportation network. Based on our experience reviewing site plans from the traffic operations side, here are the top nine guidelines regarding bicycle and pedestrian traffic site design.

1. ADA-COMPLIANCE.

The no-brainer at the top of list. Be sure to follow the latest guidelines on crossings, truncated domes, etc. because not only is it the law, but it's the right thing to do.

2. SIGHT LINES.

Think about the placement of landscaping trees/plants, signs, light poles, and other items around the building and the parking lot to ensure drivers will be able to see bicyclists/pedestrians and vice versa.

3. CONNECTION TO TRANSIT.

If the adjacent street has a bus stop, a connection to at least the parking area should be provided. Too many developments have a nice landscaped boulevard forcing transit users to a long walk around the property edges or walking over those plants.

4. CONNECTION TO ADJACENT TRAILS/SIDEWALKS.

Similar to a transit stop, allow for the complete trip using the trails and/or sidewalks with a convenient development connection.

5. BICYCLE PARKING LOCATION.

People want to park bikes like they park cars, in the closest and most convenient spot to the entrance they will be using. Make sure the bike parking area is located near to and with a clear path to the main entrance or you will see bikes attached to “No Parking” signs, light poles, and/or trees surrounding the front door.

6. INDOOR BIKE RACK SPACING.

One horizontal rack for two bicycles occupies a 32-inch wide by 84-inch long space. One vertical rack bolted to a wall occupies a space of about 40-inches wide by 32-inches out from the wall by 84 inches tall. Provide at least four feet of clear space behind racks so the bicycles can be moved in and out. A vertical rack system with one bike per rack should have the individual racks spaced at least 16-inches apart.

7. OUTDOOR BIKE RACK SPACING.

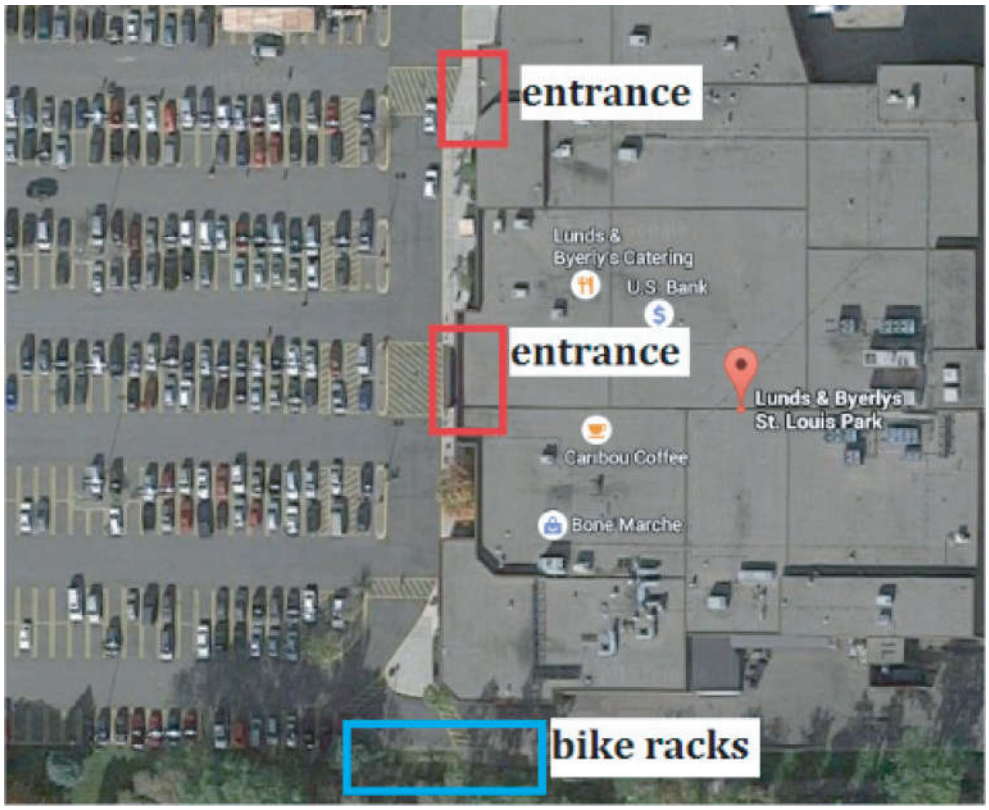
Racks should be at least one foot away from buildings, five feet from light poles or “street furniture,” and three feet away from the edge of the street. Side-by-side racks should be at least three feet apart to allow two bikes locked to each rack and horizontally spaced racks should be at least ten feet (center to center) to allow enough space for multiple bicycles to be locked up. A bicycle occupies about seven feet. Make sure ADA compliant paths are always maintained on sidewalks.

8. TRUCK ROUTES.

Review the truck delivery path so that larger trucks are separated, as much as possible, from the bicycle/pedestrian areas (i.e. don't force trucks to drive past the front door).

9. PARKING AISLE DIRECTION.

No one wants to walk through and between parked cars on their way to a building. Parking stalls and aisles should be oriented so people can walk from the back of the lot down a driving aisle to the building. If parking has to be perpendicular to the walking path, then designated walking paths should be provided to allow proper space for pedestrians and better sight lines to/from drivers.



This is an example of a retailer whose placement of their bike racks make it inconvenient for their patrons using bicycles to access the store entrance.