

# Durham Region Bicycle Parking Guidelines

Committee of the Whole

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STUCKLESS  
CONSULTING INC.  
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# Project Overview

## Purpose

- To improve the quality, consistency, and availability of bicycle parking to support a more bike-friendly region

## About the Guidelines

- Provides guidance on the design, location, and management of bicycle parking in the region
- Includes recommended practices and considerations, not prescriptive standards
- Provides a flexible framework adaptable to site context and implementation capacity

## Who will use the Guidelines?

- Regional planners and engineers, local area municipalities, developers, agencies, partners, and businesses

## Project Goals



**Support Regional Policy goals** in the 2021 Regional Cycling Plan to supporting a more cycling-friendly network.



**Address gaps and inconsistencies** in bike parking design, supply, and integration across the Region.



**Encourage mode shift** by improving parking availability and accessibility to support short bicycle trips.



**Guide municipal action** with clear, data-driven design and maintenance practices.

# Project Overview

## Guiding Principles



### Accessible

- Easy to find and access from ground level
- Space-efficient and does not obstruct pedestrian flow



### High quality design

- Supports secure U-locking and prevents damaging bikes
- Accommodates diverse bike types (e.g., traditional, cargo, adaptive)



### Convenient

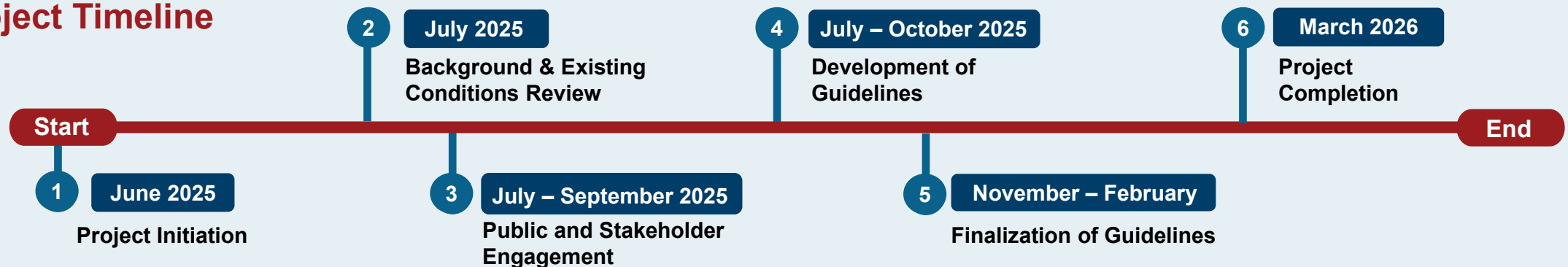
- Located near entrances and weather-protected where possible
- Clearly signed and Intuitive to use



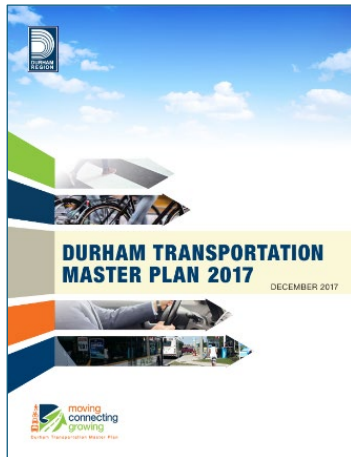
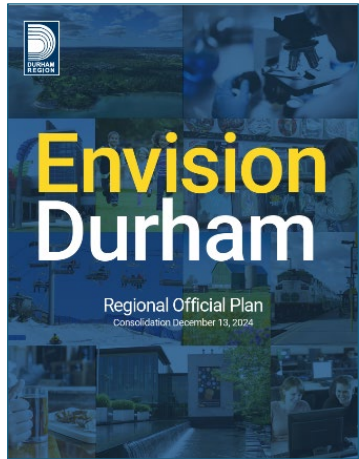
### Safe, secure, durable

- Tamper-resistant and securely anchored
- Well-lit and placed in visible or access-controlled areas

## Project Timeline



# Policy Context



These Guidelines strengthen Durham's multimodal direction by establishing a clear framework for high-quality bicycle parking. Key plans it supports include:

- **Durham Regional Cycling Plan (2021):** Calls for a region-wide Bicycle Parking Guideline to provide accessible, convenient, and consistent bicycle parking across all local municipalities.
- **Envision Durham Regional Official Plan (2024):** Encourages secure short- and long-term bicycle parking in new developments, major transit stations, and public facilities.
- **Durham Region Transportation Master Plan (2017):** Emphasizes bicycle parking as part of transit-oriented development and encourages provision of end-of-trip facilities to support cycling and walking.

# Engagement



## Virtual Workshops

- Regional staff
- Area municipal staff
- Key agencies
- Schools

## Indigenous Outreach

- Manager of Indigenous Relations

## Online Survey

- 165 responses

## Public Information Centre

- 50 participants

## Community Listening Sessions

- Durham Region Cycling Coalition
- Abilities Centre
- Ontario Tech University
- Local businesses

## Advisory Committee Presentations

- Accessibility Advisory Committee
- Durham Active Transportation Advisory Committee

## Project Webpage

- 1,000 visitors

## Social media outreach

- 23,352 impressions

# Engagement

## Key themes we heard during engagement:

-  **Bike theft concern.** Concern about bicycle theft is high. Strong interest in secure bicycle parking.
-  **Low satisfaction with options.** Dissatisfaction with parking options – common to lock up to non-standard structures (e.g., fences).
-  **Cycling ridership impacted.** People would cycle more if bicycle parking was improved.
-  **High demand locations.** Demand for more bicycle parking at everyday destinations (e.g., schools, plazas, transit stops, grocery stores).
-  **Clarity of process.** Guidelines for Bicycle parking are welcomed by staff and partners to clarify responsibilities and processes.
-  **Accessibility is a priority.** Priority for accessible bicycle parking that accommodates different bicycle types.
-  **Visible, covered options.** Desire for highly visible, well-lit parking, with covered or indoor options for longer stays (2+ hours).
-  **Connectivity.** Ensure parking is easy and safe to access from the cycling network.
-  **Amenities.** Support for co-locating bike parking and amenities.

# Current Conditions



Grid/Toaster rack



Wave rack



Covered post-and-ring racks



Loop racks

## Placement:

- Racks commonly found in commercial/mixed-use areas, transit hubs, educational institutions, and public destinations
- Many racks are highly visible and located near building entrances

## Design and Amenities:

- Some rack designs meet best practice standards (e.g. post-and-ring, loop racks) but many do not (e.g., grid/toaster, wave racks)
- Few racks have weather protection, but some canopies present
- Limited long-term parking and cargo/larger bicycle options
- Occasional presence of repair stands and pumps

## Usage:

- Low utilization in many locations
- Bicycles seen locked up to non-standard structures, like fences

# Highlights of Bicycle Parking Design



Recommended short-term parking options include Inverted-U racks and post-and-ring racks



Recommended long-term options include bike cages and bike rooms

## Guidance for short & long-term parking:

- Durable, sustainable, weather-resistant materials
- Parking design options based on expected usage and context (e.g., Inverted-U, post-and-ring, bike cages, lockers, vertical, two-tier)

## Guidance for emerging modes:

- Accommodations for diverse bike types (e.g., cargo and adaptive bikes)
- E-device charging with timers

# Highlights of Bicycle Parking Siting



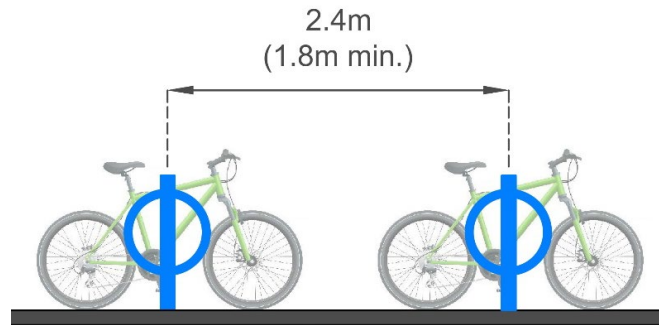
Parallel rack configurations work best in constrained areas



Angled perpendicular configurations can be used for wider furnishing zones



Racks at bus stops must not obstruct curbside access to transit vehicles



Diagrams illustrate rack spacing and clearances

## Guidance for site planning and placement:

- Detailed siting guidance and layouts for short and long-term parking racks and facilities
- Considerations for various settings (e.g., constrained area, workplaces, transit, etc.)
- Adequate clearances for accessibility

## Guidance for supplemental elements:

- Providing supplemental elements (e.g., signage, lighting, and other end-of-trip amenities)

# Planning for Bicycle Parking



Retrofitting older buildings to include bicycle parking helps meet current and future needs



Programs include valet-style bike parking at large events

## Guidance and tools for planning and implementing bicycle parking:

- Data-driven prioritization framework, focusing on cycling potential, greatest equity needs, and investment to remove barriers to cycling
- Minimum parking supply by land use
- Retrofitting buildings to meet current and future demand
- Coordination of bicycle parking with development review and site plan processes
- Supportive initiatives and programs to accelerate adoption and enhance user experience (e.g., pilots, partnerships, events)
- Monitoring and evaluating including suggested Key Performance Indicators (KPIs) to track performance and outcomes

# Installation and Maintenance

## Guidance for installation and maintenance:

- Install secure facilities anchored to durable, stable surfaces
- Coordinate installation with capital works and developments
- Inspect, clean, and repair regularly, and maintain for year-round access
- Integrate maintenance into existing programs
- Use technology for tracking and reporting



## Roles and responsibilities:



**Region** = Regional facilities, rights-of-way (planning/design), DRT bus terminals/stops and strategic coordination



**LAMs** = Local roads, Regional rights-of-way (installation/maintenance), civic facilities, community destinations



**Partner agencies/institutions** = Provincial transit, education, health, and conservation areas



**Private developers/property owners** = Development sites and private lands

# Costing and Funding



Bulk purchasing bicycle racks can reduce costs

## Guidance for costing and funding:

- Cost estimates of bicycle parking facilities and operational costs
- Use bulk purchasing to reduce costs
- Funding sources and tools (e.g., federal and provincial grants)
- Maintain a centralized inventory of funding opportunities
- Roles and coordination of funding
  - Encourage and support joint funding applications with LAMs, school boards, transit agencies, and other partners
- Integrate bike parking into capital and operational budgets, including winter maintenance and lifecycle costs

# Conclusions/Next Steps



## The Durham Region Bicycle Parking Guidelines:

- Provide a clear framework and foundation to help support more convenient, equitable and attractive bicycle parking in Durham Region
- Create a toolbox for the Region, area municipalities, other agencies and development industry to use as a common reference point for implementation
- Support use of the Primary Cycling Network and other routes by increasing comfort and convenience for users at the start and end points of their journey
- Consider prioritization of new bicycle parking and monitoring of existing facilities, particularly for public use

# Questions and Comments

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