

Bicycle Rack Grant Program

Any private business, public agency, or nonprofit organization located in Knox, Blount, Roane, Anderson, Loudon or Sevier County is eligible for this grant program.

A single rack holds two bicycles, is simple to install into concrete, and comes with tamper proof hardware to prevent theft. Racks are available in many colors at no extra cost, and are coated (coating type may vary by vendor and rack type) to keep the rack looking nice for years to come. The local match required for single racks is approximately \$20-\$30 depending on the type selected. Additional bike parking products are available for sites with greater parking demand.

Grant Program Process

1. Business/agency applies for grant by contacting TPO (*see staff contact below*)
2. Site visit conducted by staff to identify appropriate location for rack(s) and to meet with the person (owner or manager) who can approve location
3. Owner/manager requests bicycle rack(s) via e-mail or letter
4. TPO sends invoice to business/agency for required 20% match
5. After local match is paid, staff orders bicycle rack(s), which are shipped directly to the business/agency
6. Business/agency has rack(s) installed

For additional information, or to apply for a bicycle rack grant, please contact:

Craig Luebke, Transportation Planner
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About the Knoxville Regional Bike Program

The Knoxville Regional Transportation Planning Organization (TPO) coordinates a comprehensive, multi-modal transportation planning process for the Knoxville urban area. Members include: Cities of Alcoa, Knoxville, Maryville and Oak Ridge, Town of Farragut, Lenoir City, and Blount, Knox, Loudon, and Sevier Counties, Tennessee Department of Transportation, and East Tennessee Development District.

As a component of the TPO, the Knoxville Regional Bicycle Program envisions a convenient, efficient transportation system where people can bike safely to all destinations. Bicycling is a great way to get around town. It saves money, improves air quality and is good exercise. The program works with all City and County departments within the TPO boundary to implement the Regional Bicycle Plan.



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More people are using their bicycles every day for commuting, shopping, and general transportation. People are more likely to bike if they are confident that they will find secure, convenient parking at their destinations. Providing bicycle racks gives a more orderly appearance to a building and prevents bicycles from being locked to trees, benches or railings.



Finding a Good Location

The location you choose should meet the needs of bicyclists — they want both **convenience** (parking near the entrance to the building) and **visibility** (to deter theft and vandalism). Racks that are not close to the entrance or are hard to find are less likely to be used.

Rack Selection

Racks should allow the frame and one wheel to be locked to the rack with a U-shaped lock. Racks need to support the bicycle in two locations, not just the wheel. Racks sourced through the TPO bike parking program meet this standard.

Hoop racks, also called U-racks, are designed to hold two bikes, one on each side, with the middle of the bike leaning against the rack. Post and ring racks, also available through the program, hold two bikes in the same orientation as a hoop rack.

Other rack options are available to accommodate site specific needs. Please ask for more information about additional rack options.

Old-fashioned racks that hold only the wheel of the bicycle can damage bicycles. This type of rack doesn't work well with bicycles that have fenders or lack kickstands. Bicyclists end up parking parallel to the rack which means only two bikes can fit on a rack designed to hold six.



Spacing and Siting Standards

Each rack should be easily accessible. Consider the space that the bicycles will take up and that people need room to maneuver their bicycles in and out.

Each bike must be accessible without moving another bicycle. Generally, allow for 2 feet by 6 feet for each bicycle parking space (for a hoop rack, you need a footprint of 4 feet by 6 feet). There should be at least 2 feet between the racks and a wall or between multiple racks, but 3 feet is ideal.

There should still be a minimum 4 feet of sidewalk clearance when a bicycle is parked at the rack so that pedestrians and wheelchair users can safely pass.

Covered Bicycle Parking

Prolonged exposure to rain and sun can damage bicycles. Bicyclists will thank you for providing weather protection by giving you their business. Take advantage of existing overhangs or awnings — this is a creative, low-cost way of providing weather protection.