

# RACK CRITERIA

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All bike racks in the City of Boston must meet the performance criteria summarized below. Collectively, these criteria ensure that racks support bikes upright, allow users to lock their bikes securely, and are intuitive and accessible to use. In certain constrained, indoor locations, two-tier racks that do not meet criterion E may be approved.

Please note that **the City of Boston’s standard post-and-ring rack is the only rack style approved for installation on city sidewalks, plazas, and other locations in the public right-of-way.** All other racks, including custom racks, must be pre-approved by BTM as satisfying the performance criteria.

CRITERIA	DETAILS
<b>A Supports bike upright</b>	The rack provides two points of contact with the frame—at least 6” apart horizontally. Alternatively, if a rack cradles a bike’s wheel, it also supports the frame securely at one point or more. The rack’s highest point of contact is at least 2’8” off the ground.
<b>B Allows locking of frame and at least one wheel with a U-lock</b>	A closed loop of the rack allows a single U-lock to capture one wheel and a closed section of the bike frame. The rack tube’s cross section is no larger than 2”—allowing locking with smaller U-locks.
<b>C Materials are durable and secure</b>	The rack is made from durable and difficult to cut materials, such as steel or stainless steel. Rack finish is appropriate to the location.
<b>D Use is intuitive</b>	The rack is recognizable by first-time users and easily usable as intended without the need for written instructions.
<b>E Accommodates a variety of bikes and attachments</b>	The rack serves common bike styles, including cargo bikes and accessible bikes. The rack does not restrict the length, height, or width of bikes, attachments (such as baskets), or wheels.