



This City of Kingston Micromobility Parking Report reviews the micromobility parking resources in the City of Kingston.

This report includes:

- An introduction to Kingston’s micromobility parking strategy and parking rack inventory
- A review of Health and Wellness’ Bicycle Rack Request program
- A discussion of priority areas for new micromobility parking in the City of Kingston

Introduction

Providing safe, accessible, and conveniently located micromobility parking is a key part of the City of Kingston’s efforts to promote active transportation and advance the City’s climate and public health goals. In the past, these efforts focused primarily on accommodating bicycles, but the rise of e-bikes, scooters, and other small, low-speed electric devices has broadened the scope of ways people get around.

The Federal Highway Administration defines micromobility as “any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.” By planning for and investing in safe, convenient micromobility parking, the City encourages residents and visitors to travel without a car and supports a cleaner, healthier, and less car-dependent Kingston.

The City’s commitment to expanding micromobility parking aligns with broader planning initiatives including the Kingston Greenline, the Complete Streets policy, Kingston’s Climate Action Plan, and the City’s new Form Based Code. Publicly installed parking racks complement these efforts by making micromobility a more practical and reliable transportation choice for trips throughout the City.

To guide the expansion of micromobility parking, Kingston has developed both regulatory requirements for private development and a public request program to support businesses and community organizations that wish to offer micromobility parking but lack resources to install their own racks.

As of October 2025, the city of Kingston has well over 200 micromobility parking rack locations (Figure 1)¹. Racks were installed both through a program spearheaded by the Health and Wellness department (new city-provided racks) and during previous public and private projects (older bike racks). The highest concentration of racks is along Broadway in Midtown, where a street redesign completed in 2023 included on- and off-road bike infrastructure. Outside this area, parking racks are less concentrated but generally fall within a ¼ mile of the Kingston Greenline and cluster around major commercial and recreational destinations.

¹ Assuming each bike rack has space for at least two micromobility devices.

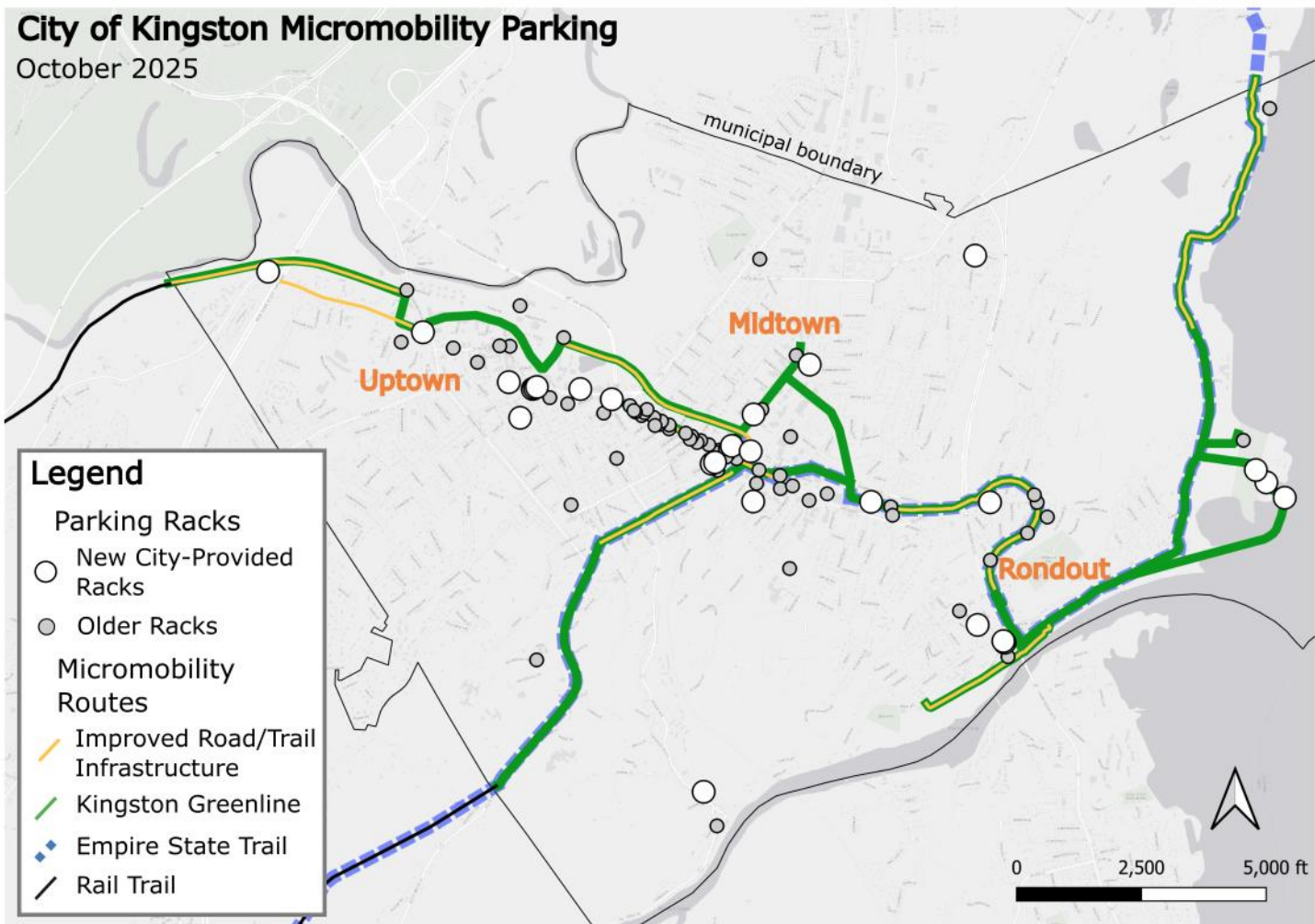


Figure 1. Locations of micromobility parking racks in the City of Kingston.

Planning for Micromobility Parking in Kingston

The City of Kingston supports active transportation through both regulatory requirements and incentive programs that expand bicycle parking across the community. The Form-Based Code establishes clear standards for bicycle parking in new developments, ensuring that residential projects provide secure, accessible, and well-located spaces for cyclists. Complementing these requirements, the Bicycle Rack Request Program administered by the Health & Wellness Department extends bike parking opportunities to existing businesses, nonprofits, and public spaces by offering free racks and installation. The bicycle racks in this newest round of installations were funded by a New York State Department of Health grant called Creating Healthy Schools and Communities.

The Form-Based Code Bicycle Rack Requirements

The City's zoning code states that all new residential buildings with four or more units must provide bicycle parking and encourages bike parking for non-residential buildings. For new residential buildings with four or more units, a minimum of 2 spaces, or 1 space for every 5 units, whichever is greater, up to 30 spaces is required. New nonresidential buildings do not have a requirement for bike parking, but the code recommends a minimum of 2 spaces, or 1 space for every 2,500 square feet of floor area, whichever is greater, up to 30 spaces.

The Zoning code also outlines best practices for placement and design. The code calls for each space to include a secure metal anchor for locking the bicycle frame and that bicycle parking should be located as close to the

main entrance as the nearest automobile space. Furthermore, with the approval of the City Engineer, bicycle parking may be placed in the public right-of-way within 600 feet of the building entrance.

These standards ensure that new development contributes to a consistent, accessible, citywide network of bicycle parking facilities while maintaining compliance with ADA and public safety requirements.

The Bicycle Rack Request Program

The Bicycle Rack Request Program, managed by the City of Kingston’s Health & Wellness Department, allows local property owners to request and get free parking racks. Each property is reviewed by City Staff for accessibility, space availability, and compliance with ADA sidewalk clearance requirements, summarized in a bicycle rack placement guide.² Before racks are installed in public right of way, the property owner must agree to the decided installation location and grant permission for City Staff to perform the installation.

Since 2023, the program has installed racks at 20 partner sites, totaling 38 racks across Kingston. The following table lists the program’s installations by site and year:

Partner	Location	# New H&W Racks	# Reused Racks	Date of Install/Delivery	Notes
People's Place	777 Broadway	5		2023 Summer	Installed
Black Eyed Suzie's	12-14 Hurley Ave	1		2023-24 Winter	Installed
Utility Bike Works	280 Wall St	1		2023-24 Winter	Installed
Urban Fork	288 Wall St	1		2023-24 Winter	Installed
Village Coffee	17 Railroad Ave	2		2024 Summer	Installed
Sorry Charlie	523 Delaware Ave	2		2024 Summer	Installed
Kingston Land Trust	32-60 Wilbur Ave	1		2024 Summer	Installed
Fuller Building	45 Pine Grove Ave	2		2024 Summer	Installed
Municipal Property	20 Broadway	2		2024 Summer	Installed
Rotary Park	97 Delaware Ave	1	2	2024 Summer	Installed
The Kingston Standard	22 Jansen Ave	3		2024 Summer	Installed
Family of Woodstock	31 Albany Ave	1		2024-25 Winter	Delivered
Ulster Co Office	244 Fair St	3		2024-25 Winter	Installed
Shirt Factory	77 Cornell St	3		2024-25 Winter	Installed
Clove and Creek	75 Broadway	1		2025 Summer	Installed
Municipal Property	14 Cornell St		1	2025 Summer	Installed
Mickeys Igloo	416 E Chester St	1		2025 Summer	Delivered
The Asterisk	273 Hurley Ave	1	1	2025 Summer	Delivered
Lone Wolf	240 Foxhall Ave	1		2025 Summer	Installed
Energy Square	10 Cedar St	2		2025 Summer	Installed
Total		34	4		

Table 1: Locations of racks installed or delivered through the Health and Wellness Bicycle Rack Program.

As of October 2025, the City of Kingston has installed or delivered a total of 38 racks through the Department of Health and Wellness’ Bicycle Rack Request program, including 34 new racks and 4 reused racks (Figure 1; Table 1). Installations are distributed across the City and mainly focused outside the Midtown Broadway corridor. This distribution has helped fill in micromobility parking gaps throughout the City. Rack placements

² The Placement Guide is available from the Health and Wellness Department upon request and in the Appendix of this report.

were coordinated with the local property owner and City Staff to ensure that each installation met rack placement standards and satisfied local conditions.

Beyond serving as an effective tool to increase micromobility parking throughout the city, the Bicycle Rack Request Program operates as a successful public outreach program to raise awareness. To increase requests, City Staff directly contacted commercial property owners throughout the City of Kingston. While this did not always result in a rack installation, each point of contact was an opportunity to discuss concerns and answer questions about bicycle and scooter use and street infrastructure in the City.

Future Micromobility Parking Priority Areas

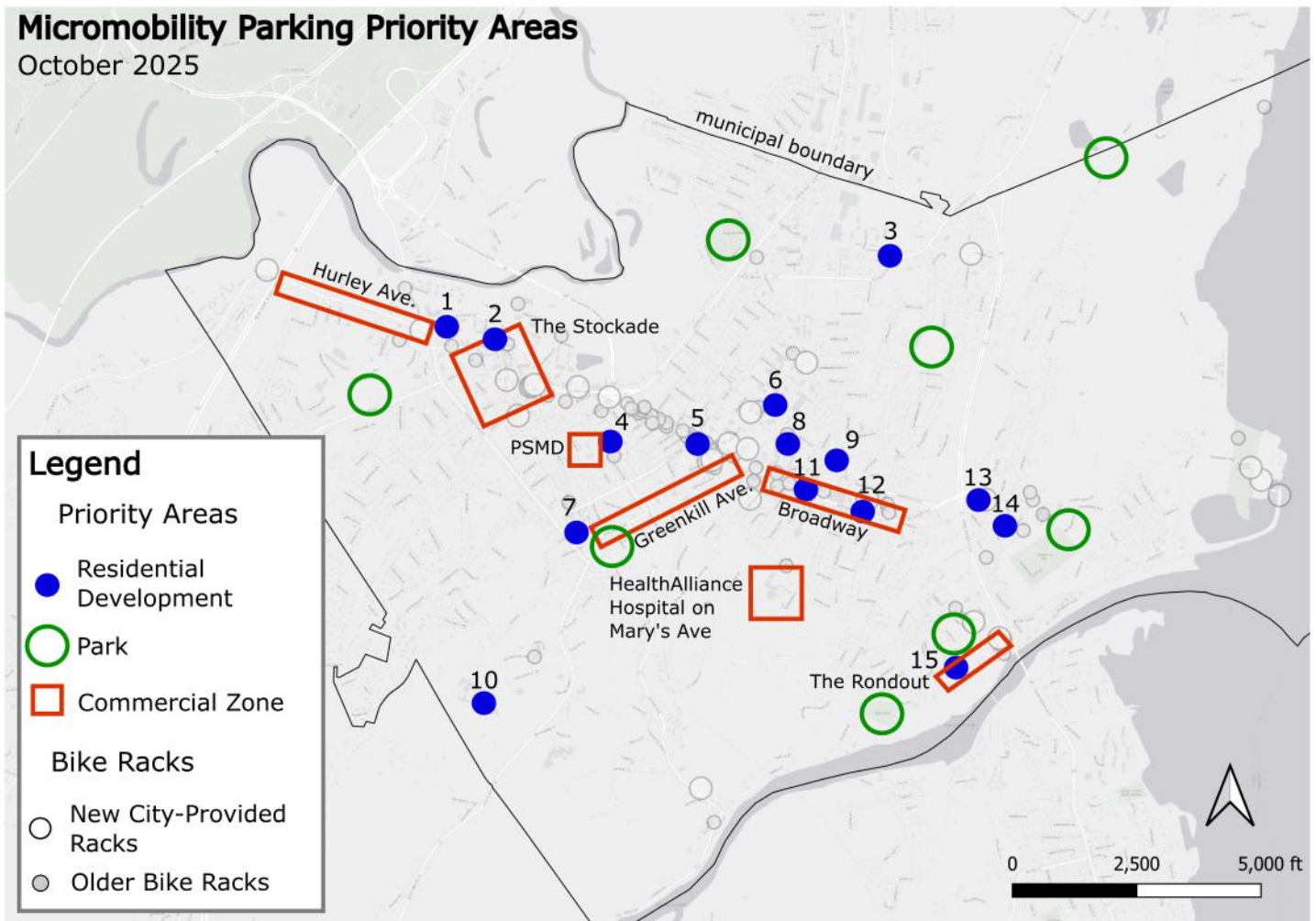


Figure 2. Prospective bike parking priority areas in the City of Kingston.

Looking ahead, there are several key priority areas for the continued expansion of micromobility parking in Kingston. These priority areas reflect three main categories of need: residential developments, parks, and commercial zones. Together, they represent locations where increased parking can most effectively support daily transportation and the further growth of Kingston as a safe city for micromobility users.

Residential Developments

Ensuring that new and existing multi-family housing complies with the City's Form-Based Code bicycle parking requirements is a top priority. As more residential projects are constructed, integrating adequate and secure bicycle parking will help residents adopt cycling as a reliable mode of travel within the City.

Development	Address	Number of Units	Required Bike Parking Spaces
1. Frog Alley Development	25 Frog Alley	43	9
2. The Kingstonian	Front St. at Fair St.	143	29
3. Colonial Gardens	Flatbush Ave at Penn Ct.	80	16
4.	73-75 Furnace St	4	2
5. 615 Broadway	615 Broadway	70	14
6. The Barrel Factory	Cornell St. at Bruyn Ave.	100	20
7. Elizabeth Manor	21 Elizabeth St.	15	3
8. KCLB	46 Grand St	12	2
9.	9 Prince St	8	2
10. Golden Hill	91 Golden Hill Dr.	164	30
11.	350 Broadway	7	2
12.	436 Broadway	5	2
13.	549 Delaware Ave	4	2
14.	7-13 Jarrold St.	4	2
15.	105 Abeel	6	2
Total		665	139

Table 2: List of planned and in development residential buildings with required bike parking

Planned and in development residential properties in Kingston will have 139 bike parking spaces as per the Form Based Code (Table 2). Guaranteeing that these properties provide the required parking space and suggesting that spaces be publicly accessible will benefit all of Kingston’s residents.

Parks and Recreational Facilities

Kingston’s parks are a natural destination for people on bike or scooter. Expanding secure micromobility parking at these locations supports equitable access to open space and strengthens the connection between the City’s active transportation and public health initiatives.

Priority Parks include:

- **Forsyth Park** – This park is a major destination because it includes a zoo, large playground, and pavilion.
- **Sojourner Truth State Park** – It is important to ensure that the State includes bicycle parking at their swimming facilities off First Avenue.
- **Loughran Park** – Improvements to bike parking should coincide with the significant investment in pickleball courts.
- **Barmann Park** – This park is along the Empire State Trail and Kingston Greenline.
- **Block Park** – This park does not have sidewalk access, increasing the chance that users arrive by bike.
- **Cornell Park** – This park is centrally located in the Rondout, and bike parking could also be used by people visiting the commercial district.
- **Hasbrouck Park** – This park is one of Kingston’s largest and has several attractions including a planned skate park.

Enhancing micromobility parking in parks aligns with Kingston’s Complete Streets and recreation goals by encouraging active travel to public spaces while reducing the need for car parking in park spaces.

Commercial Zones and Employment Centers

The City's business districts and employment hubs are among the most visible and frequently used destinations for micromobility users. Strategic expansion of parking in commercial zones will make biking and scootering a more convenient choice for commuters, shoppers, and visitors, supporting both clean mobility and economic development.

Priority commercial areas include:

- **Hurley Avenue** – Hurley Ave. is one of two streets in the City of Kingston with bike lanes. Adding micromobility parking is the next step to completing this street.
- **The Stockade (Uptown Kingston)** – This area does not currently have much micromobility parking despite it being a major commercial/tourist hub for the City.
- **Pine Street Medical and Dental Campus (PSMD)** – This is the largest drop-in medical and dental campus in Kingston and is easily accessible by bike or scooter.
- **Greenkill Ave.** – There are no parking racks despite there being micromobility infrastructure on Greenkill Ave. Adding racks next to the shared use trail would benefit local businesses in this area.
- **Broadway Corridor (between Prince Street and Delaware Avenues)** – The businesses and institutions, including the Medical Village Campus, in this corridor are underserved by bike parking infrastructure despite being directly adjacent the Kingston Greenline.
- **HealthAlliance Hospital on Mary's Ave** – Kingston's only hospital is a major destination and employment hub.
- **The Rondout** – Businesses on Abeel St and lower Broadway are underserved by bike and scooter parking infrastructure.

Focusing investment in these zones will ensure that micromobility parking is readily available in areas where trips most often begin or end, reinforcing the City's ongoing commitment to a safe and complete micromobility network.

Conclusion

The City of Kingston has made significant progress in expanding and improving public micromobility parking, reinforcing the City's broader goals of promoting active transportation and enhancing quality of life for residents and visitors. Through the Health & Wellness Department's Bicycle Rack Request Program, 38 racks were installed in public right of way and on private property throughout the City. Beyond adding new racks, the program has also proven to be a valuable public outreach tool, helping raise awareness of active transportation, build relationships with local businesses, and engage property owners in conversations about active transportation and infrastructure needs. Looking ahead, focusing on key priority zones like new residential developments, parks, and underserved commercial districts will ensure continued momentum toward bicycles and scooters being a viable mode of transport within the City. These investments will strengthen Kingston's position as a bicycle-friendly city and help advance its long-term sustainability and mobility objectives.

Appendix

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.

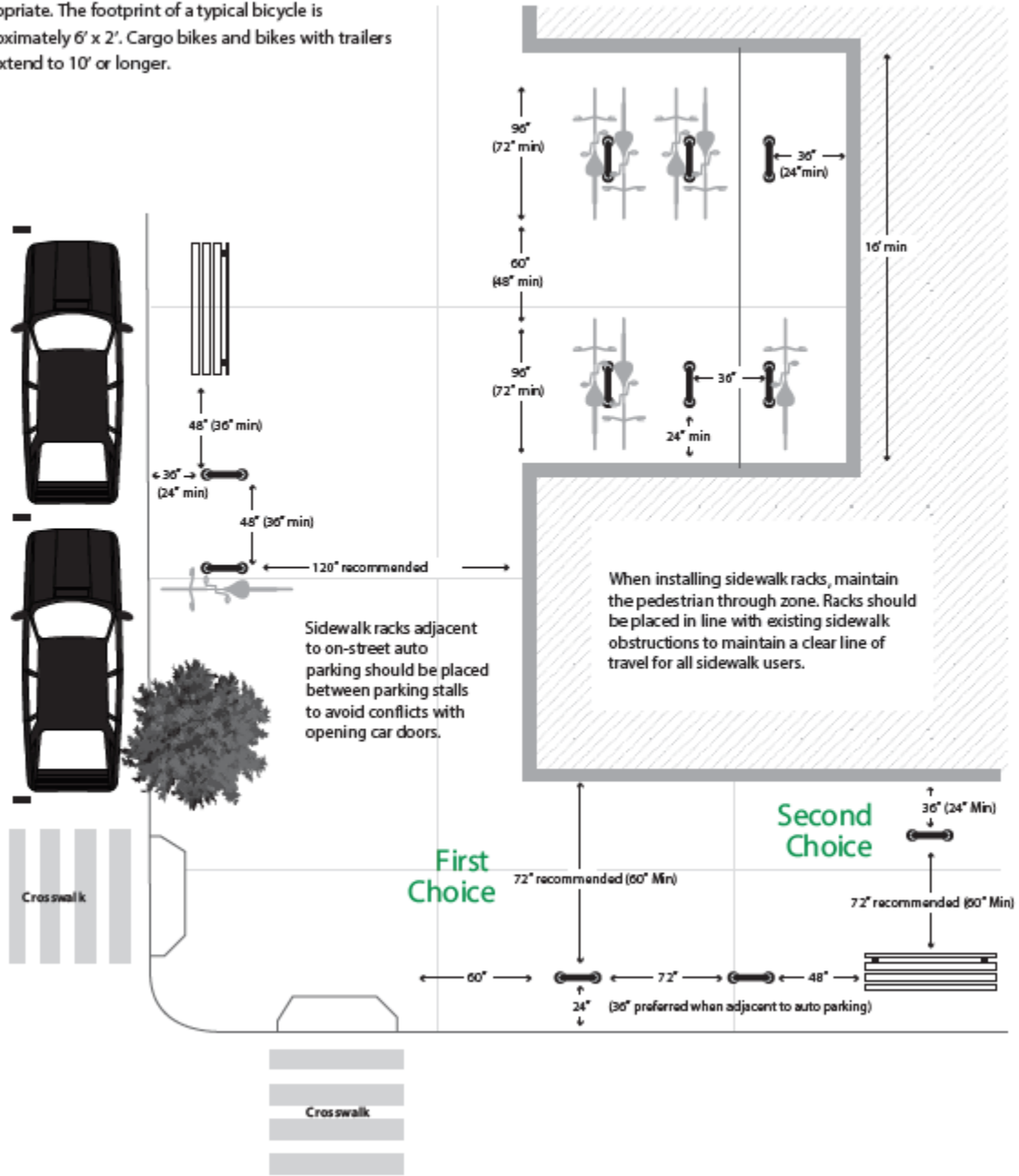


Figure 3: Sidewalk rack placement guide.

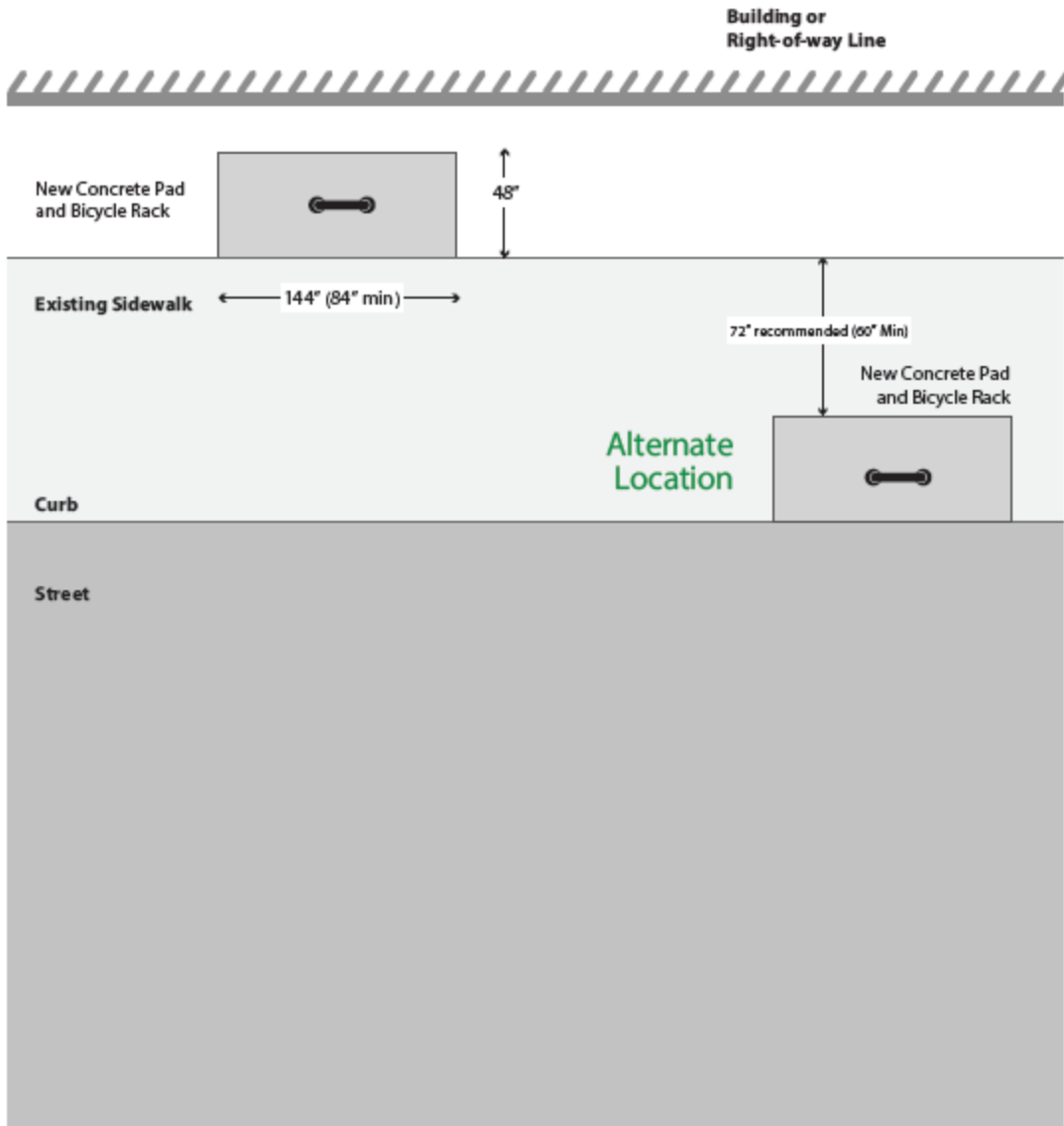


Figure 4: Concrete pad rack placement guide.