



Appendix C: Sample Bicycle Parking Ordinances

Madison, Wisconsin (for example only)

Please contact the City of Madison for more detailed information. The following was generated from the City of Madison General Ordinances.

"1. Subsection (1) entitled 'Statement of Purpose' of Section 28.11 entitled 'Off-Street Parking and Loading Facilities' of the Madison General Ordinances is hereby amended to read as follows:

"(1) Statement of Purpose. The purpose of this section is to provide for the regulation of accessory off-street parking and loading facilities for different uses. The regulations and requirements which follow are established to promote the safety and general welfare of the community by:

"(a) Increasing the safety and capacity of public streets by requiring off-street parking or off-street loading facilities to be provided.

"(b) Minimizing adverse effects of off-street parking and off-street loading facilities on adjacent properties through the requirement of design and maintenance standards.

"(c) Lessening congestion and preventing the overtaxing of public streets by regulating the location and capacity of accessory off-street parking or off-street loading facilities.

"(d) Providing adequate and safe facilities for the storage of bicycles.

"2. Paragraph 4. of Subsection (2) entitled 'General Regulations' of Section 28.11 entitled 'Off-Street Parking and Loading Facilities' of the Madison General Ordinances is hereby created to read as follows:

"4. Bicycle parking facilities shall be provided as required for all new structures and uses established as provided in Sec. 28.11(2)(a)1. or to changes in uses as provided in Secs. 28.11(2)(a)2. and 3.; however, bicycle parking facilities shall not be required until the effective date of this paragraph. Notwithstanding Secs. 28.08(1)(i) and 28.09(5)(a), bicycle parking facilities shall be provided in all districts including districts in the Central Area.'

"3. Paragraph 1. of Subdivision (a) entitled "Utilization" of Subsection (3) entitled "Off-Street Parking Facilities" of Section 28.11 of the Madison General Ordinances is hereby amended to read as follows:

"1. In the residential district, accessory off-street parking facilities provided for uses listed herein shall be solely for the parking of passenger automobiles and bicycles of



patrons, occupants or employees and not more than one truck limited to one (1) ton capacity.'

"4. Subdivision (e) entitled 'Size' of Subsection (3) entitled 'Off-Street Parking Facilities' of Section 28.11 of the Madison General Ordinances is hereby amended to read as follows:

"(e) Size. Off-street parking spaces shall comply with the minimum width, length and access requirements as specified in Sec. 10.08 of the Madison General Ordinances. Required bicycle parking spaces shall be at least 2 feet by 6 feet. An access aisle of at least 5 feet shall be provided in each bicycle parking facility. Such space shall have a vertical clearance of at least 6 feet.'

"5. Subparagraph d. of Paragraph 2. of Subdivision (h) entitled 'Design and Maintenance' of Subsection (3) entitled 'Off-Street Parking Facilities' of Section 28.11 of the Madison General Ordinances is hereby created to read as follows:

"d. Bicycle Parking Facilities. Accessory off-street parking for bicycles shall include provision for secure storage of bicycles. Such facilities shall provide lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. All lockers and racks must be securely anchored to the ground or the building structure to prevent the racks and lockers from being removed from the location. The surfacing of such facilities shall be designed and maintained to be mud and dust free.'

"6. Paragraph 3. of Subdivision (i) entitled 'Location' of Subsection (3) entitled 'Off-Street Parking Facilities' of Section 28.11 of the Madison General Ordinances is hereby created to read as follows:

"3. Bicycle parking facilities shall be located in a clearly designated safe and convenient location. The design and location of such facility shall be harmonious with the surrounding environment. The facility location shall be at least as convenient as the majority of auto parking spaces provided."

"7. New paragraph 1. of Subdivision (1) entitled 'Schedule of Required Off-Street Parking Facilities' of Subsection (3) of Section 28.11 entitled 'Off-Street Parking Facilities' of the Madison General Ordinances is hereby created to read as follows:

"1. Bicycle parking facility spaces shall be provided in adequate number as determined by the Zoning Administrator. In making the determination, the Zoning Administrator shall consider when appropriate, the number of dwelling units or lodging rooms, the number of students, the number of employees, and the number of auto parking spaces in accordance with the following guidelines (see chart at left).'

"8. Current Paragraphs 1., 2., 3., 4., 5. and 6. of Subdivision (1) entitled 'Schedule of Required Off-Street Parking Facilities' of Subsection (3) of Section 28.11 entitled 'Off-



Street Parking and Loading Facilities' of the Madison General Ordinances are hereby renumbered to Paragraphs 2., 3., 4., 5., 6. and 7."

Off-Street Bicycle Parking Guidelines

Land Use	Bike Space
Dwellings/lodging rooms	1 per dwelling unit or 3 lodging rooms
Clubs/lodges	1 per lodging room plus 3% of person capacity
Fraternities/sororities	1 per 3 rooms
Hotels/lodging houses	1 per 20 employees
Galleries/museums/libraries	1 per 10 auto spaces
Colleges/universities/junior and high schools	1 per employees plus 1 per 4 students
Nursery/elementary schools	1 per 10 employees plus students above second grade
Convalescent and nursing homes/institutions	1 per 20 employees
Hospitals	1 per 20 employees
Places of assembly, recreation, entertainment, and amusement	1 per 10 auto spaces
Commercial/manufacturing	1 per 10 auto spaces
Miscellaneous/other	To be determined by the zoning administrator based on the guideline for the most similar use listed above.

"a. In all cases where bicycle parking is required, no fewer than two (2) spaces shall be required.

"b. After the first fifty (50) bicycle parking spaces are provided, additional bicycle parking spaces required are 0.5 (one half) space per unit listed.

"c. Where the expected need for bicycle parking for a particular use is uncertain due to unknown or unusual operating characteristics of the use, the Zoning Administrator may authorize that construction and provision of not more than fifty (50) percent of the bicycle parking spaces be deferred. Land area required for provision of deferred bicycle parking spaces shall be maintained in reserve."

For more information on Madison's ordinance, contact [Arthur Ross](#), the city's bicycle/pedestrian coordinator.



Schaumburg, Illinois

154.125 BICYCLE PARKING REQUIREMENTS

Cited from:

<http://www.ordlink.com/cgibin/hilite.pl/codes/schaumbu/>

(A) Required number of spaces. The following uses are required to install bicycle parking:

(1) Retail centers Minimum of ten spaces to be located at each main building entrance(s).

(2) Office and professional uses (sq. ft. gross floor area)

0 - 49,999 One rack or five spaces

50,000 - 99,999 Two racks or ten spaces

100,000 or more Four racks or 20 spaces

(3) Restaurants

Type A (full service One rack or five spaces

Type B (carry out, One rack or five spaces

Type C (full/carry-out, Two racks or ten spaces

(4) Cultural, recreational and entertainment uses

Health clubs; Minimum of 30 spaces

racquetball,

handball and tennis

clubs; swim clubs

and pools; community

centers; and similar

uses as determined

by the Director of

Planning

(5) Bowling alleys; To be determined on a skating rinks; case by case basis by the

movie theaters; Director of Planning or similar uses as his/her authorized

determined by designee, acting in the the Director of capacity of Zoning Ad-

Planning or his/ ministrator

her authorized

designee



(B) Location. Bike racks shall be located such that they are highly visible from the street and/or building entrance from where bicyclists approach. Bicycle parking areas shall be separated from motor vehicle parking areas.

(C) Design Criteria and Dimensions.

(1) Bicycle racks must be capable of locking the bicycle and of supporting the bicycle in an upright position.

(2) A hard surfaced parking area is required. Racks must be securely anchored to supporting surface.

(3) Installation of bike racks shall conform with the requirements set forth by the bike rack manufacturer with a rectangular space no less than two and one-half feet wide by six feet long per bicycle unless a locker or permanent device to stand the bicycle on end is provided.

(4) Bicycle racks shall be installed with adequate space beside the parked bicycle so that a bicyclist will be able to reach and operate the locking mechanism.

(D) Collective provisions. Off-street bicycle rack facilities for separate uses may be provided collectively if the total number of spaces provided collectively is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces in relation to the use served are adhered to.

(Ord. 163, passed 12-5-61; Am. Ord. 1992, passed 5-26-81; Am. Ord. 92-112, passed 10-13-92; Am. Ord. 95-62, passed 6-13-95)