



Community
Development Department

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Bicycle Parking Standards

Article 17 Parking and Loading Facilities is intended to accomplish several objectives including to:

“encourage bicycle use by providing adequate and safe facilities for the storage of bicycles.”

When bicycle parking is provided consistent with standards outlined in Chapter 11 – Zoning, bicycle parking spaces may be used to satisfy the number of required parking spaces up to a maximum of 4 percent provided the number of required spaces is 25 or more. For example, if parking standards as applied to a project call for 100 vehicle parking spaces, no more than 4 bicycle parking spaces may be substituted (96 vehicle parking spaces and 4 bicycle parking spaces).

Additionally, the following bicycle parking standards apply:

11.17.06 Bicycle parking

(a) **Generally.** Bicycle parking may be provided consistent with the recommended standards in Exhibit 17-8.

Land use	Number of recommended spaces
Primary or secondary school	10 percent of the number of students, plus 3 percent of the number of employees
College or university	6 percent of the number of students, plus 3 percent of the number of employees
Dorms, fraternities, sororities	1 space per 3 students
Shopping mall	5 percent of the number of required vehicle parking spaces
Office	5 percent of the number of required vehicle parking spaces
Governmental	10 percent of the number of required vehicle parking spaces
Movie theater	3 percent of the number of required vehicle parking spaces
Restaurant	3 percent of the number of required vehicle parking spaces
Manufacturing / industrial	3 percent of the number of required vehicle parking spaces
Other	3 to 7 percent of the number of required vehicle parking spaces

(b) **Location.** Bicycle parking shall be located in visible and prominent locations near the building entrance and shall be as close, or closer to the entrance than the nearest parking space. Under no circumstance should bicycle parking be more than 100 feet from the building entrance. Where there is more than one building on a site, or where a building has more than one main entrance, the parking shall be distributed to serve all buildings or main entrances. If possible, racks should be protected from the elements by an awning, overhang,

or similar covering. Racks shall not be placed so they block the entrance or inhibit pedestrian flow in or out of the building.

(c) Design. Bicycle parking areas should be incorporated into the overall building design, parking lot layout, and pedestrian circulation and coordinated with street furniture (e.g., benches, street lights, planters) when it is part of the overall project.

(d) Accessibility. Each bicycle parking space shall be accessible without moving another bicycle. In most circumstances, a space 2 feet by 6 feet is adequate. When needed, an aisle at least 5 feet wide shall be provided. (Exhibit 17-9)

(e) Lighting. Bicycle parking spaces shall have adequate lighting to promote security and avoid vandalism and theft.

(f) Rack design. Bicycle parking may be provided in floor, wall, or ceiling mounted racks. Racks should meet the following requirements:

- (1) The rack holds the bicycle frame, not just a wheel.
- (2) A U-shaped shackle lock can be used to secure the bicycle to the rack.
- (3) The rack is designed to accommodate a wide range of bicycle sizes, wheel sizes, and types.
- (4) The rack is covered with material that will not chip the paint off of a bicycle that leans against it.
- (5) The rack does not have hazards, such as sharp edges. The rack is securely fastened to the ground, a wall, or other solid surface.
- (6) The rack is securely fastened to the ground, a wall, or other solid surface.

