

MODEL BICYCLE PARKING BYLAW

PVPC has developed this model bicycle parking bylaw for cities and towns that may be considering adoption of such a bylaw.

This model is divided into two sections: the bylaw language itself, followed by suggested design criteria for bicycle parking facilities, which can be incorporated into a bylaw or design guidelines.

Local legal counsel should review bylaw or ordinance language prior to implementation.

Please contact the PVPC Land Use Section if you have questions or would like more information.

Bicycle Parking Bylaw

- 1.0 Purpose
The purpose of this bylaw is to provide adequate and safe facilities for the storage of bicycles.
- 2.0 Applicability
Bicycle parking facilities shall be provided for any new building, addition or enlargement of an existing building, or for any change in the occupancy of any new building that results in the need for additional auto parking facilities.
- 3.0 Exemptions
No bicycle parking spaces shall be required for single-family residences and two-family residences.
- 4.0 Bicycle Parking Spaces Required
Bicycle parking shall be provided as follows:
- 1) For multi-family residences, a minimum of one bicycle parking space or locker for each two (2) dwelling units or portion thereof shall be provided.
 - 2) For college dorms, a minimum of 1 bicycle parking space per 10 students shall be provided.
 - 3) For all other uses, except those uses exempted under Section 3.0, one bicycle parking space shall be provided for every 10 parking spaces required under the bylaw.
 - 4) In all cases where bicycle parking is required, a minimum of two (2) and a maximum of fifty (50) bicycle parking spaces shall be provided.
 - 5) The Special Permit Granting Authority may reduce the required number of bicycle parking spaces based on information provided by the applicant confirming that fewer bicycle parking spaces are required.
 - 6) A maximum of two (2) required vehicle parking spaces may be used for bicycle parking spaces.

Suggested Design Criteria for Bicycle Parking Facilities

- 1) 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 user may lock a bicycle.
- 2) Structures that require a user supplied locking device shall be designed to accommodate both chain and U-shaped locking devices and shall support the bicycle frame at two locations (not just the wheel).
- 3) 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.
- 4) The surfacing of such facilities shall be designed and maintained to be mud and dust free. The use of rock or gravel areas for bicycle parking is permitting provided that edging materials, such as landscape timbers are used so that the bicycle parking area is clearly demarcated and the rock material is contained.
- 5) Bicycle parking facilities shall be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.
- 6) Required bicycle parking spaces shall be at least two (2) feet by six (6) feet per bicycle.
- 7) An aisle a minimum of five (5) feet wide shall be provided behind bicycle parking facilities to allow for maneuvering.
- 8) Sufficient space, to be a minimum of 30 inches, shall be provided beside each parked bicycle to allow access. This access area may be shared by adjacent bicycles. Racks shall be installed a minimum of 24 inches from a parallel wall or other obstruction and 30 inches from a perpendicular wall.
- 9) Bicycle parking facilities shall be located in a clearly designated safe and convenient location. Whenever possible, the bicycle parking shall be placed within 50 feet of building entrances and in well-lit areas.
- 10) When automobile parking spaces are provided in a structure, the same percentage of required bicycle parking spaces shall be located inside the structure or shall be located in other areas protected from the weather.