



Division of Traffic Engineering

FRANK M. JORDAN, Mayor
JOHN E. NEWLIN, Executive Director

Bicycle Rack Placement Criteria

The intent of San Francisco's bicycle rack installation program is to encourage the use of bicycles for transportation by providing facilities to safely park bicycles in public places. In determining the appropriate placement of bicycle racks, the needs of all persons using the right of way will be considered.

Bicycle racks shall be installed in public spaces, generally on wide sidewalks, in line with existing street furniture and out of the path of travel to ensure that public streets, sidewalks and rights-of-way are not unreasonably obstructed.

Approval of bicycle rack installation will be determined by the width of the sidewalk and the level of existing and anticipated peak hour pedestrian volume. A minimum six foot width for a clear path of pedestrian travel, free of all obstacles, including bicycles parked at the rack, must be maintained on the sidewalk at all times. (Figures 1 and 2)

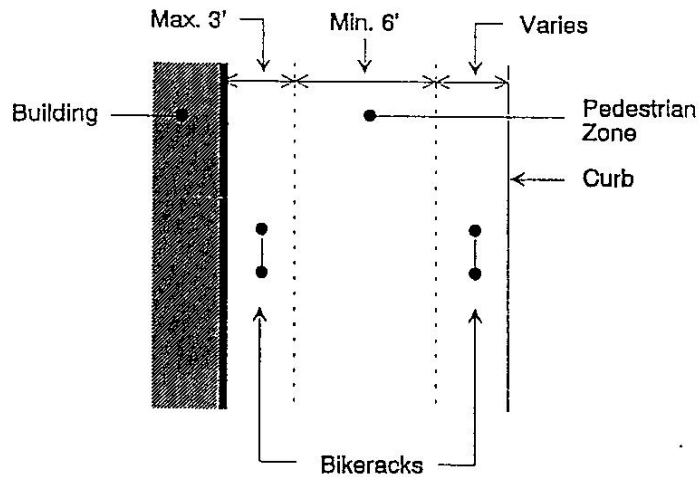
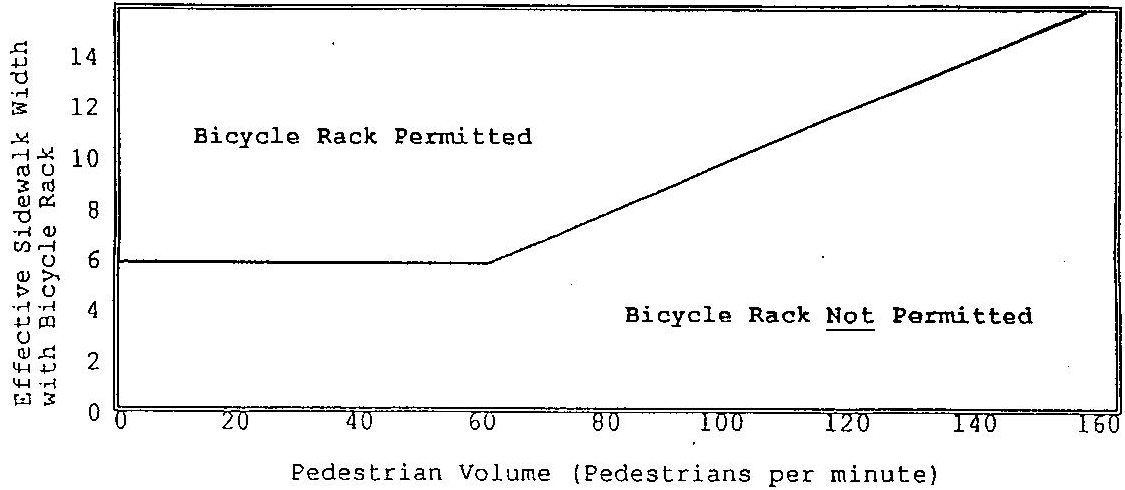


Figure 1 - Sidewalk Zones

Figure 2 - EFFECTIVE SIDEWALK WIDTH
(For L.O.S. C)



Bicycle racks and parked bicycles may not intrude on pedestrian corner clear zones. (Figure 3)

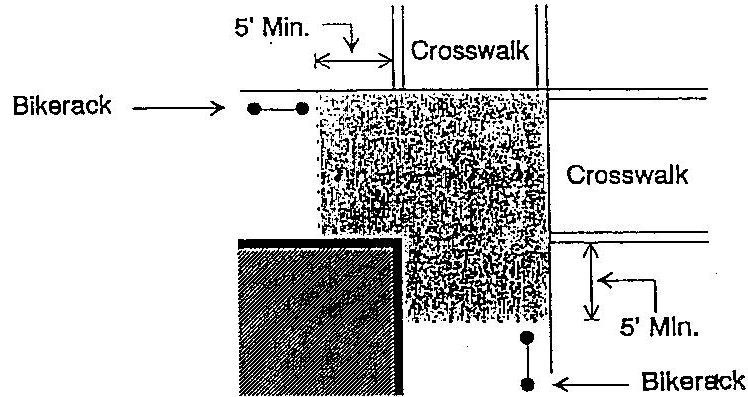


Figure 3 - Corner Clear Zones

Bicycle racks must be located in the sidewalk area fronting and within the applicant's property.

All bicycle rack installations must address accessibility and path of travel requirements for persons with disabilities based upon the California Building Code Title 24, Uniform Federal Access Standards, and the Americans with Disabilities Act.

Bicycle racks shall be installed in locations where neighborhood patterns of encroachment exist; or where no other street furniture exists, treatments (such as wing walls, planters, etc.) will be made to warn persons with visual disabilities of the presence of the bicycle rack.

No person may place, operate or maintain any bicycle rack on a public street, sidewalk or public-right-of-way where such installation, use or maintenance endangers the safety of persons or property, or unreasonably interferes with public utility, public transportation, or other public or government use, or unreasonably interferes with or impedes the flow of pedestrian, bicycle, wheelchair, or vehicular traffic, the ingress into or ingress from any residence, place or business, or any legally parked or stopped vehicles, or the use of traffic signs or signals, fire hydrants, police or fire call boxes or mailboxes, crosswalks, curb-ramps, driveways, utility poles, fire escapes, parking meters, underground utilities including sub-surface utility vaults, under-sidewalk basements, sidewalk elevators, delivery areas or loading zones, or any other structures.

No bicycle rack shall be placed within: any MUNI bus stop zone utilized for Golden Gate Transit, any MUNI nearside (immediately adjacent and prior to the intersection relative to the direction of travel) bus stop zone not utilized for Golden Gate Transit except for the last fifteen feet, any MUNI farside (immediately adjacent and after the intersection relative to the direction of travel) bus stop zone not utilized for Golden Gate Transit except for the last ten feet, ten feet of the front of any MUNI or BART subway entrance, or within five feet of any transit shelter.

There will be at least a two foot clearance between bicycles parked at racks and any other street furniture.

No bicycle rack shall be placed upon any portion of any street, roadway or other public-right-of-way on which motor vehicles are lawfully permitted.

The inverted "U" rail rack (Figure 4) and the ribbon rack (Figure 5) are preferred racks for normal sidewalk installation. They are unobtrusive, have no sharp edges or moving parts, and require minimal maintenance.



Figure 4 - Inverted "U" Rail Rack

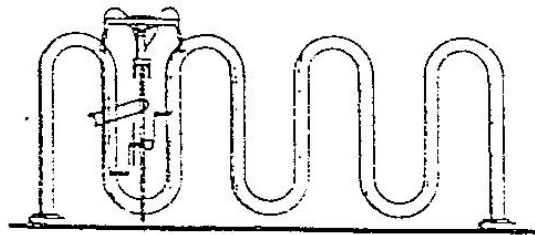


Figure 5 - Ribbon Rack

Application for bicycles rack installation shall be made in writing on a form provided by the City to the Department of Parking and Traffic (DPT). The application package shall inform the applicant of the requirements of this Bicycle Rack Placement Criteria. The applicant must submit a map or drawing showing the proposed location of the bicycle rack, with reference to measurements from the proposed location to street furniture, trees, planter strips, bus zones, transit shelters, property lines, curbs, structures and the like. Upon approval by DPT, bicycle rack installation will be contingent upon the issuance by the Department of Public Works of a Bicycle Rack Encroachment permit. If the application is disapproved in whole or in part, DPT shall notify the applicant promptly, explaining the reasons for denial.



GAVIN NEWSOM, Mayor
BOND M. YEE, ACTING EXECUTIVE DIRECTOR

MEMORANDUM

TO: File

FROM: Peter Tannen

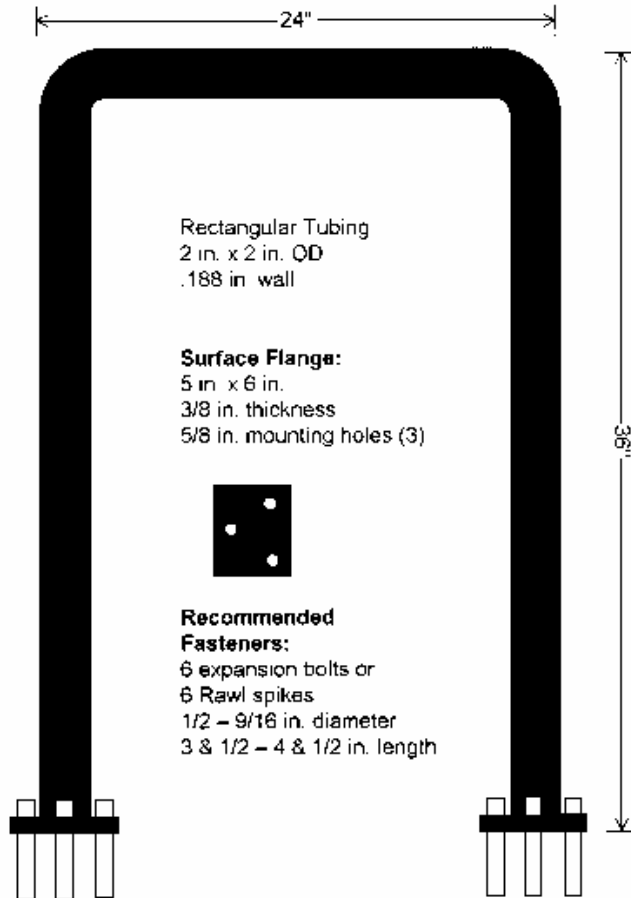
DATE: 06.01.04

RE: Bicycle Rack Specifications

The Department of Parking and Traffic's Bicycle Program does not install ribbon racks as outlined within the Bicycle Rack Placement Criteria (Figure 5). Experience has demonstrated that the inverted "U" rack is the most practical rack type for the majority of locations within San Francisco.

Further approval of the Bicycle Rack Placement Criteria by ISCOTT (Interdepartmental Staff Committee on Traffic and Transportation) should remove the ribbon type racks from the Bicycle Rack Placement Criteria .

TYPICAL INVERTED "U" RACK



Rack Material Notes:

2x2 structural steel mechanical square tubing,
ASTM # A500
Hot dipped galvanized finish
Wall thickness-.188"
Flanges-3/8" thick