

5

SFMTA Short-Term Sidewalk Bicycle Parking Installation

This chapter includes the SFMTA procedures for installing sidewalk bicycle racks and bicycle corrals in San Francisco. Procedures include how to request these short-term bicycle parking facilities, the application and installation process and rack and corral placement guidelines.



5.1 Types of Short-Term Bicycle Parking

A variety of short-term bicycle parking exists in San Francisco. For short-term use, the SFMTA installs surface-mounted circular racks on the sidewalk and in the parking lane of the street made of two-inch square galvanized steel tubing.⁶ The SFMTA has also installed a limited number of parking meter post rings in recent years. Since meter posts often serve as de-facto bicycle parking in the absence of an alternative and SFpark is increasingly replacing individual meters with multi-space meters, in some locations after meter removal, the SFMTA installs a sleeve with a bicycle parking ring over the former meter post. Lastly, the SFMTA installs bicycle corrals or clustered inverted U-racks or circle racks in the vehicle parking lane to accommodate bicycles where there is a high demand for short-term bicycle parking. Examples of these short-term bicycle parking options are shown below in Figure 3.

Figure 3 Short-Term Bicycle Parking in San Francisco (from left to right): Circular Rack (Standard Rack), Inverted U Rack (Previous Standard Rack), and Meter Post Ring



5.2 Citywide Short-Term Bicycle Parking Installation

The SFMTA installs the vast majority of San Francisco's bicycle parking in the public right-of-way, generally in line with existing street furniture near the curb and outside the path of pedestrian travel to ensure an unobstructed through zone for pedestrian circulation. As part of other projects, like streetscape projects or building redevelopments, the Department of Public Works (DPW) or private contractors may also install sidewalk bicycle racks.

For those areas of the city that lie outside the jurisdiction of the SFMTA and DPW, providing bicycle parking is the responsibility of another agency or private property owners; examples include:

- San Francisco Unified School District (SFUSD) installs bicycle racks on public school property, primarily for long-term use by students and staff. The SFMTA installs racks on the sidewalk for visitors.
- National Park Service (NPS) manages the Golden Gate National Recreational Areas (GGNRA); these include Crissy Field, and Fort Mason. The NPS installs and maintains bicycle parking in these areas. The Presidio installs their own bicycle racks.
- The Port of San Francisco owns the property immediately surrounding the San Francisco Bay, including the Embarcadero and the Promenade. The Port installs and maintains bicycle parking on Port property.

⁶ Depending on the installation location, older inverted u-racks employed both round and square tubing.

- Recreation and Parks Department (RPD) installs and maintains racks in San Francisco parks throughout the city.
- Private developers and building owners install bicycle racks on private property according to the Planning Code and site-specific demand.

Additionally, neighborhood groups or business associations may wish to install unique bicycle parking in their respective neighborhood or district. In these cases, the organization can work directly with the SFMTA to coordinate design, fabrication and installation details. See 6.1 for additional information.

5.3 SFMTA Short-Term Bicycle Parking Planning and Installation

SIDEWALK RACKS

Requesting a Sidewalk Bicycle Rack

Anyone may request sidewalk bicycle racks by using the web-based 311 system, calling 311, emailing bikeparking@sfmta.com, or by calling 415.646.2330.⁷ Additionally, the San Francisco Bicycle Coalition has an online request form for sidewalk racks linked to the SFMTA's request system. The SFMTA works with the fronting property owner/business to verify these requests as well as opportunities to pursue bicycle corrals.

Sidewalk Bicycle Rack Review and Installation Process

SFMTA staff review bicycle rack requests prior to installation. The review and installation process is as follows:

1. **Confirmation of Request:** Staff checks the bicycle rack request with existing bicycle parking records and contacts the fronting business owner or property manager to confirm that demand for short-term bicycle parking exists.
2. **Field Survey and Marking:** After confirmation of the request, SFMTA staff performs a field investigation of the site and paints a temporary marking on the sidewalk in the most appropriate place for the rack. The marking shows the SFMTA Sign Shop staff the location for the rack installation.
3. **Environmental Review:** After field surveying and markings are complete, SFMTA staff submits a batch of rack locations (30-70) to the Department of City Planning for environmental review and approval.
4. **Installation:** SFMTA staff generates a work order and SFMTA Sign Shop staff visit the marked location, review the survey work and install the bicycle rack.



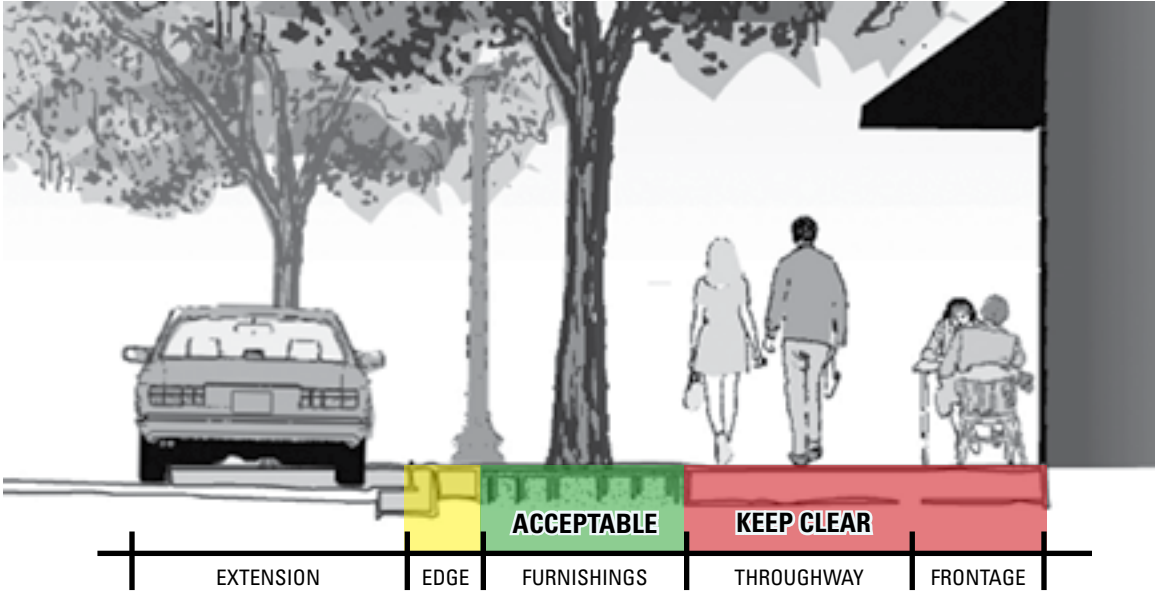
SFMTA staff paint the sidewalk with markings at approved locations.

⁷ <http://www.sf311.org/index.aspx?page=125>

Sidewalk Bicycle Rack Placement Guidelines

Installation of sidewalk bicycle racks occurs at locations with demand for short-term use of less than two hours. The SFMTA surveys every requested location for bicycle parking prior to marking and installation of a rack. The SFMTA installs sidewalk bicycle parking as close to the desired location as possible without impeding pedestrian travel in the pedestrian throughway zone. Sidewalk bicycle racks installation is primarily in the furnishings zone, as shown in Figure 4.

Figure 4 Acceptable Zone for Sidewalk Bicycle Racks



For the installation of sidewalk bicycle parking, the SFMTA has specific clearances necessary from curbs, street furniture, and permitted parking lane uses (color curb zones). These standards help ensure that racks and bicycles parked at racks on the sidewalk do not intrude into the pedestrian throughway zone. Table 3 - Table 5 list the minimum and recommended sidewalk widths and clearances from other street furniture and colored curb and bus zones necessary for the installation of sidewalk bicycle racks.

In some instances, due to unique conditions at a particular location and based upon planning and engineering judgment, the SFMTA may install racks differently than specified in this guide. See Figure 5 for a graphic representation of this information.

Table 3 Sidewalk Width Requirements for Bicycle Parking

Description	Recommended Clearances (feet) [Minimum required]	Location
Necessary Sidewalk Widths for Bicycle Rack Installation	10 [9]	Between curb face and building or café seating (commercial)
	10 [7]	Between curb face and building (residential)
	7 [6]	Between bicycle rack and building or café seating (commercial)
	7 [4]	Between bicycle rack and building (residential)

Table 4 Required Bicycle Rack Clearances on the Sidewalk

Description	Recommended Clearances (feet) [Minimum required]	Object
Bicycle Rack Clearances from other Sidewalk Objects	[0]	In-ground utility pull box (allow enough room to remove cover)
	5 [2]	Tree or tree well; News rack; Trash can; Street light pole; Curbscut / driveway
	10 [7]	Bicycle rack (along curb)
	3	Bicycle rack (parallel to other racks)
	7 [5]	Fire hydrant; Stand pipe (near street)
	[11]	Building Entrance; Stand pipe (near entrances)
	5	Parking meter pole (when placing one rack between two meter poles that are less than 18 feet apart)
	2-4	Angled car parking (depends on placement of meters, car overhang and other objects)
	4	Parking meter pole (when placing two racks between two meter poles that are greater than 18 feet apart)
	5	Traffic sign pole (midblock)
Bicycle Rack Clearances from Parking Types	5 [2]	Traffic sign pole (intersection)
	3 [2]	Parallel car parking
	TBD	Angled car parking
	5	Perpendicular car parking (90-degree)

Table 5 Bicycle Rack Placement in Bus and Colored Curb Zones

Description	Measurement	Location
Back of Zone	Within back 28 feet	Bus Zone on near side of an intersection
	Front or Back	Green Zone (short-term vehicle parking)
	Front or Back	White Zone (five minute stopping)
Front of Zone	Within front 18 feet	Bus Zone on far side of an intersection
	Front	Yellow Zone (commercial loading)
Prohibited	-	Blue Zone (accessible parking)

SIGN OR METER POLE



See Table 4

7 [2]



XWALK

[0]



UTILITY VAULT

WATER

[0]



WATER

[0]



BIKE RACK

[0]



MAILBOX, NEWSRACK, OR TRASH CAN

[2]



BIKE RACK

[2]



TREE (WELL) OR STREET LIGHT POLE

[2]



CURB CUT OR DRIVEWAY

[2]



FIRE HYDRANT / STAND PIPE

[5]



BIKE RACK

[2]



BIKE RACK

[2]



BIKE RACK

[2]



BIKE RACK

SIDEWALK BICYCLE RACK PLACEMENT GUIDELINES

SFMTA

Municipal Transportation Agency

RECOMMENDED CLEARANCES IN FEET [MINIMUM FEET IN BRACKETS]

Buildings

Sidewalk

UTILITY VAULT

WATER

BIKE RACK

[0]

UTILITY VAULT

WATER

BIKE RACK

[0]

MAILBOX, NEWSRACK, OR TRASH CAN

[2]

BIKE RACK

[2]

TREE (WELL) OR STREET LIGHT POLE

[2]

CURB CUT OR DRIVEWAY

[2]

FIRE HYDRANT / STAND PIPE

[5]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACK

[2]

BIKE RACKS shall not be installed on top of utility vaults but may be directly adjacent to them

YELLOW ZONE (commercial)



front

3 [2]



BIKE RACK

[2]

Pedestrian Throughway Clearance (between parked bike and building or café seating)

[6] COMMERCIAL

[4] RESIDENTIAL

Building or Café Seating

Sidewalk Width

[9] COMMERCIAL

[7] RESIDENTIAL

Door Entrance or Stand Pipe

[6] COMMERCIAL

[4] RESIDENTIAL

Building or Café Seating

Sidewalk Width

[9] COMMERCIAL

[7] RESIDENTIAL

BLUE ZONE (accessible)



front or back (case-by-case)

See Table 4



BIKE RACK

[2]

WHITE ZONE (5-minute stopping)

front or back (case-by-case)

See Table 4



BIKE RACK

[2]

ANGLED PARKING

5



BIKE RACK

[2]

90-DEGREE PARKING

5



BIKE RACK

[2]

Near-Side Bus Zone



within REAR 30'

See Appendix F

[9] COMMERCIAL

[7] RESIDENTIAL

Pedestrian Throughway Clearance (between parked bike and building or café seating)

[6] COMMERCIAL

[4] RESIDENTIAL

Building or Café Seating

Sidewalk Width

[9] COMMERCIAL

[7] RESIDENTIAL

Door Entrance or Stand Pipe

[6] COMMERCIAL

[4] RESIDENTIAL

Building or Café Seating

Sidewalk Width

[9] COMMERCIAL

[7] RESIDENTIAL

Far-Side Bus Zone



within FRONT 20' and REAR 10'

See Appendix F

[9] COMMERCIAL

[7] RESIDENTIAL

Door Entrance or Stand Pipe

[6] COMMERCIAL

[4] RESIDENTIAL

Building or Café Seating

Sidewalk Width

[9] COMMERCIAL

[7] RESIDENTIAL

Buildings

NOT TO SCALE. IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY. REVISED OCTOBER 2016.