

APPENDIX C

New York City Racks Program Flyer, Fact Sheet,
General Guidelines, Rack Clearance Standards

City of Portland Rack Design and Siting Guidelines

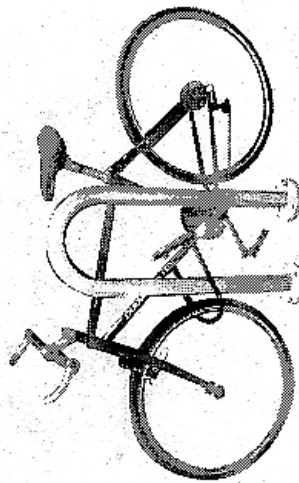
Facility Innovations and Ideas

WHAT IS CITYRACKS?

CityRacks provides FREE installation of sidewalk bicycle parking racks throughout New York City to encourage cycling for commuting, short trips and errands.

CAN CITYRACKS BENEFIT MY BUSINESS?

Virtually every business can benefit from CityRacks. By providing convenient parking to the cycling community, businesses can expand their client base and improve customer satisfaction.



HOW WILL CITYRACKS BENEFIT MY NEIGHBORHOOD?

CityRacks provides added convenience for residents and visitors. The availability of CityRacks parking discourages cyclists from parking at mailboxes, parking meters, trees, and other sidewalk structures.

WHERE ARE CITYRACKS INSTALLED?

CityRacks are installed on City-owned property throughout the City, usually on the City-owned sidewalk. The sites selected are virtually everywhere bicyclists frequent: business districts, neighborhood shopping areas, universities, museums, libraries. The siting criteria for the CityRacks are as follows:

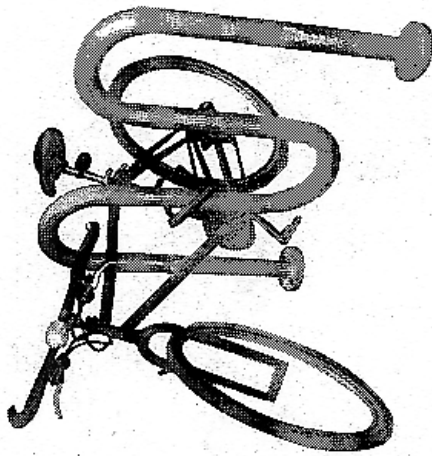
- City-owned property
- Wide sidewalks (minimum sidewalk width 12')
- Removed from the natural flow of pedestrians, usually at the curb and always away from crosswalks
- Usually a minimum of 6' from other street furniture (e.g., street signs, mailboxes, benches, telephones)
- Greater distances from certain features (e.g., up to 13' from fire hydrants, 15' from bus stop shelters and newsstands, and 18' from subway entrances)

HOW ARE CITYRACKS INSTALLED?

CityRacks are installed at sites requested by businesses, local groups, City agencies, and private citizens. After installation, the CityRacks remain the property of the City of New York. The City assumes responsibility for the rack but not the bicycles parked at it.

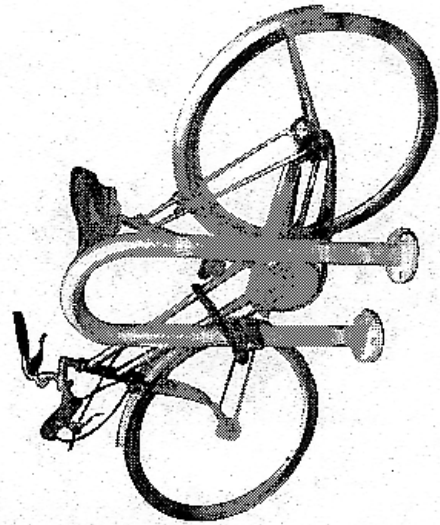
HOW TO REQUEST A CITYRACKS...

Fill out the request form on the reverse side and mail to CityRacks. Conforming sites will receive racks, at no charge, on a first come, first served basis.



WHAT DO THE BICYCLE RACKS LOOK LIKE?

The bicycle rack is attractive yet unobtrusive and is suitable for all types of bicycles and locks. The racks are continuous curve piping made of unpainted, galvanized steel. CityRacks have no sharp edges nor moving parts, and require little maintenance. CityRacks installs the racks in a variety of sizes: an upside-down 'U' rack for two bikes, a single loop for three bikes, a double loop for five bikes, or a triple loop for up to seven bikes.



ON-STREET BICYCLE PARKING FACILITIES (CITYRACKS) FACT SHEET

WHO:

- The On-Street Bicycle Parking Facilities program (*CityRacks*) is a joint effort between the New York Department of Transportation (DOT) and the bicycle advocacy group Transportation Alternatives.
- *CityRacks* will involve both private and public participants. Sites will be identified and racks will be requested by members of business improvement districts, community boards, civic groups, individual citizens and by TA staff and volunteers. Additionally, DOT staff will identify sites.

WHAT:

- The DOT has received \$400,000 through the Intermodal Surface Transportation Efficiency Act Enhancement Program and will match this amount with \$100,000 to increase the availability of bicycle parking at various destinations throughout the City.
- In conjunction with the Arts Commission and Landmarks Preservation Commission, DOT and TA have chosen to install a continuous curve-type rack in three sizes – an inverted “U” to hold two to three bikes (depending on siting), a two-loop for five bikes and a three-loop for seven bikes. All racks are constructed of 2 3/8" unpainted, hot-dipped galvanized steel.
- DOT will install racks via two installation methods – in-ground cement and surface flange mounts.

WHY:

- To provide much needed bicycle parking spaces, thereby encouraging leisure bicyclists to choose this transportation choice for other trips (e.g. library, shopping and errands).
- To provide air quality and reduce traffic congestion by encouraging the use of cycling.
- To reap the resulting economic benefits from increased customer access to commercial districts.
- To discourage bicyclists from adhering bicycles to other street furniture, thereby removing sidewalk clutter and improving the overall attractiveness of the City streetscape.
- To serve as a physical reminder of the City's commitment to cycling, raising public awareness of cycling.

WHERE:

- *CityRacks* sites will be installed where requested locations adhere to DOT's siting guidelines. All DOT-funded rack sites will be inspected for engineering clearance by DOT Borough Permit Offices and will be installed by DOT's Traffic Device Maintainers.
- Possible site locations include retail and commercial districts, museums, libraries, stadiums, universities and civic centers.

WHEN:

- By Earth Week 1996, as part of a pilot program, as many as 150 bicycle racks may be installed throughout the City. By Fall, 1997, approximately 850 additional racks will be installed, creating more than 3500 new bicycle spaces.

HOW:

- *CityRacks* will implement a comprehensive outreach plan which will include press releases, direct correspondence to governmental agencies and community boards as well as the dissemination of written informational materials including a brochure, siting guidelines and rack request form.

CityRacks GENERAL GUIDELINES

1. *CityRacks* are installed on the public right-of-way (sidewalks); NOT on private property.
2. *CityRacks* may be installed on other City-owned property (e.g., libraries, museums, parks), after consultation with and permission granted by the agency managing the property. These sites will only be installed after a letter is submitted stating that the site is approved and that the agency will accept the responsibility for the rack after installation (maintenance and ownership).
3. In HISTORIC DISTRICTS and FRONTING LANDMARK PROPERTIES, approval from the Landmarks Preservation Commission must be obtained for sites approved and put on hold by DOT.
4. *CityRacks* can only be installed on cement.
 - a) A request to place a *CityRack* at a location with a DISTINCTIVE NON-CEMENT SIDEWALK (e.g., bluestone, granite, marble) WILL BE REJECTED.
 - b) A request to place a *CityRack* at a location with SPECIAL CEMENT (e.g., special color or scoring pattern) will not be granted unless the property owner or agent provides written permission.
 - c) Sidewalks made of cement with a rough finish (i.e.: exposed aggregate) are not suitable for flange type racks and can not accommodate a *CityRack*.
5. *CityRacks* proposed for placement at the BUILDING LINE and not in line with other street furniture at the curb WILL NOT BE GRANTED. If the rack is to be placed in line with other building line obstructions, the property owner must provide written permission prior to installation.
6. Sidewalks fronting the entire property must be in good condition. DOT will not grant requests for *CityRacks* on defective sidewalks and/or sidewalks with illegal encroachments.
7. A proposed site should meet minimum clearance guidelines (see CR Bicycle Racks Clearance Standards). The DOT may grant exceptions to any clearance standard or guideline based on sound engineering judgment (such as LOW pedestrian traffic areas, or very wide sidewalks). Similarly, a site request that is in conformance may be denied at the discretion of DOT.
8. *CityRacks* cannot be installed under fire escape ladders, nor display advertisements or notices.
9. The DOT reserves the right to remove or not remove a *CityRack*.
10. There is NO FEE for the application or installation of *CityRacks*.

11/13/97

CityRacks Bicycle Rack Clearance Standards 3/30/98

CityRacks are sited to avoid interference with normal pedestrian flow and normal street activities. The bike-box is the footprint of the area within which a rack **with bicycles attached** can fit.

Bike Box Proximity to Adjacent Street Fixtures/Uses¹

There are 4 main levels of clearance restricting bike box proximity to other sidewalk structures and uses.

A. Most Restrictive - 15'

- fire hydrant
- curb regulated as a bus stop, taxi stand, or hotel loading zone
- major structure: franchised structure (shelters, newsstands, toilets, SW cafes, mouth of subway stairs & elevators)

B. Moderately Restrictive -10'

- corner quadrants (property lines across intersections)
- driveways
- building entrances (building line installations only)

C. Mildly Restrictive - 5'

- standpipes
- minor above ground structures (signs, meters, lights, mailboxes, planters, phones)
- building entrances (curb line installations only)

D. Least Restrictive - 3'

- surface hardware (grates, hatches, utility covers) tree pit edges (flush with sidewalk).

Bike Box Clearance From Sidewalk Edge

A bike box should not reduce pedestrian clear path to less than the greater of 8 feet or one half of the sidewalk width. Determination of a particular sidewalk's eligibility to meet this criteria is made by use of the following information.

Curb line installations: Bike box distance from curb - 1.5' - 2'
 Bldg line installations: Bike box distance from bldg - .5'

Bike Box Sizes:		Box	Curb	Clear	Min Sidewalk Width	
		Width	Clrnc	Path	Inst@Curb	Inst@Bldg ²
2 Parallel	3'x 7'	3'	+ 1.5'	+ 8'	= 12.5'	11.5
2 Perp.	5'x9'	5'	+ 2'	+ 8'	= 15'	13.5'
5 Perp.	6'x9'	6'	+ 2'	+ 9'	= 17'	14.5'

¹ Measurements are standards used for first field inspection. Sites rejected due to minor violations of standards will be revisited. Standards may be waived at the discretion of DOT depending on local conditions.

² Permitted if rack is in-line with other building line obstructions and 8' - 9' clear path continues to 15' on either side of bike box to minimize 'pedestrian obstacle' course effect.



CITY of PORTLAND

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BICYCLE PARKING RACK DESIGN AND SITING GUIDELINES

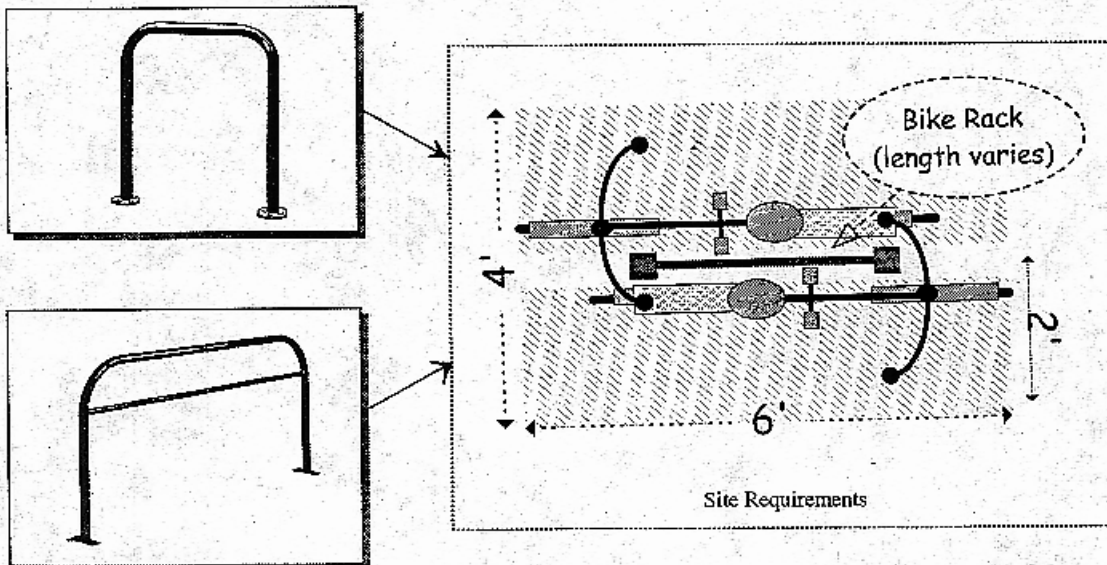
The following supplemental information is intended to provide guidance in meeting the City bicycle parking requirements. See Title 33.266.220 for complete bike parking code requirements, or the brochure available through the Bicycle Program.

- ❑ *Required bicycle racks must be designed and installed so that:*
- a bicycle frame and front wheel may be conveniently and securely locked to the bicycle rack using a standard U-shaped shackle lock;
 - a bicycle will be reasonably safeguarded from damage;
 - each bicycle parking space is easily accessible, with a 5' aisle for access;
 - each bicycle rack is securely anchored.

Examples of generally ACCEPTABLE rack types and spacing

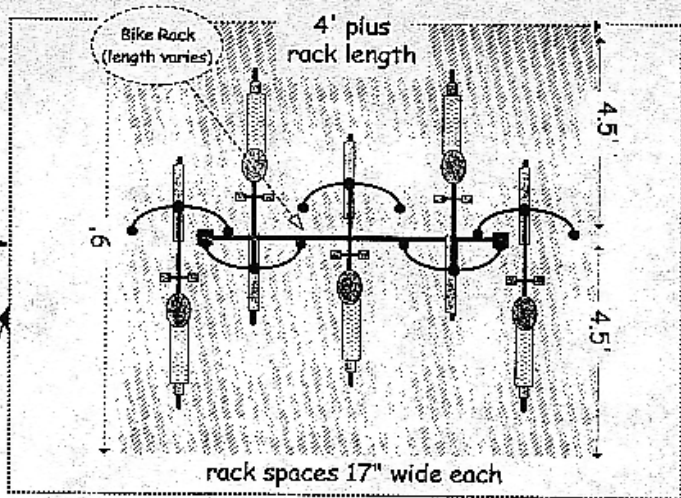
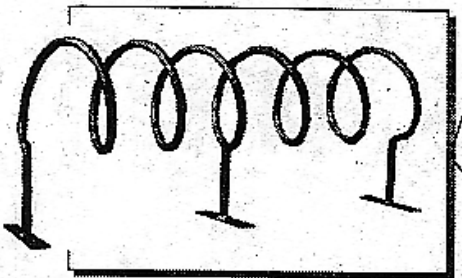
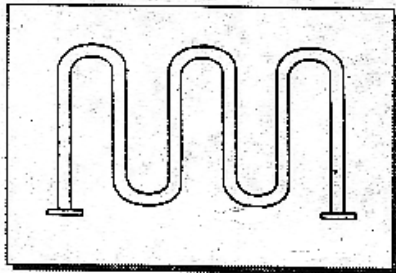
Many manufacturers of bicycle racks make variations on the acceptable rack types shown below. If you would like to use a rack that does not seem to fit one of the generic styles shown here, please contact the Bicycle Program to confirm that it meets the standards above.

❶ "HITCHING POST" OR "STAPLE" STYLE RACKS



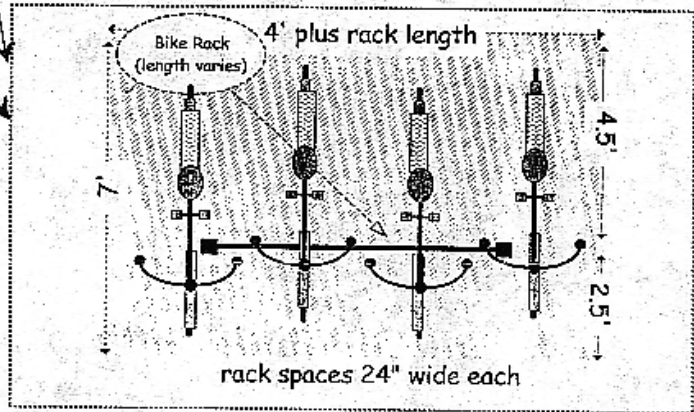
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② "RIBBON", "WAVE", OR "SPIRAL" STYLE RACKS



rack spaces 17" wide each

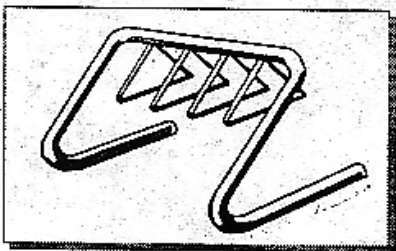
Site Requirements: 2 side access



rack spaces 24" wide each

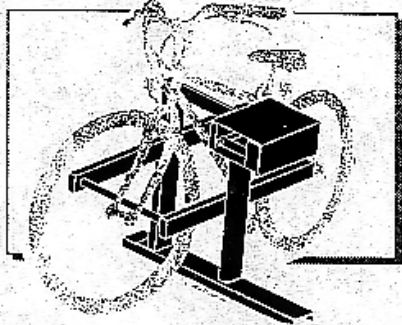
Site Requirements: 1 side access

③ "FREESTANDING" STYLE



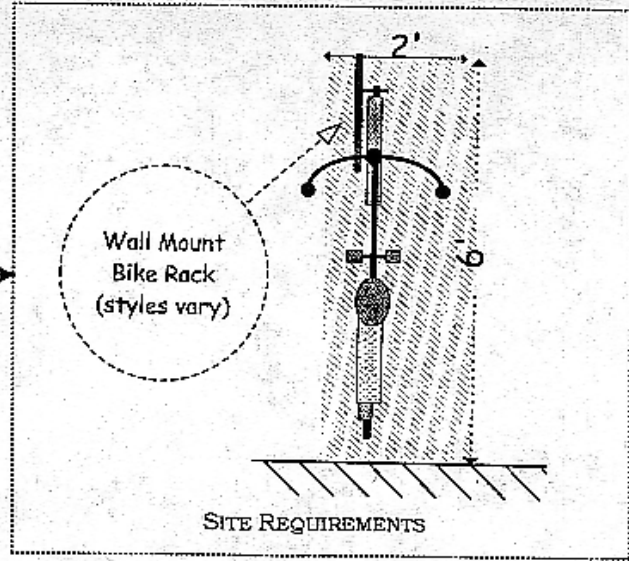
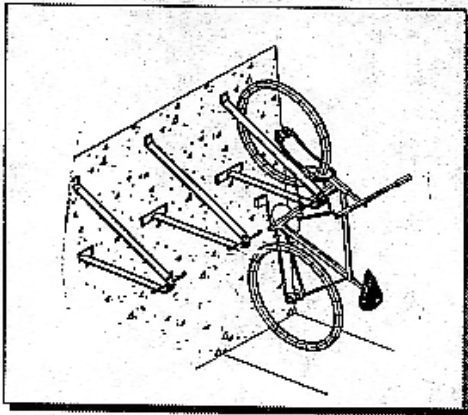
SITE REQUIREMENTS ⇒ same as ② "Ribbon" type)

④ "THREE POINT -LOCKING" STYLE

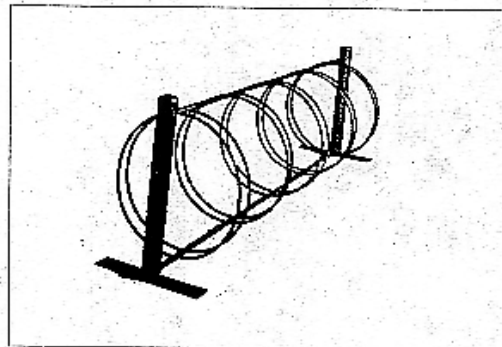
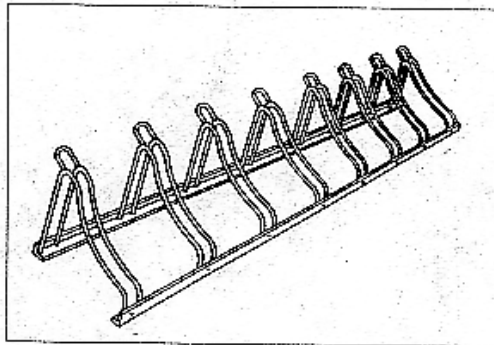
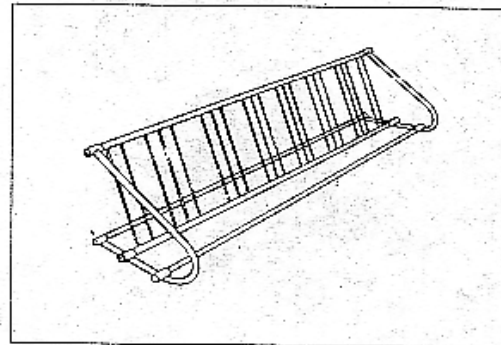
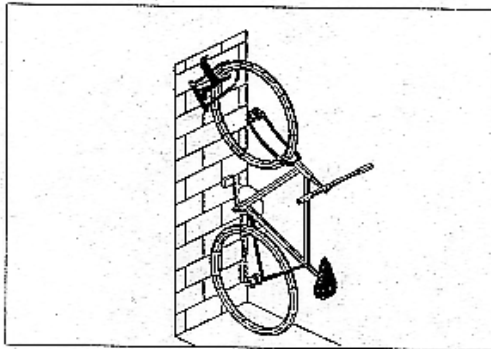


SITE REQUIREMENTS ⇒ same as ①, "Hitching Post" type)

⑤ "WALL MOUNT" STYLE RACKS



Examples of some UNACCEPTABLE rack types:

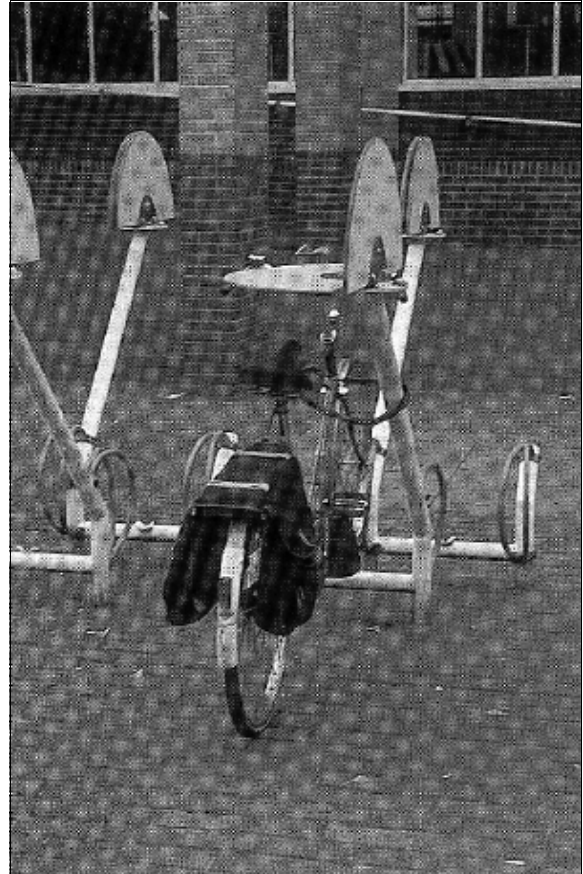


❖ For more information, contact the City of Portland Bicycle Program at 823-CYCL.

Facility Innovations & Ideas



(Source: Vekso)



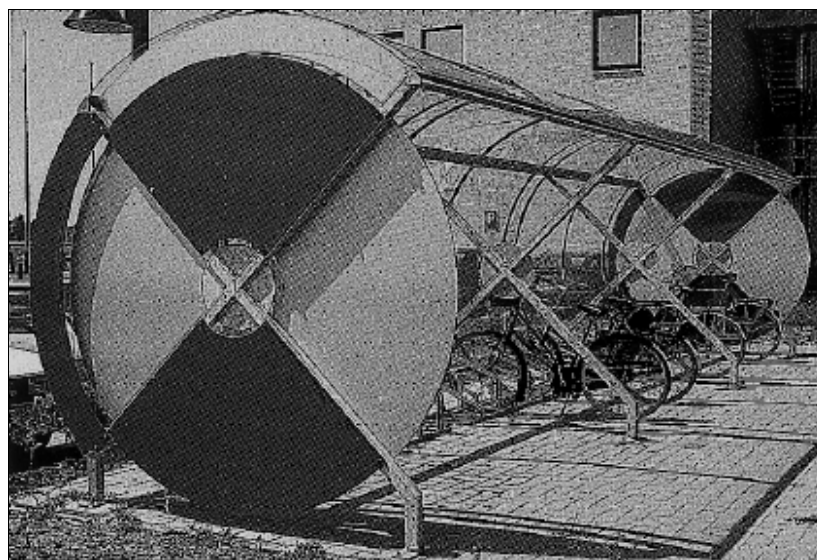
(Source: C.R.O.W., Sign up for the bike)

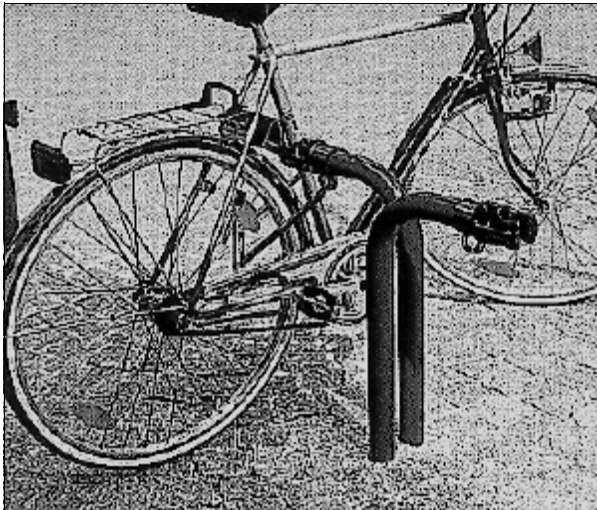


(Source: Falco)

Sheltered and
Enclosed Bicycle Parking

(Source: Falco)





(Source: Mabeg)



(Source: Mabeg)

Various Racks



(Source: Weisstalwerk)



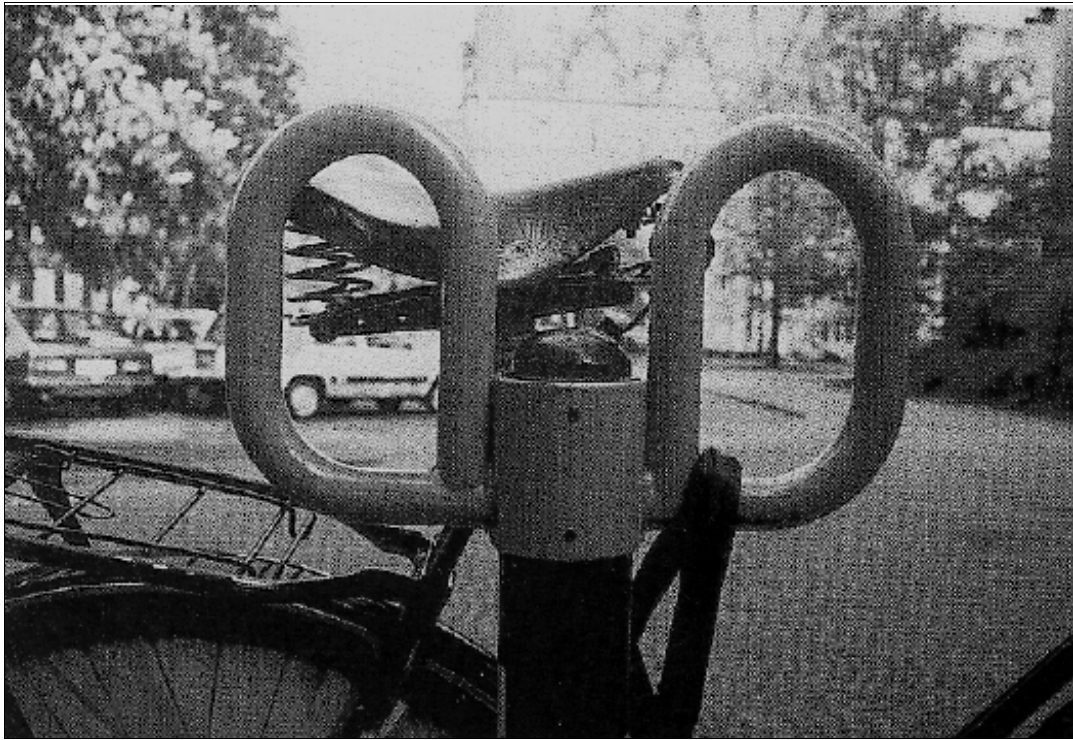
(Source: Falco)



(Source: Falco)



(Source: Falco)



Usage of Existing Street Furniture (Source: Weisstalwerk)

