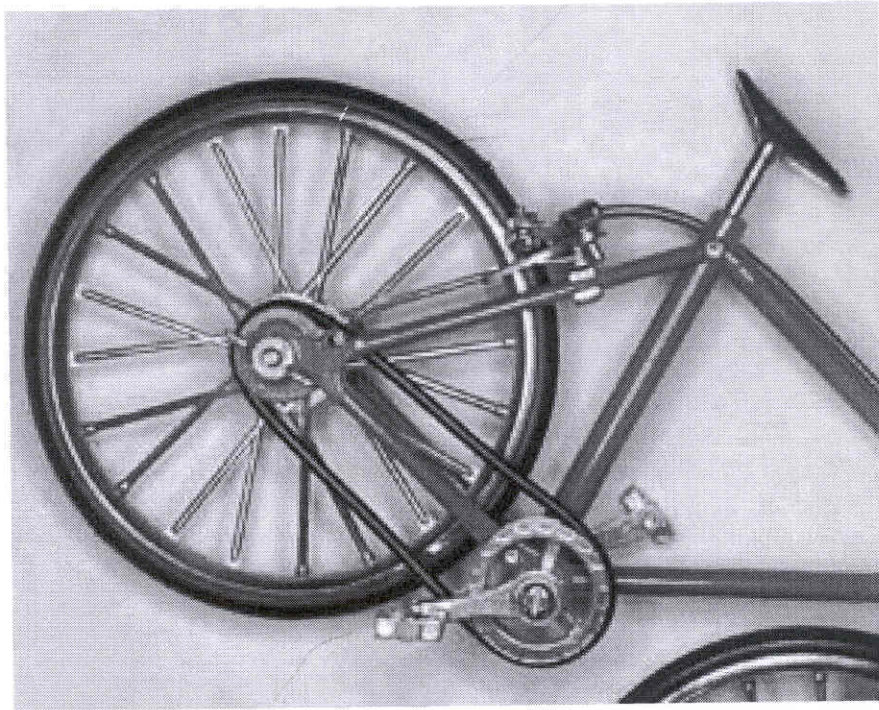
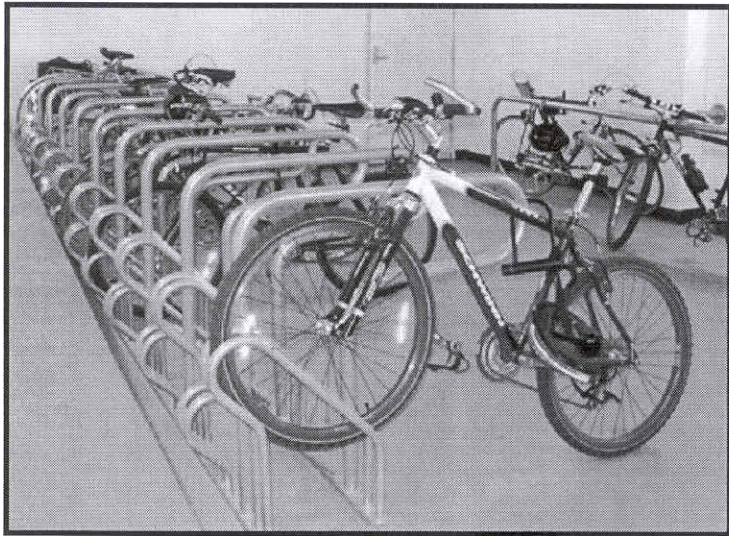


CITY OF PITTSBURGH



**BICYCLE PARKING
GUIDELINES**

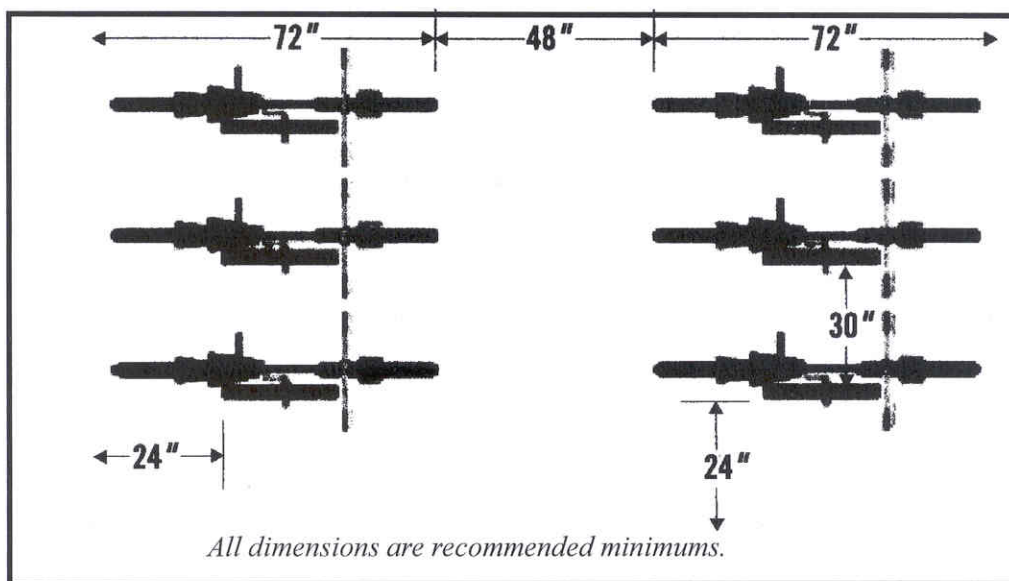


INTRODUCTION:

These guidelines are for the purpose of installation, location and design of bicycle racks in the City of Pittsburgh. Implemented in June 1999, The City of Pittsburgh Bicycle Plan states under objective #6 that we must “encourage bicycle parking and commuter facilities in new private developments, and provide design guidelines to any party interested in installing effective bicycle parking...”

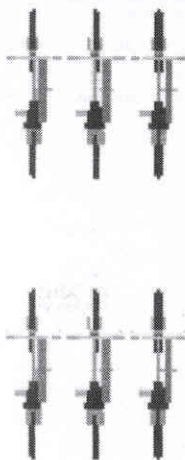
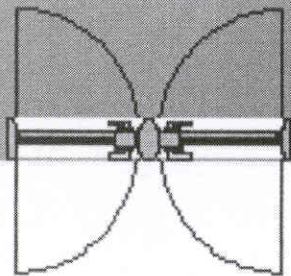
RACK LOCATION GUIDELINES

Each bicycle parking space (the area in which the bicycle is parked) should be 2ft. in width by 6ft. in length.- This space will allow ample room for the rider to dismount the bicycle and have the appropriate room to manage their cargo. (fig. 1)



The rack area is a bicycle parking lot where racks are separated by aisles.

Figure 1



The rack area site is the relationship of a rack area to the building entrance and approaches.

Figure 4

The rack should clearly serve the entrance that the rack is closest to. – Having the rack near the entrance makes sure that rider will enter where you want them to. This is especially important to people who will park their bike for a short period of time (i.e. shop patrons, bicycle messengers). (fig. 4)

Each rack should be well marked by an appropriate bicycle parking sign. – This sign will help people who do not where they may park their bicycle. This should be a clear and concise looking sign that could not be mistaken for another type of sign. The sign is yet to be determined, but will coordinate shape with the City of Pittsburgh wayfinder signs.

RACK DESIGN GUIDELINES

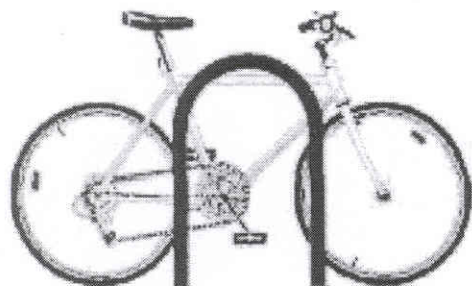
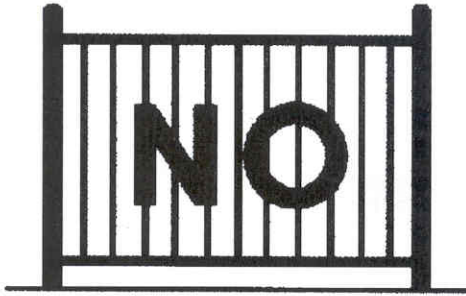


Figure 5

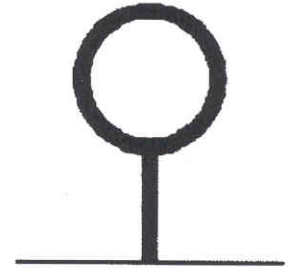
Support the bicycle upright by its frame in two places. – A supportive rack element will keep the bicycle in good shape. Also, having the bicycles set up in a more organized fashion gives the parking area much more needed space. (fig. 5)

Prevent the wheel of the bicycle from tipping over. – A bicycle will not stand up straight if it is supported by its front wheel only. The bicycle will tip over and harm other bicycle within its parking range (i.e. these are bad examples of racks: comb, toast, wave racks). (fig. 6). Also in accordance to ADA standards for protruding elements the wider, bottom piece of the suspended element may not be lower than 27" (i.e. post & loop).



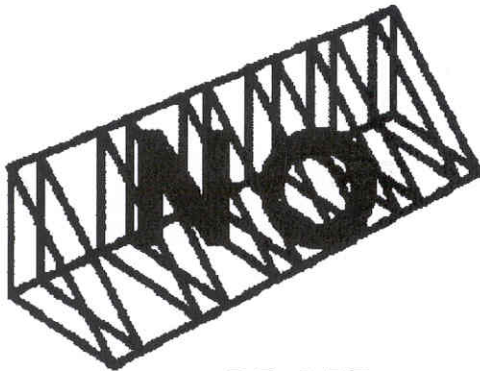
COMB

One rack element is a vertical segment of the rack.



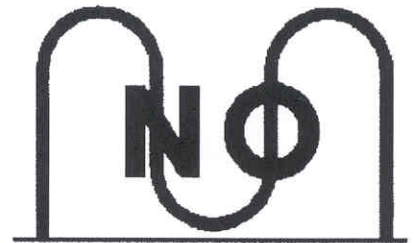
Post and Loop

One rack element supports two bikes.



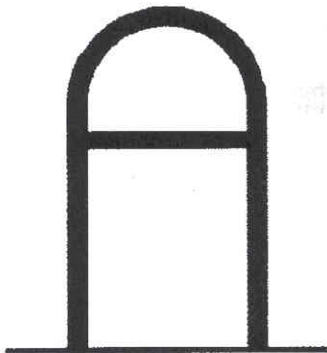
TOAST

One rack element holds one wheel of a bike.



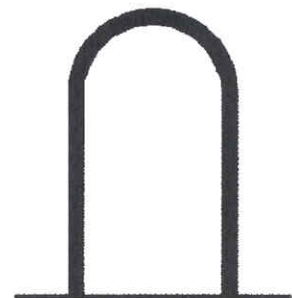
WAVE

One rack element is a vertical segment of the rack.



"A"

One rack element supports two bikes.



Inverted "U"

One rack element supports two bikes.

Figure 6

Enable the frame and one or both of the wheels to be secured. – Attaching the frame and wheel will help secure the bicycle's safety, while also keeping it in the upright position. (fig. 7)

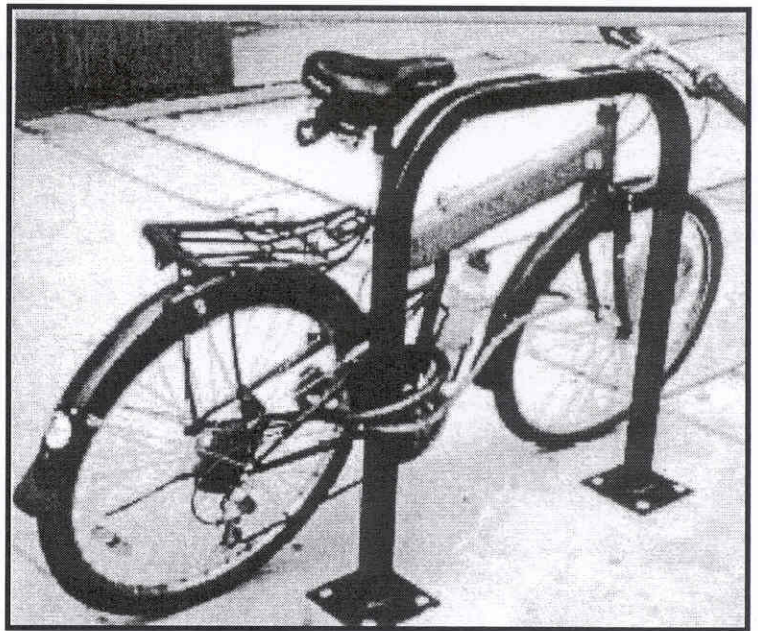


Figure 7

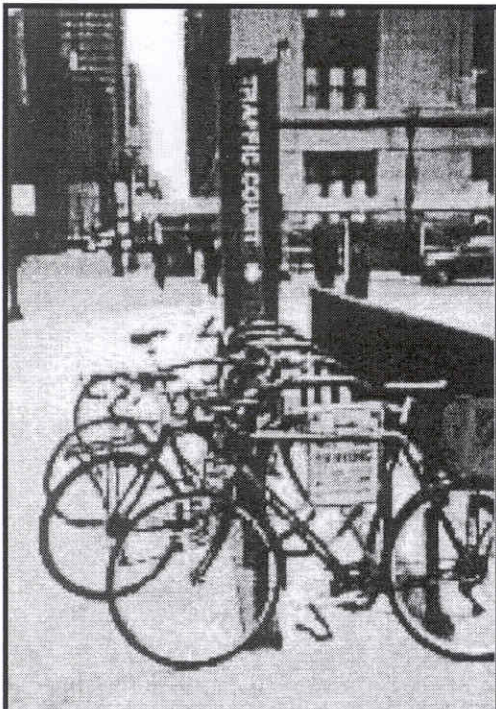
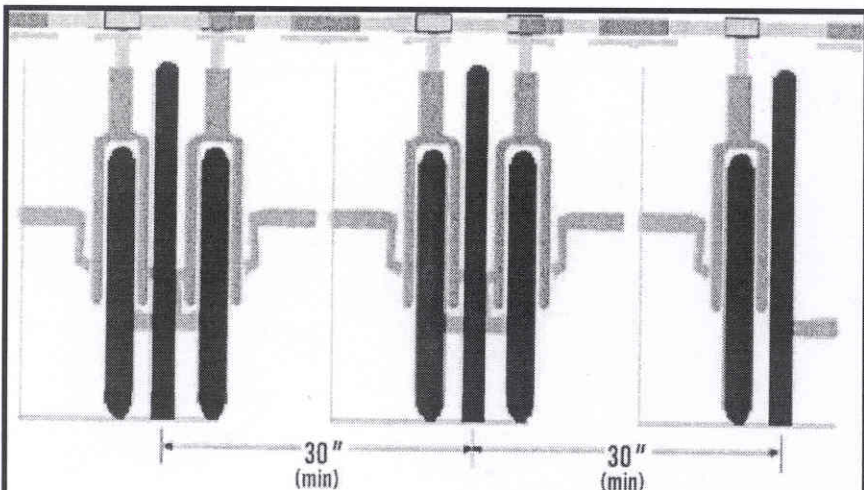


Figure 8

Allow front in, or back in parking. – Being able to park a bicycle in either a side to side, or back to front position will help in the flexibility of parking. (fig. 8)



A rack is one or more rack elements joined on a common base or arranged in a regular array and fastened to a common mounting surface.

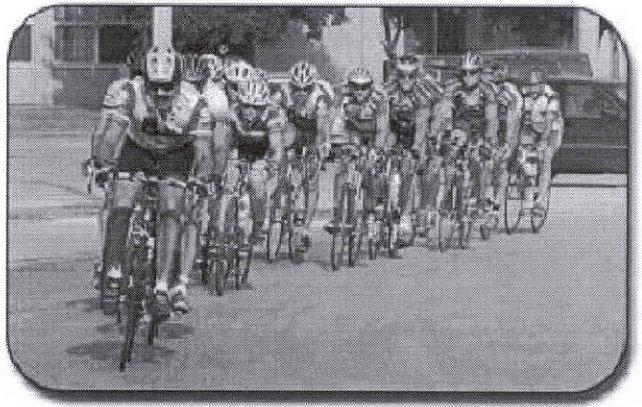
Figure 2

Each rack (the element that securely holds the bicycle in position) should be separated by at least 30 in. - This amount of room between rack elements will allow the rider to park their bike while not to disrupt the parked bicycle on either side. (fig.2)

The rack should be positioned in a well lit, secure (i.e. a city street, or well traveled side street) area. - Having a secure parking area is one of biggest concerns a bicyclist would have. The idea is to have bicycle parked in a place that the rider will feel safe that it will not be disturbed or stolen, while also giving the sense of security that the rider will not be disturbed. (fig. 3)



Figure 3



CONCLUSION:

The installation of bike racks is important to everyone in the city of Pittsburgh not just the bicyclist. The need for functional, yet useful design is integral for design achievement in the 21st century. These guidelines are not intended to stifle creativity, but rather guide you in your bicycle rack decision. The most important point is that the bicycle rack support the bicycle, while keeping it securely locked.

These guidelines may be available on their own, or with the City of Pittsburgh Streetscape Components catalog and the City of Pittsburgh Bicycle Plan. For additional information, contact the City of Pittsburgh Office of Bicycle Planning at (412) 255-2102.

Author:
Jason Kambitsis

Graphics:
Bev Welte

Additional illustrations:
J. Gabriel Lloyd

Made in conjunction with:
Association of Pedestrian and Bicycle Planners