

CityRacks Bicycle Rack Clearance Standards 12/1/99

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’
 - 1. fire hydrants
 - 2. curb regulated as a bust stop, taxi stand, or hotel loading zone
 - 3. major structure: franchised structure (shelters, newsstands, toilets, sidewalk cafés), mouth of subway stairs & elevators

- B. Moderately Restrictive – 10’
 - 1. corner quadrants (property lines across intersections)
 - 2. driveways
 - 3. building entrances (building line installations only)

- C. Mildly Restrictive – 5’
 - 1. standpipes
 - 2. minor above ground structures (signs, meters, lights, mailboxes, planters, phones)
 - 3. building entrances (curb line installations only)

- D. Least Restrictive – 3’
 - 1. surface hardware (grates, hatches, utility covers)
 - 2. 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 criterion is made by use of the following information:

Curb line installations: Bike box distance from curb – 1.5’-2’

Building line installations: Bike box distance from building - .5’

Bike Box Sizes	Box Width	Curb Clearance	Clear Path	Minimum Sidewalk Width	
				Installation at Curb	Installation at Building ²
2 Parallel 3’x7’	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 avoid “obstacle course” effect on pedestrians.