



Design Standard Bicycle Racks

Purpose:

This design standard has the purpose of creating a consistent installation of bicycle racks throughout the South San Francisco Unified School District thereby achieving a standard of aesthetic quality, maintenance and performance throughout all renovation and new building projects.

Design Standard:

Consideration for the placement and type of racks include:

- **Bike Racks should accept both U-Locks and Cables** passed through the frame of the bike. The U-lock is the most secure solution but requires a very short distance between the frame and the rack. Old-style parking racks that hold the bike at the front tire are undesirable because the bicycle frame cannot be placed close enough to the rack to use the U-lock without parking the bike sideways and using up the entire rack.
- **Bike racks should not hold the bike by the wheel** because application of force to the bike can bend the wheel, and because cyclists prefer to lock the frame of the bicycle to the rack. Most bicycles that are worth stealing feature quick-release hubs on the wheels. If the cyclist locks just the front wheel to the rack he or she may return to find only the wheel remaining. Cyclists who frequently park long-term will lock the frame to the bike rack but pass a cable through the wheels or use locking hubs to keep the wheels from being stolen.
- **Racks should be in public view** with high visibility and good lighting. Avoid placing racks where a thief or vandal could work without fear of being immediately noticed. Experienced cyclists will not park their bicycles out of public view.
- **Racks should be covered** by building roof or other overhangs, where possible, in order to protect bicycles from precipitation.
- **Bicycles should not block pedestrian ways** by jutting out into a walkway. Racks should be sited to allow parked bicycles adequate clearance from walkways.
- **Provide adequate paved area** for the bicycle to park in the rack and still have its front tire rest on paved surface.
- **Allow adequate pavement** to allow the cyclist to move around the rack.

The preferred bicycle rack is a Class 3 loop style tubular steel rack. It is preferred because it allows the cyclist to attach the bicycle by the frame to a robust steel tube. The racks are compact, require few fastening points to the ground, do not feature any sharp corners to



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Sections 12 93 13

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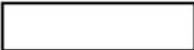
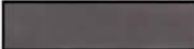
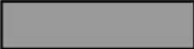
injure pedestrians, and can be offered in multiple capacities. Specifically the rack should comply with the following:

- Pipe thickness: 2-3/8" O.D.
- Bend radius: 12"
- Minimum number of Bends: 3
- Minimum capacity: 5 bicycles
- Height: 36"
- Ground fastening (preferred): In ground, secured with 3/8" x 6" horizontal rod, embedment depth, 10" minimum
- Ground fastening (retrofit only): 3/8" x 5" welded plate with 4 holes. Fasten with both wedge anchor and rawl spike
- Finish Colors:



Note: This is a guide. Actual colors may vary slightly.

Other colors available but could entail additional cost depending on stock.

	
White	Black
	
Beige	Yellow
	
Teal	Blue
	
Grey	Green
	
Red	Sky Blue
	
Bronze	Silver Metallic



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- Retangular tubular steel racks may also be considered. This design prevents the use of pipe-cutters to cut and remove racks.

Approved Manufacturers

- Welle
- Palmer Group, San Francisco (bikeparking.com)

Substitutes Allowed?

Yes, if performance and quality equivalency can be evidenced.

Associated Design Standards

- N/A

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