Non-Standard Placement

Non-standard bike rack configurations must be reviewed by the Streets Department Right of Way Division and individually approved. They are not suitable for all locations, but they can provide useful alternatives to the standard configuration of bike racks.

In areas with large sidewalks (12′ and wider), it may be appropriate to orient racks in a way to maximize bike parking along a curb line. In these cases, bike racks may be designed or installed such that locked bikes are not parallel to the curb line (as shown in Figure 17). These bike racks may be permitted on sidewalks, or other rights of way greater than 12′ in width, or where their installation will not substantially reduce the walking space available for pedestrians.

Example: U-racks placed on an angle

An example of an alternative installation for a bike rack is the U-rack placed on an angle. This type of installation has proven successful at various locations in Philadelphia, including at 1515 Arch Street.

Important considerations for this type of installation include:

- Bike racks placed at 45 degrees from perpendicular to the curb line require at least 42″ between each bike rack.
- Bike racks must be moved further back from curb line to at least a 34″ setback.
- Sidewalk walking zone space must not be reduced to less than 6′. This should be calculated with bikes parked on the bike rack.
- Parked bikes occupy 6′ of linear space along the long axis of the bike rack. **This should be used as a baseline for calculating the remaining walking space.**

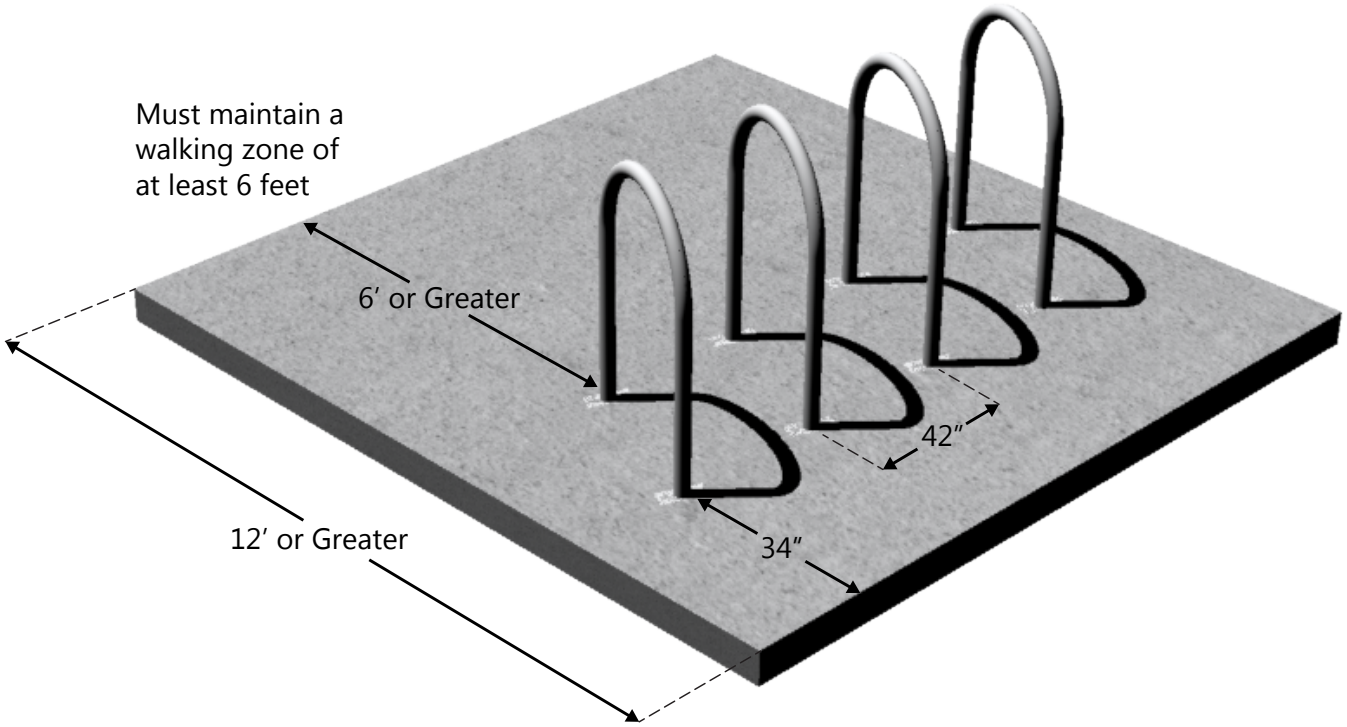

Figure 17: A diagram showing the minimum spacing requirements for a group of U-racks that are aligned on a 45-degree angle to the curb.