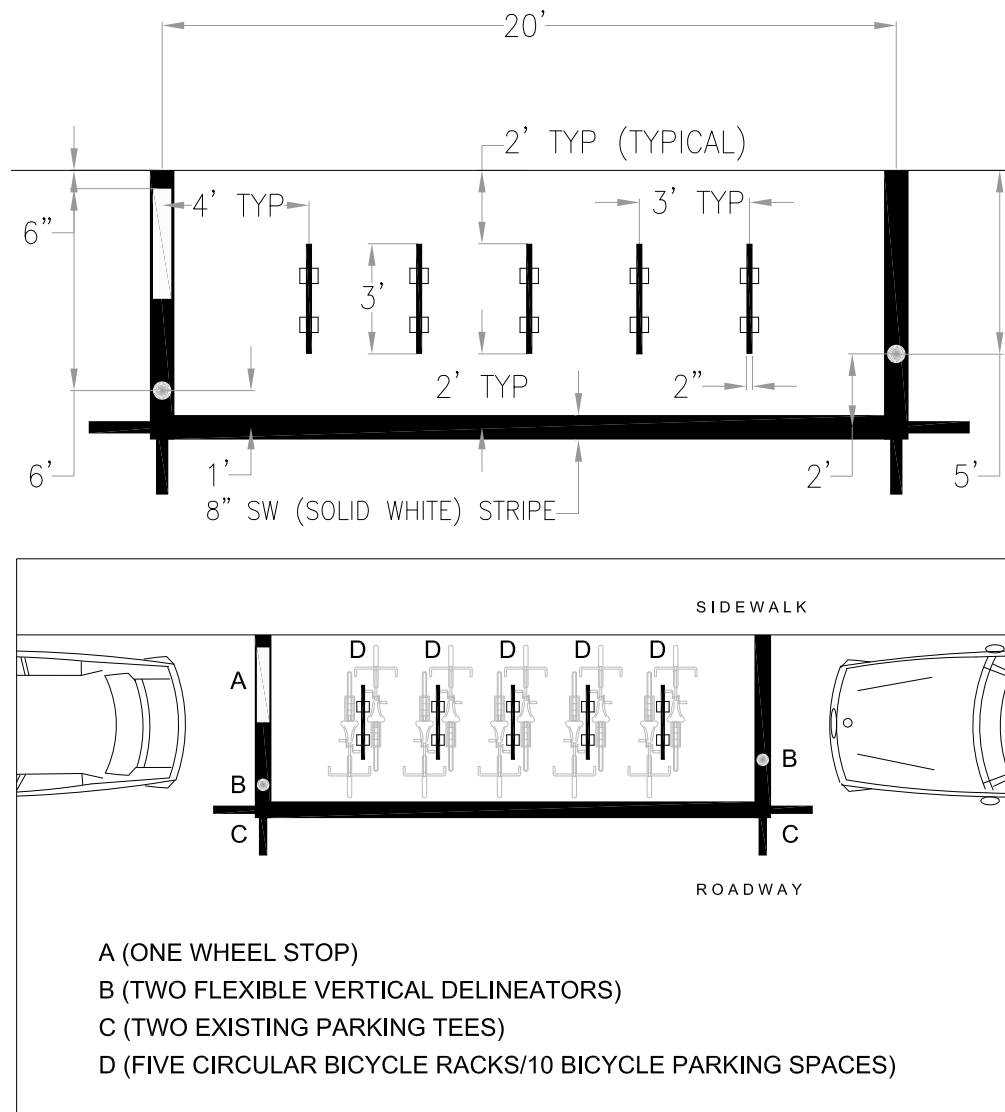


ON-STREET BICYCLE PARKING CORRALS

On-street bicycle parking corrals are bicycle racks placed in the roadway parking lane where demand for bicycle parking is greater than can be accommodated by sidewalk racks. As shown in Figure 6 below, bicycle corrals consist of a row of racks surrounded by a white box painted on the street, flexible delineators and a wheel stop at the end of the corral where vehicles are likely to back-in while parking. The SFMTA only installs corrals where the fronting business completes an application and agrees to sweep and maintain the area in and around the corral, keeping it free from debris.

Figure 6 Specifications for Typical On-Street Bicycle Corral with Standard Circular Bicycle Rack



The SFMTA also installs on-street bicycle parking corrals in non-metered and non-marked parallel and angled car parking spaces. At locations where car parking spaces are not marked, the SFMTA considers the total space available along the proposed parking lane segment and uses excess space for a bicycle corral that cannot be used for car parking. If this space does not accommodate enough bicycle racks to meet the bicycle parking demand, then the SFMTA will repurpose one additional car parking space for the bicycle corral in addition to any excess space.

Requesting a Bicycle Parking Corral

Businesses may request a bicycle corral by submitting the bicycle corral application available on the SFMTA website here: <http://www.sfmta.com/cms/bpark/documents/SFMTAOn-StreetBicycleParkingCorrals.pdf>

The application asks for a description of the existing bicycle parking demand since corrals are for locations where demand is greater than can be accommodated by sidewalk racks. The SFMTA accepts applications for corrals on an ongoing basis; Table 6 is the typical schedule for bicycle corral application review dates, design and review periods, and installation. Up to five bicycle corrals each quarter are brought through the SFMTA legislation and public hearing approval process for installation in the subsequent quarter. The SFMTA installs up to 20 bicycle corrals per year.

Table 6 Bicycle Corral Application, Design and Review, and Installation Schedule

Application Due	Survey / Design / Review / Public Hearing Period	Installation
January 1	January – March	April – June
April 1	April – June	July – September
July 1	July – September	October – December
October 1	October – December	January – March

Bicycle Corral Review and Installation Process

SFMTA staff review the bicycle corral applications and perform a site investigation for the proposed corral location prior to installation. The process for implementation is as follows:

- 1. Survey** – SFMTA staff determines if a bicycle corral is an appropriate facility given the demand for bicycle parking or whether sidewalk racks are more appropriate. If for any reason a bicycle corral is not recommended then SFMTA staff will survey the location for sidewalk bicycle racks upon request. Applicants may request another bicycle parking count if lack of demand was the primary reason for the application rejection.
- 2. Design and Legislation** – If recommended for installation, SFMTA staff design the proposed bicycle corral and following further SFMTA and interagency review, schedule a public hearing for final approval. The SFMTA always posts notices in the project area prior to the public hearing date.
- 3. Installation:** If approved, SFMTA staff installs the bicycle corral after a public hearing. Pending current workload and weather conditions, installation typically occurs within five weeks of the hearing.

8 If repaving is scheduled, the corral application will be placed on hold until after repaving is complete.

Bicycle Corral Placement Guidelines

The SFMTA has preferred, not recommended, and excluded locations for bicycle corrals as listed below in Table 7.

Table 7 Preferred, Not Recommended and Excluded Locations for Bicycle Corrals

Preferred
<ul style="list-style-type: none">• Where existing demand is for five or more bicycles (three or more bicycle racks)• At an intersection (improving sightlines for crossing pedestrians and other roadway users)
Not Recommended (But Feasible)
<ul style="list-style-type: none">• White curb zones (five minute passenger loading/unloading)• Green curb zones (short-term car parking)• Yellow curb zones (commercial loading zone)• Motorcycle parking spaces
Excluded
<ul style="list-style-type: none">• Blue curb zones• Bus zones• Fire hydrant zones (within less than five feet of hydrant)• Tow-Away zones where the parking lane periodically serves as a travel lane• Roadway segment scheduled for repaving within 12-15 months⁸

If SFMTA staff does not recommend a bicycle corral at a location, the applicant may reapply if one of the following issues applies:

- Demonstrated increase in bicycle parking demand.
- A scheduled roadway project is complete.
- The reason is no longer applicable or has changed so that a bicycle corral is now feasible.

⁸ If repaving is scheduled, the corral application will be placed on hold until after repaving is complete.