



Request for Proposals

Shadyside Action Coalition call for Bike Corral designs

REQUEST FOR PROPOSALS

Neighborhood of Shadyside bike corral design

The Shadyside Action Coalition (SAC) is issuing a Request for Proposals (RFP) to architects, designers and artists / teams interested in creating interesting and durable designs to serve as bike corrals at metered parking spaces within Shadyside business districts.

It is the intent of SAC for the bike corral(s) to be donated to the City of Pittsburgh.

Attached is information relating to submitting a proposal including specific design requirements, the organization of the design submittal, proposal evaluation criteria, and design guideline requirements.

Proposals are to be received no later than **5:00 PM EST on September 07, 2012** via email. Submissions received after this time will not be considered.

Schedule:

| | |
|--------------------------|---------------------------|
| August 20, 2012 | RFP issued |
| September 07, 2012 | Submissions due |
| September 10-14, 2012 | Submission Selection |
| September / October 2012 | Art Commission Submission |

Contact person for questions and submission receipt:

shadyside.bike.corral@gmail.com

Shadyside Action Coalition
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Introduction and Requirements



Many of Pittsburgh's neighborhood business districts are at their parking capacity.

One strategy - parking swaps - where on-street automobile parking spaces are converted to bike parking, are happening in cities across the country in an attempt to increase the total number of parking spaces available for customers.

The first area of the City to have on-street bike parking, or bike corral, installed occurred along the East Carson Street commercial corridor in Pittsburgh's South Side neighborhood. Located in front of the OTB Bike Cafe, two on-street parking spaces were converted to parking for 22 bicycles.

Early indications, gauged by the number of used spaces measured through a sidewalk survey, are that the installation has been a success.

The conversion of two continuous metered spaces makes sense for larger commercial corridors, but for many of Pittsburgh's smaller business districts smaller corrals, swapping a single metered space for six staples, has the advantage of distributing on-street bike parking to different blocks and businesses within a neighborhood.

BENEFITS OF BIKE CORRALS

Increased parking capacity: corrals provide additional parking capacity available for local businesses. A single on-street bike corral can park 8-12 bicycles, a far better customer to business ratio.

A recent Melbourne case study showed that the space efficiently achieved by bike parking produces more economic activity than the comparable space used for car parking.

Buffered thresholds: on-street bike corral parking relieves an already over-crowded public sidewalk realm. Pedestrians in Pittsburgh's older neighborhood business districts compete with benches, bike racks, planters, sidewalk signs, outdoor cafe seating and poorly placed utility poles for space. Corrals provide a dedicated location for bike parking and de-clutters the sidewalk.

Visibility: when located at corners, corrals create a de-facto curb extension, decreasing the distance pedestrians require to cross the street.

Additional visibility benefits include increasing sight lines available to pedestrians and automobile drivers by the elimination of large SUVs or delivery trucks parking at corners and and increased awareness of biking within neighborhood.

Public Art: the public realm should be celebrated as civic art and every available opportunity should be taken to define neighborhood identity in creating beautiful public spaces.

MUTI-MODAL INFRASTRUCTURE

Developing and managing parking capacity in city commercial areas are frequent areas of concern to elected officials, community groups and residents.

While cities have historically bent-over-backwards to provide abundant cheap and accessible automobile parking - zoning ordinance parking minimums and prime building lots turned into surface parking lots, for example - these come at a price, where it's estimated that a single surface parking space costs \$3000, with the price increasing to \$15,000 per space for structured parking.

An alternative approach to increasing parking capacity looks at multi-modal methods. Bike corrals, comparatively speaking, are cheap: between \$2400 and \$3000 for 12 parking spaces which increases overall parking capacity at a 1:12 ratio per car.

Additional benefits of bike corrals:

Permanent awareness: car drivers enjoy the assurance of knowing where on-street parking and structured parking garages are located beforehand. Bike riders, by comparison, are subjected to the random placement of bike racks in front of some businesses but not others. An on-street parking corral establishes itself as a dependable fixture in the neighborhood.

Increasing demand: The "if you build it, they will come" mantra holds true, as observed in a recent Federal Highway Administration report substantiating that investments in non-motorized transportation pays off in increased bike ridership.

With the City of Pittsburgh encouraging residents to bike via investments in the number of bike lanes, sharrows and public bike racks available to residents, bike corrals are an additional element in meeting the demands of increased ridership and in creating new symbols for Pittsburgh's livability awareness, both locally and nationally.

Proposal Goals and Requirements

The selection panel shall be open to a wide range of ideas as outlined in the Selection Criteria, but there are fundamental design goals that the designer should keep in mind.

DESIGN GOALS

High aesthetic merit of the design solution in celebration of the public realm

The design solution must be functional, allowing for 10-12 bike parking spaces

The design solution should fit within an existing metered parking space

Designers may propose site specific locations but final location shall be determined by the City, SAC and Shadyside Chamber of Commerce.

Durability of materials and low degree of maintenance

The selected design shall be reviewed and approved by the City of Pittsburgh Art Commission

ELIGIBILITY

Eligible designers must be 18 years or age or older and reside within Allegheny or adjacent counties. Designers working in all media are eligible.

BUDGET

The budget available for the chosen design proposal, excluding installation and city permits, is \$2,000 per bike corral. Design, fabrication and delivery to site must be included within the overall given budget.

SELECTION PROCESS AND CRITERIA

Design proposal entries will be judged by a panel of individuals representing the City of Pittsburgh, bike advocacy organizations, AIA Pittsburgh and SAC. Judges will consider the following criteria:

Design: The designers ability to optimize the potential of the design as it relates to the design goals, including:

Creativity of the design solution

Communication of designer vision

An understanding of sense of place, either to the City, neighborhood, street or contextual environment

Experience: The designers ability to work collaboratively with other design professionals, stakeholders and City staff

Functional: In addition to creativity, design solutions must be functional:

Design accounts for seasonal weather conditions and be able to withstand permanent exposure to the elements

Design accounts for cost-effective reproduction and maintenance

Design incorporates durable materials which are as vandal resistant as possible

Design adheres to Americans with Disabilities Act (ADA) standards and other applicable building code standards (for example, the spacing between vertical and horizontal features to prevent trapping)

Design should not include sharp edges

Design Guidelines: designs must comply with national and City bicycle parking standards. Refer to the following *Design Guidelines* section for clearances and toolkit. Details on national and City of Pittsburgh bike infrastructure guidelines are located in the Appendix.

Selected design(s) may need to be adapted during the fabrication and installation process to meet design, functional and safety standards.

Submission Requirements

This RFP requires the following materials to be submitted via email to SAC: a letter of interest, professional resume, proposal image(s) and references. Submittals must adhere to the following requirements:

LETTER OF INTEREST

A single 8.5 x 11 page letter of interest addressing selection criteria and designer's approach towards the proposed design concept, including materials, dimensions, anticipated fabrication and installation methods and requirements for care and maintenance.

File name shall be: BikeCorral_Letter_ArtistName.pdf

PROFESSIONAL RESUME

An 8.5 x 11 formatted resume no longer than four pages. In the case of team submissions, please include resumes for each team member.

File name shall be: BikeCorral_Resume_ArtistName.pdf

PROPOSAL IMAGES

One to three 11 x 17 formatted page(s) containing images of the proposed design solution saved at 150 DPI. Each page may contain a single proposed design solution for a total submission of three separate design solutions.

File name shall be: BikeCorral_Image_ArtistName_01.pdf

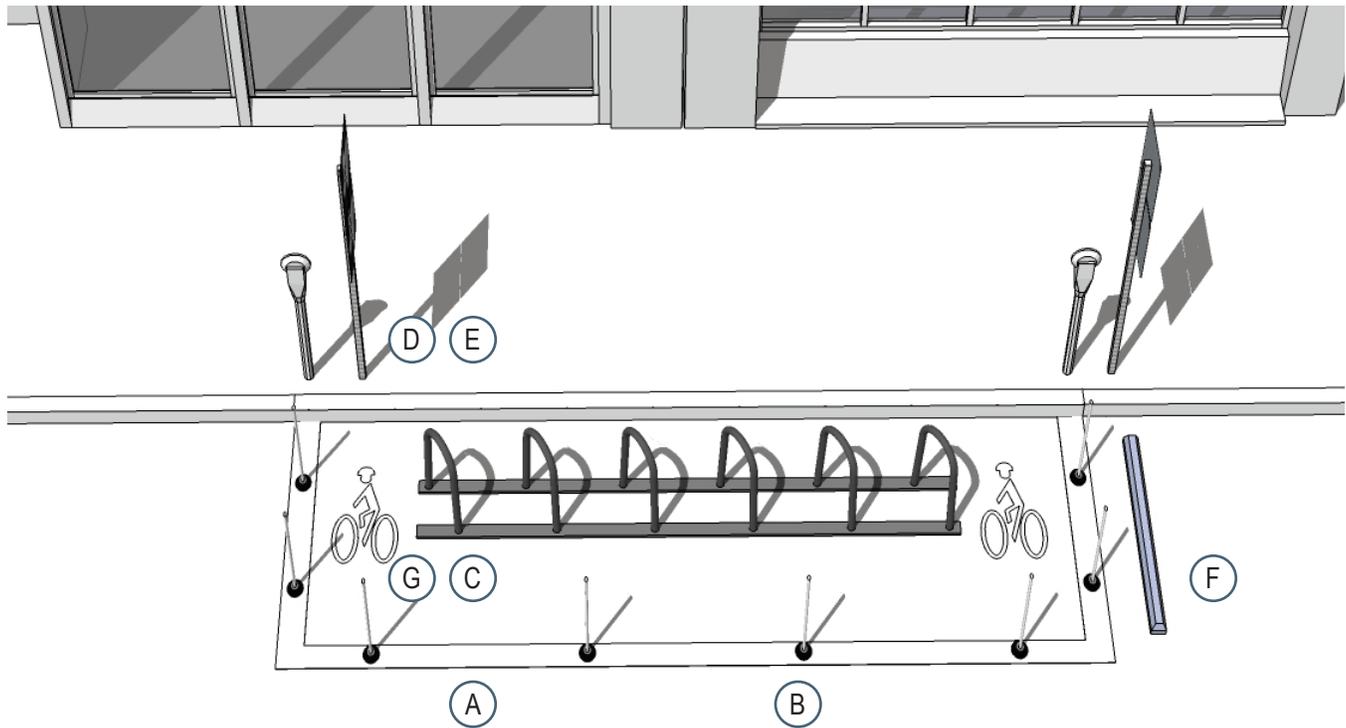
PROFESSIONAL REFERENCES

An 8.5 x 11 formatted page providing the names and contact information of three individuals or organizations with whom you have worked or have commissioned your work in the past. Letters of reference are not required.

Design Guidelines



Bike Corral Design Toolkit



TYPICAL CORRAL DESIGN ELEMENTS

- (A) Solid White Thermo Plastic Reflective Tape / Paint
- (B) 28-inch Fluorescent White Flexible Bollards with Reflective Band
- (C) Staple (U-Shaped) Bike Racks, angled 60 or 90 degrees to curb

OPTIONAL DESIGN ELEMENTS

- (D) Bicycle Parking Sign
- (E) Curb Painting
- (F) 5-foot Concrete Parking Block, Painted
- (G) On-street Bicycle Decal, Painted

CLEARANCES / NOTES

- Typical corral dimension: 20-feet by 7-feet (or area of existing on-street parking space)
- 6 Staple (U-Shaped) Racks per corral to provide 12 bike parking spaces
- Minimum 30-inches clearance from the curb to centerline of rack
- Minimum 30-inches clearance between inline racks
- 48-inches clearance at access aisles, marked with painted bike decal, optional
- Galvanized finish on racks recommended

Note: Refer to DPW specifications for applicable guidelines and regulations

Appendix

DOCUMENTS

Association of Pedestrian and Bicycle Professionals. *Bicycle Parking Guidelines. A set of recommendations*. Spring 2002

City of Pittsburgh. *Citywide Bicycle Plan*:
http://www.city.pittsburgh.pa.us/cp/assets/05_BikePlan2.pdf

Trans Associates. *City of Pittsburgh Bicycle Facility Guidelines and Policies*:
http://www.city.pittsburgh.pa.us/cp/assets/05_bicycle_facilities_final_document.pdf

City of Pittsburgh Department of City Planning. *Bicycle Parking Guidelines*:
http://www.city.pittsburgh.pa.us/cp/assets/06_bicycleparking.pdf

City of Pittsburgh *Bicycle Resources*:
http://www.city.pittsburgh.pa.us/cp/assets/06_bike_resources.pdf

City of Pittsburgh *Bicycle Parking Policy*:
http://www.city.pittsburgh.pa.us/cp/assets/07_Bicycle_Parking_Policy_Statement.pdf

City of Pittsburgh Department of City Planning. *Pittsburgh Streetscape Components Catalog*. 1998.