



## DEPARTMENT OF TRANSPORTATION POLICY / PROCEDURE BULLETIN

<b>SUBJECT: A Standard Guidance for the distribution and installation of bicycle racks by the City of Tucson Department of Transportation.</b>			<b>NUMBER</b>	<b>PAGE</b>
				<b>1 of 5</b>
			<b>EFFECTIVE DATE:</b>	
<input type="checkbox"/> All Divisions	<input type="checkbox"/> Planning	<b>Transportation Director Approval:</b>	<b>Revised Date:</b>	
<input type="checkbox"/> Director's Office	<input type="checkbox"/> Traffic Engineering		<b>APWA Management Practices:</b>	
<input type="checkbox"/> Management Services	<input type="checkbox"/> Transit			
<input type="checkbox"/> Engineering	<input type="checkbox"/> Streets & Traffic Maint.			
<input type="checkbox"/> ParkWise	<input type="checkbox"/> Real Estate			

### 1.0 Description and Purpose

The Tucson Department of Transportation (TDOT) Bicycle Parking Distribution Policies clarify the practices established to provide safe and convenient places to park bicycles in the greater Tucson region.

#### **Why does TDOT facilitate better bicycle parking throughout the region?**

The City of Tucson and Eastern Pima County Region is working towards being a top-rated bicycle friendly community. One of the most common obstacles for bicyclists is the lack of bicycle parking at their destination. Having adequate bicycle parking is important to encourage bicycling. Bicycle parking also has additional community benefits, even for non-cyclists:

- *Bicycle parking is good for business.* Bicycle racks provide additional parking spaces which customers can use to patronize local businesses. Bicycle racks not only invite cyclists in, but they announce to potential cyclists and non-cyclist customers alike that the business supports sustainable values, an increasingly important fact for many consumers.
- *Designated, well designed parking promotes a more orderly streetscape and preserves the pedestrian right-of-way:*
  - It presents a more orderly appearance for buildings.
  - It prevents damage to trees and street furniture.
  - It keeps bicycles from falling over and blocking sidewalks.
- *Bicycle parking helps legitimize cycling as a transportation mode by providing parking opportunities equal to motorized modes.*

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**2.0 Procedure/Policy**

**Where does TDOT install bicycle racks?**

TDOT installs bicycle racks within the public right-of-way. Businesses can request that racks be installed on the sidewalk in front of their business. As long as there is sufficient room and the rack placement will be consistent the City of Tucson Unified Development Code (UDC) requirements, TDOT will install the rack(s).

**Who does TDOT provide bike racks to?**

When there is sufficient funding, TDOT may provide racks to outside agencies and private institutions; however, installation is the responsibility of the requesting entity. The racks must be secured in the ground by a means and method acceptable to TDOT. See attached chart for acceptable anchoring techniques.

TDOT may provide bike racks to other government agencies within Pima County for use outside public buildings. The rack installation will be done by the receiving jurisdiction and must be consistent with the installation requirements specified in the City of Tucson UDC Section 7.4.9 [or, when applicable, Section 3.3.9 in the Land Use Code (LUC)] and attached to this policy. The government agency that requests and installs the rack is responsible for the maintenance.

TDOT may provide bike racks to private institutions within the City of Tucson under the following conditions:

- a. The racks are not provided as a way to comply with the bicycle parking requirements per UDC Section 7.4.8 (or, when applicable, LUC Section 3.3.8).
- b. The racks must be placed in a location that maximizes public benefit and be open to the public at all times.
- c. The racks will be installed by the private institution within 30 days and the installation must be consistent with the installation requirements specified in the City of Tucson UDC Section 7.4.9 (or, when applicable, LUC Section 3.3.9) and attached to this policy.
- d. The area around the racks is to be maintained by the private institution and the racks themselves kept in good condition. If a rack gets damaged and needs to be replaced, the private institution must inform TDOT. TDOT will provide a new rack if the old one is irreparable.

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**3.0 References**

- City of Tucson Unified Development Code, Chapter 23B, Bicycle Parking Requirements
- Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines

**4.0 Distribution**

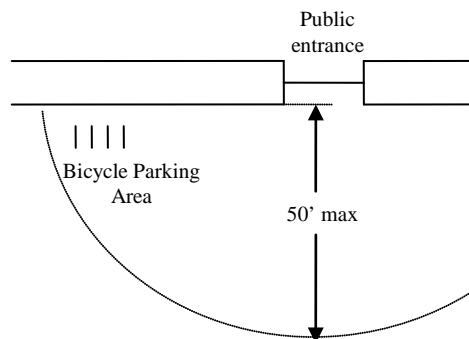
Interested applicants can contact the Tucson Bicycle & Pedestrian Coordinator, at 837-6691. Completion of the attached application, including hand-drawn notes on a current aerial photograph, will be reviewed and completeness and applicability. The Tucson Department of Transportation retains the final approval authority for all applications.

**5.0 Attachments**

**Installation Requirements (taken from COT Unified Development Code and the Association of Pedestrian and Bicycle Professionals Bike Parking Guidelines)**

**Rack Placement in Relation to Business Entrance**

Bicycle racks shall be within fifty (50) feet of each public entrance to a building as measured along the most direct pedestrian access route (see illustration).

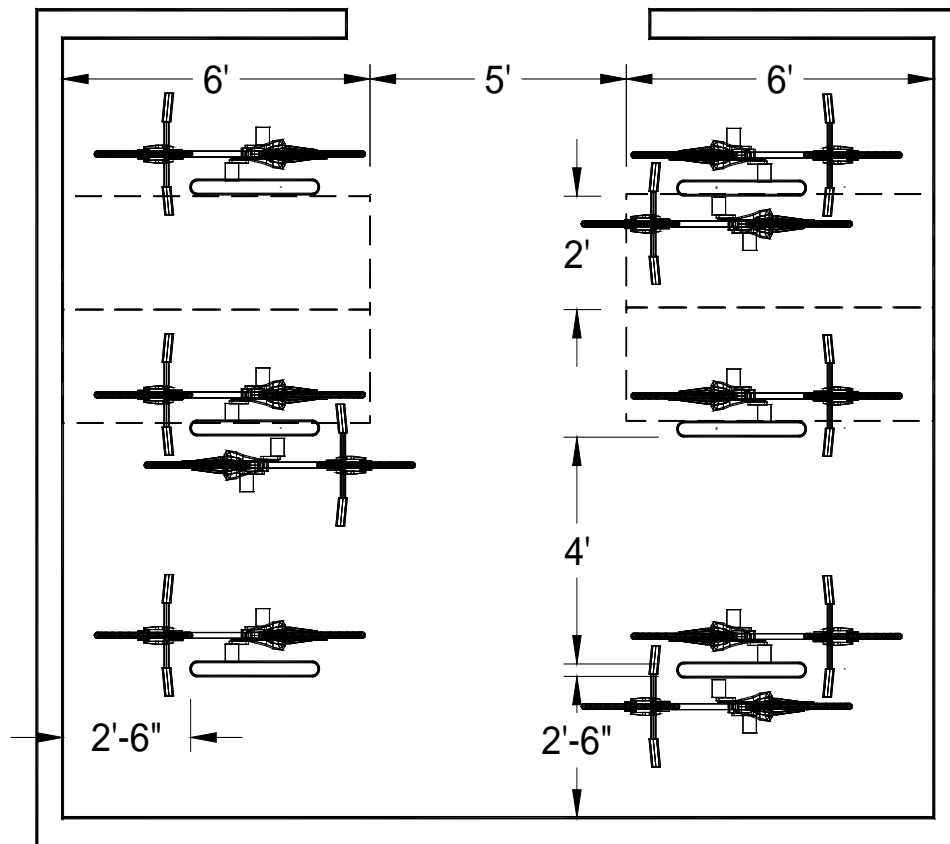


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**Rack Spacing Guidance**



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**Rack Anchoring / Mounting Techniques**

The method of mounting bicycle racks is a key determinant of rack security – poorly anchored fixtures can be removed by thieves or can become damaged and be a safety hazard. Racks may be mounted on poured concrete surfaces such as sidewalks, on asphalt, or on unpaved ground if treated accordingly. The following chart summarizes acceptable anchoring techniques.

Surface	Rack Base	Anchoring Methods	Notes
Concrete (sidewalk, pad, poured footing, or non-post-tensioned floor)	Embedded leg	Embed (dig post hole, support rack temporarily, fill hole with concrete, allow to set, remove temporary support)	Suitable for new sidewalk construction. Permanent. Difficult to replace when damaged.
	Surface flange, flat-bar base, or base frame	Wedge anchor bolt Tamper-proof spike Industrial adhesive	Suitable for new or existing sidewalk. Easy to replace when damaged. Should not be installed over most vaulted sidewalks. Stainless steel flanges recommended to prevent rust stains on concrete.
Concrete post-tensioned floor	Flat-bar base	Industrial adhesive	Post-tensioned concrete floors should not be drilled.
Asphalt	Embedded leg	Provide a concrete footing, proceed as above	Do not anchor directly into asphalt.
	Surface flange		
	Base rail or frame	Landscape nails (6" to 12" long spikes, typically 1/4" to 3/8" in diameter)	Drill pilot hole through asphalt using hammer drill and masonry bit. Drive nails with sledgehammer.
Unpaved	Embedded leg	Provide a concrete footing, proceed as above	Do not anchor directly into ground.
	Surface flange		
	Base rail or frame	Landscape nails	Drive nails with sledgehammer.