Bicycle Racks in Parking Garages



Cincinnati Design Guidelines

- 1. New requirements for including bicycle parking in garages.
- 2. Guidelines for access between street and bike racks – the mediocre, good, and best.
- 3. Signing

Bicycle Parking is required in new and remodeled parking garages -March 2010. BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Chapter 413 of the Cincinnati Municipal Code is hereby amended by enacting new Section 413-16, Bicycle Parking, to read as follows:

Sec. 413-16. Bicycle Parking

A. Purpose. The requirements for bicycle parking are established for the purpose of ensuring secure, weather-protected facilities to accommodate short and long-term bicycle parking and to

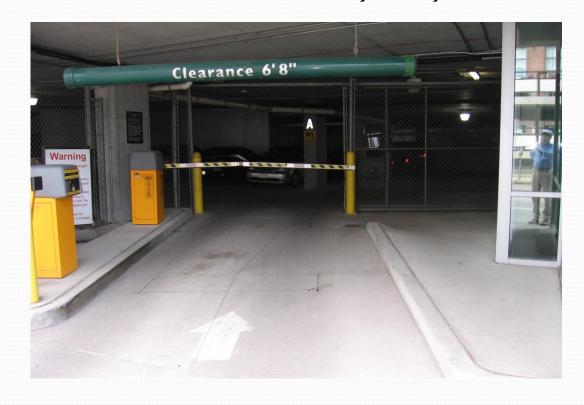
encourage the use of bicycles for travel as an alternative to the use of motorized vehicles.

B. Applicability. Bicycle parking facilities shall be provided in every new parking garage, and for every expansion of an existing parking garage when the expansion includes the provision of sixty (60) or more additional motor vehicle parking spaces.

C. Duties of Garage Owners. Whether a garage is public or private, the owner of the garage shall be responsible for fulfilling the requirements of this Section....

- Typical car entrance has curbs to keep cars contained. Might provide segregated walkway but curbs make bicycle access more difficult.
- Gate extends full width of drive.
- Loop detector does not sense bicycles, scooters or motorcycles.

Garfield Garage – E Seventh St, between Broadway and Sycamore

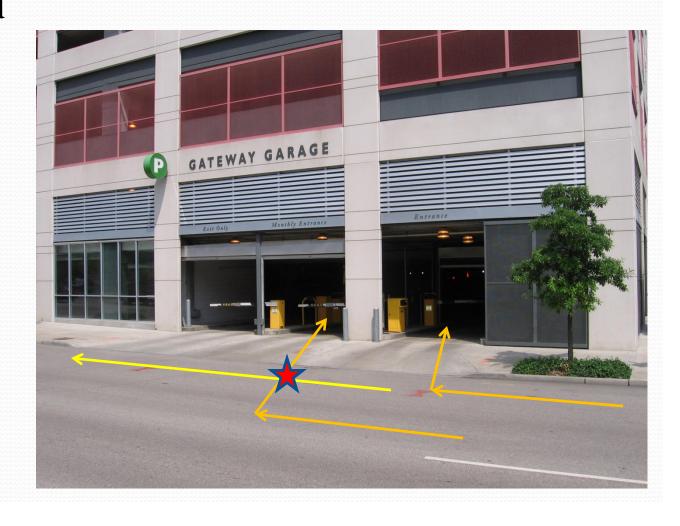


 Standard signing on gates prohibits motorcycles, bicycles and pedestrians due to liability concerns.

Garfield Garage – E Seventh St, between Broadway and Sycamore

- Multiple entrance-exit ramps with 2nd entrance for monthly parking patrons.
- Stress is high when bicyclists ride in right lane and motorists turn from center lane.

Gateway Garage – E Central Parkway, Just east of Vine Street



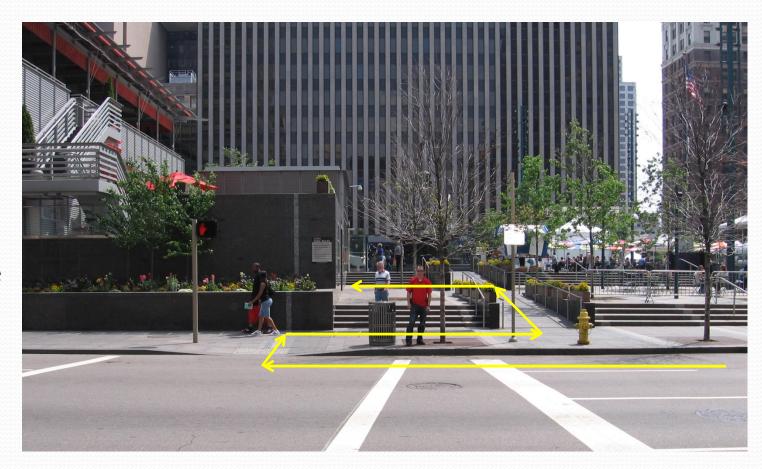
 Pedestrian entrance through 2 glass doors is difficult for bicyclists.



Gateway Garage, Central Parkway at Vine St Garfield Garage – E Seventh St, between Broadway and Sycamore



 Circuitous path from street to pedestrian entrance, stairs and elevator.



Fountain Square Garage,
Vine St
north of 5th St.

 Curb ramp and driveway provide easy bicycle access from street to segregated entrance.



 P & G Garage, Sixth St near Broadway.

- No curb along ped/bike exit route between covered bicycle parking and street.
- Bikes and cars share the same driveway, but distance is short and visibility is good.



 P & G Garage, Sixth St near Broadway.

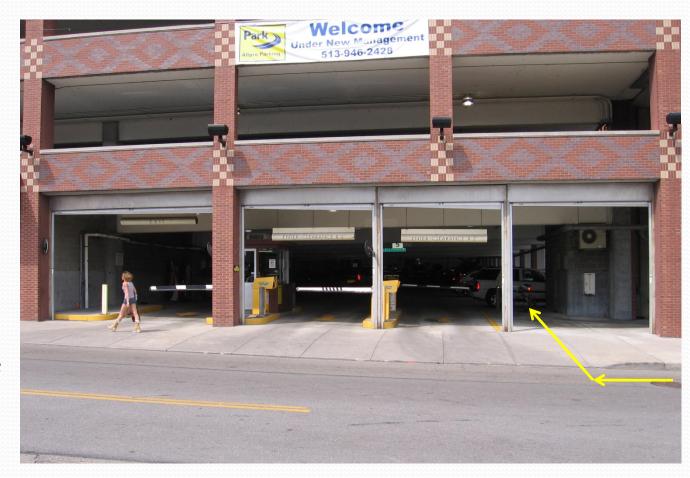
• High security bicycle racks are located outside garage entrance in a high visibility area, and are covered.

• Alley curb cut allows easy in-out.

Garfield Garage - W Ninth St, between Vine and Race



- Segregated bike/pedestrian entrance.
- No doors or curbs along ped/bike access route to garage.
- Add bicycle parking signing.
- Remove 1"
 driveway
 lip at curb
 line.
- Alms and Doepke
 Garage Sycamore
 St, north of
 Reading Road



- Segregated bike/ped entrance.
- No curb on ped/bike access route, doubles as wheelchair entrance.



Alms and Doepke GarageSycamore St, north ofReading Road

Signing at Street

 Add information at short term bicycle parking (sidewalk racks).





Add parking rate to signs.

Fountain Square Garage, Vine St north of 5th St.



Rack selection, spacing

- Design information on site layout, finishes, capacity, aesthetics, mounting, security, bike lockers, etc
- Available from www.apbp.org



A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals (APBP)











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