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INTRODUCTION AND EXECUTIVE SUMMARY

The University of Cincinnati has made sustainability a key component in its long term planning initiatives. Through the efforts of PACES (Presidents Advisory Council on Environment and Sustainability), strategies and policies are underway to reduce the university’s carbon footprint and achieve a higher level of sustainability. This bike plan is an example of a strategy to enhance the university’s level of sustainability.

The idea of creating a bicycle friendly campus also falls under the concept that cities and neighborhoods that are bike friendly are considered to be more livable and desirable than other areas. Creation of and implementation of a bike plan is one way to contribute to the livability of the UC campus and the surrounding community and therefore be perceived as attractive to those students and residents seeking a high level of livability in their surroundings.

In addition, bicycles are an agent of change and their use should be encouraged as a method to help enhance the surrounding community as those neighborhoods continue to grow and evolve.

Outlined below are several additional benefits of cycling:

- Reduction in air pollution and the university’s carbon footprint as more people use bicycles.
- Cardiovascular fitness for bicyclists.
- Bicycles use less land and require less impervious surface for parking of bikes-compared to cars.
- Bicycles provide mobility for people without cars or that are too young to drive.
- Bicycles provide convenient door-to-door access for users (compared to driving, parking somewhere and then walking to your destination).
- Bicycles create less noise pollution than cars.
- Bicycle use decreases reliance on fossil based fuels.

The city has recently initiated the process for a professionally facilitated citywide bike plan. As part of the city’s plan, “sharrow” pavement markings have been installed on several streets surrounding the UC campus including Clifton Avenue, Ludlow Avenue and parts of Jefferson Avenue. This bike plan will match up with the city’s bike plan where opportunities for coordination exist.

This university bike plan document will serve as a tool to enhance the sustainability practices of the university community related to the institutionalization of cycling policies, programs and procedures. In addition, this bicycle master plan establishes a framework of policies to guide future investments in bicycle related infrastructure on campus.
GOALS AND OBJECTIVES / ISSUES

- Reduce the campus’ carbon footprint and energy consumption, while increasing sustainability initiatives on campus.
- Enhance the physical layout, framework and safety of the campus through the planning and design of appropriate bike facilities, showers, and changing areas.
- Establish safe, secure and conveniently located bicycle parking.
- Identify bike routes on campus.
- Implement a Bike Share program on campus.
- Update campus maps with bicycle parking and bicycle infrastructure information.
- Work with the City of Cincinnati to implement street markings such as “sharrow” markings or additional bike lanes on roads surrounding campus as well as explore opportunities for the creation of mountain biking trails in nearby parks or recreation areas as an amenity for students.
- Support UC branding efforts with any bike related site furniture acquisitions that are installed on campus.
- Continue to strengthen linkages with the surrounding community and between the Uptown East and West campuses.

This student is cruising past TUC.

The city recently installed “sharrow” markings on Clifton Avenue. The “sharrow” markings help alert motorists that bicycles may be on the road.
RECOMMENDED POLICIES AND STRATEGIES

Please refer to the Proposed Bike Infrastructure Map on pages 10 and 11 for the locations of any improvements mentioned below such as new bike racks etc.

Phase One

- Create a UC Staff “Bike Share” program. This program would begin by establishing secure bike parking/racks in or near university administrative buildings such as University Hall and University Pavilion. Bicycles (with bags or racks attached) would be purchased (or donated) along with support equipment such as helmets and locks— that staff could check out and use the bikes to conduct business on or around campus. See the drawings on pages 16 and 17 that show possible locations for Staff “Bike Share” bike racks.

- Establish a UC Student “Bike Share” program that would focus on serving residential areas of campus. See page 18 for the proposed Student “Bike Share” bike rack location.

- Add existing bike rack locations and other bike related information to the UC GIS system and or campus maps.

- Identify existing bicycle routes, existing bike rack locations and other infrastructure on campus maps. See the maps on pages 10 and 11 for existing bike infrastructure information.

- Provide a kiosk (possibly with brochures) at major entry points to campus with bicycle related information. This could be
coordinated with the Sustainability Kiosk.

- Establish a bicycle safety education campaign in partnership with city agencies, cycling advocates such as Cincinnati Bike Pac, AAA and other area educational institutions. Create a brochure in coordination with these agencies to be inserted into student orientation packets.

- Follow the Manual for Uniform Traffic Control Devices (MUTCD) standards for signage and pavement marking designs.

- Collaborate with the City of Cincinnati on bike planning for areas of the city impacting the UC campus.

Bike Related Infrastructure—Phase Two

- Establish a bike repair facility on campus.

- Coordinate with the UC Recreation Center for use of showers and or changing facilities for employees who ride a bike to work.

- Provide showers/changing facilities in strategic locations within existing campus office buildings or other buildings.

- Identify areas where bike racks or other related bike infrastructure are needed and begin to purchase or identify funding for the purchase and installation of additional bike racks and or other infrastructure as needed.

- Upgrade the “Bike Share” sign-out system to an electronic swipe card system.

Additional bike racks that are installed will follow university standards such as the one above.

A bike rack may be needed in front of McMicken Hall as this picture shows that there are no bike racks in this area.
Other Possible Design and Investment Policies

- Link UC bicycle routes to any City of Cincinnati bicycle network / routes adjacent to campus.

- As bicycle use grows, congestion may occur. If congestion increases, establish a clear, logical circulation network of designated bicycle paths and routes to minimize any potentially dangerous pedestrian/bicycle conflicts. Signage directing bicyclists to and along any routes should be incorporated as part of this network.

- New bicycle rack locations should reinforce any future bicycle routes.

- Coordinate with the City of Cincinnati regarding additional bike lanes on roads surrounding campus and the possibility of mountain biking trails in nearby parks.

- Locate bicycle rack parking to minimize visual impact, while still encouraging its use and maintaining visibility for safety/thief reasons. Consider parking racks inside university garages as a great location for future bike racks. Bicycle parking should be located to minimize theft and maximize personal security as well as to provide convenience for cyclists. This can be achieved by locating bicycle parking within view of regular pedestrian traffic, offices or other high traffic areas.

- Include site improvements such as landscaping and trash/recycling containers wherever bicycle parking is built.

- Do not move or remove existing bike racks without consulting users of nearby buildings.

- When appropriate, new buildings or renovation projects should include a suitable amount of covered and or open bicycle parking that is funded by that construction project. Where appropriate, integrate the design of covered parking into
the design of the building via roof or door overhangs etc.

- Provide lighting for new bicycle parking or locate parking such that existing walkway or building lights can provide illumination and or surveillance from passersby. Do not install bike racks in areas deemed unsafe at night.

- Provide bike racks that are well designed and prevent theft and that allow the bike frame and one wheel to be attached to the rack with the popular U-shaped lock, rather than just the wheel being attached.

- Provide enough covered bike parking to discourage use of offices and labs as bicycle parking lots.

- Install bike lockers to meet demand- if appropriate. Bike lockers inside residential dorms should be considered as a possible location.

- Teach bicycle safety. Establish a program to teach bicycle safety. This would include a pamphlet to distribute at student, faculty and staff orientations. This brochure could also be made available at recreation and intramural centers.

- Explore opportunities for small motorized “scooters” or “mo-peds” to also be accommodated by bicycle infrastructure.

- As possible bike routes are analyzed, identify possible locations for bike ramps (narrow ramp built underneath stair railing) along the sides of stairways that would enhance the location of possible bike routes on UC’s topographically challenged campus.

- Identify any bike routes or other paved paths/sidewalks that may need to be resurfaced, such as the path from DAAP to McMicken along the west side of Brahnstein.

This area between Procter Hall and University Hall on East Campus has several bikes secured to benches, which indicates the need for a bike rack.
See Maps of East Campus and West Campus for Existing and Proposed Bike Infrastructure.
IMPLEMENTATION AND FUNDING

This plan is a dynamic document and will be updated as needed. Additional input is welcome by those who read the plan. Please contact the Planning, Design and Construction Department to provide input.

Implementation of this plan will fall under the University Architect’s—Planning, Design and Construction Department. Implementation of the plan will occur as funding sources are identified and secured.

Phase One- Funding Needs and Sources

Funding Needs
The Bike Share program is being implemented as this plan is being finalized. The Planning, Design and Construction Department invested approximately $550 in the fall of 2009 to purchase and ship a bike rack for the U-Hall garage location for the staff Bike Share program.

Approximately $5,200 is needed to implement the additional elements of the UC Staff Bike Share program.

Approximately $4,420 is needed to implement the UC Student Bike Share pilot program utilizing eight bicycles.

Possible Funding Sources
- Sustainability Budget.
- Senior Class Gifting Program.
- Other sources to be determined.

Phase Two- Funding Needs and Sources
To be determined.

Bike Share Program Implementation

The following steps should be followed in order to implement the Bike Share program. It should be noted that many of the steps outlined will occur simultaneously or in-concert with each other.

1. Identify possible locations for the Bike Share program to be available for students and staff. This bike plan currently outlines recommended Bike Share locations at the U-Hall garage, the CCM garage and the Campus Recreation Center. The specific locations within those buildings are noted on pages 16-18. Additional locations could be added as the program evolves or even in collaboration with the City of Cincinnati, should the city create a Bike Share program in the future.

2. Collaborate with the pertinent departments that have jurisdiction over any proposed bike share locations to seek their input and approval of the concept. In regards to the locations noted in step 1, Campus Services controls the parking garages and the Campus Recreation Center.

3. Purchase bike racks and or related equipment such as helmets and saddlebags etc. as locations for the Bike Share are finalized and funding can be secured.

4. Pursue leveraging of resources by seeking donations of bikes and related equipment. The UC Foundation is pursuing possible funding for the Bike Share program through its Senior Class gift program.

5. Collaborate with the student group—“Bike
Works” to utilize any bicycles that they may repair that could be used for the Bike Share program. Communication to this group is currently through their faculty advisor to the group—Bob Rost. This group could also possibly provide ongoing maintenance of bicycles.

6. Seek input and support for the Bike Share program from interested parties to help promote the program to students and staff. Include constituent groups that have a large bicycle user population—such as DAAP students, the PACES group—including student government leaders on PACES and any faculty on PACES—Mark? on faculty at DAAP).

7. Possibly incorporate a test of Bike Share equipment from Samba Bike Share or other vendors. They have offered to do a free one-day test with their equipment/systems. Their system uses a cell phone interface to allow for check-out of a bike, but could be linked to a card system too. This type of system costs approximately $25,000 per location (including bikes).

8. Continue to evaluate the Bike Share program for possible improvements, expansions, additional opportunities as well as to determine if it is successful.

The following pages outline potential costs associated with implementing the Student and Staff Bike Share programs. The costs outlined assume a “worst case” scenario— in that zero donations of equipment will occur. If donations do occur, the actual costs will decrease.

In addition, information about possible initial locations for the Bike Share program to be implemented are shown on pages 16-18.
# Projected Costs for Staff “Bike Share” Program

<table>
<thead>
<tr>
<th>Item</th>
<th>Number</th>
<th>Cost /Unit</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bikes at University Hall</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Four Universal Bikes</td>
<td>4</td>
<td>$200.00</td>
<td>$800.00</td>
</tr>
<tr>
<td><strong>Bikes at University Pavilion</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Four Universal Bikes</td>
<td>4</td>
<td>$200.00</td>
<td>$800.00</td>
</tr>
<tr>
<td><strong>Bikes at Central Utilities Plant</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two Male Bikes</td>
<td>2</td>
<td>$200.00</td>
<td>$400.00</td>
</tr>
<tr>
<td>Bike Rear Racks</td>
<td>10</td>
<td>$40.00</td>
<td>$400.00</td>
</tr>
<tr>
<td>Bike Bags</td>
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<td>$280.00</td>
</tr>
<tr>
<td>Bike Locks</td>
<td>10</td>
<td>$40.00</td>
<td>$400.00</td>
</tr>
<tr>
<td>Bike Helmets and Disinfectant Spray</td>
<td>10</td>
<td>$40.00</td>
<td>$400.00</td>
</tr>
<tr>
<td>Maintenance &amp; Replacement Parts / year</td>
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<td></td>
<td>$1,000.00</td>
</tr>
<tr>
<td>Bike Rack for University Hall Garage</td>
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</tr>
<tr>
<td>Shipping for bike rack</td>
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</tr>
<tr>
<td>Bike Decal Detailing (UC sign shop)</td>
<td>10</td>
<td>$40.00</td>
<td>$400.00</td>
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<tr>
<td>Signage at Bike Rack Locations</td>
<td>2</td>
<td>$50.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>Bike Rack Installation (UC Facilities)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contingency</td>
<td></td>
<td></td>
<td>$150.00</td>
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</tbody>
</table>

**Total Implementation Cost**                               |        |            | **$5,145.00**|
## Projected Costs for Student “Bike Share” Program

<table>
<thead>
<tr>
<th>Item</th>
<th>Number</th>
<th>Cost /unit</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Campus Recreation Center location</strong></td>
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<td></td>
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</tr>
<tr>
<td>Eight Bikes (including shipping/assembly)</td>
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</tr>
<tr>
<td>Bike Locks</td>
<td>10</td>
<td>$40.00</td>
<td>$400.00</td>
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<tr>
<td>Installation of bike racks (2)</td>
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<td>$500.00</td>
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<tr>
<td>Maintenance &amp; Replacement Parts / year</td>
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</tr>
<tr>
<td>Bike Rack purchase</td>
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<td>$990.00</td>
</tr>
<tr>
<td>Shipping for bike rack</td>
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<td>$150.00</td>
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</tr>
<tr>
<td>Concrete pad for bike rack (tbd)</td>
<td>n/a</td>
<td>$350.00</td>
<td></td>
</tr>
<tr>
<td>Bike Decal detailing (UC sign shop)</td>
<td>10</td>
<td>$50.00</td>
<td>$500.00</td>
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<tr>
<td>Signage about bike share and acknowledging gift at bike rack location</td>
<td>2</td>
<td>$75.00</td>
<td>$150.00</td>
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<tr>
<td>Contingency</td>
<td></td>
<td>$300.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total Implementation Cost</strong></td>
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<td></td>
<td>$7,640.00</td>
</tr>
</tbody>
</table>

*Current UC Standard—“Bib Flow” 90” length—$495 per unit plus shipping; holds four to six bikes. (72” length model is shown.)*

Bike Locks $40.00 each
Recommended Location for Bike Share Bike Rack

Location of proposed Staff “Bike Share” bike rack inside University Hall garage—Level PO.

University Hall Level PO
Location of proposed Staff "Bike Share" bike rack inside CCM Garage.

Recommended Location for Bike Share Bike Rack

Emery Hall and CCM Garage
Proposed Location for Student Bike Share Bike Rack
at the Campus Recreation Center

Location of proposed Student "Bike Share" bike rack at Rec Center- just outside doors to courtyard area.
Bike Rack Design

Current UC Standard- “Bib Flow” 90” length– $495 per unit, which holds four to six bikes. (72” length model is shown.) Shipping and installation costs are approximately $200 per unit.
The Bicycle is the most civilized conveyance known to man. Other forms of transport grow daily—more nightmarish—only the bicycle remains pure in heart. Iris Murdoch, *The Red and the Green*