Parking

- Existing conditions typically have only one side of parking (if any) along the corridor.
- Without a study showing that more parking is needed, the assumption should be for maintaining existing parking, not expanding it.
- 7 ft parking lanes may be appropriate in low turnover residential area.

**Recommended Practice**

The preferred width of a parallel on-street parking lane is 8 feet wide on commercial thoroughfares (all types) or where there is an anticipated high turnover of parking and 7 feet wide on residential thoroughfares. These dimensions are inclusive of the gutter pan and applicable to all context zones (C-3 through C-6).

- All else being equal, if only one lane of parking is used the design can potentially accommodate on-street facilities.
Shared Use Path

• AASHTO cautions against shared use paths along existing streets for many reasons including:

  Stopped motor vehicles on side streets or driveways may block the path.
  Some bicyclists may find the road cleaner, safer, and more convenient, frustrating some motorists.
  Right turning Driver A is looking for traffic on the left; left turning driver B is looking for traffic ahead. In both cases, a contra-flow bicyclist is not in the drivers’ main field of vision.

• Shared use paths are preferred where there is an independent right-of-way, but according to AASHTO can be considered along an existing street if:

  GUIDELINES FOR SIDEPATHS
  Although paths in independent right-of-way are preferred, sidepaths may be considered where one or more of the following conditions exist:
  • The adjacent roadway has relatively high-volume and high-speed motor vehicle traffic that might discourage many bicyclists from riding on the roadway, potentially increasing sidewalk riding, and there are no practical alternatives for either improving the roadway or accommodating bicyclists on nearby parallel streets.
  • The sidepath is used for a short distance to provide continuity between sections of path in independent rights-of-way, or to connect local streets that are used as bicycle routes.
  • The sidepath can be built with few roadway and driveway crossings.
  • The sidepath can be terminated at each end onto streets that accommodate bicyclists, onto another path, or in a location that is otherwise bicycle compatible.

  *Based on these guidelines, W 65th is not a good candidate for an adjacent shared use path.

Lane Width

• 12’ lanes are used for high speed, highway design.
• 10’ lanes are the minimum for arterials according to AASHTO.
• On arterials with speed limits below 25 mph, lane widths of 10–11 ft are appropriate for walkable thoroughfares.
• 11’ lanes are common in Ohio, even on US routes.
**West 65th Redesign Meeting – 3/19/13**

Riverside Drive (US 52, US 50) – Cincinnati, OH

- With one side dedicated to parking, smaller lane widths allows for more comfortable bike lanes and slower speeds.

- If the parking is brought down to 7’ this further enhances the street for cyclists and allows for additional configurations.