Alternative Modes of Transportation Forum
University of Oregon

Provided below is information gathered at the Alternative Modes of Transportation Forum held February 22, 1996 about the latest thinking surrounding transportation alternatives for people who drive alone to the University.

Papers submitted by Panelists

- Overview of transportation planning at the UO: Daniel Williams, Vice President for Administration, University of Oregon
- How do people make trip choices?: Terry Moore, Vice President, ECO Northwest
- The role of alternative modes of transportation in local planning efforts: Jan Childs, Director of Eugene Planning Division, City of Eugene
- Bicycles as an alternative mode of transportation: Jan Vandertuin, Center for Appropriate Transport
- UO and LTD: a working partnership: Rob Bennett, Member, Lane Transit District Board
- Transportation-efficient land use: Peter Watt, Principal Planner, Lane Council of Governments

Public Comments

- Comments received

Related University Transportation Policies

- Transportation analysis and policy summary
- University Bicycle Plan

Other Links

- University's Office of Public Safety
- Lane Transit District
- Shaping Eugene's Future

For more info write to: cramey@oregon.uoregon.edu

Daniel Williams, Vice President for Administration, University of Oregon

AN OVERVIEW OF TRANSPORTATION PLANNING AT THE UNIVERSITY OF OREGON

Enrollment at the University is expected to climb steadily for the next several years well into the next century. Additionally, we expect recent enrollment rises in non-traditional and out-of-state students to continue. These factors lead us to believe that our current transportation system already is or shortly may become inadequate for our needs.

As is our tradition when faced with a problem, we wish to explore all options before choosing a course of action. In the case of transportation, we expect there may be solutions other than building parking structures--which is a very costly solution--that will help us meet our needs. This is why we invited a panel of experts to campus to share with us their insights on alternative modes of transportation, so that as we contemplate our options we will have a full range of solutions to choose from.

The University of Oregon is a unique institution with unusual transportation opportunities and requirements. Almost half of the University's population lives within a 7-block walk of campus, and many of the people who are attracted to the University are, by nature, also attracted to alternative modes of transportation such as riding bicycles or walking. These two factors create a unique, less car-dependent population. The result is that the University is the recognized leader in implementing alternative modes of transportation.

Statistically, the university makes use of alternative modes of transportation at a rate double that of the surrounding community. We have accomplished this remarkable record because we actively and successfully promote the use of alternative modes through a number of programs:

***** LTD ridership: Students, faculty, and staff ride free.
***** LTD transit stations: The University cooperates with LTD to provide land and other improvements for two fully developed, major on-campus bus transfer stations and shelters on Kincaid Street.
***** Bicycle improvements: A $400,000 capital construction program has been undertaken to improve and expand the on-campus bicycle systems. As a result of this program we now have over 4,600 bicycle parking spaces (including lockers and covered and uncovered spaces, with more planned) and several new paths.
***** Pedestrian safety: Ongoing programs to improve pedestrian safety include the installation of proper lighting on campus and a recent renovation of the emergency call box system.
***** Shuttle buses: The student-run program "Project Saferide" provides transportation to bus stops and other local destinations via a shuttle van.
***** Carpooling: Reduced-rate parking permits are available to groups of three or more who share rides to campus.

Terry Moore, Vice President, ECO Northwest

HOW DO PEOPLE MAKE TRIP CHOICES?

Presentation at Alternative Modes Transportation Forum, University of Oregon, February 1996

OUTLINE

1. What is the fundamental choice for trip-makers?
   a. Are the benefits of the trip greater than its costs?
      - To me?
      - As I perceive them?
      - Given my current conditions and those of the transportation system?
   b. Social considerations typically secondary

2. What travel attributes do people consider?
   a. Mode
      - Car (alone or pool), bus, bike, walk
   b. Route
   c. Frequency
      - Trips can be eliminated or chained
   d. Time of day

3. What factors influence trip choice?
   a. Long Run
      - Origin and destination (home and job location)
      - Public transportation infrastructure
      - Automobile ownership
   b. Short run
      - Take the long run as given
      - Evaluate based on short run costs and benefits

4. What do people consider in making daily trip choice?
   a. The costs and benefits of travel as they perceive them (see figure on back)
      - Out-of-pocket costs
      - Time costs
      - Service attributes
      - Impacts on others?
   b. Many costs and benefits depend on decisions by society and other travelers
      - Eg., transportation investments
      - Eg., congestion

5. If objective is to decrease amount or percent auto trips...
   a. Increase costs of auto: primarily parking
      - Will make all drivers worse off
      - Justification: Does it redress under-pricing or unfairness?
   b. Decrease cost of other modes
      - Most obvious things are being done

- Best potential left are programs related to carpooling

c. Improving other modes has little effect if auto costs as perceived by drivers unchanged

d. Efficiency vs. Fairness

> Terry Moore, Vice President, ECO Northwest

Jan Childs, AICP, Planning Director, City of Eugene

SETTING THE STAGE: THE ROLE OF ALTERNATIVE MODES OF TRANSPORTATION IN LOCAL PLANNING EFFORTS

In the Eugene-Springfield metropolitan area, land use and transportation planning are done on a regional basis. Within the framework of the overall regional land use plan, the "Metro Plan," and regional transportation plan, called "TransPlan," more detailed planning is done by the cities of Eugene and Springfield and by the Lane Transit District. But as this forum demonstrates, transportation planning doesn't stop with these governmental entities -- major institutions and employers such as the University of Oregon are critical partners in achieving the region's transportation goals.

In setting the stage, I will highlight the overall direction provided by the Metro Plan and briefly discuss transportation planning currently under way for the region as a whole and for Eugene.

Metro Plan: The Framework for Planning in the Eugene-Springfield Metropolitan Area

The Metro Plan provides a blueprint for accommodating the anticipated increase in the region's population and employment within the existing urban growth boundary. Originally adopted in 1982 and updated in 1987, the Metro Plan is currently undergoing periodic review. Several projects will be completed over the next five years to improve the Plan. The existing urban form and fundamental principles of the plan, however, will continue to guide our regional planning. The Metro Plan's compact growth form envisions high-density, mixed-use activity centers linked by multi-modal transportation corridors. This model of urban form is necessary to allow the density and intensity of development needed to support a regional transit system and promote the use of alternative modes.

TransPlan Update: Improving the Land Use/Transportation Connection

Currently, the cities of Eugene and Springfield, Lane County, the Lane Transit District, and the Lane Council of Governments are working on an update of TransPlan. The update goes far beyond previous metropolitan transportation planning efforts in its attempt to integrate land use and transportation planning.

To understand the current focus of transportation planning -- both for the region and for the City of Eugene -- it is helpful to introduce the transportation triangle. The transportation triangle is a graphic attempt to represent the three elements of transportation planning: land use measures, transportation system improvements, and transportation demand management. As components of an integrated,

comprehensive approach to transportation planning, these three elements are interrelated and interdependent.

This interrelationship is shown in two interim goals for the TransPlan Update:

Goal 1: Provide an integrated transportation and land use system that supports choices in modes of travel and development patterns which will enhance livability and quality of life.

Goal 2: Enhance the Eugene-Springfield Metropolitan area's livability and quality of life by providing a transportation system that is accessible, affordable, balanced, economically viable, efficient, environmentally responsible, financially stable, interconnected, responsive to community needs, safe, and supportive of responsible and sustainable development.

As part of the TransPlan Update, citizen task forces developed strategies for each of the three plan elements. Their work provides the basis for the alternative concepts developed for the update.

* "Land Use Measures" includes metropolitan area planning, nodal development, higher density development, infill and redevelopment, mixing uses, and supporting planning design.

* "Transportation System Improvements" looks at streets and highways, and transit, bicycle and pedestrian systems.

* "Transportation Demand Management" considers public education/marketing, voluntary programs, parking management, trip reduction ordinances, and pricing measures.

You can see from this list that all three elements of the transportation triangle are required to effectively promote alternative modes of transportation.

Land Use Measures provide the opportunity for living, working, and shopping in closer proximity, reducing travel time/distance, and increasing the attractiveness of walking, biking, and public transit.

System Improvements help to achieve a balanced, multi-modal transportation system that gives people practical, convenient choices to driving alone in an automobile, while recognizing that a safe, efficient roadway system is critical for buses, bicycles, pedestrians, and cars alike.

Demand Management balances public education and voluntary programs, such as the group bus pass,

with reduction in parking supply and/or increase in price to promote use of alternatives to the single-occupant automobile.

City of Eugene Transportation Goal

The Eugene City Council has selected Transportation as one of five City goals for 1995-96:

> Transportation that promotes conservation of natural resources and is responsive to the needs of the community through enhancing our transportation strategies for pedestrian access, bike routes, car pooling and buses, and roadways; and encouraging options such as local trolleys and frequent passenger train service in the Cascade Corridor.

As with the TransPlan Update, the Council's goal is organized by the three elements of the transportation triangle: Transportation System Improvements, Transportation and Land Use, and Transportation Demand Management. Some of the key work activities under way to implement the strategies include participation in the TransPlan update; construction of major system improvements, including bikeway implementation projects; and work with LTD to increase the number of group bus passes by 10,000 by July 1997.

Jan VanderTuin, Center for Appropriate Transport

BIKE CULTURE

Our transportation system must change. The bicycle is a personal vehicle for transportation change. It takes almost no oil. You control when you come and go. You can talk with pedestrians and other bicyclists. It is way cheaper than buses and light rail. The University infrastructure needs little change to handle more bicycles. The cost to radically improve bicycle facilities and security at the University would be a fraction of any other options. So what would I advocate for to solve the problem of transportation at the University? More bikes and bike infrastructure, and, most importantly, more bike culture.

Although the idea of creating a bike culture (versus a car culture) may seem abstract, there are ways to affect culture. We need to excite people to want to use alternative modes. We need to find creative ways to promote alternative modes that are more than infrastructure. For instance, look at the promotion of automobiles. Magazine and television advertisements represent the glamour and excitement of the automobile. Our movie stars are seldom users of alternative modes. Award-winning children's videos on Road Construction inspire kids to become earthmovers. Let's face it. Although we who use alternative modes for transportation know that they are serious transportation options, we also know that our ability to increase usage ultimately comes down to one major question: can we provide an effective counter to powerful social and cultural determinators such as the media?

So what constitutes an effective counter? In the realm of bicycling, the existence of bike lanes and paths is bound to help. But is that the whole answer? No! Take the city of Eugene. It is known throughout the States for its bicycle-friendly infrastructure. Yet, have we increased the percentage of commuters who use bicycles over the last decade? No, because the city needs more creative ways to inspire bicycling.

What constitutes creative advocacy? The Center for Appropriate Transport demonstrates a few examples.

Youth (and Adult) Bicycle Education Programs

At the Center we give youth a hands-on experience with the simple technology of the bicycle; this experience definitely pulls youth into bicycling on a deeper level. Also, youth who are taken on rides on bikes they've just repaired are more receptive to advice on how to ride and act in the streets than youth sitting in a classroom or in a simulated environment.

Adults can rent our fully equipped workspace to fix their bicycles. Instruction is always available.

In our Eugene Rack Works project we teach youth how to build and install bike racks at businesses around Eugene. They learn to weld, as well as how to deal with customers and with each other. They also learn that making it easy for bicyclists encourages more riders.

Bicycle Valet Parking

Car parking is a problem at every cultural event in Eugene. Congestion and increased costs for event organizers are only part of the problem (the average cost of an asphalted parking space is $2000-3000). Bicycle Valet Parking is an option, providing secure parking for bikes, helmets, and packs; youth working with adult volunteers; and dignity and royal treatment for cyclists.

Mobile School Presentations for Youth (and Businesses)

What are the costs of the present transportation system? Are you 16 (or 50) and in love with something you don't really know (the car)? What are the alternatives? Is the bicycle limited to the double diamond-shaped frame? We let participants ride our very diverse collection of bicycles. Transportation curriculum, presently almost non-existent in the States, is being presented to classrooms of youth aged 5-18 (it could be for university students).

The Human-Powered Parade

Kinetic Sculpture vehicles, recumbents, wheelchairs, skateboards, skates . . . you name it. Something different and exciting on the streets. Solidarity. As one who uses alternative modes you are not alone. Most of all it's fun. This year's parade is planned for June 8 th.

Other inspirations? Bicycle art events. It's happening in California and New Mexico. Singing bicyclists. A chorus in Toronto goes to the streets to practice.

Can these and other creative ideas relate to University students? Definitely! These ideas should be presented to students, and their efforts should be supported in whatever way possible by the Administration, LTD, LCOG, and the City of Eugene to the same extent as any other strategy, both with money and time.

NOTE:

What can students do immediately? Let the University know you appreciate their efforts to include human power in their operations (Public Safety and the pizza operation).

ANNOUNCEMENT: Emma Must, a British transportation activist is coming to the ELAW Conference. A children's librarian, she began her road fighting activities when road builders threatened to destroy her childhood play area. Since then she has organized direct action on road projects and has managed to stop 60 British roads projects, which amounts to a third of Britain's highway plans.

Rob Bennett, Member, Lane Transit District Board

UO AND LTD: A WORKING PARTNERSHIP

The University of Oregon and Lane Transit District have had a positive, productive working partnership for many years. This partnership has produced innovative, cost-effective solutions to the University's transportation needs. It is important that this partnership continue if future transportation challenges are to be met.

There are many good reasons for the University and LTD to work together. LTD plays a key role in facilitating UO student access to the campus. Parking near the University is in short supply, and there is an understandable reluctance to build new, expensive parking structures. Housing near the University is limited, so all students cannot live within easy walking distance of campus. Bicycles provide a great transportation alternative, but distance and weather can make bike riding undesirable for some. LTD provides a low-cost, convenient transportation alternative for many students.

Assisting the University of Oregon with its transportation needs clearly falls within LTD's mission. The University is located in a congested area and is a major daily destination for thousands of trips. Increased use of transit for travel to and from the University will reduce the need for street widening and parking structures, reducing the community's transportation expenditure.

Partnership Activities

LTD and the University work well together. The University was the first organization to participate in LTD's Group Pass Program. This innovative program, which involves prepayment for all students' transit use with student fees, began in 1988. Originally passed in a very close student
vote, it has since passed annually by a wide margin of votes. The University supported the transit pass concept by increasing the parking rates and then using parking revenue to purchase transit passes for all employees. As a result of this coordinated approach, transit ridership to campus tripled. Currently, more than 2,000 students, faculty, and staff take the bus to and from campus on an average school-year weekday.

LTD and the University also have worked together to improve transit facilities in the campus area. Both the University Station North at 13th and Kincaid and the University Station South at 14th and Kincaid were jointly developed. These stations are partially located on land owned by the University and are jointly maintained.

The implementation of the Group Pass Program and the joint development of transit facilities are

consistent with the University's Long-Range Campus Development Plan. This plan calls for the creation of a Local Transport Area one to two miles in diameter around the University. The purpose of creating the Transport Area is to encourage the use of pedestrian, bicycle, and transit modes of travel while discouraging the use of automobiles. Through the expansion of direct service to the University and by providing safe and convenient transit shelters, LTD and the UO have worked together to facilitate the establishment of the Local Transport Area.

Service to Special Events

The UO and LTD also have worked closely and successfully for many years to encourage transit use for UO-sponsored special events. LTD inaugurated a Park and Ride service for UO football games in the late 1970s. The Autzen Stadium sports shuttle ridership and the number of Park and Ride locations have grown steadily over the years, and a record ridership of almost 6,300 trips per game was set during the 1995 season. The success of the UO football shuttles played a key role in helping LTD establish the concept of Park and Ride as a viable and accepted alternative to the parking and traffic congestion associated with community special events. As a result, LTD now also serves both UO men's and women's basketball games at McArthur Court, major track and field events at Hayward Field, and, for the first time last year, provided shuttles under contract for the UO Spring Commencement Ceremonies.

Service Promotion

The partnership extends to the promotion of transit service as well. LTD shuttle information is included in the Athletic Department's season ticket mailings. Each summer the University mails LTD information to incoming UO freshmen and their parents, prior to their arrival on campus in the fall. UO admissions brochures and catalogs tout LTD's excellent service to the campus and its innovative Group Pass Program for students. New students are encouraged to leave their cars at home and use transit instead. LTD route and schedule information is widely distributed on campus and is included in UO Housing Department training programs for residence hall desk assistants,
program assistants, and resident assistants. During the school year, transit is promoted through articles and advertising in the *Oregon Daily Emerald*; in the campus employee newsletter; and through a variety of programs sponsored by LTD, the Associated Students of the UO, and the campus Office of Public Safety.

Planning for the Future

It is important that the UO and LTD continue to look to the future and identify ways in which we can do more to support each other's goals. As the University expands, it seems logical that surface parking lots be converted to more intense uses, such as classrooms and offices. This will require
that alternative transportation modes handle a greater percentage of University students and employees.

LTD is poised to work with the University to develop plans and programs that increase transit use.

LTD has developed a strategic plan that calls for greatly increasing transit use within the community. The University is and will continue to be a major market for LTD services. University students and employees, like any consumer of transportation services, want a transportation system that is convenient, affordable, comfortable, and safe. LTD has made a great effort to meet these goals. One goal, which has been the most difficult for LTD to achieve, is bus travel times that are competitive with the automobile. It is not unusual for a trip by bus to take twice as long as the same trip by car.

In order to address this concern, LTD's strategic plan calls for the implementation of a bus rapid transit (BRT) system. BRT is most easily envisioned as using buses to emulate the speed, comfort, and convenience of rail systems. The proposed BRT system includes high frequency, fast transit service along major streets. By using exclusive bus lanes in congested areas, transit signal priority systems, limited stops, and barrier-free fare payment systems, the BRT lines will operate much faster than current buses and may operate faster than cars along certain corridors. The BRT system would be supplemented by smaller buses providing access from the neighborhoods to the BRT lines, as well as to nearby shopping and employment. Park and Ride lots located along the BRT routes would provide additional access.

The BRT system is in the conceptual stage. LTD is working toward the implementation of the first BRT line in the fall of 1998. The entire BRT system could be in place by the year 2015. The BRT system can be envisioned as the forerunner to an eventual rail system in the community, with the exclusive bus lanes converted to rail lines.

Strengthening the Partnership

Coordination with the University will be critical in the implementation of the BRT system. In order to improve bus travel times, LTD will seek to develop methods of providing convenient service to the University while minimizing vehicle delays. This could involve innovative approaches such as exclusive transit access from certain areas. It likely will require development of new transit facilities as well.

The successful partnership between the University and LTD has greatly increased student use of transit, not only for travel to and from campus, but also for travel throughout the metropolitan area. Improved transit access has made education more affordable. Students are able to seek less expensive housing farther from campus and can attend the University without having the expense of owning a car. Working with LTD, the University has avoided costly expansion of the parking system and has been able to dedicate more land to uses that are directly related to education.

Currently, the Eugene-Springfield metropolitan area is in the process of updating the area's transportation plan (TransPlan), which likely will require the reduction of automobile trips in the region. The University of Oregon has been a community leader in encouraging the use of alternative modes of transportation. The opportunity is prime for the UO to continue serving that leadership role by furthering its

commitment to alternative modes. The productive working relationship between the University and LTD bodes well for a strengthened future partnership.

Peter Watt, Principal Planner, Lane Council of Governments

TRANSPORTATION-EFFICIENT LAND USE

As part of the update of the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan), local government officials are considering land use strategies as one approach to help meet regional transportation needs and comply with state and federal policy direction. The officials are evaluating the application of transportation-efficient land use models that will encourage and support bike, pedestrian, and transit travel and reduce the reliance on automobiles. The focus is on altering land use or development patterns inside the urban growth boundary.

In general, transportation-efficient land use models include strategies such as mixing uses and increasing densities along transit lines and near major activity centers, providing neighborhood shopping centers near residential areas, balancing jobs and housing in subareas, and increasing density of commercial developments. The models currently being tried in a number of cities around the country have various names, including New Urbanism, Neotraditional Development, Urban Villages, Transit-Oriented Development, Pedestrian Pockets, and Main Streets.

Eugene-Springfield officials are evaluating a similar land use model, Nodal Development. It is not a new concept for this region. The current Metro Area General Plan (Metro Plan) already identifies mixed use areas and contains a strategy that identifies subareas where mixed-use "nodes" should be developed. In addition, a number of policies in Metro Plan support various strategies included in the transportation-efficient land use models.

The Nodal Development strategy builds on Metro Plan by proposing three types of nodal development or mixed-use centers and defining how these centers should develop consistently with a set of prescribed design principles. The new strategy also specifically identifies a greater number of locations that should be considered for application of the nodal development pattern.

Nodal development would consist of centers that contain a mix of compatible land uses, a variety of housing types, and a total population somewhat higher than in comparable areas outside the centers. The centers would be served by more frequent transit and designed and developed to enhance pedestrian, bicycle, and transit travel options. All areas in a center would be within 1/4 mile walking distance of the commercial core and transit stop.

The fundamental characteristics of these centers would be:

- *Design for Pedestrians*: pedestrian-friendly environments which support walking and promote a sense of community;
- *Diversity of Land Uses*: a mix of land uses and public spaces that offer a variety of activities and destinations; and

-- *Proximity and Access*: concentration of homes within easy, comfortable walking and biking distance of stores, services, jobs, public spaces, and transit services.

The centers would be located selectively throughout the metropolitan region--on partially developed sites, sites that would be redeveloped, and in new growth areas. Retail and office uses in the commercial core would vary depending on type, location, size, and character of the neighborhood area and market demand. In many cases, the centers would become fully developed in phases over a period of time.

This approach is intended to improve transportation choices for people over the long term by increasing the opportunities to walk, bike, and use transit to satisfy travel needs.

> Peter Watt, Principal Planner, Lane Council of Governments

The following comments have been received regarding the issues surrounding transportation alternatives:

Received February 16

Name: Dawne Dougherty
E-mail: dawned@oregon
Comment: Because I live 20 miles from campus, I am very interested in the available information on transportation/parking. One issue I have not yet seen addressed is "time." Transportation alternatives require more "time" and coincide with societal demands to do more with less. Can these transportation alternatives become more successful without an adjustment in societal expectations? I wonder!

Dawne Dougherty

Received February 21

Name: Catherine Flynn-Purvis
E-mail: cflynn@oregon
Comment: Dear Mr. Williams and members of the Alternative Modes forum:

I have been a regular bicycle commuter to this campus for nearly 4 years. As an employee of Knight Library I've enjoyed the recent addition of covered bike parking. Has the University considered participation in the annual Bike to Work Day (not sure if it's sponsored by the City of Eugene or CAT)? If there are valid reasons for the University's non-participation, maybe we should consider implementing a Bike to Campus Day at about the same time. I believe this would encourage non-riders to try it for a day and open a few minds to the possibility of cycling to campus regularly. In any case, I think it would whip up some general awareness and enthusiam. Thanks,

Catherine Flynn-Purvis

Name: Zudegi Tala
E-mail: zudegi@oregon
Comment: I agree with Dawne's comment regarding the TIME involved in switching buses, for those of us who live in rural areas. I have read all the information given at this http location, and NOTHING suggests that a straight bus route between LCC and UO is planned. I would have to catch the ONLY bus (6:57am) at Hwy 58/Seavey Loop, to catch another bus at Eugene Station in order to be at work on the UO campus by 8:00am. And if I miss the ONLY evening bus from Eugene Station at 5:32, I would be hitchiking home.

I'm used to the bus systems of Atlanta, Georgia, and Houston, Texas, and as good as I think LTD is in keeping to their schedules, the comparison isn't good enough yet for ease of commuting by bus without making it a major journey in TIME.

We need more accommodation on the LTD system for bicycles also. The LTD Web information says,

"[riders] take precedence over bicycles." And then there are people commuting from Cottage Grove, Creswell, Pleasant Hill, Veneta, etc. How far out does the "Master Plan" extend?

Vanpools don't accommodate people who need to leave campuses for part of a day and return, either.

Frankly, I don't see why students living on campus are not REQUIRED to park their vehicles away from campus, and all students with cars should be charged exactly the same as faculty and staff if they do park them on campus (they aren't). I would love to be able to use alternative modes of transportation and bicycling to work would be better and more enjoyable for my health (and I have done it when I lived in town). I believe that the options we are being given now are not as equitable to all groups involved as they could be.

Received February 22

Name: Autumn De Poe
E-mail: ocomment@darkwing
Comment: Busy students who live too far from campus cannot afford to use the alternative modes of transportation that are being forced upon us. We are being punished and something needs to be done. A student who doesn't live near a busline and cannot walk, should not be forced to support this University's parking program by paying for the overpriced student permits that cannot be used easily. The University parking program also targets students who are at student meters, not visitors.

Students who work and have to drive to work directly after class find that buses do not hookup directly and layovers at the mall are impossible to avoid. A student's job is at stake when they are forced to take a bus so that they will get to classes on time to avoid parking hassles. I know this first hand. Something needs to be done. Every person on this campus should not be forced to use buses and bicycles. Carpools also become a hassle if the student has to work at 2:15 after a 2:00 class.

For more information about what the University is doing to starving students, check out the article on parking in the February 5, 1996 issue of the Oregon Commentator .

Autumn De Poe

Name: KAryn Schleicher
E-mail: Kschleic@oregon
Comment: I work at the Knight Library in Access Services. Because the Library is open late into the evening, my normal work schedule extends until 8:00pm Sunday through Thursday. There are two buses that go past my apartment complex-#28 to the Univ. and #25 to Willamette Plaza. The most convenient bus for me to ride is bus #28. However, the last run of bus #28 from campus to my apartment leaves campus at 5:46pm. To get home in the evening, I would have to take a bus to either downtown or to the Amazon Park transit station and transfer to bus #25. In either case, waiting downtown, in a not too enjoyable area at night, or waiting in an isolated area for my transfer is NOT my idea of spending 15-20 minutes at night.

Today, Feb.21, I arrived on campus at 10:30am. I went to every parking lot on the west side of campus trying to find a parking place. It took me until 11:50am--one hour and twenty minutes to finally find a place. I was almost an hour late to work because of lack of adequate parking. I don't earn enough money as a Lib. Tech 2 to afford the more than $500 for a guaranteed parking place. All my "normal" permit allows me to do is HUNT for a place. I have worked on campus since Jan. of 1973, and have found the parking on campus inadequate, annoying, frustrating, and other words I would prefer not to use. I came very close to going home and calling in to say I wouldn't be in until the middle of the afternoon because of parking. If I worked a normal 8am to 5pm shift, I could ride the bus or park. It would be nice to have more parking, have bus #28 run later in the evening or have the Univ. cut down on parking permits issued.

Received March 18

Name: Karyn Kaplan
E-mail: Karyn_Kaplan@CCMAIL.UOREGON.EDU
Comment: I would like to thank all of you for organizing the Alternative Transportation Forum a few weeks back. Unfortunately, I couldn't stay for the entire session but I would like to take this opportunity to provide you with some feedback and ideas on this difficult issue.

-Though I was impressed with the speakers in the forum, I disagree with the premise that all we can do is raise parking fees to deter driving...

-Though the LTD bus pass is an outstanding program, the University workers and students make up almost 25% of Eugene residents. To my knowledge, there are minimal direct bus routes to the University. I propose that the University review the idea of direct bus routes during the heavily travelled times of day. Currently, most bus routes involve going to the downtown station for a transfer. With direct bus routes from key locations (including the west and north where many University employees live)...maybe some park and rides to facilitate this process. With twice/day direct bus routes, people will have a reasonable time option for utilizing mass transportation.

-One thing that could facilitate this process is to do a University community population study to locate the optimal places to augment bus travel and facilitate direct routes. A survey of campus employees would be useful as well.

-I was impressed by the LTD presenter who said that LTD is looking to improve its routes as to compete with the motorized vehicle...he mentioned separate lanes for buses. Likewise, this brings up the issue of fluid bicycle ways.

-Bicycles play a vital role in this challenge. People want to ride their bikes to campus, but the reality is that there are no good, fluid and safe passages for people who ride east-west.

-All of passages E-W are in areas that are heavily congested by cars and have stop signs at many intersections..making ease of travel difficult. Many bicyclists are using 13th because of the ease of travel.

Like LTD, the bicyclists need bike ways that segregate them from motorized vehicles.

-Another great idea would be to have a mini bus that travels in the area around campus and downtown...for mini-trips. At the University of Colorado they have a bus called the "Hop". It costs 25 cents/ride and it routes through the University to downtown around and back. There are several of these going within a 3 mile radius of campus. It would be interesting to see how far people are actually driving to come to campus. I wouldn't be surprised if many people are driving less than 1 mile and parking to come to the University. If we could eliminate the abuse of this driving, it would greatly alleviate this situation.

-12th street needs to be looked at. I propose to either eliminate car traffic on that street from Pearl/Oak to Patterson, make it a one-way for cars and/or have only one-side of the street parking.

-Additionally on 12th, the stop signs need to be eliminated and the cross traffic should have to stop at a stop sign and yield to bikes. This improvement alone would greatly facilitate bicycle travel to and from the University, plus ease up bike traffic on 13th and general car use overload on that street.

-Even though 15th should be looked at as well, there is a worse problem travelling on 12th as that accesses the northwest side of town.

-Additionally, I would like to see 13th street between Alder and Kincaid closed off to general traffic (keep commercial and University e-plates)...this is a heavy bike and pedestrian area and continues to be a mess for everyone. The motorized vehicles on this street overuse this section. We should be looking at areas that are utilized heavily by alternative transportation and facilitate this process.

-There also needs to be a more fluid, safer bike way that reaches the Coburg road area. Even though there is Garden Way, it is out of the way, difficult to access and not well-utilized by University community.

-Provide safe bicycle parking. I realize you are aware of this issue, but there is a tremendously high rate of bicycle theft at the University and yet, bicycle theft is neglected in terms of prevention measures. If there were the same amount of cars being stolen, what kind of action would be taken to prevent this and catch the theives? I think secure covered/protected bicycle parking is an important part of this plan.***This needs to be in several locations around campus for ease of access.

-Besides theft, there is minimal covered bicycle parking at the University. As an avid bicycle commuter, it is frustrating that my bicycle has to sit all day in the rain. It makes it a lot harder to get on it at the end of the day! The covered bicycle area at Lawrence is always overflowing as is the small covered bicycle area by the breezeway at the EMU. Yet, all of bicycles so neatly lined up under the covering, where there should be an additional bicycle rack, receive bicycle tickets.

-Provide increased and adequate bicycle parking. It seems that it is very difficult to find bike rack parking on campus during the day. If you can't find a place to park, and you end up locking to a tree or a sign, chances are your bike will get a ticket or get impounded.

-Provide extensive education (including incentives...discounts throughout the community, t-shirts...lots of

possibilities!) on bicycling and alternative transportation such as the bus. There are ads in the Emerald from LTD, but general bicycle awareness education, contests, low-cost helmets and lights, should be done on a regular basis. (for example: the University could offer a bike awareness faire twice or three times a year where they join in with the City and other bike shops to offer wholesale prices on helmets, lights, other bike equipment....opportunity to get people's bikes registered, get input from campus community...maybe give out free t-shirts...lots of opportunities here to reward people who are saving the community millions in parking lots, roads and air pollution!) As Jann Vandertine says:"we need to make the University an alternative transportation culture."

-The University has a major investment in transportation, yet, there is no one who is directly accountable for these issues and promotion/education for increasing use of alternative transportation. It would be extrememly beneficial for the University to hire a Transportation Coordinator who not only dealt with these issues, but did research at other universities, did regular promotions and education to stimulate use of alternatives. This position could be done on a trial basis, contingent on creating cost-beneficial programs to reduce car use.

-As far as car use goes, the most prevalent observation is that freshman are allowed to have cars on campus. This in itself (I wish I had the numbers on this) is a large part of the parking problem. Freshman living in the dorms should have to park their vehicles at other locations during the week. I was wondering, do you have any figures on this? In reality, how many freshman have parking passes just so they can park their cars in the University lots all week so they can run to Safeway in the middle of the night?

-I strongly recommend looking at the work vehicles that are around campus all day. The Physical Plant could greatly reduce the amount of these vehicles on campus through providing work bikes for some employees ...not only for general commuting to and from meetings, but also there are many innovative human powered machines that would be perfect for use around campus. There is a truck that runs food and other things around campus for Housing foods. Often times this truck is carrying one or two items that could be more quickly moved from one location to another through use of a human powered machine built to keep things insulated! Plus it would save the University a fortune in vehicle costs!)

-Many Universities do not have the space luxury we have (but don't think we have!). I encourage all of you to take a look at the Ecodemia Book from the National Wildlife Federation as well as the Blueprint for a Sustainable College Campus. These two publications are very good resources for these issues at other Universities. If you don't have a copy, let me know and I will make sure you get one.

I see this issue as a tremendous opportunity for the University of Oregon to become a model for other institutions and communities around the world. Thank you for thinking of the true costs of continuing to encourage motorized vehicle passage to and from the University. It is my opinion that there are many steps we can take to alleviate our transportation concerns in the present and look towards the future.

I have shared some of these issues with the city and would invite the University to explore a transportation partnership with the city, county, state and LTD to resolve some of these issues, which seem like University issues, but greatly involve these other players. With the University inviting more

car use, all the players lose. With us working together in community, we can set the stage for a future that is "sustainable" at the University and Eugene community.

Just think what heros we could be if we can cut out some of the Unviersity traffic burden on the Ferry St. Bridge!

Thanx for wading through this message. I look forward to continuing to work with all of you on these issues. I definitely have faith and hope that we can find some excellent solutions to this issue without creating more parking on campus.

Feel free to contact me anytime at Campus Recycling: 346-1529.

(A big HOORAY for my bosses at the Physical Plant, George Hecht and Barney Rabold for being avid bicycle commuters!)

Karyn Kaplan
Recycling Program Manager

Summary: University of Oregon Transportation System

Philosophy

The fundamental mission of the University of Oregon is to further the educational, intellectual, spiritual, and physical development of its students. As set forth in the University's Long Range Campus Development Plan, transportation planning, which is considered an essential element of overall planning for the University, uses the following principles to contribute to this mission:

(a) Transportation modes that provide inexpensive, safe, and convenient access to campus facilities shall be employed.

(b) Transportation facilities shall aid in preserving or creating a high-quality campus environment.

(c) Transportation planning shall treat the campus in the context of the wider community.

The central idea of the University's Transportation Plan is the creation of a Local Transport Area, one to two miles in diameter, around the University community. Within this area, University policies encourage the use of pedestrian, bicycle, and public transport as modes of travel while discouraging the use of private cars. To this purpose the University participates in programs and projects that reduce reliance on automobiles and provide incentives for the use of alternative transportation modes, which currently account for over 30% of all trips. Incentives include providing student family housing near campus, funding free bus passes for faculty, staff, and students, making space available for LTD's on-campus transit stations, and creating numerous bicycle amenities. With peripheral parking and with road patterns that restrict vehicular traffic in the central campus core, the campus will remain accessible to faculty and students in a way that encourages their active participation in the teaching, learning, and creative activities of the University.

Implementation

The following information summarizes the University's assumptions, policies, and implementation strategies in significant transportation-related areas (University of Oregon's Long Range Campus Development Plan).

Pedestrian-bicycle zone

The central campus area is primarily regarded as a pedestrian and bicycle zone. Activities with a high degree of public interaction should be sited in peripheral locations where facilities to accommodate greater concentrations of vehicular traffic can be developed or are already in place.

Auto circulation

Unnecessary automobile traffic in the central campus area should be discouraged, and internal campus streets ought not serve as throughways.

Parking - cars

A deficit in University parking places undesirable pressures on the neighborhoods and, if left unaddressed, may affect levels of enrollment and the ability to recruit faculty and staff. The University will continue to work toward providing an adequate supply of auto parking. Short-term parking will be distributed close to the building served and long-term commuter spaces at the periphery.

Shuttle

The University will explore the possibility of providing parking facilities for commuters at some distance from campus. Shuttle service would be required between such outlying lots and campus.

Bicycle circulation

The University has developed a basic circulation system for bicycle travel within the campus. The clearly marked bicycle path network is separated, when possible, from roads and pedestrian pathways to minimize conflicts, and connects to the city-wide system of bike paths. New facilities should connect to the bicycle path system.

Bicycle parking

The designated bikeways should be reinforced by the placement of safe, secure, and convenient bike parking facilities. New facilities should include the provision of adequate bicycle parking.

Interface with local transportation planning

The University opposes all new expressways between 30th Avenue and Centennial Boulevard, between the University and central Eugene, between the University and Fairmount Boulevard, and between the University and the Willamette River. The campus is now divided by Franklin Boulevard and the Southern Pacific railroad tracks and would be cut off from the surrounding community by any major expressway or freeway development in the campus vicinity.

Movement of people with disabilities and pedestrians

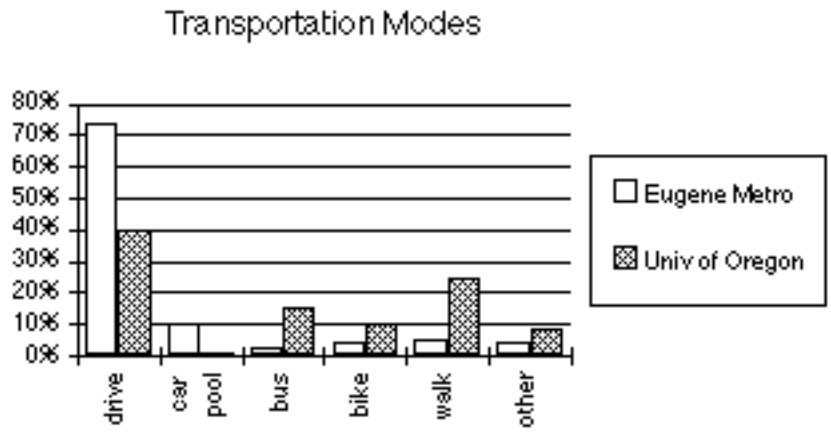
Recognize the special needs of pedestrians and people with disabilities on campus by (a) providing adequately wide sidewalks on or near the campus; (b) providing level crossings at street intersections; (c) providing more covered benches; (d) improving pathways; and (e) encouraging the City of Eugene and the Oregon Department of Transportation to adjust signals for pedestrian ease.

Transportation Analysis

Transportation Modes Comparison
University Population to Eugene Metropolitan Area Population
1990 Census and Planning Office Estimates
(Does not include 3,000 dorm residents living on campus)

University population	19,200
25% not on campus at any one time	-4,800
On campus at any one time	14,400
Exclude dorm residents	-3,100
Daily commuters	11,300

	Metro area	University	
drive	74%	40%	assumes all spaces full + 1500 curbside
carpool	10%	1%	based on permit sales only; likely higher
bus	3%	15%	based on LTD data
bike	4%	11%	based on Spring 1993 counts
walk	5%	24%	assumes half of the students within 6-block walk (5,600 students, 1990 census)
other	4%	9%	


Transportation Modes
80%
70%
60%
50%
40%
30%
20%
10%
0%
drive
car pool
bus
bike
walk
other
Eugene Metro
Univ of Oregon

Bicycle Plan

University of Oregon

Bicycle Improvements User Committee
University Planning Office
University of Oregon

August 1991

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INTRODUCTION AND GOALS

The University of Oregon campus probably has the highest concentration of bicycles in the State of Oregon. While there are no firm counts of cyclists, one's impression of campus includes bicycles both

parked and in motion throughout the campus. This high level of bicycle use benefits the entire campus community by providing efficient low-cost transportation which requires neither large areas for parking nor use of polluting fossil fuels. On the other hand, this same high concentration of cyclists is accompanied by a large concentration of pedestrians which leads to conflicts and safety problems.

The UO campus is located in the city of Eugene, which has built one of the most sophisticated and highly developed bike route systems in the country. Its carefully planned network of bike paths, lanes, and designated routes encourages safe, convenient riding throughout the city. As one of the major sources as well as destinations of riders in Eugene, the UO campus serves as a major node in this network.

The UO Bicycle Plan establishes a framework of policies, circulation routes, parking facilities, educational information, and enforcement guidelines to encourage use of bicycles and to make the campus as safe as possible for the whole University community, including pedestrians, cyclists, and motorists.

This Bicycle Plan is similar to the Bicycle Plan of 1983, which was adopted but never implemented. As with the previous effort, this Plan includes extensive bicycle facilities as well as large dismount areas. Although extensive in area, these dismount zones are located in such a way as to only slightly inconvenience cyclists, yet provide a much greater measure of safety and peace of mind for pedestrians.

PROPOSED POLICIES

GENERAL POLICIES

Issue: Excessive numbers of automobiles are not compatible with our University and our community because of noise, congestion, and pollution.

Policy - **Encourage Alternate Modes**: The University should encourage use of alternative modes of transportation, including bicycles. (Adapted from Long Range Campus Transportation Plan, University of Oregon, 1973, 1976)

CIRCULATION POLICIES

Issue: The City of Eugene has established a remarkable network of bicycle paths, bicycle routes, and bicycle lanes. Some of the core routes of this transportation system end at the University of Oregon campus boundaries, leaving significant gaps for cyclists traveling through the campus to other destinations.

Proposed policy - **Link to City Network**: Any University bicycle circulation network must connect to

this city-wide system in order to be effective. Connect to the City bike way network at 13th Avenue and Kincaid on the west (connecting to 11th Avenue, 12th Avenue, and Alder Street), Agate Street, 15th Avenue on the east and west sides of campus, and north across Franklin Boulevard to the bike paths along the Willamette river. Click here for circulation map.

Issue: Bicycle circulation everywhere on campus is no longer acceptable. With our current density of pedestrians and bicycles, collisions and near-misses are frequent occurrences.

Proposed policy - **Basic Circulation Framework**: Provide a basic circulation system for bicycle travel within campus as well as links to the city-wide network. Except for vehicular circulation areas and designated bike routes, require cyclists to dismount in the main part of campus (see map of proposed network). Provide adequate signage to allow enforcement of dismount zones (see Signage Systems).

Issue: Poorly designed or constructed bikeways are dangerous and inconvenient, and discourage use of bicycles.

Proposed policy - **Bicycle Route Standards**: As described in Basic Circulation Framework, this Bicycle Plan proposes to establish a clear, logical circulation network of designated bicycle paths and routes. These have been selected to provide convenience for the cyclists and safety for all.

Certain heavily travelled routes should be separated from vehicular traffic . These bike paths as well as on-street lanes should be designed to the standards currently used by the City of Eugene, and should be clearly identifiable, have suitable signage, and provide for personal safety with night lighting and appropriate routing.

Routes shared with vehicles (without a designated lane) are appropriate in less travelled areas. Certain other routes are on sidewalks or paths shared with pedestrians. Make these of sufficient width to allow for safety (twelve foot minimum width) unless a parallel pedestrian route is provided or it is deemed unlikely that the traffic will be heavy enough to cause conflict. Provide clear signage directing the cyclists to yield to pedestrians (see Signage Systems), and design the intersections of bicycle and pedestrian paths to maximize safety for all.

SIGNAGE POLICIES

Issue: A system of bike routes will only work if it is clearly understood.

Proposed policy - **Signage System**: Build, maintain, and extend a system of bicycle route signage. This should include route identification signs (Bike Path), directional signs (to Autzen Stadium, to Downtown, etc.), orientation signs (maps), traffic control signs (stop, yield, dismount, etc), and advisory signs (Shared Bike Route, Bumpy Pavement, etc.). Regulations should be posted at campus entrances and at major bike parking areas. Creation of new bike routes must always include appropriate signage.

Click here for Picture

PARKING POLICIES

Issue: If not properly located, bicycle parking may go unused or may encourage people to ride in hazardous places and ways.

Proposed policy - **Bicycle Parking Reinforces Routes**: Parking should be related to and reinforce the bicycle circulation system. This means that bicycle parking should be located adjacent to or accessible to a recognized bike route, although no parking should be removed without consultation with the users of nearby buildings. Bicycle parking areas not accessible by way of a bike route or by other safe route should be relocated, or a route should be provide, if feasible.

Issue: Many people find parked bicycles esthetically objectionable.

Proposed policy - **Concentrate Bike Parking Impact**: Concentrate bicycle parking in acceptable areas rather than dispersing it to every building entrance. In every instance, locate bicycle parking to minimize visual impact, while still encouraging use and maintaining visibility (for personal safety and theft protection). Group racks of similar type and place these groups to reinforce the University's general site planning policies. Include site improvements such as planting and trash receptacles wherever bicycle parking is built. Do not remove bike parking without consulting with the users of nearby buildings.

Issue: Building projects increase bicycle parking demand, yet often eliminate covered and open bicycle parking.

Proposed policy - **New Building = New Bike Parking**: Require new building projects to include a suitable amount of covered and open bicycle parking, located in keeping with these policies. In general, require that 1% of building and site improvement construction budgets be devoted to bicycle parking and related amenities. Approximately 1/3 of the parking provided should be protected from the rain. Where appropriate, integrate the design of the covered parking into the design of the building.

Issue: Many bicycle racks are located in areas not conducive to nighttime person safety.

Proposed policy - **Nighttime Bicycle Parking**: Provide lighting at all bicycle parking . Place racks to provide maximum surveillance from passersby to increase personal safety as well as theft protection. Do not install bike racks in areas deemed unsafe at night, or take measures necessary to provide adequate safety at these locations.

Issue: Some types of bicycle racks damage bicycles, and others do not provide adequate protection against theft. At a given bicycle parking site, cyclists should be able to find space at a suitable rack. However, what is suitable for one bicycle may not be suitable for another.

Proposed policy - **Theft-Resistant Bicycle Racks**: Install adequate numbers of well-designed bicycle racks. Ideally, cyclists should be able to choose from a variety of rack types in each location. Most cyclists are looking for a rack that the bicycle leans against, as opposed to one which holds the wheel, in order to prevent damage to the wheels. In order to provide adequate theft protection, racks must allow

convenient locking of the frame and one wheel to the rack with the popular U-shaped lock, and the rack must be made of substantial vandal-resistant material.

Place racks to provide maximum surveillance from passersbys. In some areas, there will be demand for higher protection and security for the bicycles. Where appropriate esthetically, provide bicycle lockers for faculty, students, and staff to rent.

Issue: Winter weather in our climate is hard for bicycles.

Proposed policy- **Rust-free Bicycles**: Provide enough covered bicycle parking to discourage use of offices and labs as bicycle parking lots. Provide free or low-cost seat covers as incentive for bicycle registration. Install bicycle lockers to meet demand, where appropriate. See **New Building = New Bicycle Parking** for recommended ratios.

BICYCLE EDUCATION POLICIES

Issue: Without an ongoing bicycle safety education program, our campus will not have safe bicycle circulation.

Proposed Policy - **Teach Bicycle Safety**: Establish a program to teach bicycle safety. This would include a pamphlet to distribute at Early Orientation and Registration and at faculty and staff orientation meetings. Such a publication could also be distributed by Recreational Intramurals and at bicycle registration, and might include information on approved bike routes, bicycle regulations, locking for security, maintenance, safe riding, and other issues. Provide maps and regulations at major campus entrances and large bicycle parking areas. Establish a Bicycle Advocacy Group to ensure ongoing advocacy for bicycle use.

ENFORCEMENT POLICIES

Issue: Enforcement is a vital part of the success of any bicycle plan.

Proposed Policy - **Dismount Zone**: Provide 24 hour dismount zones as indicated on the Circulation map. Provide staff and equipment for adequate enforcement of this and all other bicycle rules and regulations.

RELATED PLANNING DOCUMENTS

University of Oregon Bicycle Plan of 1981. The current Bicycle Plan is similar to and built on the foundations of the Bicycle Plan of 1981. It was developed by the Campus Planning Committee and approved by the President, but was never fully implemented for lack of funding.

University of Oregon Long Range Transportation Plan, 1973, 1976. It establishes institutional transportation policies and goals. Of greatest relevance, it establishes that bicycles are an important element of campus transportation, that bicycles take precedence for movement priority over motor vehicles, and yield precedence to pedestrians. It also encourages use of bicycles as an alternative to automobiles:

> "3. Commuter movement: To reduce the load on arterial and residential streets, alternatives to commuting by private automobile must be provided."

Furthermore, Policy 4 of the plan specifically says:

> "Provide an expanded bicycle path network through the local transport area to aid access from peripheral areas to campus."

Eugene-Springfield Area Transplan, 1986 This includes long-term, medium-term, and immediate plans for expansion of the regional bikeway system. In the area near campus, this includes bicycle route improvements north of the Millrace associated with the Riverfront Research Park project.

APPENDIX 1: Implementation

The Bicycle Improvements Project plans to make the following additions to the bicycle facilities at the University:

Bike Routes (click here for circulation map)

13th Avenue from Kincaid to University

- Provide striped bike lanes, pedestrian crosswalks, possibly speed control devices in the paving.

13th Avenue from University to Beech

- Provide bike lanes separated from vehicular traffic by curbs and planters.
- University from 13th to 15th
- Provide bike lanes.

Signage

- Identify all bike routes shown on the circulation map.
- Provide directional signage at appropriate locations.
- Provide caution and advisory signs at appropriate locations (e.g., "Shared Sidewalk Bikes Yield", "Bumpy Pavement")
- Provide maps and other information at major campus entrances.

Parking Facilities

- Augment supply of bicycle parking with racks conforming to the policies in this Plan (see Appendix 2) to meet demand.
- Replace most existing racks with racks conforming to the policies in this Plan.
- Undertake a pilot project to test the feasibility of a fee-based bicycle locker program.

Educational Activities

- Create brochures and maps for distribution to the campus community via bike registration, orientation, and other outreach activities.
- Propose a program offering a low-cost bicycle seat cover as an incentive for licensing of bikes.

APPENDIX 2: Guidelines for Bicycle Parking Facilities

Bicycle parking facilities at the University of Oregon serve a wide variety of users with very divergent needs. These range from short-term stops at the post office to bicycle storage near the residence halls, from day-time use in most areas to late night (and early morning) use in Computer Science and Architecture, and from a convenient way to support an old $10 bike to the latest in theft prevention and weather protection for a $2,500 machine.

Bicycle parking facilities for this wide range of needs must be diverse and must be suited to the particular needs of the places in which they are installed. The Bicycle Improvements User Committee recommends that the needs for each location be studied and that facilities be installed which are appropriate to the needs of that particular location.

BIKE PARKING SYSTEMS

Provide a variety of bicycle racks to allow for the variety of bicycle types. These should all adequately support the bicycle and allow the bicycle frame and wheel(s) to be securely locked to the rack. There should be adequate maneuvering room for getting to the rack and for locking the bike.

The highest level of protection against theft is provided by bicycle lockers, which consist of a locked door and separate compartment for each bicycle. They have the advantages of complete weather protection and protecting the parts from theft.

Somewhat lower security comes with a "bicycle pen", a locked enclosure (possibly keyed to a building entrance key) within which cyclists can lock their bicycles. It provides greater theft protection than open racks and less than bike lockers.

Hoop and wave type racks (see attached drawings) provide a strong support to which the bicycle frame and wheel can be locked. Similar protection can be provided via hitching rails mounted to walls.

COVERED BIKE PARKING

Covered bicycle parking is sought after most of the year in our Oregon climate. It can be expensive to build, but is relatively easy to incorporate into building construction projects, which can provide overhangs, separate structures, or niches to accommodate lockers, conventional racks, or simply a wall-mounted rail to lock up to. Covered parking can be provided under existing overhangs at relatively low cost.

LOCATION OF BIKE PARKING

Bicycle parking should be located to minimize theft and encourage personal security as well as to provide convenience for cyclists. This can be done by locating bicycle parking within view of regular pedestrian traffic, busy offices, or other occupied areas. Avoid fences and other screens that could hide would-be thieves.

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University of Oregon

Department of Public Safety



Select a service area

University of Oregon, Department of Public Safety
1319 East 15th Avenue
Eugene, OR 97403-1230

Phone: 541.346.5444 Fax: 541.346.0947

Front office hours are Monday through Friday, 8 AM - 5 PM.
DPS Safety Services are available 24 hours a day.

For best performance, browse this site with Internet Explorer.

*** SAFETY BULLETIN ***

Safety awareness bulletins are provided as a service to the community, providing information that may be of immediate concern to the general public:

Robbery III Suspect Information *(posted 12-20-2004)*

Previous Bulletins

Public Service Notices:

University Transportation Plan in event of LTD Strike
(posted 3-3-05)

New Oregon School Zone Traffic Laws *(posted 7-12-04)*

Identity Theft--Know how to protect yourself *(posted 12-19-03)*

Emergency Procedures: guidelines for emergencies, disasters, and accidents.

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Lane Transit District

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Way to Go!

- Home
- Riding LTD
- Fares & Passes
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- Public Meetings
- Employment
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- Site Map

Bus Schedules

FAST TRACKS

Service Options

In the event ATU union members choose to strike, there are service options. Read more.

Carpooling School Options Service Options RideSource

ATU Strike – Frequently Asked Questions

3-4-05 LTD Proposal

Read more.

Lane Transit District

Labor Negotiations

LTD remains committed to providing employees with competitive wages and benefits, while funding a business plan that meets the needs of today's services and plans for future services.
Read more.

Fall 2005 Proposed Changes

Current News

LTD Peer Group Comparison of Operating Characteristics FY2004 Read more.

LTD works on residents' concerns: The bus line may adjust its planned new route for them Read more.

LTD is now accepting applications for Transit Development Planner and Journeyman Mechanic
Read more.

I-105 is under construction through

You have an opportunity to give us your input on proposed service changes. Read more.

Carpooling 101:
Everything you need to know about carpooling. Read more.
Fill out the carpool registration form here.

Due to the deluge of carpool applications, it might take up to three working days to receive your carpool information. Thank you for your patience!

Everything you wanted to know about EmX,
Read more.

June 2005.
Stay informed by clicking on www.keepusmoving.org

For information about the advantages of the Group Pass Program and to see the other companies involved in this program, Read more.

John
March 2005
Employee of the Month
Read more.

February 2005

Read it.
(PDF-Adobe Acrobat required)

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