Bicycle Management Program
UNIVERSITY OF OREGON

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INTRODUCTION

The University of Oregon has a long and successful history of encouraging bicycle use through innovative policies and facilities. The number of bicycles and the percentage of the campus population using bicycles far exceeds the average for the Eugene community as well as exceeds most other campuses. During the recent Land Use Code update process, the UO worked with City staff to ensure that the Code provisions would be flexible enough to meet our unique needs. Through this Program, the UO hopes to continue to encourage increased use of this mode of transportation using these same innovative policies and facilities, as well as continuing our program for on-going improvements in bicycle transportation among our students and employees.

Because of the unique nature of the UO campus in Eugene, the current code requirements do not apply well to the UO's situation. It is the UO's hope that this Program will simplify the plan review process for the City as well as for the UO. Projects will provide a simple evaluation of need and proposal for change at the pre-development stage, allowing the plan review process to become a confirmation rather than a calculation process.

ASSUMPTIONS AND DEFINITIONS

This Bicycle Management Program will be an adjustment to the bicycle parking requirements contained in Section 9.8030(9) of the Land Use Code, adjusted via a Bicycle Management Program.

The Management Program will cover the UO campus as shown on the attached map (Map 1) as supported by the attached list of tax lots (Appendix B). For the purpose of the land use code bicycle parking requirements, this area will be considered one development site.

The total requirement for bicycle parking is calculated from the three-term average full-time equivalent enrollment, consistent with the calculations for our car parking requirement. This Program's requirements cover all facilities within the development site, including residence halls, student unions, academic buildings, and so forth, except for single family residences.

Definitions:

UO	University of Oregon
City	City of Eugene
Code	City of Eugene Land Use Code
Program	The UO Bicycle Management Program
vicinity	within 400 feet

MANAGEMENT PLAN ELEMENTS

Promotion of Bicycle Use
The following elements which promote bicycle use at the UO are an integral part of this Management Plan, in keeping with the Long Range Campus Development Plan and other UO policies promoting use of bicycles and other alternative modes.

Registration
The UO provides a free bicycle registration program for students, faculty, and staff. This has been an effective tool for restoring bicycles that have been recovered to their rightful owners.

Maps and Information
The UO has created and will maintain a bicycling map that shows bicycle parking areas, dismount zones, and bicycle routes. The UO also distributes City of Eugene bicycle route maps when these are available.

New Student Orientation
During New Student Week, the Department of Public Safety has an outreach program that offers registration, serial number stamping, maps, and other assistance.

Provision of Circulation Facilities
The UO Bicycle Plan of 1991 established a plan of current and proposed bicycle circulation facilities that coordinated with and tied together City of Eugene bicycle paths and routes. This system is in place and identified with standard bicycle route signs.

Provision of Parking Facilities
The UO has provided plentiful parking as guided by the Bicycle Plan of 1991 in locations that encourage use of bicycles as well as supporting safe use, dismount zones, and other campus goals.

Regulation to Ensure Safe Use
The UO maintains regulations to ensure safe use of bicycles. The Department of Public Safety regulates bicycle use by individuals. The Campus Planning Committee oversees the placement of bicycle parking, the development of circulation systems, and the development of new policies.

DEVIATIONS FROM CODE

A. Standard Bicycle Parking Space [Sec. 9.6105 (2)(b)]
The definition of a standard bicycle parking space is expanded to include parking spaces as currently in place at the UO. These meet the intent of the code requirements for bicycle racks that support the bicycle and allow the frame to be secured easily to the rack. The current parking designs as memorialized in the diagrams for bicycle parking (attached in Appendix A) are allowed under this Management Program, and typically providing a space 15 to 18 inches wide by 60 inches long, with an access aisle at least 60 inches wide. By extension, other parking systems that use these dimensions will be allowed in the future under this Program. In addition, vertical storage that requires moderate lifting of the bicycle can be used for up to 50% of the spaces in a bike parking facility if spaces that do not require significant lifting (as allowed in the Land Use Code) are located nearby.

B. Categories of Required Parking [Sec. 9.6100, Sec. 9.6105 (4)]
A new category of parking, Commuter Parking, replaces part of the requirement for Long Term parking. This category describes parking that is covered and located in a a public, well-frequented location such that security during the day (8 a.m. to 5 p.m.) is adequate. Commuter Parking must meet the following requirements, and must meet the location and distribution requirements described below. Commuter Parking may be counted to meet this requirement or to meet the requirement for covered Short Term, at the option of the UO.

1. It must be covered as required in the Code for covered Short Term parking.
2. It must be located within clear view of a major campus pedestrian arterial or major street. Locations meeting this definition are shown in Map 2.

C. Amount of Parking Required [Sec. 9.6105 (4)]
The requirements for amount of bicycle parking are changed as follows:

- Total number of spaces: same as Land Use Code requirement at 1 space per five FTE students (three term average) on the Eugene campus.
- Number of uncovered Short Term spaces: same as Land Use code requirement at 50% of total required.
- Number of covered Short Term spaces: same as Land Use code requirement at 25% of total required.
- Number of Commuter plus Long-Term spaces: same as Land Use Code requirement for Long Term spaces at 25% of total required.
- Mix of Commuter and Long-Term spaces: The initial ratio shall be: 17% minimum Commuter and 8% minimum Long-Term. Within a three year transition period, the UO will create Long Term parking in each campus precinct containing classrooms (see Long Term Parking Precincts, Map 1) and monitor subsequent demand. "Implementation", below, describes the conditions under which the supply of Long Term parking is required to be increased. Increase in the number of Long-Term spaces will allow the UO to change the ratio of Long-Term to Commuter spaces if it so desires.

D. Location of Bicycle Parking [Sec. 9.6105 (3)(a), [Sec. 9.6105 (3)(b)]
Parking will be installed in locations compatible with the policies of the 1991 UO Bicycle Plan and the 1991 UO Long Range Campus Development Plan (as amended). In brief,

this requires that parking be convenient to bicycle circulation and avoid dismount areas, except at the perimeter. This substitutes for the Land Use Code requirement that the bicycle parking be placed closer than all vehicular parking conveniently located and clearly visible from the front entrance. However, the UO will endeavor to place the bicycle parking in locations as convenient as possible that comply with these policies, normally but not universally resulting in locations closer to a building entrance than the nearest vehicular parking.

E. Special Condition at Residence Halls and Apartments
The goal of the UO is that each residence hall or apartment complex will be provided with short term parking and also secure Long Term parking in lockers, enclosed cages, secure rooms or courtyards, or equivalent. When a residential building is created, added to, or altered in a way that would trigger the bicycle parking requirements of the Land Use Code, the UO will provide secure Long Term parking for that facility. The initial requirement will be calculated based on the number of students housed in the building at the rate of one space for each two occupants. Initially, 50% of the requirement will be installed as long-term parking, and 50% as short term. This parking will be counted as part of the UO's whole-campus parking supply in terms of compliance with Sec. 9.6105 (4). If measured use of existing Long Term residence-related parking demonstrates that the 50%/50% formula is not appropriate, the UO may apply to the City to amend this document to change this ratio.

IMPLEMENTATION OF PARKING REQUIREMENTS

The requirements for bicycle parking are implemented as described below.

ANNUAL MONITORING

The UO will monitor demand, and issue an annual report which includes:

- a "snapshot" count of parked bicycles to measure peak demand for commuting spaces: during good weather in the first four weeks of Fall term.
- A "snapshot" count of parked bicycles in inclement weather during Fall or Winter term to measure demand for covered Short Term and Commuter parking.
- An evaluation of Long Term parking, based on rental of spaces compared to availability.
- A review of the locations of reported bicycle thefts in the previous year.
- A current inventory of bicycle parking by type (Short Term, Long Term, etc.)
- An evaluation of desirable changes to reflect conditions described in the report.

PARKING CAPACITY INCREASE

Two events trigger increases in capacity:

1. Increase in enrollment: If an annual report indicates that the UO enrollment requires more parking than is currently provided in any category, the UO will increase capacity as required within one year. The type and location of this parking will reflect

the needs identified in the annual monitoring. For example, if deficits in Long Term parking or Commuter parking are identified in the most recent annual report, the additional parking resources triggered by the enrollment increase will be distributed in such a way as to best respond to this need.

2. Building expansion: If the UO builds a new building or expands an existing building with additional student classroom stations (thus creating an increase in student capacity) or with a residential component, the UO will evaluate bicycle parking demand and supply in the vicinity of the proposed project. "Vicinity" in this case is defined as the area within 400 feet of the center of the construction project. This evaluation will consider the most recent annual report and the project's anticipated effect on demand. From the evaluation, the UO will propose what changes will be needed to the bicycle parking on campus to accommodate this project. It will demonstrate that Short Term (covered and uncovered) parking, Commuter Parking, and Long Term parking will be adequate under the proposal. This analysis may take into account the net change in classroom stations, the type of use, the number and type of offices, and other relevant programmatic information. This information will be provided to City staff for review at the Pre-development Conference for the project.

If the evaluation demonstrates that:

- the project will not increase demand, and
- the most recent annual report demonstrates that the UO's parking totals by category meet the Code requirements as adjusted by this Program, and
- the most recent annual report did not identify parking deficits in the vicinity of the proposed project,

then no additional bicycle parking shall be required.

If monitoring shows a current parking deficit (use at or above 95% capacity) in the vicinity in any category, the project will increase supply in or near the deficit areas to the extent allowable by the Long Range Campus Development Plan and the Bicycle Plan, taking into account any increased demand of the proposed project.

Residence halls (dormitories) and apartment buildings are required to meet the special requirements noted above in E. Special Condition at Residence Halls and Apartments.

Appendix A: Approved bicycle parking systems

Appendix B: Tax lot list

Attachment 1: 2002 Bicycle Parking Inventory

Attachment 2: 1991 Bicycle Plan