

Bicycle Plan

University of Oregon

Bicycle Improvements User Committee
University Planning Office
University of Oregon

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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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