

# University of Oregon

## Bicycle Management Program

Adopted 2002 (Revised 2003, 2021)



Office of Campus Planning | CPFM

Available online at <http://cpfm.uoregon.edu/transportation-planning>



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# Introduction

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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 City of Eugene community as well as exceeds most other campuses. However, the city code requirements related to bike parking for universities do not apply well to the unique nature of the UO campus.

During an update process to the city land use code in 2002, the university worked with the city to ensure code provisions would be flexible enough to meet its unique campus needs. By implementing a Bicycle Management Program, the university received an adjustment to the land use code, allowing the university to regulate the provision of bicycle parking on campus. In 2021, the university updated this Bicycle Management Program to respond to changes in conditions and needs, clarify language, and further simplify processes.

Through this Program, the university intends to continue encouraging increased use of this active mode of transportation using innovative policies and facilities, as well as continue its program for ongoing improvements in bicycle transportation among our students and employees. This Program simplifies the plan review process for the city as well as for the university. Projects provide a simple evaluation of need and proposal for change at the predevelopment stage, allowing the city’s plan review process to be a confirmation rather than a calculation process.

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## Assumptions and Definitions

The Bicycle Management Program regulates the design, type, quantity, and location of bicycle parking on the University of Oregon “main campus,” which can also be defined as the contiguous campus as generally shown on Map 1. For the purpose of demonstrating compliance with the city land use code, 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 methodology for calculating the university’s car parking requirement. This Program’s requirements cover all types of facilities within the development site except for single family residences.

### Definitions:

University or UO	University of Oregon
City	City of Eugene
Code	City of Eugene Land Use Code
Program or Management Program	Bicycle Management Program
Vicinity	Within 400 feet

# Promotion of Bicycling

As guided by this Bicycle Management Program and the Bicycle Plan of 1991, the University of Oregon has provided plentiful bicycle parking in locations that encourage the use of bicycles as well as support safe use, dismount zones, and other campus goals. There are a number of related elements that function along with this Program to promote bicycling, consistent with the *Campus Plan* and other UO policies promoting bicycle use. These include:

## Circulation Facilities

The Bicycle Plan of 1991 established a system of current and proposed bicycle circulation facilities that coordinated with and tied together City of Eugene bicycle paths and routes. Circulation facilities are typically improved along with new building projects or larger scale maintenance projects.

## Wayfinding and Enhancements

The university provides wayfinding signage and pavement markings along its circulation facilities. Self-repair stations, maintained by the Bike Program, are also available along these facilities across campus.

## Bicycle Registration

Transportation Services provides a free bicycle registration program for students, faculty, and staff, accessible online and at the Transportation Services office. This has been an effective tool for returning bicycles that have been recovered to their rightful owners.

## Maps and Information

Transportation Services and Campus GIS maintain a [bicycling map online](#) that shows bicycle parking areas, dismount zones, and bicycle routes. Transportation Services and Bike Program distribute information about bicycle safety and getting around town, including City of Eugene bicycle route maps when these are available.

## Bike Program

The university has a Bike Program located in the student union building in the center of campus. The Bike Program offers bicycle rentals, repair services, a DIY repair workspace, and various courses supporting and enhancing bicycle use.

## Outreach Events

Transportation Services and Bike Program conduct outreach at various events, including IntroDucktion, Week of Welcome, Transportation Day, and Street Faire.

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## **Bike Share**

The university is a partner in the city's bike share system. Several stations are located on campus, and the campus population is the largest user of the system city-wide. Bike share provides a user-friendly introduction to bicycling for many, as well as a reliable alternative to owning a bicycle.

## **Regulations to Ensure Safe Use**

The university maintains regulations to ensure safe use of bicycles. Transportation Services and UO Police Department regulate bicycle use by individuals. The Office of Campus Planning (and the Campus Planning Committee, as appropriate) oversees the placement of bicycle parking, the development of circulation systems, and the development of new policies.

# Management Program Requirements

## A. Standard Bicycle Rack and Spacing

The standard bicycle rack is the “inverted-U” or “hoop” rack, the intent for which is to support the bicycle in at least two places and allow the locking of the frame and at least one wheel with a U-lock. See note (\*) below regarding the replacement of non-standard racks.

The standard bicycle parking space is 18 inches wide (36 inches between racks) and 60 inches long, with an access aisle at least 60 inches wide. The width between racks may be reduced to no less than 15 inches per bicycle (30 inches between racks) in certain situations, subject to approval by the Office of Campus Planning. The Program encourages providing some spaces that are at least 24 inches wide per bicycle (48 inches between racks) to accommodate cargo bicycles and other bicycles that include more storage.

Vertical storage that requires moderate lifting of the bicycle can be used for up to 50% of the spaces in a facility if spaces that do not require lifting are located in the same facility. Spacing for vertical storage is per the manufacturer’s specifications. Vertical rack type requires review by the Office of Campus Planning.

See Campus Design and Construction Standards for campus standard bike rack details.

\*Note: All major construction projects that increase the demand for bicycle parking and projects that substantially change bicycling needs are required to replace existing non-standard racks associated with the building site with standard racks. Existing non-standard racks that do not meet the intent of the standard rack and did not receive specific Campus Planning Committee approval as an exception to the standard may not be relocated to another area of campus or be replaced by a non-standard rack.

## B. Categories of Required Parking

Bicycle parking on the University of Oregon campus falls into four categories: uncovered short-term, covered short-term, commuter, and long-term.

**Uncovered short-term** bicycle parking is not sheltered from the rain.

**Covered short-term** bicycle parking is sheltered from the rain, and the entire bicycle must be sheltered. Standalone bicycle shelters must be the campus standard shelter (See Campus Design and Construction Standards); otherwise, the covered bicycle parking must be physically integrated with the design of the building exterior.

**Commuter** parking is a category of bicycle parking unique to the University of Oregon campus, the intent of which is to meet the need for regular bicycle commuters who park during the entire



work day. This category of parking is covered and located in a public, well-frequented location such that security during the day (8 a.m. to 5 p.m.) is adequate. Commuter parking may also be counted to meet the requirement for covered short-term, at the option of the university. To be considered “commuter” parking, it must meet the following requirements:

1. It must be covered, as described for covered short-term parking.
2. It must be located within clear view of a major campus pedestrian arterial (see Map 2) or major street. (For the purpose of defining commuter parking, a major campus pedestrian arterial is a major pedestrian pathway that is also along or very near a designated bicycle route, and which receives enough regular pedestrian traffic to contribute to a sense of security for bicycle parking during the day.)

**Long-term** bicycle parking is secure parking in lockers (see Campus Design and Construction Standards), enclosed lockable cages, lockable rooms, or equivalent.

## C. Amount of Parking Required, Campus-wide

The requirements for amount of bicycle parking for campus are as follows:

- Total number of spaces: One space per five FTE students (three-term average) on the Eugene campus (same as land use code requirement).
- 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: 17% minimum commuter and 8% minimum long-term.

## D. Location of Bicycle Parking

Parking will be installed in locations compatible with the policies of the 1991 UO Bicycle Plan and the 2005 *Campus Plan* (as amended). In brief, this requires that parking be convenient to bicycle circulation and avoid dismount areas, except at the perimeter. In addition, it is important to locate bicycle parking in places that will encourage bicycling. The university will endeavor to place bicycle parking in locations as convenient as possible and clearly visible from building entries, normally, but not universally, resulting in locations closer to a building entrance than the nearest vehicular parking. All proposed locations for bicycle parking are subject to review by the Office of Campus Planning.

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## E. Special Condition at Residence Halls and Apartments

The goal of the university is that each residence hall or apartment complex will be provided with secure long-term parking (in lockers or enclosed lockable cages, rooms, courtyards, or equivalent) and also short-term parking. When a residential building is created, added to, or altered in a way that would increase the demand for bicycle parking, the UO will provide bicycle parking for that facility. The requirement will be calculated based on the number of students able to be housed in the building at the rate of one space for each 2.5 occupants. Sixty (60) percent of the requirement will be installed as long-term parking, thirty (30) percent as short-term covered and ten (10) percent as short-term open. A five (5) percent reduction may be approved by the Office of Campus Planning, based on one or more of the following considerations: proximity to the academic center of campus, class standing of the occupants, student housing type, proximity to a variety of active transportation options, and monitoring data. This parking will be counted as part of the university's campus-wide parking supply in terms of compliance with the land use code.

# Implementation of Parking Requirements

The requirements for bicycle parking are implemented as described below.

## Annual Monitoring

The UO will monitor demand, and complete 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 (if data is available) and abandoned bicycles.
- A current inventory of bicycle parking by type.
- 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 construction: If the UO builds a new building, expands an existing building, or renovates an existing building in a way that may increase the demand for bicycle parking, the Office of Campus Planning 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.

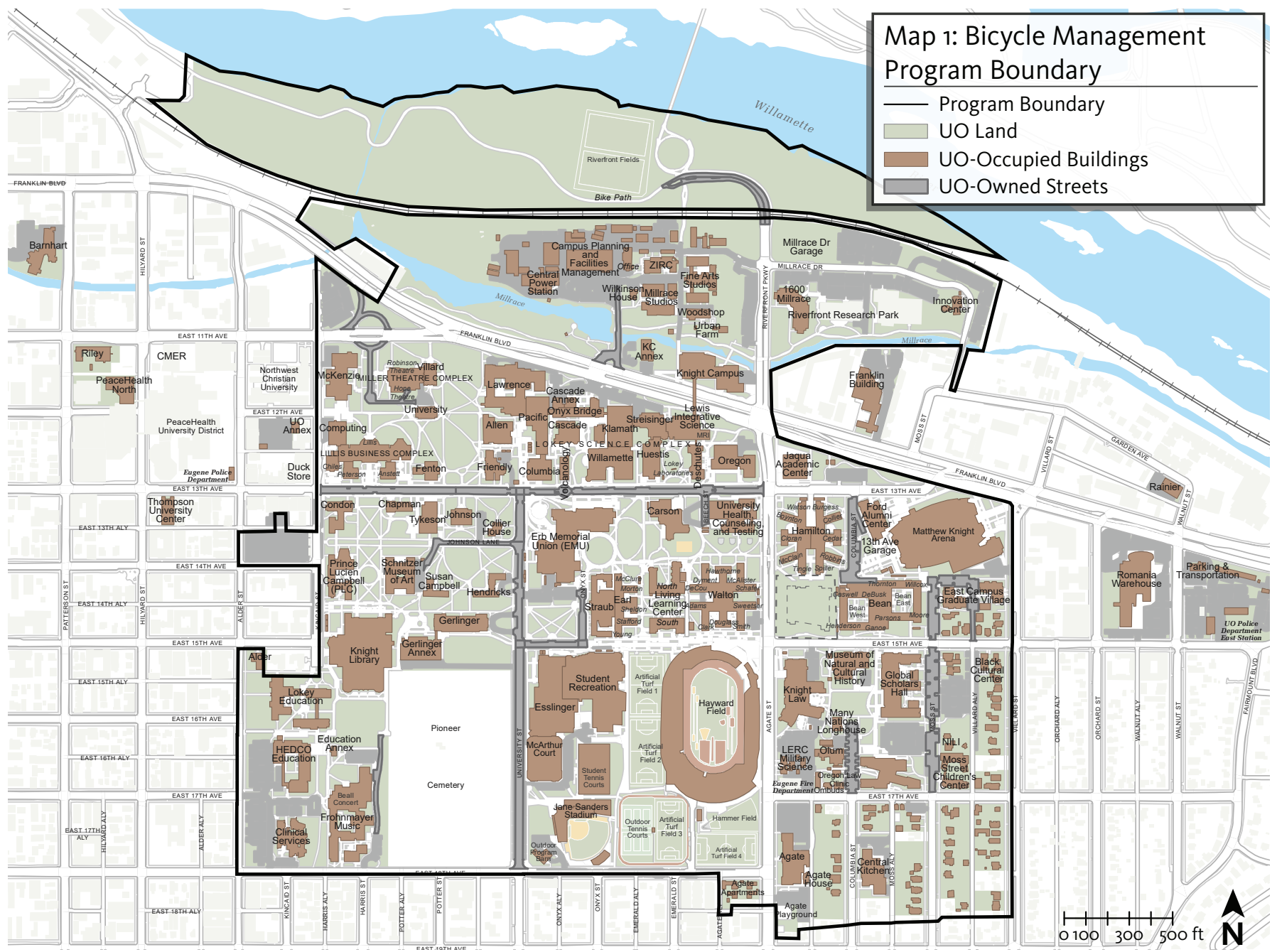
## Amount of Parking Required

From the evaluation, the Office of Campus Planning will determine the necessary changes to the bicycle parking on campus to accommodate this project. This analysis will consider the type of use (i.e. classroom, research, office, residence hall, etc.), net change in classroom stations, location of the project, and other relevant data and programmatic information. The analysis will be provided to the project team. In addition, it will be provided to city staff for review at the Pre-development Conference for the project. (See Program Requirements, Section A, for requirements regarding the replacement of non-standard racks.)

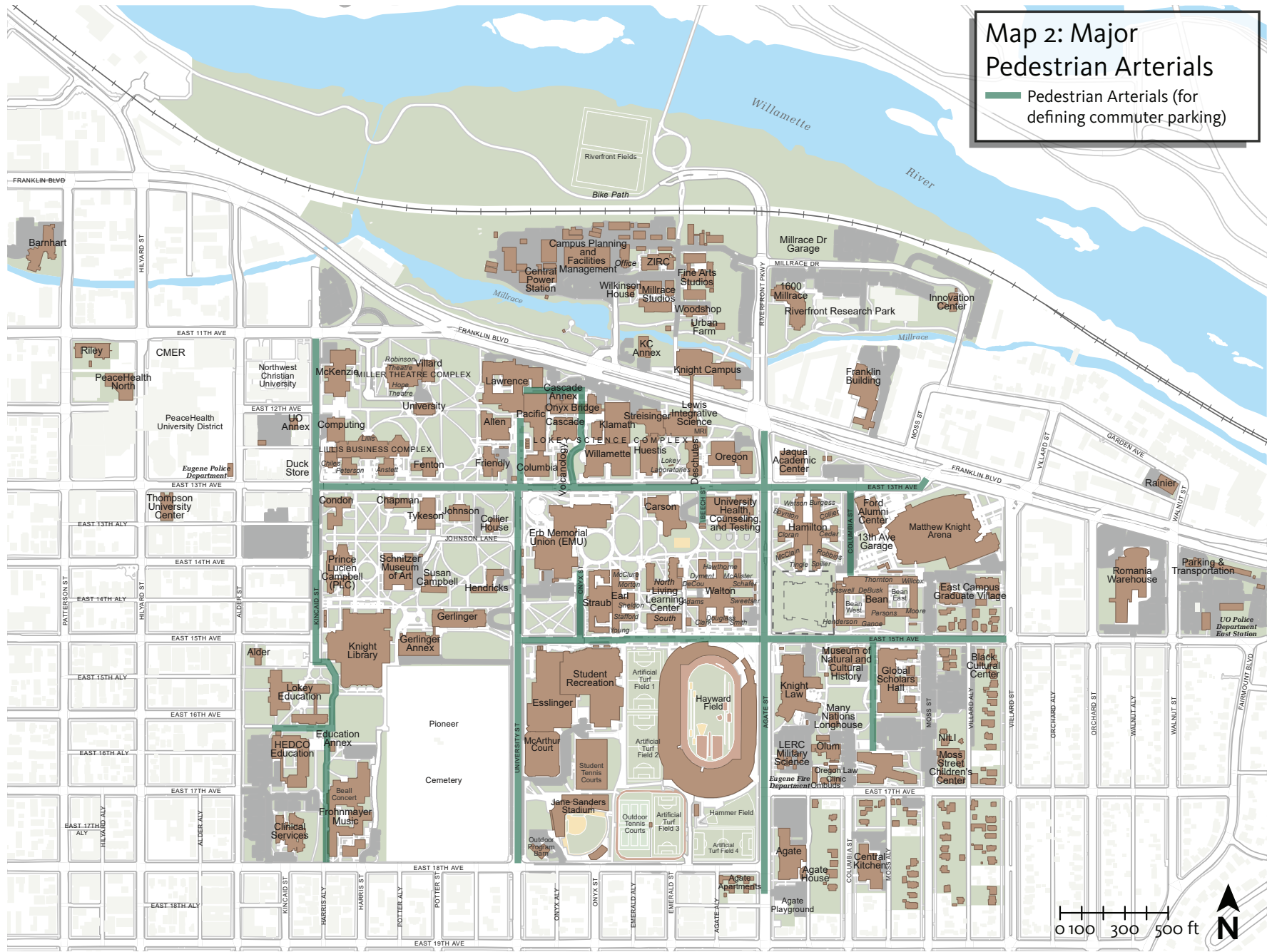
No additional bicycle parking shall be required if the evaluation demonstrates all of the following:

- The project will not increase demand.
- The most recent annual report demonstrates that the UO's parking totals by category meet the Bicycle Management Program requirements.
- The most recent annual report did not identify parking deficits in the vicinity of the proposed project.

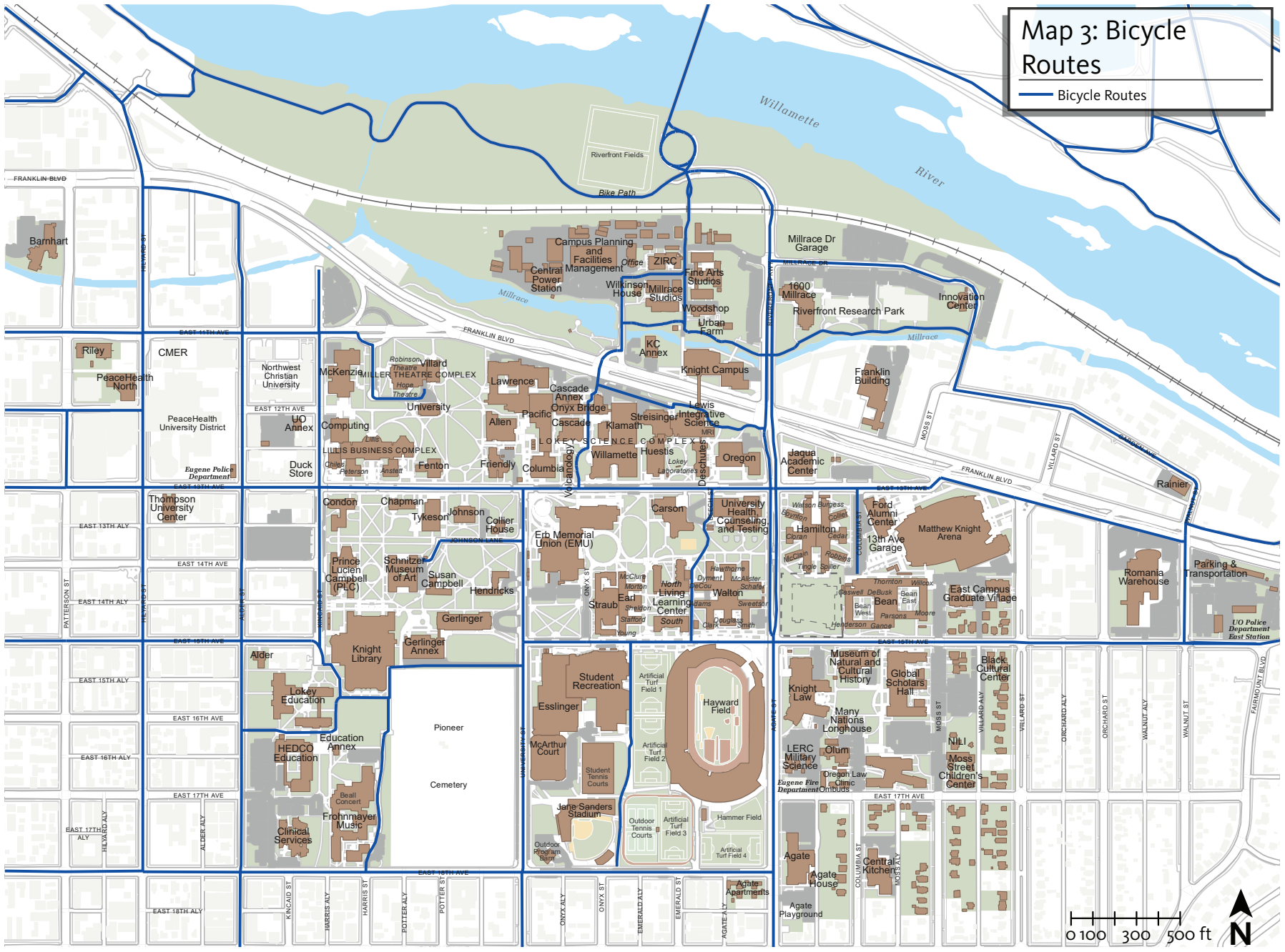
If monitoring shows a current parking deficit (use at or above 95% capacity) in the vicinity in any category, the project will increase supply in or near the deficit areas to meet the Program requirements, considering any increased demand of the proposed project. Residence halls (dormitories) and apartment buildings are required to meet the special requirements noted above in E. Special Condition at Residence Halls and Apartments.



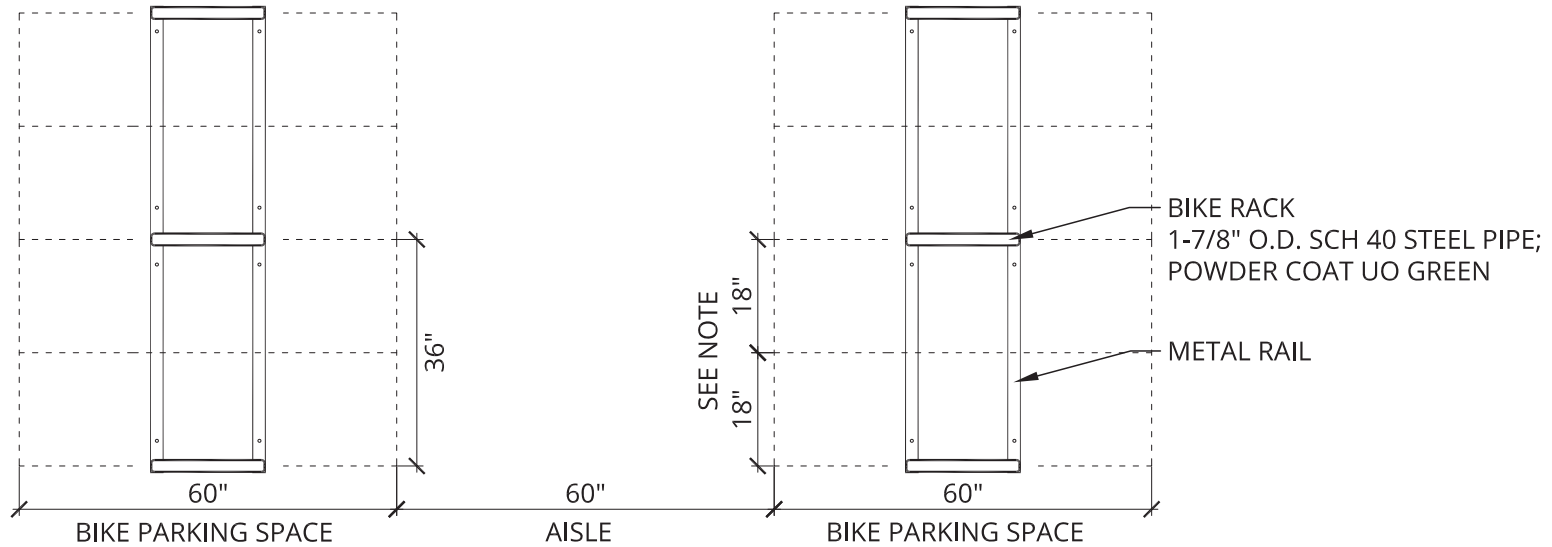
**Map 2: Major Pedestrian Arterials**  
 Pedestrian Arterials (for defining commuter parking)



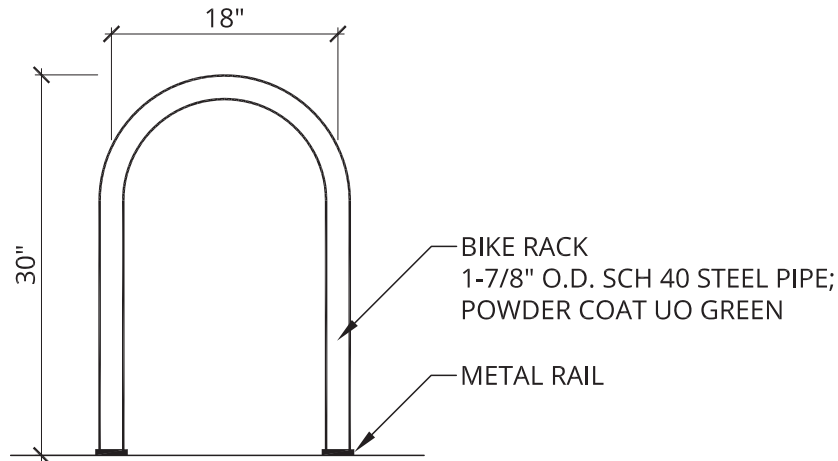
**Map 3: Bicycle Routes**  
 — Bicycle Routes



# Figure 1: Campus Standard Bicycle Rack



PLAN VIEW



ELEVATION

## NOTES

1. The standard bicycle rack is the "inverted-U" or "hoop" rack, the intent for which is to support the bicycle in at least two places and allow the locking of the frame and at least one wheel with a U-lock.
2. The standard bicycle parking space is 18 inches wide (36 inches between racks) and 60 inches long, with an access aisle at least 60 inches wide. The Program encourages providing some spaces that are at least 24 inches wide per bicycle (48 inches between racks) to accommodate cargo bicycles and other bicycles that include more storage.
3. See Campus Design and Construction Standards for campus standard bike rack details.
4. See Management Program Requirements for more information.