Introduction

Goals and Performance Measures (statistics and data points)

Bicycle Network (circulation and parking)

Bicycle Programs (incentives, outreach, education and enforcement)

Improvement Plan
Introduction

The 2010 Oregon State University Bike Plan provides the framework to improve and encourage bicycling on and around campus. The plan supports the OSU Master Plan’s objective of increasing the use of alternative transportation by providing strategies to improve the cycling environment through goals, infrastructure improvements, policies, programs and an implementation schedule.

The need to support cycling at OSU is clear. In 2003 a survey of transportation modes was conducted to develop the Base Transportation Model for the OSU Master Plan. The survey showed that 10% of commuters travel to the campus by bike, more than any other form of alternative transportation other than walking. As fuel costs increase and the OSU community demands the reduction in greenhouse gas emissions, there has been a corresponding increase in the use of bicycles as a clean, economical form of transportation. Providing the infrastructure and program supports to encourage cycling is a key component of OSU’s Transportation Demand Management, lessening the need to provide car parking and freeing up land for the university’s instructional, research and service missions. With their smaller size and weight, it is much less costly and easier to provide infrastructure to accommodate bikes than automobiles.

The Bike Plan recognizes the connection between the OSU campus and the broader Corvallis community. Effective partnerships are a prerequisite to developing an effective network and infrastructure to support the needs of cyclists, both for commuting and recreational purposes. The plan builds on the vision for transportation articulated in the OSU Master Plan, existing standards in the university and City of Corvallis construction standards and development code, and incorporates best practices in providing a structure to create the best possible environment for cyclists.
Definitions

**Oregon Bicycle Plan**—planning and design manual for pedestrian and bicycle transportation in Oregon, published by the Oregon Bicycle and Pedestrian Program and was adopted by the Oregon Transportation Commission. The standards and designs shown in the plan are ODOT standards used on State Highway projects. These standards meet or exceed national standards as outlined in AASHTO (American Association of State Highway Transportation Officials) documents, the ADAAG (Americans with Disabilities Act Accessibility Guidelines) and other documents. These standards are recommended but not required for use by local jurisdictions in Oregon.

**Secure bike parking**—bike parking that is within a locked room or enclosure, access to which is restricted to users or within view or 100 ft of a guard or security camera. Facilities may be a “cage”, locked room within a building, or bike lockers.

**Significant renovation**—(Planning—insert appropriate definition)
Goals and Performance Measures

The purpose of this plan is to create or enhance existing campus bicycle programs and infrastructure in order to better serve the needs of current and future bicyclists, and to promote the safe use of bicycles for transportation.

Goals

Increase bicycle use and community

- Develop a stronger education and awareness program to promote safe bicycle use.

Performance measures:

- Recognition of bicycling as a viable and preferred transportation mode (Source: survey results)
- Number of OSP/Security Services orientations given that include bicycle topics.
- Number of outreach events with ATAC participation (or similar)
- Number of registered bicycles on the OSU campus

Provide a safe and easy-to-use bicycle circulation network

- Enhance the current bicycle circulation system to provide a safe and convenient circulation network.
- Increase flexibility of current campus circulation to provide for future changes in transportation mode share and technology.
- Integrate the campus bicycle circulation system with the local and regional system. Develop and maintain a list of “gaps” in connections between the campus and regional/local circulation systems.

Performance measures:

- Completion of infrastructure improvement projects identified in the Implementation Plan
- The number of campus bicycle circulation system “gaps”.

Enhance and develop convenient parking and amenities to serve the growing campus bicycling community

Performance measures:

- Completion of bike parking upgrades identified by bike parking survey (Source: Facilities Services/TAPS)
- Number and location of secure bike parking spaces
- Change in the number of bicycles parked on campus per capita (Source: Facilities Services bike rack inventory/utilization studies)

Develop effective policies, practices and incentives to promote the safe and convenient use of bicycles

Performance measures:

- Completion of policy and procedures identified by ATAC.
- Completion of biannual review of Bike Plan, including benchmarking.
Increase safety

- Reduce bicycle-related accidents, conflicts, and thefts
- Improve safety of bicyclists

Performance measures:

- Change in annual collisions between motor vehicles and bicyclists (Source: OSP collision data)
- Change in annual bicycle theft rates (Source: OSP data)
- Change in number of bicyclists wearing helmets (Source: TDM survey)
- Change in number of citations/warnings for light use (Source: OSP data)

Reduce automobile parking demand

Performance measures:

- Change in bicycle mode split (Source: TDM survey data)
- Change in Bike Commute Challenge participation (Source: BCC coordinator historical data)
- Automobile parking utilization rates on campus (Source: TAPS).
Bicycle Network

Standards
Construction, renovation, and repair of the bicycle network will be done in accordance with applicable OSU policies, Construction Standards and City of Corvallis codes. In cases where neither the Construction Standards nor City code addresses a situation, the Oregon Bicycle Plan shall be used to provide guidance for design and construction of bicycle facilities.

Routes (lanes, paths, etc.)
Bicycle routes, including shared roadways, lanes, and dedicated paths, shall be designed, constructed and maintained to provide safe and efficient means for cyclists to navigate on and around the OSU campus. Facilities Services shall be responsible for making the improvements identified in the Implementation Plan and for other improvements as they are identified.

Campus Planning should work with the appropriate officials to improve the bicycle network in the areas around campus to ensure connectivity.

Parking
OSU Transit and Parking Service (TAPS) shall be responsible for conducting a biennial inventory and utilization study of bicycle parking on campus, and for correcting any deficiencies/shortfalls identified in the study.

- Study shall include number, types (wheel, hoop, covered vs. uncovered), condition, and percent utilization at each location.
- Additional parking shall be planned when utilization at any one location exceeds 70%.
- Additional parking shall be provided in the immediate area when utilization at any one location exceeds 80%.

TAPS shall develop and implement a methodology and procedures to receive and process bicycle parking upgrade requests.

Any wheel racks that are removed shall be replaced with “hoop” style racks found in the OSU Construction Standards document. All existing wheel racks shall be replaced with hoop racks.

All new construction of buildings >2500 ft² or significant renovation shall include provisions for secure bike parking at a rate of one per 20,000 ft² with a minimum of two secure spaces. Additional secure bike parking, including lockers and limited-access cages, shall be developed for existing buildings.

TAPS budget shall allocate a minimum of 2% of collected revenue from car parking fees and fines for bicycle infrastructure improvements. TAPS shall be responsible for seeking grant and other auxiliary funding for special projects.
TAPS staff shall review plans for new construction or significant renovations to ensure adequate bicycle parking (including covered and secured) is incorporated and to ensure bicycle routes are developed or maintained as appropriate.

OSU policy will allow bikes to be brought inside buildings to provide secure parking. Guidelines shall be provided to ensure that bicycle parking within buildings does not pose a safety hazard.

If required bicycle parking is not visible from the street or main building entrance, a sign shall be posted at the main building entrance indicating the location of the parking.
Bicycle Programs

Outreach
TAPS and ATAC provide information and answer questions at appropriate campus-wide events including:

- Get There Another Way week
- Beaver Community Fair
- August In Motion
- Bike Commute Challenge
- Bike Commute Day
- Earth Week

These efforts should continue and additional opportunities for outreach should be identified and utilized.

Information Resources
The university shall provide a comprehensive web site that provides information for cyclists related to parking, security, lockers, routes, resources, etc. The web site should be the primary source of information for bicycling at OSU.

Planning shall maintain a bicycle map for the OSU campus. The map should include parking locations, denoting covered and secure parking, and location of shower/locker and service facilities. The map should be available via the internet.

TAPS should maintain a stock of city bike maps, bicycling guides and similar printed materials to support cyclists.

Other Resources
The university shall continue to operate the Alternative Transportation Advisory Committee to serve as a forum for the campus community to address bicycle issues.

The university should be represented on the City of Corvallis Bicycle and Pedestrian Advisory Commission.

The university shall maintain a staffed bike repair facility. The facility should be free for use by students, staff, faculty and affiliates.

The university should provide low-cost bike equipment (e.g. lights, locks and helmets) for sale to the campus community.

Education
Public Safety provides crime prevention seminars for residence halls, including bike theft prevention. The seminars should be expanded to reach a larger audience.

The university should provide periodic seminars providing instruction in commuting by bicycle.

The university should continue to provide bike maintenance classes.
Enforcement
Oregon State Police have responsibility for enforcing traffic laws as they relate to operating a bicycle on campus. The university should pursue a diversion program for cyclists cited for disobeying traffic laws. The diversion program should consist of a class or classes in proper operation of a bicycle similar to the program offered by the city of Corvallis.

Public Safety shall be responsible for removing bikes that are improperly parked when they present a hazard or prevent access or egress from buildings. Public Safety shall also be responsible for monitoring bike parking and removing abandoned bikes.

The university shall continue the voluntary bicycle registration program. The program shall collect sufficient information to notify a registrant in case a stolen bicycle is recovered or the registrant needs to be informed that their bicycle appears to be abandoned and is subject to removal.

Incentives
The university should continue to participate in the Emergency Ride Home program.

The university should continue the pre-paid transit program and educate the campus community on the policies and procedures for bringing bikes on busses.

The university should, upon request, provide one 10-day parking pass per year at no cost to individuals who would otherwise be eligible for a regular parking permit but opt not to purchase a permit.

The university should explore a system to provide reimbursement of bicycle commuting expenses.
# Appendix A
## Improvement Plan

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Responsible party</th>
<th>Estimated cost</th>
<th>Completion date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Resurface Jefferson Street</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Add signage to denote multi-use at the north end of Benton Place (Monroe to Campus Way)</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Install contra-flow lane on Benton Place east of Milne</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Install sharrows on 26th Street between Washington and Jefferson (near Dixon)</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Install contra-flow lane on Benton Place south of Jefferson.</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Install signage and bollards on Washington Way multi-use path.</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Mark catch-basins on 30th Street</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Install sharrows on Washington between 11th and 15th Streets</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Convert existing wheel racks to hoops</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Install covered parking in the immediate vicinity of Agriculture &amp; Life Sciences, Cordley and Nash Halls</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Install covered parking at Weniger Hall</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Install covered parking at LaSells Stewart Center</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Install bike parking at Linn-Benton Loop bus stop (14th/Jefferson)</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Provide ramp (curb cut) at Langton Place/Armory Way (Goss Stadium)</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Install signage indicating location of bike parking at locations where the parking is not visible at the main building entrance</td>
<td>OSU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Install bike lanes or sharrows on 14th St between Monroe and Harrison</td>
<td>City</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Install bike lanes on 26th/between hwy 34</td>
<td>City</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Location</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------------------------------------------</td>
<td>----------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Signalization at 35&lt;sup&gt;th&lt;/sup&gt;/hwy 34</td>
<td>City</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Install bike lanes on Harrison between 30&lt;sup&gt;th&lt;/sup&gt; and 35&lt;sup&gt;th&lt;/sup&gt; Streets</td>
<td>City</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Appendix B

### Bike Parking Upgrades

<table>
<thead>
<tr>
<th></th>
<th>Unit cost</th>
<th>Installation</th>
<th>Quantity</th>
<th>Total cost</th>
<th>Years</th>
<th>Annual cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrade to hoop racks</td>
<td>$150</td>
<td>$30</td>
<td>1998</td>
<td>$311,688.00</td>
<td>5</td>
<td>$62,337.60</td>
</tr>
<tr>
<td>Covered bike parking</td>
<td>$15,000</td>
<td>205</td>
<td></td>
<td>$3,075,000.00</td>
<td>10</td>
<td>$307,500.00</td>
</tr>
<tr>
<td>Secure bike parking</td>
<td>$1,171</td>
<td>100</td>
<td>100</td>
<td>$127,125.00</td>
<td>10</td>
<td>$12,712.50</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>$3,513,813.00</td>
<td></td>
<td>$382,550.10</td>
</tr>
</tbody>
</table>