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MORE BIKE PARKING

The draft Eugene Pedestrian and Bicycle Master Plan has proposed increased bike parking requirements.

But the proposed changes to the Eugene code are recommendations for consideration only. "Adoption of the plan does not obligate adoption of the recommended amendments to the code," a city consultant's memo last month states.

The biggest change is requiring a 50 percent or more increase in parking required for the many new apartment buildings going up near the UO. "These amendments are recommended to address staff concerns that multi-family developments often do not have adequate bicycle parking facilities," the memo from the Angelo Planning Group consultant states.

The proposal would change the parking requirement from one bike space per dwelling to 1.5 per dwelling and to one space per bedroom near the UO instead of 1 space per dwelling unit.

Other changes include:

- requiring a minimum of four bike parking spaces at transit stations.
- requiring 50 percent covered bike parking instead of 25 percent for developments requiring 30 or more bike spaces.
- increasing required bike parking at grocery stores by 50 percent and doubling the required bike parking at building supply stores.
- allowing bike parking in required building setbacks.
- better protecting bike connections when streets are vacated.
- requiring more (but farther away) bike parking when car parking requirements are waived.
- requiring bike access to nearby schools in planned subdivisions.

Although on balance the proposal appears to strengthen bike parking requirements, it does weaken them in some areas. The city will require one bike space per three occupants in dormitories instead of the current one space per two occupants. Also, the code will reduce the sheltered bike parking requirement by half for developments requiring six to 10 bike spaces.

The proposed code also simplifies the existing code by including fewer development categories for bike parking requirements, but that could also make the new code harder to enforce. A lack of enforcement has been an issue with the current code, especially where bike parking is sometimes rendered useless by businesses blocking the spaces with merchandise, shopping carts or trash cans.

Parts of the code also still lag far behind the current bike mode share of 11 percent in the city. For example, the city only requires one bike space per 20 entertainment seats, or 5 percent. The new bike/ped plan has set a target of doubling the current mode share.

In addition to building code changes, the city also plans to remove some car parking spaces to add bike parking when businesses request it. — Alan Pittman

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