

SPEECH 2 on 3/15/23:

Good Evening,

I am here to follow up on the discussion we had at the previous meeting about the need for more bicycle oriented curb cuts.

I want to add some examples. The Linus Pauling Institute at OSU, built in 2011, has a bike rack on the sidewalk outside of its north entrance. The rack is 130 feet from the curb cut to the west, and 160 feet from the curb cut to the east. I was made aware of this example by Sarah Bronstein, a Sustainable Transportation Manager at OSU, she says that this rack drives her "bonkers" and she says that she would place the rack in the roadway, instead of on the sidewalk.

Another example is the bike rack at the north entrance of Peavy Forest Science Center built in 2020, that rack is accessible from the east crosswalk 250 feet away or the west curb cut 385 feet away. Everyday dozens of riders jump that curb, or they bike down the sidewalk as they remember that there is no curb cut available to them.

In 2006 the Kelley Engineering Center was built, the bike rack on the southwest side is 130 feet from a curb cut in either direction. There are many other examples that make me conclude that curb cuts as far as bicycle infrastructure goes is practically non-existent. These examples show that even institutions that are supposed to promote sustainable transportation, do not always prioritize proper bike infrastructure.

While these examples may seem specific to OSU, they are indicative of a larger problem with the lack of language in the code. The current LDC interpretation of curb cuts for bike riders is not just inconvenient, it is promoting the incentive to drive a motor vehicle instead. With the increasing usage of electric-assist bikes and cargo-bikes, the traditional thought process behind curb cuts needs to be reconsidered.

The city does have proper bike parking initiatives that all but eliminates the issue of curb cuts. On the corner of SW 3rd and SW Jefferson and on the corner of NW 2nd and NW Jackson, there is on-street bike parking that takes up a corner motor vehicle parking spot. Outside of the Bike Collective is on street bike parking that takes up two parallel parking spots. These are ideal bike racks because they are accessible and there is no question on how to approach or use these racks.

The city should take a closer look at the need for more nuanced language regarding curb cuts because my concern is not just about accessing racks. Wendy Byrne stated to me, QUOTE "... The default of expecting bike riders to use car-oriented curb cuts adds a lot of conflict into riding. When I watch the kids leaving Corvallis High School on their bikes it's really an obvious [potential disaster] because the designed way [for them] to get to the bike lane, when they leave the bike parking area, is to roll out at the same spots where cars roll out." UNQUOTE

To limit developer interpretation regarding curb cuts would not only make it more convenient to use bikes, but it would also encourage people to ride their bikes and reduce traffic congestion. I am interested in seeing future development support bicyclists in a way that is not simply to throw bike racks into the development somewhere.

Thank you for your time and consideration.

DISCUSSION 2 on 3/15/23:

Commissioner Shean: I would like to know if we could put this on our agenda for a future meeting, Jason, to talk about and look more thoroughly at what the code says about the location of curb cuts in relation to the building and the bike racks.

Planning Manager Jason: Absolutely we can add that I would think when we move these changes forward with the public hearing too we will provide some additional information specific to this topic. It is probably good to differentiate between curb cuts that occur in public right of way so curb cuts that would provide access to a development site from public street, compared to curb cuts that occur internally on a development site, say between a parking area and private bike parking. We will bring some information forward that will clarify some of that.

Bob Richardson, OSU: My name is Bob Richardson, University Use Planning Manager, and I am mostly just sitting in but could I just offer a few comments. In terms of the Fee in Lieu program you are talking about, I would kind of encourage the city to think about the cost of whatever it is you are looking to be able to build with that. I think one of the problems with the Fee in Lieu for the vehicle parking downtown was that it was difficult to collect enough money to actually create new parking that was desired and I know that on campus, I think that just a standard bicycle shelter that we might build costs about \$150,000 depending on the size. So then if you are talking about secure bike parking that is going to get much more expensive and you will need to identify locations for it and things like that so I kinda like the idea of it but it is going to take some thinking to set it up the right way so that it is effective. I have a question, Jason, about parking maximum if they apply to the OSU zone, I was not totally clear on that and that is something that you might have the answer now or maybe we can follow up after this meeting. It is fine either way.

Planning Manager Jason: Let me see if I can dig it up in the code, I don't recall.

OSU University Land Use Manager Bob Richardson: And I think that, related to that there was the idea of a 5% bike parking dedicated to cargo space, is there something like that and I am thinking about that for the university essentially if we have lots of parking spaces or a big lot weather that is too many spaces overall for cargo parking. From the university we really support that and we want to provide spaces for cargo bikes. We have been talking about spaces for accessible bikes which might get to the trikes, like Commissioner Laird mentioned. We are trying to think about that for people who might not be riding just a two wheeled bike for

accessibility reasons, or different kinds of non-engine powered vehicles, we are thinking about those things. So it is really important to ask. I am just kind of wondering about the 5% if that is potentially too many for what the real demand is. That is something that I would like to think about. Maybe we could offer some additional comments later. And then, just as something to put out there that we are exploring, for we are actually wanting to advocate for at the university are two things. I think Jason you already mentioned it. One is to be able to count vehicle parking that is in a building or in a secure parking garage to be able to count those towards code parking requirements. Right now if a vehicle is parking inside a secure parking garage, say we construct one, it doesn't count towards meeting our minimum code requirements. So that is something that we would like to change that those spaces do count toward meeting our code requirements. And secondly one of the things that we are looking at and we will bring forward for future discussion related to bike parking is to be able to provide it in more consolidated locations, more prominent locations but maybe larger bike parking corrals or hubs or things like that and in some ways that and in some ways that might get at the concern that Jaron mentioned were right now and over the past decades we have been providing bike parking with new development or expansions to meet certain requirements for the code so it ends up with the university we are providing that be we, a lot of times, putting bike parking wherever we can make it fit just to accommodate the numbers and it doesn't always lead to putting it in the most useful locations for cyclists so I think one of the things that we will bring forward are some ideas for being able to have consolidated bicycle parking that might serve multiple buildings that might be easier to access, more visible, potentially more secure for those reasons. And so those are some things that we are thinking about in terms of bicycle parking that we would like to bring forward probably in Phase 2 of these amendments but since you mentioned it tonight I thought I would just comment there and put those general ideas out now. So that is all, thank you.

Planning Manager Jason: I did want to confirm for Bob Richardson that OSU is one of those interesting zones because it kind of has a lot of its own standards. I don't see a direct link between the OSU zone and the current maximum vehicle parking requirements in Chapter 4.1, I could be missing something elsewhere in the code but I don't see that directly so I don't think that OSU is technically subject to that standard right now.