



Downtown to Campus Bike Connections

Open House - December 4, 2013

Comment Form Input

The City of Eugene is initiating a process that will look at how to create safer and more comfortable bicycling facilities between the UO campus and downtown. The focus of the open house will be the issues and concerns people have with the existing bike routes on 11th, 12th and 13th Avenues between the UO and downtown.

1. 11th Avenue - One-way Bike Lane (Westbound):

What are the issues you encounter when using this route from Campus to Downtown and if you are not currently using this route, why?

- Fast access between campus and downtown
- Does not feel safe with traffic and bus lanes especially when the lanes move out into traffic

- Buses tend to pass by very closely, which is uncomfortable.
- Don't like being sandwiched between the right turn/bus lane and traffic continuing westward. Always feel slightly nervous about cars cutting across the bike lane to turn right.

- This is also a common route from SHMC to downtown. Though there are other routes available as well, depending on the destination. Obviously, it would be preferable to have bikes separated from traffic, rather than having it on both sides of 11th between Mill and Willamette. The "jog" west of Mill is also poorly signed and a bit dangerous.
- The entire route could be better lit.

- Riding a bike on 11th is scary! I don't feel safe. Too much traffic, buses, trucks, etc.

- It's crazy dangerous!
- Too many cars, going too fast. I avoid this route.
- Vehicles cross the left of the bike lane to the right of the bike lane without considering bicyclists. I use it daily with comfort, but would take another route if possible.
- I use the route frequently from campus to downtown and it doesn't feel very safe because of the moving traffic on both sides of the lane. The buses especially feel dangerous when they pass because they are so large it creates an air current. Sometimes cars turning out of

driveways stop in the bike lane and bikes avoiding them could get hit by a car.

- Transition point-especially scary at night or during heavy traffic.
 - Super dangerous
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- Lots of auto traffic
 - Bike lane doesn't go far enough west for through biking
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- Too much traffic
 - Feels crowded
 - Uncomfortable with merge and buses coming up on right to turn
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- Fast moving traffic
 - Buses
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- Really scary when you are surrounded by cars and a bus. Turning from 11th can be terrifying too.
 - Lane is narrow. Dangerous when other bicyclists want to pass you (some pass on sidewalks, which affect pedestrians).
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- Make lanes larger and/or place barriers between bikes and cars/bus lane
 - The only issue is safety when the lane ends and you have to cross traffic to keep going east.
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- Too much traffic
 - Does not go past Charnelton
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- Do not use this route. Dangerous, especially in the downtown core area.
 - The traffic isn't always aware of bikes which cars make this street terrifying. It is narrow and the speed limit in relation to the width of the lane sucks.
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- Floating lane increased danger so much that I no longer use 11th, particularly downtown.
 - Lane is also too narrow when buses use the adjacent lane.
 - Two way EmX increases danger at certain intersections when turning on/off 11th.
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- I use the route for short distance because it is direct and fast.
 - Auto traffic on both sides of me is not comfortable as was mentioned. I am often surprised and startled when an EmX passes.
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- Narrow bike lane
 - Scary buses. They get aggressive or it feels that way.
 - Cars seem to think you should not be riding on 11th at all.
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- Transition from Franklin to 11th is awkward. Need to go on to UPO campus, then onto a sidewalk and across to the EmX station.
 - Feels too narrow and being between buses and traffic can feel scary.
 - Glare from sun makes it feel scary when you are in the middle of fast-moving traffic.

- Hard to pass slower cyclists (too narrow and don't want to pass in the street)

- Busy buses and lots of speeding traffic.
- Rough bike lane

- Only serves experienced, confident cyclists. It's ok, but it's not the solution for most people and future efforts to increase cycling.

- Aggressive drivers; opening doors (on a biker), long lights for pedestrians.

- Bike lane is very narrow and has irregular pavement.
- Squeezed by buses, quite uncomfortable.

- I don't use 11th very often but now that there is a cycle track on Alder St; it would be the fastest route downtown. I don't enjoy the route, but it is direct.
- EmX cross traffic is daunting.

- Narrow bike lanes; buses quiet as they approach-scary; feel unsafe when between EmX and right turning cars. Never bike on 11th at night.

- Buses drive in the bike lane even when passing a bike with a motor vehicle on the left- the bus and the bike lanes are thus too narrow.
- Door zone bike lane near Kiva---fail! Bike lanes should never be in the door zone.

- The "jog" contra-flow bike lane to 12th is difficult to maneuver with traffic and turning autos along Hilyard.
- Do not use 11th, high speeds of autos and multiple lanes to cross for side. Street connection is difficult, plus watching for EmX.
- Capstone has 12th closed west of Willamette.
- Too many stops to wait for traffic gaps.

- I avoid this route. The bus traffic and narrow lanes in addition to vehicle traffic is daunting.
- I am a regular cyclist and reasonably confident, but will detour to avoid this area.

- Not family friendly; squeezed between BAT lane and travel lane.
- Bike lane "jog"
- Busy streets
- Extend bike lane farther west
- Make it a separated facility if 13th westbound doesn't get built.

- I am not a student or employee in the vicinity of the UO so I have little need to use the 11th Avenue. I live in South Eugene and when returning from a bike ride that takes me east and north of Eugene, I come back west on 24th Avenue. Alternatively, I ride west along the north bank of the Willamette River when I want to go downtown after a similar ride. The only time I use 11th on my bike is when I visit my dentist, who is located on 11th, near Patterson, and when coming home I take 11th to Pearl Street and back home. The issues that I encounter on 11th include very high auto

traffic volumes which make it very difficult to safely transition from the bike lane on the north side of 11th over to the south side so that I can turn left on to Pearl Street.

2. 12th Avenue - Two-way Residential Street/Mixed Traffic:

What are the issues you encounter when using this route from Campus to Downtown and if you are not currently using this route, why?

- Slow traffic
- Intersections often feel unsafe; fast cross traffic and often hard to easily see traffic
- Dangerous and complex crossings near campus; especially around Hilyard and Patterson.

- Lots of stop signs. The visibility heading east is bad when coming out of the bike route between Willamette and Oak at Oak Street. It is difficult to see pedestrians and vehicles until you are more or less on the sidewalk. Obviously the construction at the Capstone sight is a major impediment to cycling.

- Need bike box and light at 12th/Hilyard, some means of stopping traffic @ 12th and Oak, also need improvement to 13th/Patterson. Also need improvements @ 12th/Patterson for pedestrians (curb extensions on north side of 12th-I have suggested this MANY times.
- Works well-until you hit the hospital going east. Going west from campus it is hard to get to 12th.
- High speed east-west automobile traffic.
- Feels safest, but have to deal with some busy cross streets.
- Building are in the way, vehicles and cyclists do not always stop at signs.
- It doesn't go all the way to campus because of the hospital so I do not use it as a route to campus. I use 12th Avenue to go west towards chambers and it feels safe as a bike route (nice job!)
- Would never use unless I was riding with small kids

- Too many stops
- Poor Oak-Willamette connection
- Congestion will grow with completion of construction

- Doesn't go all the way to campus
- Slow crossings at major north-south streets

- Dark on entire section from campus to downtown; stop every block; stops at Oak-rough pavement; difficult to get from 12th to businesses on high/Pearl and 13th.

- Parabolic monitors on blind spots. Daylight lighting all along.
- Too few bikes with lights at night.

- Way too many stops. I feel comfortable biking, but it takes forever.
- Doesn't go to campus. Merging to 13th can be frustrating during traffic.

- Don't waste money on fixing this street @ this time. Focus on 11th and 13th.
- I avoid this route because of the Hilyard intersection

- Bad road state makes biking slow.
- Slow, dark, dangerous

- This would be a great route to make two-way. Need to have some stop signs altered to allow better flow.

- The transition from 13th to 12th on Hilyard is terrible. Some systems lanes would be nice.

- Not a through route!
- Difficult sections at both the east and downtown "ends"
- Not a fast route, more likely to use if I am not interested in reaching a destination in a timely manner.

- Too many stop signs. It is challenging to cross intersections.
- I also currently avoid 12th because of the construction at Capstone.

- Why not make 12th the eastbound auto artery from Oak eastward? Then 13th can be bike/family friendly.

- Too many stops to get anywhere fast. And of course of does not do through.

- I typically don't use this route. In the past issues were:
 - Hard/scary to cross (Pearl/Willamette)
 - Crossing mid-block at Willamette is sometimes scary
 - Hilyard transition is awkward

- Busy cross traffic from north and south on 11th for cycle traffic

- Difficult crossings; poor visibility crossing Oak and Pearl; rough connector from Oak to Willamette is very poor.

- The multiple stop signs at High, Pearl, Oak, Willamette, with each street being difficult to cross at certain times of the day.
- The "jog" between Oak and Willamette.
- Two-way traffic on Willamette is unexpected.
- Connecting 12th to 13th is convoluted.

- The connection between Oak and Willamette is bumpy and decrepit. I don't like the curve in that section.
- Too many stop signs.
- Poor connectivity to campus/Alder Street.

- Slow trying to cross streets @ stop signs.
- Oak/Willamette connector is unsafe and too narrow.
- Concerned about impact Capstone residents will have on flow between Willamette and Olive.

- Getting to/from 12th /13th is awkward and inconvenient.
- Too many stops with cross traffic not stopping.
- Bike connection from Oak to Willamette poorly designed, tight turns, etc.
- Too many stops make it less than ideal.
- Bad visibility from poor lighting and lots of street parking obscuring views down cross streets.
- The biggest problem is the transition from 13th to 12th at Hilyard; cutting across two lanes of northbound traffic can be challenging at busy times and not safe.
- Too many stop signs.
- Trying to herd kids across so many arterials is difficult even when there is no car traffic there.
- When I was working downtown and needed to go either to UO or Rainbow Optics, I would take 12th Avenue back to downtown. The only real issue I encountered with this route was the lack of a designated bike lane and other bike riders which meant the auto traffic wasn't very well tuned and aware of cyclists which would occasionally cause some near misses especially at intersections. Not working downtown any more so I have little need to take 12th Avenue.

3. 13th Avenue - One-way Bike Lane (Eastbound):

What are the issues you encounter when using this route from Campus to Downtown and if you are not currently using this route, why?

- Same concern as 11th Street
- Fast, but dangerous
- Not positive for new or inexperienced riders
- Crossing over a lane of traffic to continue eastward between Olive and Willamette is often dicey with vehicles merging to turn right on to Willamette. Buses pass very closely just like on 11th. Often broken glass closer to Max's and campus. The intersection at 13th and Kincaid is often very busy and confusing/hectic to negotiate.
- Signage at 13th/Hilyard nonexistent to direct cyclists to northbound Hilyard.
- I hate riding a bike on 13th!
- I love the idea of a dedicated route-like the one on Alder Street.
- 12th Avenue is for bike traffic-it's much safer!
- Riding very close to cars traveling 30+ miles per hour feels unsafe.
- Doesn't feel safe. I stay on 12th until I need to turn onto 13th.

- Traffic lights could be timed for bikes instead of vehicles.
 - Bike lane “switch” after olive is risky as bikes and cars depart light at the same time.
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- It’s a pretty good route to get to school but a lot of time there are cyclists going the wrong direction.
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- I am one of the dreaded sidewalk riders, on occasion.
 - If 39% of cars went the wrong way, the city would redesign a street immediately. You need to redo the bike option.
 - Cyclists riding wrong way in bike lane.
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- Narrow lane, especially with heavy bike traffic.
 - Too close to cars
 - Heavy auto traffic and fast cars; use it reluctantly, but close to campus.
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- Riding on sidewalk
 - Intersection at Alder/13th is difficult to navigate; narrows on Olive/Willamette.
 - Have to turn on to 13th from Olive/Willamette
 - Turning on High is difficult.
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- Too many bikes on sidewalks now, even though there is a bike lane.
 - When pulling out a Lincoln Street on to 13th, traffic backs up on 13th when down to one lane due to Capstone construction.
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- Going from campus is extremely difficult. The bike lane ends suddenly on Patterson. Therefore, bikes end up on a sidewalk or worse, riding against traffic. Those new to the area have an especially hard time figuring this corridor out.
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- Create a two-way bike lane as seen on Alder.
 - Wish I could ride (home every day) westbound from campus to Olive
 - The dangerous jump from on the side of the road to the middle near Patterson.
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- Do not put a two way bike lane on 13th Avenue!!
 - Dangerous traffic! I believe that it would be better to use 12th for two way bike traffic-less interaction with cars.
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- The one way and the abrupt end. I actually support the idea of exploring bike lanes on 15th and added lights and possibly traffic could be awesome. It could be developed as a bike commuter street and it links with the Fern Ridge Path.
 - Thank you for all of your work on this issue, you rock!
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- Oncoming traffic! I don’t use it except very occasionally, and then I use the north sidewalk. However, it isn’t satisfactory.
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- Very few. However, I frequently encounter people riding the wrong way in the bike lane and at construction most people are walking in the bike lane.
 - People opening doors, stopping (commercial vehicles) in the bike lane.
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- Haven't had reason to use 13th (wasn't on my route) but when I do use it, I don't look forward to it because the bike lane feels crowded.
- Transition before Willamette Street is still scary.

- Bike's passing bikes not getting over in to the car lane to overtake. This crowds slower bikes to almost the curb.

- Ok going east. Don't go west, but wish I could.
- Good route. Especially like the well-timed stoplights for continuous flow from downtown to Patterson at least.
- Don't travel west on 13th. Usually don't have problems traveling eastbound.

- Door zone bike lane—failure!
- No competent cyclist ever rides in the door zone. Putting a bike lane in the door zone is stupid, anti-bike nastiness.

- No problems, nice to use.
- Cross-ever right turns sometimes a conflict.

- Lots of traffic in the bike lane, often not abiding rules. I think better signage for when the bike lane ends would keep cyclists off the sidewalk by suggesting alternate routes—I ended up on the sidewalk the first time I rode there because I want aware of this abrupt end.
- Overall, I find this route comfortable eastbound.

- Not separated/comfortable
- Alder/Kincaid even less comfortable

- This question is a bit confusing to me. Your title is “13th Avenue-One-way Bike Lane-Eastbound:” But then you ask: “What are the issues you encounter when using this route from Campus to Downtown.....” Campus to downtown is westbound. So, if the question is truly Campus to Downtown then the only applicable stretch is between Kincaid and Hilyard Street. The only time I ride the westbound “legal” stretch on the north side of 13th is on my return from visiting Rainbow Optics and I encounter few, if any issues. I have never, and never will, ride illegally.

4. How often do you use these routes:

Route	Daily	Weekly	Rarely	Never
11th	7	9	12	5
12th	6	17	9	3
13th	16	11	6	

No need to enter here. I will tabulate

5. Any other comments or suggestions that have come up for you while you were reflecting on traveling along these three routes?

- Proposal to create two-way corridor on 13th would be a big improvement. It would keep both experienced and inexperienced riders safe.
- Existing corridor is not very good for UO-Downtown connections
- I am in favor of the newly proposed concept.
- Every one of these questions is pertaining to bike riders. Are you just going to ignore the opinions or ideas of others?
- Until the police start enforcing the laws (same as autos) bike riders should not be given more rights. I have been hit twice on the sidewalk by bikers with a bike lane 5 feet away!
- I feel that there is a great need for protected bike lanes.
- I am pro cycle track. I believe the European model is optimal. I believe more people will ride bikes if they feel safer-protected as much as possible from cars.
- 12th: Better signage; lower speed with speed bumps.
- 13th: Alder and Kincaid: barriers for eastbound bikes and taxis overflowing into westbound bike lane.
- I feel like the bike lane should be on the left side to be separated from the frequent buses. I know the EmX is also on the south side before Mill Street and maybe a bike box or bike signal would be needed to move cyclists over.
- I rarely bike between campus and downtown because I do not feel as though the two are well connected for cyclists. I know that downtown and the 13th Avenue corridor by way of campus and downtown would benefit immensely from an increase in accessibility for students.
- Physical barrier is super important. I support the tow-way bike lane on 13th. It is a beautiful corridor to the University and needs a face-lift.
- Extend two-way cycle track on 13th to Jefferson/Fairgrounds.
- 15th should be part of this process.
- I am concerned about the removal of on-street parking between Willamette and High. It makes an otherwise appealing proposal by Live/Move unacceptable for my agency, Looking Glass Youth and Family Services. We serve over 2000 clients annually at our location on 13th and Willamette. Those parking spaces are very important to us.
- Education initiatives are key. So many people, especially students are interested in biking but it is difficult to do so when the main arterials to campus aren't user friendly.
- Focus on 15th potential, 13th two-way bike lane and improving 11th.

- As Eugene grows, there will be more and more bikes and vehicles. We need a long term solution involving dedicated lanes, better signage, better lights, protected cross walks and better education.
 - I think the public meeting surfaced most issues. I believe streets are for transportation, not for storage of vehicles.
 - I wonder if protected bike lanes on 11th and 13th are a possible solution.
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- Extend W. 11th bike lane or narrow one lane of traffic up to Monroe Street.
 - Bike box at the end of the bike lane at Lincoln Street
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- There is a clear need for a better east-west corridor Glad this process is happening, it needs to be improved.
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- I am not a strong cyclist so I really only feel comfortable where lanes are present. I would love to use 13th or 11th more, but I don't feel safe.
 - I would like to see a study of parking issues on 13th and the side streets, so that parking needed by local businesses (for customers) is available. If students are taking on-street parking for cars that they rarely use, we should find a different place for storing those cars. And asking employees to walk a few blocks to work, or bike/bus seems reasonable if necessary to provide a safe bikeway. So, let's see who's parking there, and for how long, so we can see what options are available.
 - If 12th is "improved for bikes"-how to discourage more car traffic on 12th.
 - Prioritize a safe, comfortable bikeway connecting downtown and campus.
 - I like the idea proposed by the Minor's BUT given the reality of existing traffic conditions (high ADT's, wide range of vehicle types, : cars, buses, trucks; one-way traffic that has pluses/minuses regarding safety) , existing land uses (mostly commercial, but residential too), and bike lane users (primarily young folks who attend UO who, in general, tend not to obey the rules of the road—I know that is quite a generalization but unfortunately its true from my bike warrior experiences and they seldom wear bike helmets or bright clothing where they can't be seen easily by motorists), the design of the two-way corridor on 13th Avenue will need a lot more attention to SAFETY details than say the existing 2-way design on Alder Street.
 - Narrow bike widths: Bike travel lanes should be as narrow as possible (say 4ft) so that single-file cycling, and not "side-by-side" cycling, is encouraged. This could also help "free up" some street space to address the need to promote the "visual presence" of the 2 way bike corridor as described below. This I believe is a very important issue.
 - Promote visual presence. Because 2 way bike corridors on one way streets are very rare in Eugene, most motorists will not be aware of

this condition, causing lots of confusion to both motorists and cyclists, creating very unsafe conditions. Therefore, alerting motorists that a two-way bike corridor exists should be a very high design priority. In addition to signage, perhaps the bike corridor should be physically separated from the vehicle travel lane allowing for transitions at the intersections—assuming one side of the bike lane is the “curb-gutter” the other side could be a narrow “raised -island” and wide enough to plant narrow street trees (birches?) that provide both a physical and virtual “wall” to motorists. In any event, I assume the city will want to buffer the bike lane—which would be better than not having anything—but you might not want to go an extra step here given the unique circumstances of having a 2 way bike lane on a very high traveled one-way street. Oftentimes, I walk down to the DAC and back for my workouts and I’ve noticed that since Willamette Street was recently resurfaced with a designated buffered bike lane, lots of motorists heading south hedge in to the “buffer” area and stay there. Another design option is to “color” the bike corridor in addition to the buffer. Personally, I like the physical/visual wall idea best.

- Motorists turning on to 13th Avenue. Because 13th Avenue is one-way eastbound, there is a need to address the concern that south bound motorists wanting to turn left onto 13th Avenue—say from Willamette Street or Pearl Street—while stopped at a red-light, will only be looking to the west (right) when deciding when to turn left on to 13th and, therefore, could be putting westbound cyclists at high risk. There seems to be a couple options to address this issue. The easiest option—but to the chagrin of the turning motorists who will have to wait an extra minute—is to install signage “No Turns on Red Light”. Another option is to install a signalized “Left Turn Arrow” that contains two conditions: one is a “blinking yellow arrow” that would stay on during the entire “red light” condition allowing drivers to make a legal left turn when it’s safe to do so. The yellow arrow would only be changed to a “red arrow” when a westbound cyclist rides over a sensor installed in the westbound bike lane at a sufficient distance east from the intersection that enables left turns from motorists to be completed before the cyclist gets into the intersection. Obviously, neither of these options would be relevant at intersections where there is no traffic signals (I don’t know how many non-signalized intersections there are along the route but my guess is, if there are any, they are located east of High Street?) so basic signage—i.e. “Check for Westbound Cyclists Entering Intersection” would be important in these conditions.
- Traffic signals for Westbound Cyclists. Obviously westbound cyclists will need to know what the traffic signal status of the approaching intersection and if they must stop or can continue on through. Consider installing—I’m sure you guys already know this but—a traffic light for westbound cyclists and, of course, install a signal “sensor” in the

westbound lane at the same location you would normally install one.

Optional

Name:

Email or Phone Number:

Ignore this section