

**Campus to Downtown
Bicycle Connections
April 17, 2014**

Staff Attendance: Rob Inerfeld, Tom Larsen, Reed Dunbar, Lee Shoemaker
Public Attendance: 98

Meeting Summary Notes

Introduction

- Mix of attendees, probably just over half of attendees were NOT at the first meeting
- Review of meeting agenda
- Survey instrument will be posted online
- Review of comments from 1st meeting
 - 11th Avenue: uncomfortable, does not encourage people to ride, not family friendly (asked if people use it: many do)
 - 12th Avenue: stop signs, dark, does not provide direct connectivity (DT to UO); (Asked if people use it: many do)
 - 13th Avenue: smooth surface, on-street parking important for businesses, jog near Willamette tricky, there are people riding contraflow on 13th (asked if people bike on 13th: many do)
- Evaluation Process
 - Walked the corridor
 - Hired an engineer to perform traffic study (13th)
 - Gap analysis (12th)
 - Looking to engage the community and understand what the community desires
 - Staff will make the final decision

Objectives

Attendees were asked to describe their personal objectives for the project.

- Please consider there is a mish-mash right now and there are a variety of facilities. Sometimes there are jogs in the routes and the facilities change along the way. Multiple ways to get around and some are very different.
- Safety is a priority. We should think about how children and other vulnerable users can travel safely.
- Lots of young people will be living in Capstone development (Olive & 13th); think parents should consider where students live.
- Representative of health community: physicians and emergency care workers agree that first value should be safety.
- Safety mostly important for the part of the population not currently riding because they don't feel safe enough
- Speaking on behalf of kids that ride that route, safety means providing separation from auto traffic. The idea of a direct route also needs to be considered because many are compromising their safety for convenience.
- Student who uses 13th multiple times each day, want to see a two-way facility for convenience, but as a pedestrian want to reserve that space. Barriers, can be helpful and might encourage more people to ride bikes.
- Interested but concerned group of cyclists represent a vast share of the community. Safety is mostly at risk because automobiles are the problem

- As someone who lives where they can't bike to campus I'm often a motorist and want to be included in the survey and I'm very concerned about the safety of bicyclists. (Where?) Primary concern is contraflow. Alder took some getting used to, but it functions well now.
- Can UO encourage students to take a bicycling safety education class? (City has been working with UO to develop)
- Most important thing is getting there quickly, second is safety. A bike lane usually feels like enough protection for me.
- I'm a careful cyclist but on 13th, traffic is slow enough and congested enough to keep up with traffic which causes right-hook conflict so stopped riding on 13th altogether.
- Just rode from UO to library on 11th but lights are timed for cars. Safety is important. I think we all want something as safe as the bike path network
- Student who drives predominantly, but when riding from DT to UO there are some places where it's tricky like 13th at Willamette. Now, what if there are two lanes joggling in between turn lanes, this needs to be looked at carefully.
- Two concerns as business owner (between Patterson and Hilyard on 13th). People on bikes go with traffic in street EB but WB use the sidewalk. Second, a physical barrier is a nice idea but parking is only on one side of the street so customers park on one side of the street and dart across. What happens if two-way cyclist traffic? Will shoppers need to navigate another barrier to get to stores? (Most intrusive separation likely to be a concrete curb that people can walk over)
- When I think of myself and my children, I want something that's safe, direct, comfortable, and separated from traffic. There are designs that provide all of these features. It can't be a hassle to get there if we want people to use bikes.
- Consistency. When I leave campus from 13th there are a lot of options and some feel safe while others don't. Want consistent network.
- As SRTS Coordinator, it's important to connect our shared use path system. Envision High Street with a cycle track connected to a major EW connection. This can be powerful for motivating families to choose cycling. This might be the first piece in developing a safe "backbone" for the network.
- Comfort also includes beauty and serenity/quiet. If I had the option of travelling a beautiful route, I'd take it.
- It's not clear to me if Capstone will have a route through the building. (Yes, 20' alley through the site)
- Physical Separation?
 - Most people who ride now are comfortable with buffer but do we need two auto travel lanes? (We'll talk about it). A barrier would make it more comfortable and may offset the displaced auto traffic with more bicycle trips as people will choose to ride a bike instead of driving
 - (there may be gaps in the barrier at driveways for access)
 - Physical separation is important, lived on Alder Street and like the way it functions now, but occasionally people will park there, so need physical barrier; creates safety issue if you have to ride around a car.
 - A curb of some sort seems okay, but need curb cuts to bike parking necessary
 - Seen and ridden on treatments like Ayers Road that provide vertical separation; like it
 - If you want people to be safer, suggest not having breaks in random places in the barrier
 - Have there been studies to show effectiveness of tubular markers/candlesticks? Is the city considering barriers and buffers? I vote for the best option. (They are becoming more popular and there are other devices that can be placed as a physical barrier, "Armadillo", etc. Probably won't want to tear up the pavement if we don't have to as it was recently

redone.) If a car can touch something before they reach a cyclist, it seems like a favorable solution.

- Asked if we want a painted buffer or a physical separation. To me, Alder Street is low speed and it feels comfortable. But on 11th for example, things move a lot faster and separation seems important. (13th is 20mph)
- Buffer on Willamette is not working all that well, you can see the stripes are wearing off. Tubular markers seem better because of threat of damage.
- Like tubular marker idea. Conveys there is a definite separation.
- Prefer cement curb option. Can provide more predictability in the network. Armadillos or tubular markers can still be penetrated while curbs make the facility feel like a path.
- Most dangerous encounters on 11th have been with buses. Physical barrier important.

Other Questions

- How would you accomplish street widening?
 - Parking bays can be installed to provide on-street parking
 - Places like Patterson to Hilyard there is a wide sidewalk that offers some additional real estate
- What if there are trees in areas where you want to widen?
 - We choose locations with trees that are not high quality and replace them with higher-quality which might mean they cause less sidewalk heaving, are longer lasting, etc.

Technical Analysis

- 12th Avenue
 - Gap Analysis: time how long the gaps were at Oak, High, Patterson. The goal is to determine how much time there needs to be to cross the street safely on a bicycle.
 - Results indicate there are adequate gaps to cross the streets
 - How many bikes were stacked up? (Most was 3)
 - (Are there particular streets that are more challenging to cross?)
 - This is the wrong way to analyze this. Seems to encourage people to break the law because cyclists roll through to make the gaps
- 13th Avenue
 - Hired JRH Engineering to apply the EmX Synchro Model with new counts and then model traffic operations at intersections. Wanted to look at conflict areas where a motor vehicle can travel across a cycle track. Recommend exclusive bicycle phasing as a result. For the most part intersections function adequately except for Willamette (could limit left turn here except for Fire Dept). Will perform additional analysis.
 - Would there be a bike signal at every intersection? (No, only where hook conflict)
 - Exclusive signal phasing - would lights prioritize bicycle movement? (This is why we performed the analysis. It's easier to progress a one way street than a two-way street. The two-way cycle track requires more analysis, but you can't prioritize both ways.)
 - Functions at some adequate level now. Any accounting for emergency service movements? (People can pull over) At Hilyard there are double left turn lanes, did this model change the travel lane layout and would this impact traffic? (Proposal is to remove one travel lane. Signal operations would work the same, but we still have some investigation to do.)
 - When will analysis be done? (It will be done before next meeting)
 - What are you optimizing for? Autos? Maximum comfort for bikes? (Working on that answer. Don't have money for a sophisticated model, but will try to balance all travel

modes so no one direction is really negatively impacted. Current model does not optimize modes.)

- Can these data be put on the web? (Yes)
- In the 70s and 80s we thought getting cars through was the best way to manage traffic. Now, slowing cars is not a bad thing. (City updates studies to increase mobility instead of throughput, so things are changing. Also, we now accept a greater amount of delay downtown than in other parts of the city)
- LCOG bicycle counters in bike lane and sidewalk. 27% of cyclists on sidewalk with 89% contraflow
- Also looked at LiveMove study and data

Possible Improvements

- 11th Avenue:
 - Not a lot of opportunity here. Could try to improve Alder to 11th turning movement (2-stage queue box)
- 12th Avenue:
 - Enhanced crossings like RRFBs, median island, and curb extensions. These are primarily used for pedestrian crossings.
 - Capstone improvements will occur
 - Bicycle boulevard improvements
- 13th Avenue:
 - LiveMove proposal: cycle track on north side. Probably wouldn't do the entire facility in green colorant.
 - Bike signals at some intersections
 - Need to remove a travel lane or a parking lane along corridor (changes depending on block). Could do some floating parking but LTD and Fire Dept don't like this concept.
- Questions?
 - Barrier/Buffer: Vancouver, BC uses planters. (Someone would need to maintain that, could be temporary buffers)
 - Idea of creating a network of comfortable facilities is really important. This would connect to Alder which already exists as a similar design. (2 years ago the Council accepted the PBMP which did not include a lot of cycle tracks, currently refreshing that document to respond to network needs)
 - 11th, 12th, and 13th are all important but 13th presents the most immediate need due to contraflow riding and presents connectivity advantages
 - Utilities would require change. (Yes)
 - Concerned about bike lanes on south side near fairgrounds. Would the cycle track intersect with this at some point? You are moving the contraflow point from Hilyard to further west. (We want to end a protected bikeway at another protected bikeway)

Next Steps

- Try to meet the first week of June sound good? (Yes.)
- Fill out survey today or online.
- Can send email to anyone who signs up with project updates and survey links.
- www.eugene-or.gov/bikecampustodowntown