

Campus to Downtown Bicycle Connections Concept Plan Final Report

September 2014

Introduction

A community dialogue regarding the need for improved bikeways between the University of Oregon (UO) campus and downtown Eugene began in 2012 when Capstone Collegiate Communities announced plans to build 375 apartments in downtown Eugene that would house up to 1,200 students. Concerns about increased automobile traffic and parking, the needs of pedestrians around the proposed development, and the inadequacy of bike infrastructure between the Capstone development and the UO campus were frequently raised by citizens at City Council meetings and in letters to the editor.

In June 2013, LiveMove ByDesign, a UO student group, released their *Downtown-Campus Corridor Concept Plan Final Report* (<http://livemove.org/13th/>) that provides a conceptual vision for a two-way cycle track on 13th Avenue between Alder Street and Olive Street. Their proposed two-way cycle track envisions east and west bike lanes on the north side of 13th Avenue on this one-way eastbound roadway. Buffers and colored bike lanes would be added for safety and comfort. After seeing LiveMove's plan, the parents of a young man who was killed riding his bike at the 13th Avenue and Willamette Street intersection offered \$150,000 to help build this cycle track.

The City of Eugene began evaluation of the bicycle routes on 11th, 12th and 13th Avenues in late fall 2013. The evaluation would include conversations with the community to identify hopes and concerns about current bikeway conditions and a technical evaluation of alternatives that would respond to existing conditions and travel patterns in the corridor.

Community Engagement

In December 2013, City of Eugene staff launched a public process to record public opinions about bicycling conditions between the UO campus and downtown Eugene. 11th, 12th and 13th Avenues were identified as the primary bike routes between campus and the downtown core.

Community Meeting #1 – December 2013

Over 100 people attended the meeting and provided input regarding what it feels like to bike on these three streets and also identified their ideas for making these roads safer and comfortable to use.

What we heard

11th Avenue

- Uncomfortable to ride between automobile lane and right turn/bus lane
- Not family friendly and will not encourage people to ride bikes

12th Avenue

- Too many stop signs and intersections are difficult to cross
- Doesn't go directly from campus to downtown and transition to 13th Avenue not well defined

13th Avenue

- Lots of wrong way and sidewalk bike riding
- Desire for a physical barrier between bikes and cars

Community Meeting #2 – April 2014

Over 100 people attended the meeting, about half also attended the first meeting. The participants ranked several objectives in priority order.

1. SAFETY: I want the safest experience possible
2. EFFICIENCY: I want to travel directly to my destination without taking multiple routes
3. DURATION: I want to reach my destination as quickly as possible
4. DESTINATION: When I leave campus I want to travel directly downtown
5. PROTECTION/SEPARATION: I want to be separated from traffic (buffer bike lanes were seen as comparable to barriers)
6. DIVERSION: I am willing to divert my travel path if it leads to a more comfortable experience
7. SOCIAL RIDING: I want to ride side-by-side with friends

Community Meeting #3 – June 2014

Approximately 40 people attended the final presentation to comment on the staff recommendation for improvements to 12th and 13th Avenue.

- Short-Term (summer 2014):
 - Improved wayfinding signs to help people transition between 12th and 13th Avenues



Medium-Term (1-2 years):

- Implement Bike Boulevard improvements on 12th Avenue from Hilyard Street to Oak Street



- Reconstruct and enhance 12th Avenue access way between Oak Street and Willamette Street



Medium to Long-Term (2-3 years or more):

- Implement Two-Way Cycle Track on 13th Avenue from Alder Street to Olive Street

Alder Street Cycle Track in Eugene, Oregon



13th Avenue cycle track design will be similar to this design

Technical Evaluation

City of Eugene staff hired a traffic engineering consultant to model the 13th Avenue cycle track with dedicated bicycle phases at Willamette Street, Oak Street, High Street, and Hilyard Street. Bike signals with a dedicated phase will eliminate conflicts with left turning motor vehicles. This new signal phase and the removal of some motor vehicle lanes will result in increased delay for motor vehicles but the City's mobility standards will still be met. The greatest delay will be at Willamette Street.

People who bike eastbound at 10 mph will likely experience similar travel time to the current roadway design, around 6 minutes. Faster bike riders will experience more delay compared to today. Westbound is also expected to take about six minutes by bike.

In addition to the traffic analysis, bike counters were placed in the street and on the sidewalk on 13th Avenue between Patterson and Hilyard. Results showed that approximately 27% of the people biking on 13th Avenue rode on the sidewalk with 89% of those riding in the opposite direction of traffic.

Project Cost Estimates

12th Avenue Bike Boulevard

- Signs and sharrows - \$31,000
- Reconstruct and enhance accessway between Willamette and Oak - \$50,000

13th Avenue Two-way Cycle Track

- Signal Costs
 - Bike signals and minimal traffic signal upgrades - \$971,000
 - Bike signals and upgrade oldest signals to current standard - \$1,631,000
 - Bike signals and upgrade all signals - \$2,305,000
- Non-signal costs - \$502,000
 - Includes removing striping, new striping, green lane marking, protected barrier, signs, lighting, concrete walk, and three parking bays

More information about the Campus to Downtown Bicycle Connections project can be found at:
www.eugene-or.gov/bikecampustodowntown.