

Bicycle experiment to bar sidewalk cyclists

While the University undertakes a bicycle-traffic "experiment," parking a bicycle on campus is becoming a problem. Administrators and planners comment on the campus bicycling situation.

By ERIC JONES
For the Emerald

You can ride a bicycle almost anywhere in Eugene this fall, but not across most central-campus sidewalks.

As part of a traffic-channeling "experiment" the Campus Planning Committee decided last spring to ban bike riding on most University sidewalks weekdays between 7:30 a.m. and 5:30 p.m.

University vice-president for administration and finance Ray Hawk says the plan was approved by the central administration for testing this fall.

"For years we've been looking for a way to bring a bit more sanity to bicycle riding on campus," Hawk says.

The original plan, proposed by the transportation subcommittee was amended to include designated bike routes through the central campus.

One of the designated bike routes goes from the Bean Dormitory Complex along sidewalks through the EMU Breezeway and then north between Science I and Lawrence Hall to Franklin Boulevard. Another runs from the southwest corner of the Susan Campbell Hall parking lot along the sidewalk between the Library and Prince Lucien Campbell Hall to Kincaid Street. The final route follows a walkway on the west side of the Pioneer Cemetery.

Finances for signing and striping the central campus so far have been kept to a minimum, says University planner David Rowe.

"The money we spend on experiments is the

same money we'd spend on bike racks — and we're short of bike racks. But we need to spend enough money to do a valid experiment," Rowe says.

The success of the experiment relies on cyclists who are willing to dismount on walkways, Hawk says. It will be evaluated following fall term.

"The plan's not foolproof, but it's a place to start," he says.

Steve Brye, the student representative on last year's transportation subcommittee, cast the only dissenting vote when the experiment was proposed last spring.

"The plan seemed to be without any recognition of the unique position of bicycles in Eugene," says Brye, who also objected to the original proposal of a permanent plan with no designated bike routes.

Brye, a graduate student of Transportation Systems and past chairman of the University for Better Biking Committee, said he is in favor of the present experiment, however.

"I think there are too few bike paths (in the experiment), but that's OK. I've always favored the scientific method, in which assumptions are tested before permanent changes are made."

But Brye anticipates problems.

"People ride bikes to get close in. Parking at a distance will discourage bike riding," he says. "I anticipate a certain amount of bitterness. I don't know if student bicyclists will stand being banned from campus."

Another experiment in channeling bicycle traffic on campus this fall entails moving the bike racks on East 13th Avenue.

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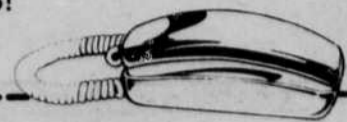
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