

# Frequently Asked Questions

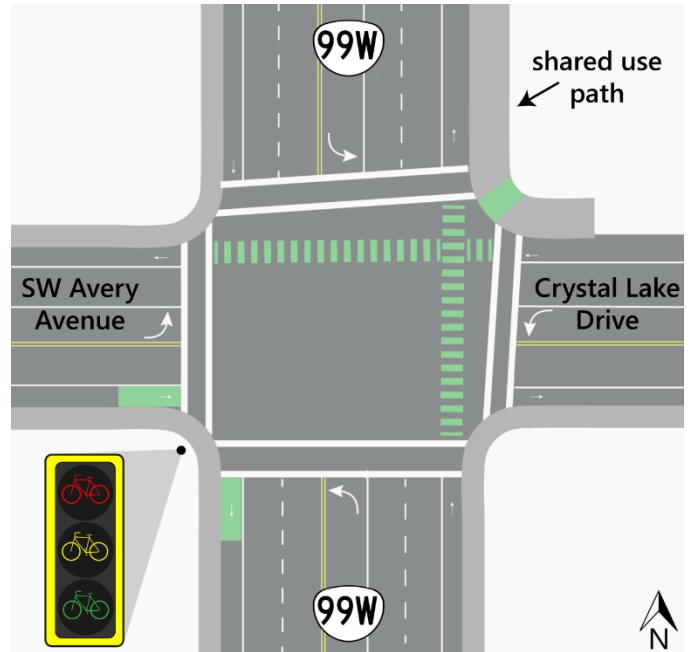
## Crystal Lake Drive Bike Signal

Why is the bike signal only in one direction? Shouldn't people riding bicycles be able to cross both ways across the intersection?

The bike signal makes it easier and safer for people who are riding to get from the shared use path on the east side of the highway (near the Co-op) to the southbound bike lane. Before the signal, you had to cross the highway in two directions.

But with the bike signal this is one movement.

This crossing is designed for people traveling south, because those riding north (towards downtown and the path) should already be on the east side of the highway, traveling in the same direction as people driving. They will not be crossing diagonally at Crystal Lake Drive/Avery Avenue.



Why isn't the diagonal crossing marked with striping?

Having too many stripes is confusing for everyone. Rather than striping the diagonal crossing through the intersection, there are green markings on either end of the diagonal crossing. Additional green bike markings emphasize the route for people biking west along Avery Avenue/Crystal Lake Drive and north along OR 99W.

How are people riding protected from right turning vehicles?

When the bike signal turns green, signs showing a no right turn symbol light up at the Crystal Lake Drive and Avery Avenue intersections to alert drivers that bikes are in the intersection. When the signs are lit, a driver cannot legally make a right turn from Crystal Lake Drive or Avery Avenue.



*Example of the signs that will light up to alert drivers that bikes are crossing in the intersection.*

When the bike signal is green, do any other vehicles have a green light?

No. When the bike signal is green, all other vehicles have a red light and the no right turn signs are lit. This combination clears the diagonal path for people riding bicycles.

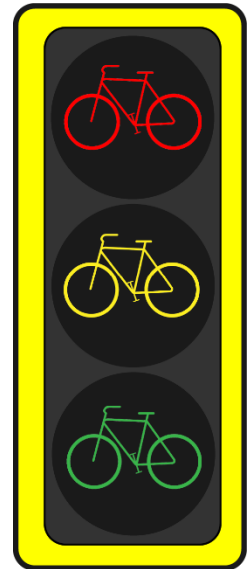
## Do I use the new diagonal bike crossing to get to Avery Park?

If you're traveling to Avery Park, you can use the path behind the Co-op to connect you to the bike lane on Crystal Lake Drive. Then at the OR 99W intersection, you can use the new green markings to cross the highway.

The diagonal crossing is for people biking towards the Tunnison neighborhood or to businesses farther south on the west side of OR 99W.

## The time the light is green at the bike signal seemed short. Why did the bike signal turn red while I was still in the intersection?

It's safer for the bike signal to have a shorter green light. A shorter green light allows the first person biking to cross safely, but discourages other bicyclists from entering the intersection late. The green light is set to allow enough time for a person biking to start from a standing stop and begin crossing the intersection. The bike signal will stay green longer if more people riding bikes approach to use the bike crossing. The yellow light warns that the signal is about to turn red and to not begin crossing. The red is set to allow enough time to cross the intersection. When the bike signal turns red, all of the traffic signals at the intersection stay red for longer so that anyone still crossing has enough time to get across. This is similar to a pedestrian signal, where there is a short period of time for pedestrians to walk before the signal changes to red to prevent other pedestrians from entering the crosswalk late.



The timing for the signal is based on the [Traffic Signal Control Strategies for Pedestrians and Bicyclists report](#).

## How are people biking detected at the signal?

Radar or cameras detect vehicles and bikes at this intersection. If a person riding a bike wants to use the bike signal, they need to position themselves on the green ramp. The cameras detect that there is someone waiting to cross, activating the signal to turn green.