

PRINCIPLE 9

TRANSPORTATION



13th Avenue Axis, 2018

PRINCIPLE 9: TRANSPORTATION



Principle

Carefully addressing transportation needs is vital to creating a cohesive, functional campus. A complete transportation principle includes coordinating transportation efforts with the larger community.

To ensure the safe, efficient, and affordable transportation needs of the campus community, all construction projects shall follow the principle refinements below.

Pattern Summary

(Refer to “Principle 11: Patterns” on page 91 for the complete pattern text.)

- Bike Paths, Racks, and Lockers
- Good Neighbors
- Hierarchy of Streets
- Local Transport Area
- Looped Local Roads
- Main Gateways
- Path Shape
- Paths and Goals
- Pathway Design
- Peripheral Parking
- Promenade
- Road Crossings
- Shielded Parking and Service Areas
- Small Parking Lots in Campus Core
- Spillover Parking
- Universal Access
- University Shape and Diameter

Principle Refinements

Transportation infrastructure has a significant influence on how people experience campus, and sustainable transportation options like walking, biking, and taking transit promote a healthy and safe campus community. Interaction with our transportation infrastructure is often the first and last way a person experiences being

on our campus. The following principles shall guide campus transportation planning. Refer to the *Campus Transportation Plan* and *Bicycle Management Program* for considerations and requirements related to implementing these principles.

- Safety - The UO’s transportation system must put safety first and support safe and comfortable mobility for all users.
- Universal access - Regardless of their mobility or disability status, students, staff, faculty, and visitors should be able to use the transportation system with ease.
- Continuity and clarity - Users should be able to understand and navigate the system without interruption or confusion.
- Visionary - Campus transportation planning should anticipate and adapt to future demands and technological advancements.
- Sustainability - Campus transportation planning should strive to reduce the university’s environmental impact and support its environmental responsibility goals.
- Serve all users - The university transportation system should provide reliable and efficient services that support and enhance the campus experience for everyone.



Millrace Parking Garage at night, 2026

Land Use and Transportation

- (a) The following priorities are established for making transportation-related decisions, assuming the university will meet emergency vehicle needs as required by code. Prioritizing sustainable transportation options supports a healthier campus by encouraging active transportation and reducing single-occupancy vehicle trips.

The highest priority is given to:

1. accessible mobility & people with disabilities
2. walking
3. bicycling and micromobility¹⁴
4. public transportation and campus shuttle
5. service vehicles
6. carpools and rideshare
7. motorcycles
8. single-occupancy vehicles¹⁵

- (b) The central area of campus (between Alder and Kincaid Streets on the west side, 18th Avenue on the south, Agate Street on the east, and 11th Avenue and Franklin Boulevard on the north) is primarily regarded as a pedestrian, bicycle, and micromobility zone. Unnecessary automobile traffic and parking in that area is discouraged, and internal campus streets should not serve as throughways.

- (c) Activities with a high degree of public interaction will be located in peripheral locations where facilities to accommodate greater concentrations of vehicular traffic can be developed if they are not already in place.

- (d) Activities that depend on frequent delivery service, especially by large trucks, will be located adjacent to major thoroughfares or sited in a way that does not require or encourage truck travel through the central campus. Continue to explore ways to minimize individual deliveries throughout campus (e.g., central distribution center).

- (e) Transportation infrastructure shall support the circulation of campus services and utility vehicles.

- (f) The university acknowledges it has assumed responsibility to provide a reasonable level of affordable parking for students, faculty, staff, and visitors while preserving the quality of the campus and adjacent neighborhood environments and encouraging the use of active modes of transportation. Thus, the university will continue to pursue programs and projects that both meet the need for affordable automobile parking and encourage active forms of transportation, thereby reducing the demand for automobile parking.

- (g) The university should encourage housing for the UO community that is conveniently close to campus.

- (h) Reduce conflicts between modes by shifting parking from the campus core to structured facilities in peripheral areas near major corridors for better safety and circulation.

- (i) When relocating parking to the periphery of campus, prioritize sites where the parking demand is greatest. Consider that locations need to be accessible and convenient.



13th Avenue Axis and Lillis Business Complex, 2023

¹⁴ Electric bikes, scooters, and skateboards are collectively referred to as “micromobility devices.” They typically use bicycle facilities on the UO campus, but do come with unique needs. The Campus Transportation Plan discusses considerations for micromobility in more detail.

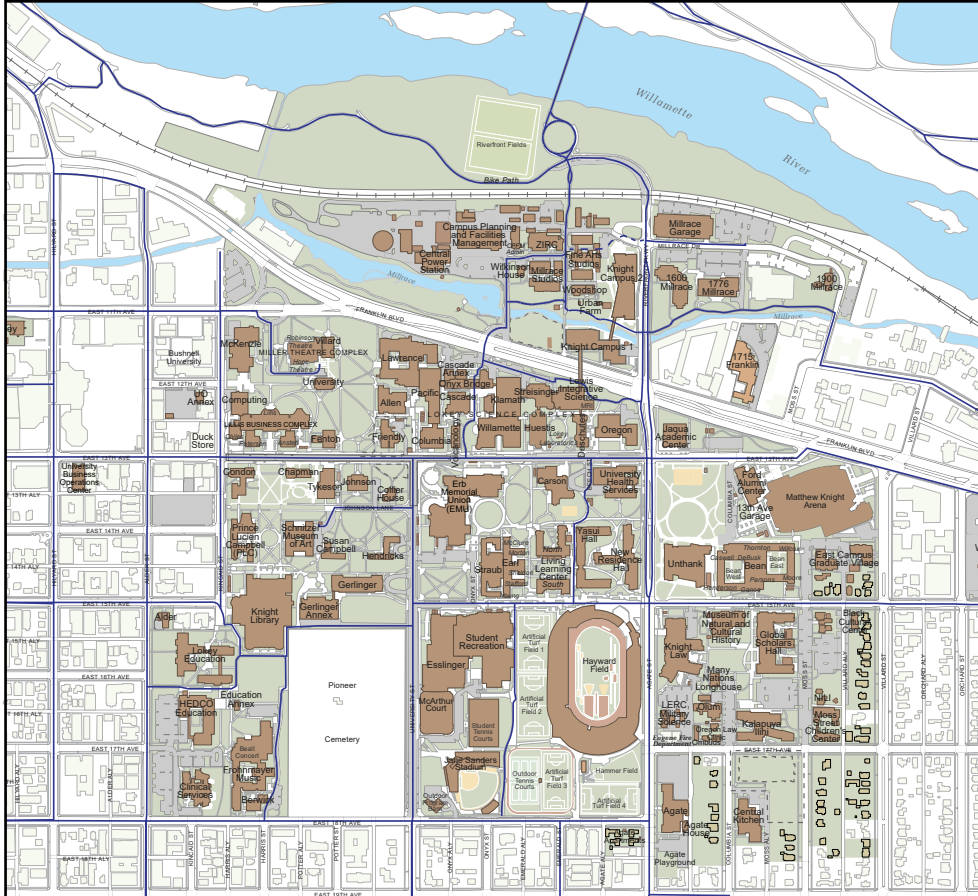
¹⁵ Personal cars include delivery services that rely on single-occupancy vehicles (e.g. food delivery services).

- (j) As parking is moved to the periphery of campus, shuttle service will be an important element connecting campus users from parking facilities and transit stops to the campus core. Siting and design of shuttle shelters should be compatible with open spaces and other university needs.

Active Transportation

- (a) Coordinate transit stops, pedestrian routes, and bike routes to provide seamless multi-modal connections.
- (b) Promote safe and efficient movements on designated pathways, especially where mixed modes intersect, through separation of modes, consistent wayfinding, clear pathway delineation, and other best practices.

- (c) Safe and secure parking is essential to supporting bicycling and micromobility on campus. Parking infrastructure should accommodate a range of bicycle types and micromobility devices and be located to reinforce designated routes.
- (d) Coordinate with UO Transportation Services to adapt campus transportation networks to new and emerging trends, as appropriate.
- (e) Proposed bicycle and micromobility parking locations should be coordinated between the Office of Campus Planning and Transportation Services.
- (f) Building projects will comply with the *University of Oregon Bicycle Management Program*. Refer to the *Campus Design Standards* and the *Bicycle Management Program* for bicycle parking requirements and design standards.



Map 9.1: Bicycle Routes

- Bike Route
- - - Future Bike Route

Community Transportation Coordination

- (a) Consider the larger community context and connectivity of campus to other community destinations (e.g., bicycle networks, pedestrian crossings, universal access to and from campus, and gateway experiences).
- (b) Find opportunities to coordinate with local governments to improve pedestrian and bicycle safety on and near campus, prioritizing higher classification of streets such as arterial and collector streets. Examples include Franklin Boulevard, East 11th Avenue, and Agate Street. Refer to Principle 12 for additional details and open space considerations for these streets.
- (c) Coordinate with the City of Eugene and adjacent neighborhoods to limit the impacts of vehicular use on neighborhood streets and enhance pedestrian and bicycle infrastructure to support safe, legible, and appealing campus connections.
- (d) The university adopts by reference the City of Eugene transportation plans as they pertain to the University of Oregon and adjacent lands. (Refer to Appendix J.)
- (e) As of November 2023, the City of Eugene no longer enforces minimum off-street parking requirements for development or redevelopment city-wide. As part of implementing the state-mandated Climate-Friendly and Equitable Communities (CFEC) rules, the city removed off-street parking requirements to free up land for housing, support pedestrian-friendly design, and reduce housing costs. However, the university requires and should provide a reasonable amount of parking to meet its operational needs¹⁶.
- (f) Prior to the city's removal of parking requirements, the university's parking supply was regulated by a 1997 City of Eugene land use approval allowing a fifty-percent reduction in the minimum code requirement for off-street parking spaces for university uses with the condition that a Transportation Demand Management (TDM) plan be in place.



EmX Dads' Gates Station, 2021



Knight Library Bike Parking, 2005

¹⁶ As of November 2023, the City of Eugene no longer enforces minimum parking requirements in response to a 2020 state mandate setting goals to reduce pollution. More information can be found at <https://www.eugene-or.gov/CivicAlerts.aspx?AID=6309&ARC=14671>. However, the 2026 Campus Transportation Plan continues to provide parking at a level that supports operational functions of the university. The current ratio is approximately one parking space per seven campus community members.