



July 1, 2024

MEMORANDUM

To: Campus Planning Committee

From: Liz Thorstenson, Campus Planning
Campus Planning and Facilities Management (CPFM)

Subject: **Record** of the June 11, 2024, Campus Planning Committee Meeting

Attending: Bob Choquette (Chair), Anne Brown, Deborah Butler, Ravi Cullop, Emily Eng, Michael Griffel, Mike Harwood, Eric Owens, Janet Rose, Daniel Rosenberg, Lauren Stanfield

CPC Staff: Liz Thorstenson (Campus Planning)

Guests: Eric Alexander (EMU), Luke Helm (CPFM),
Talieq Lopez-DuBoff (ASUO, Student), Steve McKenzie (University Housing),
Aaron Olsen (Campus Planning), Martina Oxoby (CPFM),
Matt Roberts (Community Relations)

CPC Agenda

1. 13th Avenue Redesign – Schematic Design – Check-in

Background: The purpose of this agenda item was to check-in regarding the 13th Avenue Redesign schematic design.

Aaron Olsen (Campus Planning) shared the project review timeline, goals, intent, next steps, overview of the design development, material and character development, final schematic design in key areas, circulation design, stormwater design and opportunities, and campus systems design, E.g., bicycle parking, lighting, and banner poles.

Luke Helm (CPFM) shared campus circulation details.

Discussion:

The following is a summary of questions and comments from committee members and guests, with clarification comments from Olsen and Helm:

Regarding site design features:

- Member: Is a water feature an option in the middle of the [13th Avenue and University Street (Campus Heart)] intersection?
 - Olsen: The tree shown in that location was a concept for adding tree canopy, however, a water feature could be considered, depending on funding and maintenance constraints.
- Guest and Members: Are there curbs in this design? Support for curb-less design.
 - Olsen: The design is curb-less through the 13th Avenue corridor.

Regarding truck, vehicle, bicycle, and pedestrian circulation:

- How does the University Health Center's loading dock access function with the relocated roundabout?
 - Olsen: This location is where the vehicle turn-around may be relocated. This design recognizes there is a need to bring personal vehicles into the Health Center and the Carson Hall drop-off area. This is the point where when vehicles enter, they circulate around, proceed to the Health Center parking lot and turn around and exit. Service and authorized vehicles will continue through the roundabout, like the current pattern. The design relocates the roundabout that is currently in front of Volcanology.
 - Member: Will the design change the semi-circular drive on the west side of Carson Hall?
 - Olsen: The semi-circular drive near Carson Hall will remain.
- Member: Can large truck travel be alleviated by integrating these two access points? E.g., If large trucks could pull in through the roundabout, rather than pulling up alongside the street?
 - Olsen: The proximity to the loading area at Carson Hall is critical, and large trucks will not be able to stop in the roundabout. They will drive through, stop in front of Carson, unload, and then continue to the West. The turn-around is not sized for large trucks. The design team will look at the area in more detail to study if a school bus can use this turn-around; as with the current turn-around, a bus would need a multiple point turn to turn in. This area works for box trucks, however, anything larger needs to drive through as there is not enough room.
- Member: Support for the project. There are several areas where bicycles and vehicles interact with pedestrians in a difficult way, E.g., the Campus Heart is shown as even more constrained than it is currently, even with clear bicycle circulation indicated. Consider a more comprehensive look at campus bicycle circulation.

- Olsen: This design does not change conflicts between class change, pedestrians, and interactions between bicycles and pedestrians. Transportation Planners studied options during the conceptual design phase and determined that if there is more mixing and interaction between bicycles and pedestrians during peak times, this will require people to slow down. There are two 9-foot lanes for the wheel zones that will be a different material, E.g., a mixing zone with a change in material is meant to indicate mixing uses through the space, more predictability, and visual cues to reinforce slowing down.
 - Member: Consider a broader more systematic view of campus circulation and how visual cues are working through this system. E.g. At Stanford, bike lanes are asphalt, indicating a high-speed zone to pedestrians.
 - Helm: The design challenge is this is a major thoroughfare for transportation through campus and a place for people to congregate. There will be areas of flow, slow areas, and mixed areas, E.g., a river with eddies. There will be physical and visual cues, E.g., speed bumps, to slow bikes down. There will be wide sidewalks on either side of the wheeled zones to make it obvious where walking should take place.
 - Olsen: The design is showing some cast concrete that can be grooved. A challenge with adding surface texture is there is a fine line between being useful and obstructing, and not creating a hazard. The design will continue to look at how transitions work.
- Member: During the ASUO Street Fair, vendors were previously located along the inside of 13th Avenue leaving sidewalks open. Although people were asked not to ride bikes quickly through the space, the sidewalk became a naturally conducive space to biking, and people biked there regardless. This year's event placed vendors on the sidewalk, with people walking in the middle, creating a space that did not have to be regulated for the desired behavior, which was achieved through better planning of the space. Utilize this philosophy in this plan as opposed to over-regulating with more signage and more delineated spaces for specific uses.
- Olsen: The design is planning for accommodating larger events such as the ASUO Street Fair, E.g., providing infrastructure for street vendors.
 - Member: Consider space allocated for street fair vendors as the city started mandating 12' between vendors.
 - Guest: What was the logic of the 12' spacing requirement by the city?
 - Member: This was likely due to safety requirements.

- Member: Regarding large trucks that will stop at Carson Hall and then travel through, the challenge with having this use in the middle of campus is a truck must travel through pedestrian and bicycle zones. Will there be other locations where there will be large truck deliveries?
 - Olsen: Large trucks serving other buildings is typically the EMU, which is accessed from University Street, not this location. Service to other buildings is through smaller box trucks. Carson Hall is the only building that has large truck deliveries.
 - Guest: The project has discussed the need for more campus signage to direct trucks around to University Street to serve the EMU.
 - Member: Support for the integrated design; this concept currently works well on 15th Avenue as both a pedestrian and bicycle zone and expanding this design to other corridors would be successful. Consider how the design could be used to discourage personal vehicles from cutting through. Past student studies have shown that personal vehicles cutting through the Campus Heart were not deterred by signage alone. Highlight as a goal that design can be used to encourage certain behaviors.
 - Helm: The design will be a significant enough change that it will no longer look, to personal vehicle drivers, like they can continue through the space. This will reduce mistakes or the excuse to make mistakes.
 - Olsen: There may be a scenario where adding more physical barriers is an option, E.g., a gate arm that allows authorized cars only. If there is not a physical stopping point, there is a risk that people will cut through. The design will revisit this to consider possible solutions.

Action: No action was requested.

2. Next Generation Housing Development Plan & East Campus Plan Update - Check-in

Background: The purpose of this agenda item was to check-in and share a summary regarding the Next Generation Housing Development Plan & East Campus Plan Update engagement and outreach.

CPC staff reviewed a summary of project outreach and communication during open houses, and neighbor, community, and UO stakeholder focus groups.

Aaron Olsen (Campus Planning) shared the anticipated Fall 2024 next steps, related to East Campus and a *Campus Plan* Amendment looking at open space framework, densities, and Principle 12 design area recommendations.

Discussion:

The following is a summary of questions and comments from committee members and guests, with clarification comments from Olsen:

Regarding engagement opportunities:

- Guest: There will be an additional community feedback session at the Ford Alumni Center to share design progress.
 - Member: There will be an additional community open house Fall, 2024.
 - Olsen: With the *Campus Plan* amendment, there will be ongoing engagement through the summer and through the fall to share information and gather additional feedback.
- Member: A goal of sharing this outreach summary is to keep the committee informed for when an updated draft of the East Campus Plan with updated language reflecting this outreach feedback, E.g., from UO stakeholders that are interested in other institutional, non-housing uses such as cultural centers, a basic needs program, a student community garden, family/integrated childcare, access to childcare, and access to the museum, returns to the committee Fall, 2024.

Regarding Agate Playground:

- Member: The Agate Playground has an initial 10k gift and CPFM has contributed funding to prepare a conceptual plan to help with fundraising. The playground is in East Campus and something that neighbors have shared feedback on.
- Member: Support for the playground.
- Olsen: This is an opportunity to move a concept design forward and receive additional feedback from childcare centers and interested neighbors. More information will be shared with the committee as the project progresses.

Action: No action was requested.