



August 12, 2024

MEMORANDUM

To: Campus Planning Committee

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

Subject: **Record** of the July 26, 2024, Campus Planning Committee Meeting

Attending: Bob Choquette (Chair), Eric Alexander, Deborah Butler, Ravi Cullop, Emily Eng, Michael Harwood, Shawn Kahl, Janet Rose, Hal Sadofsky, Philip Speranza, Lauren Stanfield, Katie Wolf

CPC Staff: Liz Thorstenson (Campus Planning)

Guests: Jenna Adams-Kalloch (Board of Trustees), Aaron Olsen (Campus Planning), Dave Reesor (Transportation Services)

CPC Agenda

1. Senate Bill 554 Signage

Background: The purpose of this agenda item was to review the proposal for Senate Bill 554 signage.

CPC Staff reviewed relevant *Campus Plan* principles and patterns.

Aaron Olsen (Campus Planning) reviewed the project need, background, Senate Bill 554 requirements, proposed signage approach and general locations, sign types, and UO campuses and properties that the signage will apply to.

Discussion:

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

Regarding sign locations and placement:

- Member: Do Hayward Field and Matthew Knight Arena already have this type of signage for sporting events, and does the Agate Street and 18th Avenue intersection qualify as an entry point to campus?

- Olsen: There are no current locations on campus that have signage specifically reflecting this policy. The Agate Street and 18th Avenue intersection was considered as a potential location, as well as other locations such as Matthew Knight Arena. Additional signs can be considered and added as needed, however, these locations were not considered necessary by UO General Counsel or UOPD to meet the posting requirements of the policy.
- Member: What is UO General Counsel's viewpoint regarding this proposal?
 - Olsen: UO General Counsel has been involved in the project and approves of the proposed locations. The approach is to balance knowledge of numerous normal points of entry to campus, not overwhelming every entry with signage, and knowing that signs get damaged, need maintenance, and continual upkeep. This approach was trying to balance OAR Senate Bill requirements while ensuring a reasonable approach to sign placement.
- Member: While Hayward Field, Matthew Knight Arena, and Autzen Stadium have firearms signs, do the signs make the clarification about the concealed carry law? E.g., have those signs been updated to include Senate Bill 554?
 - Member: While firearm information is communicated in their fan info, E.g., when a ticket is emailed or on their website about policy, there are no actual signs stating "No Firearms" or any signs that comply with this proposal. With Matthew Knight Arena, given the number of concerts that are held there, many visitors parking across the street from the arena and off campus, consider this location for this sign.
 - Olsen: A window sticker on entrances at these locations can be considered.
- Member: Consider typical daily, regular, and consistent visitor areas of parking and entering campus, and the path of travel, from parking to exiting and walking past the Welcome Center, onto the Promenade, and to the EMU. Should there be signs located on the Promenade, or windows on the east side of the EMU?
 - Olsen: For this area, it is intended to capture visitors entering the parking garage by using parking lot signage for sign placement, as they enter the parking garage. The project can consider placement by the stairs and elevator in the parking garage, or placement before visitors walk to the Promenade and the EMU.
- Member: Consider current map station locations as a place where pedestrians get oriented; incorporate this proposal at map stations.

- Member: Consider the Villard Street and 15th Avenue, and Villard Street and 17th Avenue, intersections, especially for the proposed future student housing along 17th Avenue, east of Agate Street.
- Member: Consider main residence hall locations, where visitors are funneling through main entrances.
 - Olsen: The project can coordinate with Housing regarding some residence hall main entrance locations.

Regarding the sign language and law enforcement:

- Member: Consider that the sign language does not pertain to law enforcement, and there are differences between what people see on the signs vs. requirements for law enforcement.
 - Olsen: The sign policy has exceptions for law enforcement.

Action: With 10 in favor and 1 abstention, the committee agreed that the **Senate Bill 554 Signage** is consistent with the *Campus Plan* and recommended to the president that it be approved.

2. UO Long Range Transportation Plan – Update and Discussion

Background: The purpose of this agenda item was to discuss and review an update regarding the UO Long Range Transportation Plan.

Emily Eng (Campus Planning) shared the project history, background, need, intent, goals, *Campus Plan* considerations, planning process, and future committee review opportunities.

Dave Reesor (Transportation Services) reviewed the project purpose, background, need, *Campus Plan* relationship, updates, local and regional stakeholder engagement, project team, context, travel modes addressed, survey capture, parking infrastructure details and management, zonal parking program, land use patterns, parking costs and budgeting, traffic circulation, mode restrictions, travel behavior changes, integration of local jurisdictions, sustainability goals, project schedule and process, data inventory methods, community engagement, project website (<https://transportation.uoregon.edu/plan>), and next steps.

Discussion:

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

Regarding the planning process:

- Member: Will this plan identify strategies for using existing transportation corridors most effectively?
 - Eng/Reesor: This is a goal of the plan.
- Member: Will this plan update include the before and after, how transportation has changed, how it is projected for the future, and how peer institutions compare?
 - Reesor: While not unique to Eugene or UO, there were some significant changes in travel modes during and after the Covid-19 pandemic, E.g., bus ridership continues to be lower than pre-pandemic. This is troubling from a sustainability perspective and parking supply standpoint, as UO has very limited parking infrastructure compared to its population. The plan will consider these changes over time and integrate solutions into new programs and infrastructure.
- Member: Is the UO Portland campus included in this planning effort?
 - Reesor: The UO Portland campus is not included in this plan, as it is a smaller campus in a very different metropolitan area with different transportation resources. Transportation Services is continuing to collaborate with UO Portland leadership regarding shared mobility, E.g., Zipcar, BIKETOWN Portland bikes, and some repaving needs.
 - Member: Consider the connectivity with TriMet in Portland and the opportunity to include that campus now in the planning effort.

Regarding data collection:

- Member: Will data collection include daily use information, in addition to students and employees?
 - Reesor: Daily use data will be included and integrated into the plan to help identify gaps and needs and prioritize solutions.
- Member: Consider including data collection on the percentage of people using micro-mobility modes, E.g., bicycles, E-bikes, and E-scooters.

Regarding parking availability, location, and quantities:

- Member: Do available parking spaces include the Autzen Stadium parking lot?
 - Reesor: Available parking spaces do not include the Autzen Stadium parking lot because Autzen parking is not adjacent to main campus and is not currently designated as permit parking. This transportation plan will study better connections between Autzen Stadium, parking, and the main campus, with a potential to better utilize parking across the river.
- Member: The PPPM Community Planning Workshop (CPW) studied the issue of use of Autzen Stadium for parking approximately twenty years ago and discovered that many drivers live south of campus, and it did not make sense to drive over the river to park and then travel back to campus.
 - Reesor: This finding may have changed over the years due to rising home prices in the South Eugene area.
- Member: To what extent has the parking supply reached its maximum and is more parking needed? E.g., will vehicles be able to find parking spaces?

- Reesor: The need for parking can vary by user and depends on where drivers want to park. The current zonal parking system ensures that periphery lots are attaining full use. Prior to the zonal system, drivers would park in core lots while periphery lots would remain empty. By price incentivizing these periphery zones, demand is pushed in areas that were previously underutilized.
- Reesor: Currently, the Millrace Drive parking garage is a 'C' zone (680 spaces) and is incentivized by a lower price. There were a few times last year it was at capacity, even during a normal day. Other methods to control parking can include reduced resident student overnight parking which creates more availability for daily commute parkers.
- Reesor: While supply availability is close to not meeting the daily commuter need, it also depends on the growth rate of the university. As UO increases enrollment, it will need to consider increasing some portion of parking even if it remains at a 14% ratio (1 space for every 7 people). The plan will make these considerations to create a target ratio that is comfortable from an operational standpoint, while increasing efforts toward more sustainable travel modes.

Other:

- Member: Are there students on the Transportation Planning Committee?
 - Reesor: There is an ASUO representative on the committee, and targeted outreach to students for their input is ongoing.

Regarding accessibility:

- Member: Is the Transportation Planning Committee the same committee that is studying accessibility?
 - Reesor: The committee is looking at the whole transportation network which includes accessibility.
 - Reesor: This plan is at a macro level; as the end of this plan is reached, data collected will be used to complete an ADA transition plan. This plan will consider where there may be gaps meeting ADA standards and how to transition from non-compliance in some areas to full compliance, showing due diligence.

Regarding local & regional integration:

- Member: Support for integration of working with the city. Look to the plan's big ideas of how to work with city and county to support UO goals. Have those goals, ideas, and opportunities in mind, and consider that the problems are not all transportation specific.
 - Reesor: It is important that this plan is a collaborative effort, and includes communication and coordination between regional partners such as the City of Eugene, LTD, Cascadia Mobility, and others.
- Guest: Consider the connection between the experience of walking and moving around campus and the legacy of a beautiful campus, with how people arrive on campus and having a walkable campus.

- Reesor: The 1973 Transportation Plan laid a foundation for community and campus values. While there will always be some need for automobile parking, it is important to balance and push the envelope for trying other more sustainable travel options.

Regarding other transportation modes and sustainability:

- Member: Consider the challenge of moving to more sustainable modes of transportation when there are many other systems at play. If wanting to attract more families that are not likely to be able to afford living close to campus in this community, the bus system is great, however, not a great option when considering school age children and the variable nature of the way school systems schedules interact with UO work schedules. Until multiple systems change, including UO work schedules and school systems, there needs to be balance.
 - Reesor: Post-Covid, Lane Transit District has had incredible challenges in hiring enough bus drivers, which has resulted in fewer bus trips to and from campus. This creates challenges for trying to encourage bus ridership when there are fewer routes available.
- Member: Consider incentivization for employees for other forms of transit outside of personal vehicle use/parking on campus and providing more secure bike storage.
 - Reesor: A plan goal is to identify locations for more covered bike parking, cages, and more secured bike parking. These types of bike cages have been historically linked to a new project or new building. As a department, the goal is to have a 20-year capital projects list with the new plan that pre-identifies locations where and when possible. As the department receives funding, it will work proactively with Campus Planning to find appropriate sites to install.
 - Guest: The security of bike parking is a deterrent for riding bikes on campus, along with the policy of bikes not being allowed indoors. Long-term solutions are being evaluated between the two departments of Campus Planning and Transportation Services.
- Member: Considering changing transportation modes since 1974, what is the next thing to plan for?
 - Reesor: Predictions are for more autonomous and electric vehicles.
- Member: Consider electric vehicle use, gathering more data, and how to support electric vehicle drivers in the future.
 - Reesor: Electric vehicle infrastructure is a goal for a part of this plan. An example current project is working with UO Utilities and Energy and the Office of Sustainability for a Level 3 charging station for intercity buses. UO has encountered challenges of theft issues on electric vehicle chargers in the Millrace Parking Garage, which have a high cost of replacement. Mitigating theft and vandalism of new EV chargers is a goal where and when possible.
 - Member: Prioritizing or encouraging electric vehicles further incentivizes using more space for vehicles, as an electric vehicle parking spot is still a parking spot.

- Reesor: There is a balance of providing some electric vehicle infrastructure for those traveling a longer distance, however not necessarily for the average local driver. These points will be considered in the planning process.
- Reesor: Visit the Transportation Services webpage: (<https://transportation.uoregon.edu/plan>) for an upcoming survey and look for an Around the O article coming soon.

Action: No formal action was requested.