



March 9, 2021

MEMORANDUM

To: Campus Planning Committee

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

Subject: **Record** of the February 16, 2021 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (chair), Liska Chan, Kassy Fisher, Hilary Gerdes, Michael Griffel, Michael Harwood, Shawn Kahl, Ken Kato, Moira Kiltie, Terry McQuilkin, Kevin Reed, Christine Thompson, Peter Walker

CPC Staff: Liz Thorstenson (Campus Planning)

Guests: Craig Ashford (General Counsel), Emily Eng (Campus Planning), George Evans (Economics), Allen Hancock (Community Member), Aaron Olsen (Campus Planning), Matt Roberts (University Advancement), David Reesor (Transportation Services), Cole Sinanian (Daily Emerald)

## CPC Agenda

### 1. CPC Updates

Background: The CPC chair gave a brief update regarding the *Campus Plan* Amendment North of Franklin Boulevard Appeal Decision. As noted in the Appeal Decision email previously forwarded to CPC members, the *Campus Plan* Amendment North of Franklin Boulevard recommendation action was appealed. VPFA Jamie Moffitt took action and the appeal has since been denied. Additional information was shared that UO President, Michael Schill, sent a formal approval letter regarding the *Campus Plan* Amendment North of Franklin Boulevard and expressed appreciation for the work that went in to the CPC's development of the recommendation for approval. This means that moving forward, the amendments are final. Future projects for the area in this amendment (the Willamette and Millrace Design Areas) will be subject to the *Campus Plan* and follow the standard planning process, including CPC review.

An additional update was shared regarding the Hayward Field reconstruction project that resulted in salvage materials from historic Hayward Field. UO set up a process

where interested parties submitted proposals for salvaged materials. The CPC chair served on an advisory committee that reviewed these proposals.

For more information regarding recipients of these salvage materials and this process, please visit: <https://hayward.uoregon.edu/use-hayward-field-salvaged-materials>

CPC staff shared a survey created to gather information about CPC members' preferred meeting times. The survey will be emailed to all members after the meeting.

### Discussion:

#### Campus Plan Amendment North of Franklin Boulevard Update

The following is a summary of questions and comments from committee members:

- Support for the idea of looking at alternate locations for fields. Agreement that it is not an easy task, however, if it's possible to bypass associated costs, etc., this could be beneficial.

The following is a summary of comments from guests:

- Concerned about the amendment process and would have spoken during the November 20, 2020 action meeting if given the opportunity to do so. Concerns about the November 20 meeting include no recollection of discussion about: prohibiting artificial turf fields in the Willamette Design Area, the November 11, 2020 ASUO resolution against artificial turf fields in favor of natural area designation, or testimony at the preceding public hearing which was overwhelmingly in favor of designating the entire Willamette Design Area as a natural area. Understand the need for recreation fields and appreciation for Campus Planning during this process, in particular, the inclusion of the category of Natural Areas. However, the focus should be on finding other recreation field site options, such as the outdoor tennis court area (to reduce the adverse impact of Hayward Field) or other areas that have been identified while they're still available. *(CPC Staff note: guest emailed related comments to staff after the meeting.)*

In response to questions and comments from committee members and guests, the chair and staff provided the following clarifications:

- Confirmed that comments will be summarized in the meeting record.
- This meeting is being recorded in Zoom.

### CPC Preferred Meeting Times Survey

The following is a summary of questions and comments from committee members:

- Concern this will be weighted toward existing members of the committee. While there are only two student representatives, neither are present at this meeting. The outcome of the poll will represent timing priorities of existing members, which would defeat the purpose of trying to increase student and faculty engagement.
- Survey will be one piece of information. Consideration will also be given to overall class schedule and other factors.
- If the committee wants to increase student participation, times later in the day have been observed as more available to students as well as faculty.
- Appreciate this focus. Further encourage input, even when members can't attend.
- Encouraged by this discussion of CPC meeting times, which was discussed in the recent amendment appeal.
- Regarding student participation, CPC is a weighty responsibility. Consider more training and onboarding to help students.
- New student members are always given a CPC orientation, which is tailored to meet their needs.
- A concerted effort is made often to reach out to ASUO to encourage appointments, which is very challenging.
- Recently met with staff who coordinates administrative committee appointments, who is assessing ways to further improve student engagement.

The following is a summary of questions and comments from guests:

- Appreciate considering alternate CPC meeting times.

## **2. Zonal Parking Program – Overview and Discussion**

Background: The purpose of this agenda item was to review and provide feedback on the Transportation Services Zonal Parking Program. As described in the project description, this project intends to implement a zonal parking system, which can increase the likelihood of finding parking, make more efficient use of existing parking spaces, reduce congestion (and enhance the pedestrian environment), and provide more varied, location based price options.

David Reesor (Director, Transportation Services) reviewed the current UO parking system conditions under pre-Covid in-person activity, gave a brief discussion about the zonal parking concept, defined which parking issues the Zonal Parking Program would address, reviewed a phase I parking study that was completed last Spring / Summer Term 2020, and reviewed the current phase II parking study scope and schedule. Examples were provided of other PAC-12 university (WSU and OSU) existing zonal parking systems.

Some CPC members have or will receive individual requests for focus sub-groups outside of their official role on the CPC.

Discussion: The following is a summary of questions and comments from committee members:

- Support a system that helps staff and faculty that arrive late to campus find a parking space.
- Intrigued by the idea of incentives for other types of permits and lower use parking.
- Appreciate the annual bike parking cage permit option. Provide bike cage incentives and outreach for those who drive less?
- Interesting possibilities and appreciate the opportunity to participate in focus groups.
- Walking further would correspond with price points. ADA could be a concern, is the campus shuttle being considered with this proposal?
- Important to remember ADA standards and other individual situations that cause issues with walking long distances, especially post-Covid, there may be more issues.
- Appreciate these new and innovative ideas and the flexibility for enhancing use of spaces.
- Will there be weekend enforcement of parking spaces? Concern over high demand zone 1a on weekends and ensuring reserved spaces remain available at all times.
- Concern for safety when walking longer distances to parking, especially in the winter in the dark. Consider built in flexibility because of time of year, and ensure good lighting.
- Appreciate identifying key activity areas. Would be helpful to incorporate the Academic Core as defined in *Campus Plan* into the analysis. Campus design and circulation is set up to prioritize a pedestrian/bike Academic Core defined by

walking circles, e.g. a 10 minute break (7 minute walking distance). An update to the map is underway.

- Recognize that it may require a slightly longer walk to/from parking in order to preserve an efficient pedestrian/bike Academic Core. The goal is to transition drivers to being pedestrian as quickly as possible. Also, minimize impact on adjacent neighborhoods. Therefore, it would be helpful to incorporate the proximity of parking to primary auto routes in the analysis (see example in FVP). Minimize use of autos for trips through course of the day.
- What kind of data will be monitored for making changes, and what process for making a zonal change in the future?
- Regarding process of changing zones after a year's worth of data, will this process happen internally at Transportation Services, or will it open for public comment?
- Incorporate feedback from classified staff.

In response to questions and comments from committee members and guests, Reesor and Eng provided the following clarifications:

- Flexibility is key. Currently, daily parking permits are offered for students/staff/faculty, rolling parking permits, and monthly options. In the Zonal Parking Program, license plate recognition will better control where to direct autos and help guide to areas for successful parking.
- Transportation services only controls about 1/3 of the bike cages, while other departments control the rest. Efforts are in progress to enhance the effectiveness of their use and centralize management of more bike cages under Transportation Services. This would bring consistency and equity to those seeking access to bike cages.
- ADA parking spaces will be provided at a reasonable price. Focus is to not only maintain accessibility for individuals with mobility constraints, but enhance it.
- The Zonal Parking Program will make riding a daytime shuttle more attractive. High density parking, e.g. a parking garage, is more efficient to run a shuttle back and forth than if parking is spread out across many surface lots.
- Permit refunds are offered for academic terms, which can release spaces and create parking opportunities.
- Zone A in the zonal parking concept would likely be enforced similar to how reserved spaces are currently enforced on campus.

- Safety was thoughtfully considered with new parking garage, e.g. lighting, camera systems, emergency boxes, and UOPD presence. Future consideration of a daytime shuttle will help safety. Transportation Services strategic plan: <https://blogs.uoregon.edu/transportation/files/2020/10/Strategic-Plan-Digital-9-27-20.pdf> discusses daytime shuttles.
- PAC-12 partners with zonal programs that use the same software system (EDC AIMS (installed at UO in March 2020) said the software was a positive change. Parking customers can purchase parking passes online. Also, license plate recognition creates real time data that can be used to analyze different peaks and areas, aiding in future program modifications.
- Outreach to stakeholders would occur before any major decision or changes are made.
- Communicating with Human Resources for contact recommendations of classified staff sub-group representation.
- Transition to zonal parking may result in signage changes which may come back to the CPC for review, as needed.

**Action:** No formal action was taken.