

April 1, 2020

MEMORANDUM

To: Campus Planning Committee

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

Subject: Record of the March 17, 2020 Campus Planning Committee Meeting

Attending: Ken Kato (chair), Emily Fenster, Michael Harwood, Terry McQuilkin, Juliae Riva,
Cathy Soutar, Christine Thompson, Laurie Woodward

Staff: Larisa Varella (City of Eugene), Emily Eng (Campus Planning); Aaron Olsen
(Campus Planning), Ivy Pitts (Campus Planning)

Guests: Jane Brubaker, Rodney Bohner, James McGladrey, Lynn Nester

CPC Agenda

1. City of Eugene Franklin Boulevard Transformation Project - Review Preferred Design Alternative

Background: The purpose of this agenda item was to review and provide feedback on the preferred design alternative for the City of Eugene Franklin Boulevard Transformation Project. This project intends to transform Franklin Boulevard from an automobile-oriented state highway arterial to a pleasant, safe, comfortable, high quality walking, biking and transit street while providing for motor vehicle traffic. The transformation also supports increased residential density, changes in urban form and mixed-use development, that the City of Eugene currently and will continue to see being built on the corridor. At the most recent (third) Open House held in the Ford Alumni Center on March 10, 2020, the City shared the preferred design alternative with the community. The Preferred Alternative Open House is available online at:
<https://engage.eugene-or.gov/franklin-boulevard-transformation>

Eng stated that this is the fourth time this project has come to the CPC for feedback, and that she has been the university's liaison to the project, serving on the Technical Advisory Committee (TAC) and working with key university stakeholders (including Transportation Services and Athletics) to provide staff feedback to the City throughout the project milestones to ensure that the university's needs are met. She pointed out that the design as shown will impact and require some amount of the university's property to allow for the roundabouts, the west gateway, and additional pedestrian and bike facilities along the corridor. There may also be impact to trees. The university is working with the City to minimize impacts to property and trees, and has been working with the City to ensure the university's access needs are met.

Larisa Varela provided an informational presentation about the City of Eugene Franklin Boulevard transformation project preferred design alternative. Franklin Boulevard has been identified as one of six key corridors in Eugene, and is part of City of Eugene's Vision Zero resolution. The land use is drastically changing along Franklin Boulevard, and the corridor is not meeting these needs. This project is an opportunity to have Franklin Boulevard align with the new land use needs by providing safety, multi-modal access, and traffic calming. The preferred design alternative is one of three corridor alternatives that went through the analysis and selection process with public involvement.

Varela stated that with further analysis, this layout may change as they study the corridor areas. The federal "BUILD" grant is being submitted in mid-May, and the soonest construction would be starting in 2022.

This presentation can be found and viewed with the following link: https://uoregon-my.sharepoint.com/:p/g/person/lizt_uoregon_edu/EcRB3lFICQpLvoldLCy4YoQB51gfZdA28HP3GC6_AHbYbw?e=EZiMGt

Discussion: The following is a summary of questions and comments from committee members and guests, and clarifications by Varela, Eng and others:

- Ensure that accessibility needs for Miller Theater are met. There should be signage for authorized vehicles and people who can use parking, and also ADA access, which should be a priority.
- Regarding 11th Ave, carefully consider how personal vehicles would interact in a primary pedestrian zone, especially during Miller Theater events at night.

- Thoughtfully consider service vehicle and cart access at the Onyx intersection. This is a key access point for service vehicles of all sizes and access must be maintained.
- Minimize the impacts along the Franklin corridor for all UO land.
- Academic input is a critical part of this process.
- Academic groups have been involved since the beginning of the project. Focus groups on campus (January 2019 workshop) and open houses have engaged with interested faculty. The CPC is the group that weighs in from the university intending to represent a spectrum of needs on campus, including those of academic groups.
- The Athletics Department has been part of the UO staff group reviewing this project and providing feedback to the City.
- Individuals can stay current on the project by visiting the Engage Eugene website to register, leave comments, and get involved: <https://engage.eugene-or.gov/franklin-boulevard-transformation>. Send UO questions/concerns to Emily Eng.
- Minimize multimodal conflicts along corridor and intersections. For example, there is concern about bikes charging ahead in the dedicated lane and creating conflicts where the modes intersect.
- The following are clarifications from the pedestrian, bike, transit, and car interaction discussion:
 - Pedestrians have the right of way at intersections.
 - Pedestrians and cars will have their own signal to stop when EmX is coming through.
 - Where bikeway is next to sidewalk, there will be signage and line delineators.
 - Physical separation can be added if needed.
 - Pedestrian crossings will be raised maintaining pedestrian visibility.
- Staff noted that the investment in street trees will be important. There should be tree wells with enough soil volume underneath bike and pedestrian lanes for tree roots to grow.
- How will large numbers of people move through the roundabouts? Has the design considered current pedestrian counts?
- Varela explained the corridor will operate with current pedestrian numbers, and current counts were captured prior to construction two years ago. There is a

sensitivity analysis that inflates those numbers to simulate at what point there would be an issue.

- In response to a member inquiring if this design emphasizes safety vs. prioritizing movement of vehicles, Varela confirmed the City has the authority to design emphasizing safety and an urban multi-modal street model. Because Franklin Boulevard is now under the City's jurisdiction (rather than ODOT's), there is more flexibility.
- A member expressed support for seeing this project continue with efforts to slow down traffic on Franklin Boulevard and enhance the area's appearance.
- The next step on the project timeline for May 2020 is the "Corridor Analysis and Recommendation Report". Varela clarified this analysis and report will provide details of the project approach.
- A member asked about the likely success of receiving grant funding. Varela explained it is a competitive federal grant process approved by congress, and can be submitted a second year if it is not successful the first year. Franklin Boulevard is a #1 priority area with three different opportunity zones close by, which makes it very exciting and interesting to those in Congress considering this project for a grant.
- Carefully consider event needs around the Matthew Knight Arena, including traffic control, pedestrian usage, and bus loading.
- Consider timing of construction during major events on campus, including the size of impact this will have.
- Varela explained that the City typically coordinates with the university on construction logistics.

Action: The CPC was not requested to take action at this time.