



March 6, 2019

MEMORANDUM

To: Campus Planning Committee

From: Eleni Tsivitz, Campus Planning
Campus Planning and Facilities Management (CPFM)

Subject: **Record** of the February 22, 2019 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (CPC chair), Liska Chan, George Evans, Hilary Gerdes,
Michael Griffel, Michael Harwood, Ken Kato, Christine Thompson, Chuck Triplett

Staff: Eleni Tsivitz (Campus Planning)

Guests: Jane Brubaker, Emily Eng, Emily Fenster, Bill Madden, Karen Mason, Aaron Olsen,
Larisa Varela

CPC Agenda:

1. City of Eugene Franklin Boulevard Design Project - Update

Background: The CPC chair introduced the city project and reminded the committee that they had reviewed this project at their meeting on January 8, 2019. Emily Eng (Campus Planning) described the significance of the project to the University of Oregon and the way that the project has been engaging with the university community to solicit timely feedback. Franklin Boulevard runs through the campus, currently acting as a divider. The university would like to see Franklin acting as a connector across campus, along campus, to the river, and to downtown. A key goal for the university is to improve pedestrian crossings north-south on Franklin, to shorten pedestrian travel distances, to provide refuges along the crossings, and to improve safety for all modes.

Larisa Varela (City of Eugene) reviewed the goals of the project, described the project schedule, and showed the progress of design options thus far (per the PowerPoint presentation). The design team will be taking the results of the multi-day design workshop and the feedback gathered from stakeholder groups to develop options. There will be another design workshop in May to share the progress of these design options and the CPC will have another opportunity to review to progress of the design.

CAMPUS PLANNING AND FACILITIES MANAGEMENT

1276 University of Oregon, Eugene OR 97403-1276 <http://cpfm.uoregon.edu>

Discussion: The following is a compilation of questions and comments from the committee members and guests:

- To the list of "Key Values" presented, the CPC recommended adding the following:
 - Pedestrian friendly
 - Reflecting the character and quality of the university
- To the list of "Dislikes" presented, the CPC recommended adding the following:
 - Frequency of vehicles running red lights
 - Tight timing on crosswalk signs
- To the list of "Missing" elements presented, the CPC recommended adding the following:
 - Pedestrian-scaled lighting
- A member stated that roundabouts seem to be appropriate at low density of traffic, but seize up at high levels of traffic. He observed that in high traffic areas in the UK, within a short distance there are multiple roundabouts with traffic lights in between and with signalized pedestrian crossings.
- How could the goals of the projects be achieved with traditional intersections?
- Signals will likely be required for pedestrian crossings in the case of roundabouts or traditional signalized crossings because of the level of pedestrian traffic that crosses Franklin Boulevard. This will only increase over time as more university development occurs on the north side of Franklin.
- Accurate traffic projections for the future of Franklin Boulevard are critical to informing the design.
- It would be good to understand the real value of the two EMX lanes (with data) , so that it is possible to weigh the trade-off of devoting that much space to a second EMX lane throughout the entire corridor.
- One member asked if the design team considered tunnels for vehicular traffic with fewer surface-level streets to access businesses?
- Many utilities are buried under Franklin Boulevard, connecting UO land north of the street to the campus core.
- How would pedestrians access EMX stops when pedestrian crossings and EMX stations don't coincide with signalized intersections
- To the list of "Pros" for traditional signalized corridors presented, the CPC recommended adding the following:
 - Clear desire lines for pedestrian crossings.
 - Places of refuge are accommodated at traditional crossings.
 - Traditional signalized intersections take up less land/space than roundabouts.
 - Clear timings for vehicular traffic and pedestrian crossings at peak times.
 - From an ADA perspective, there is a better ability to predict how to cross at a signalized intersection.
- To the list of "Cons" for roundabout corridors presented, the CPC recommended adding the following:

- Roundabouts take up more land/space than traditional signalized intersections.
- Pedestrian barriers are often required along the street on either side of roundabouts to prevent pedestrians crossing mid-block. Gate arms may also be required at the crossings to give the pedestrians sufficient protection.
- One of the listed pros of roundabout corridors was "less delay". This should potentially have a caveat because it depends how high pedestrian flows are handled. E.g. if pedestrians can hit a button to cross, delays for vehicles could increase over a signalized intersection. There is also a conflict between "less delay" and "improved north-south connectivity across Franklin Boulevard for all modes".
- Roundabouts were presented as the design option with the most potential for green space. Carefully assess how this works at the roundabout itself, where landscape at the roundabout might obstruct sight-lines across the roundabout (necessary for safe navigation for all modes).
- The ease for pedestrians to cross Franklin Boulevard can affect the perception of the university's connection to the river.
- At-grade crossings are most convenient for pedestrians and would be most well-used.
- A roundabout at Dads' Gates would render the parking lot unusable, but would allow for a gracious pedestrian route along 11th Avenue which is highly beneficial.
- In the option which places a roundabout at Dads' Gates, the road connecting Kincaid/11th Avenue to the roundabout bisects a future potential building site. The resulting western-most parcel would feel disconnected from the campus core and would present challenges for future development of the land. Therefore, the connector should shift to preserve a better, single development parcel.
- The concept of a western gateway to campus is interesting.
- Removing vehicular traffic from 11th Avenue would cut off service and access to Deady and Villard, which is not an acceptable option.
- Varela asked for CPC feedback about the idea of removing access directly to Eugene from I5 in the option which proposes a roundabout east of Walnut.
 - One member thought it would be a big drawback to remove access to Eugene from I5.
 - Another member suggested that the connection from I5 could be reduced to one lane and the manner of accessing Eugene from I5 could be altered to reduce entry speeds e.g. a hard right turn.
 - A guest suggested considering the full arrival sequence to the UO in considering whether or not to eliminate access to Eugene from I5, pointing out that the alternative route is not the most visually pleasing.

In response to questions from committee members and guests, Varela provided the following clarifications:

- The city has asked LTD for more collaboration between the two entities on future EMX projects so that pedestrians and bikes are considered at the same time as the EMX.
- The EMX would not stop at roundabouts - the EMX would have priority over other

modes.

- Tunnels are not preferable because lighting, drainage, maintenance, and safety are a challenge. Homeless communities in Eugene tend to occupy underpasses.

Action: No formal action was requested.