



July 2, 2019

MEMORANDUM

To: Campus Planning Committee

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

Subject: **Record** of the June 28, 2019 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (chair), Mark Donofrio, Michael Harwood, Ken Kato,
Christine Thompson, Chuck Triplett

Staff: Eleni Tsivitz (Campus Planning)

Guests: Emily Eng, Karen Mason, Matt Roberts, Larisa Varela

CPC Agenda:

1. City of Eugene Franklin Boulevard Design Project - Update

Background: CPC staff introduced the agenda item and Emily Eng (Campus Planning) described the process that the University of Oregon has followed to provide input to this project. Larissa Varela (City of Eugene) presented the progress of the design options since the last meeting (per the PowerPoint presentation), described next steps for the project, and highlighted future opportunities for public input.

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

- Pedestrians will need to navigate two-way bike traffic, car and two-way EMX on both sides of the street in order to cross Franklin. This seems challenging.
- Pedestrians will not walk the full distance between intersections on Franklin unless barriers are installed to prevent informal crossings. This is why it is important to allow for a refuge area between the east and west directions of travel.
- In the future, it is likely there will be redevelopment on Franklin that will increase east-west pedestrian traffic although currently, north-south pedestrian traffic is predominant.
- Will all options presented work with the structure and clearances for the Knight Campus sky bridge?
- Assuming that existing curb-to-curb distances have been maintained in the proposed options there should be no need to make adjustments to the Knight Campus sky bridge

CAMPUS PLANNING AND FACILITIES MANAGEMENT

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

when changes are implemented on Franklin Boulevard.

- There is another pedestrian bridge option that was explored in the Framework Vision Project. This provided a connection from the Old Campus Quad, across Franklin Boulevard with one spur connecting towards the east and another towards the west (and downtown).
- Currently there is a pull-out on Franklin Boulevard for east-bound cars to turn right onto Agate, does one of the options preserve this condition in the future?
- Is there an understanding that there is a requirement to replace displaced parking at the west gateway?
- The western gateway seems less like a gateway and more like a transition between the university and the city grid.
- Were other locations for the western gateway explored?
- The eastern gateway is the optimal place for a roundabout and is a good point of entry and transition, slowing traffic exiting the interstate and entering the city.
- How do each of the options affect existing uses and do any of them necessitate the city to purchase UO property in order to make the proposed changes?
- Restricted/authorized vehicular access to the ADA parking and service area for the Miller Theatre should be maintained.
- The signalized gateway option on the west seems to have less impact on existing uses.
- The Millrace Drive Parking Garage is likely to increase traffic at the Agate and Franklin intersection. Is there data to help us assess whether a signalized intersection or a roundabout would be able to absorb this increased volume of traffic better?
- A better performance understanding is needed for the implications of roundabouts versus signalized intersections for all modes at each location.
- Please describe whether the quality of north-south crossings for pedestrians on Franklin have been improved, remained unchanged, or deteriorated.
- Reassess the need for 1-way versus 2-way bike lanes on either side of Franklin.
- With the exception of the round-about at Walnut, a committee member was uncertain that the proposed roundabouts could be successful.
- As observed at the 515 Franklin building, on-demand pedestrian signals cause gridlock on Franklin usually providing the opportunity for only one or two pedestrians to cross at a time.
- It seems like a major challenge at the roundabouts is that the EMX could have priority over pedestrians.
- It would be challenging for the EMX to go under Franklin as there are many buried utilities existing underneath the corridor.
- The pedestrian crossings at Onyx and Agate are both a priority for the university. The current proposals for the design of those crossings appear to inhibit the functioning of the university.
- The roundabout shown at the Onyx intersection would not have sufficient space to accommodate the large service vehicles that must continue to have access to the science buildings on the south of Franklin.
- At the Onyx intersection, pedestrian crossings, bicycles, and service all need to work - one cannot be prioritized over the other.

- Onyx experiences particularly heavy pedestrian traffic. Why include an option that puts more vehicles at Onyx versus another intersection?
- At the Agate intersection, an additional consideration is that Agate is used by neighbors and the community at large. There will be many people accessing the area to the north in the future and Option 3 seems to fail to accommodate these needs.
- Consider de-emphasizing vehicular traffic southbound on Agate Street. For example, provide a left turn option out of 13th and Moss. This would aid in the goal of prioritizing pedestrian and bike transit from Agate and 13th towards the west.
- The realignment of the Moss Street intersection seems to make sense and could improve vehicular access to the parking garage.
- The Moss Street intersection could become a primary visual gateway to the university. Visitors are already directed to check in at the Ford Alumni Center and many park at the associated garage. There could be an increase in the volume of visitors entering campus at this location in the future with the construction of the Recruitment Center as part of the Housing Transformation Project.
- In order for the redevelopment of the Romania property to succeed, a left turn on Orchard or Walnut must be provided.
- Providing good access to points of interest along and adjacent to Franklin Boulevard seems to be a better goal than vehicular expediency through the corridor. In particular, allow convenient access to the Matthew Knight Arena, Hayward Field and the parking garages.
- Carefully consider whether all exclusive right turn lanes are strictly necessary.
- Please review document provided by the University of Oregon in February to confirm UO's priorities as these continue to be relevant.
- If changes on Franklin cause motorists to choose alternative routes, where will they choose to go? Ensure that there are not negative domino effects.
- Consider the block and a half further west of Alder Street on Franklin Boulevard and do whatever possible to improve the connection to downtown.
- The university wants to be welcoming and connected to the community. Implement whatever physical changes possible to make it easier to access and a more welcoming destination.
- Ideally, on the portions of Franklin, where the University of Oregon has property on both sides, it should feel like one is driving through campus, not by it. If the goal is to have more expedient vehicular traffic flow, that could contribute to the feeling of driving by campus. Part of crafting the desired experience is the university's responsibility, to orient and design buildings correctly, but part of it can be addressed by the corridor itself.

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

- Currently personal vehicles are allowed to drop off Miller Theatre attendees at Dad's Gates. This function will need to be maintained somewhere close by.
- The Romania redevelopment will change conditions on Franklin dramatically.
- Hayward Field is a major attraction and driver of vehicular flow north-south at the Agate intersection.

- Ensure that cars turning onto 13th from Franklin Boulevard in the future do so more slowly than they do today.

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

- It would be preferable for pedestrians to cross the street in one attempt, rather than to cross one direction of traffic, wait at a refuge, then cross again.
- Some of the signalized intersection options allow left-turn lanes, others do not.
- The realignment of Moss Street could happen in any of the options.
- The intent of these design options is to improve the motorized vehicle travel time through this part of the corridor while simplifying the complexity of the intersections.
- LTD has stated that they are open to the idea of the EMX going through or around the roundabouts.
- The West Gateway can be built in another phase, to coincide with future UO redevelopment.
- Performance modeling will likely happen in August.
- State law requires that if a road is redone, it must include a bike facility when complete.

Action: No formal action was requested.