



# Sustainable Action Plan Transportation – Phase I

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2019

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Transportation Services  
Contact: David Reesor



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## Goals of the document

This document supports the goals laid out in the [Comprehensive Environmental Policy](#), point #4 – Transportation: The University will support alternatives to commuting by single occupancy vehicles and encourage students, employees and guests to use alternatives that minimize environmental impact. It provides an overview of what we are currently doing to meet this goal and plans for future improvement.

## Background

The University of Oregon Transportation Services Department (TSD) has historically focused on parking rather than the broader campus transportation system. Prior to 2013, parking management and enforcement was operated through the UO Public Safety Department. In 2013, the university created its own police department (UOPD) and a separate department to oversee parking and transportation.

**Future:** Current TSD Director David Reesor began work in July 2018, and recently launched a Strategic Plan to identify ways to move the department toward managing the broader campus transportation system. That planning process is currently underway and expected to conclude in late spring 2019. Following the Strategic Plan, Director Reesor will work closely with Campus Planning to launch an update of the 1973 Campus Long-Range Transportation Plan.

## Current programs

### Vehicular Parking

TSD oversees a parking inventory of approximately 3,600 permit, metered, and service spaces. Parking is primarily available in surface lots with the exception of the underground lot at the HEDCO Education building with 127 spaces and the Columbia Garage with 376 spaces on three underground levels. Each lot has a designated number and authorizes permit parking by employee, student, and/or visitor. Parking Service staff enforce permit requirements through 6pm, Monday through Friday. UOPD provides enforcement services nights and weekends for egregious violations (e.g., parking in a fire lane).

Department staff manage parking permit sales both online and in-person, and process citation appeals from customers. Special event parking is also managed through the department.

### Carpool

A carpool is a group of three or more individuals who ride in the same vehicle to the UO campus area. At least two people in the carpool must be faculty, staff, or students. A mixed carpool of faculty, staff, and/or students will be assigned the appropriate permit based upon the majority in the carpool.

Carpool parking permits are available to those who are both:

- Groups of two people or more who wish to travel in one vehicle to campus;
- Current faculty, staff, and students.

In order to be eligible for a student or faculty/staff carpool permit, applicants must have a vehicle. A carpool is a pool of cars, only one of which is allowed to be on campus at a time using that permit. Many people confuse ride sharing with carpooling. Ride sharing is where one person has a vehicle or several vehicles registered to them but has people ride in to campus with them who don't have a car. TSD encourages ride sharing but this does not qualify them for a carpool permit.

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### **Free bus fares**

Students, staff and faculty with a valid UO ID card ride free on Lane Transit District Buses, including EmX buses (rapid bus). This regional system connects county-wide destinations. The [LTD website](#) has information on routes, bus stops and passes.

### **Bike Parking**

The UO provides over 7,400 bicycle parking spaces on campus. Bike parking space types vary and oversight responsibilities include individual buildings, departments, and residence halls. TSD oversees an inventory of 182 bike cage spaces and 106 bike locker spaces. TSD sells permits to cages and lockers on an annual basis.

### **Driver Certification**

TSD currently manages the university's Driver Certification Program. Oregon Administrative Rules (571-010-0110) govern the driver certification process, which applies to state-owned vehicles and hired or borrowed vehicles used on university business travel.

### **Active Transportation Options**

In August 2018, the TSD reclassified a position in the department as a new Active Transportation Coordinator. The intent of this change was to create a full-time position dedicated to increasing bus and bicycle commuting to campus and reducing single occupant car trips to the UO Campus, congestion, and overall carbon emissions from automobile use.

### **Access Shuttle**

The access shuttle is a scheduled shared ride service provided at no cost to students, faculty, staff, and visitors with permanent or temporary conditions that limit mobility. Employees wanting to use this service should coordinate initial mobility needs through the Office of Affirmative Action & Equal Opportunity in coordination with TSD. Students must submit a requested schedule of needed class-related transportation to the shuttle driver as soon as possible, preferably two weeks prior to the start of the term. The shuttle schedule is based on student class schedules, with first priority to those received at least two weeks prior to the start of the term.

### **Ancillary/Related items**

#### **UO PD shuttles**

UOPD currently manages and operates three evening shuttle services, including: Safe Ride, Designated Driver Shuttle (DDS), and Campus Shuttle. In 2017-18, UOPD assumed professional management of the UO's long-standing Safe Ride and Designated Driver Shuttle programs, which help students get home safely. Safe Ride and DDS are provided as an on-call service, while the Campus Shuttle operates on a fixed route in the evenings.

#### **UO Bike Program**

The UO Bike Program is a branch of the EMU Outdoor Program. The Bike Program helps connect UO students to bicycles, loans commute-ready bikes for a term, and provides daily rentals. They help students

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learn to fix their own bike in their free, do-it-yourself workshops. They also offer advice on the bike-buying process and provide volunteer and internship opportunities.

### **Transportation Planning**

Transportation planning at the UO has historically been managed, to a minimal degree, through Campus Planning. Given Campus Planning's limited resources and primary focus on land use development, transportation planning has only received a small-degree of attention. Through TSD's Strategic Plan, transportation planning will gain a higher priority through the department. Collaborative transportation planning is essential to successful growth of the campus.

### **Vision and Next Steps**

#### **Vision/Strategic Goals Statement**

Historically, TSD has focused almost exclusively on the management of campus parking with minimal management of the overall campus transportation system. The department's Strategic Plan, which is currently underway, will create an updated transportation vision to better serve its customers and more clearly articulate the department's mission. The Strategic Plan will include a vision statement, mission statement, goals, and measurable strategies to help implement goals over time. Subsequent to the Strategic Plan, data will be gathered on an annual basis to measure progress.

#### **Holistic Transportation Department Strategic Plan**

The University of Oregon (UO) Transportation Services Department (TSD) is currently developing a Strategic Plan to address programs and customer service over the next five years. This is the first formal strategic plan for the TSD, which became a standalone department in 2013. The plan will place special focus on creating a department-wide mission and a transportation and parking vision for the university. An evaluation of current services and extensive stakeholder engagement will shape the development of goals and annual performance measures. The Strategic Plan will guide decision-making and serve as a reference for long-range planning activities.

### **Transportation Planning**

Following the Strategic Plan, TSD will work closely with Campus Planning to launch an update of the 1973 Campus Long-Range Transportation Plan. This existing Transportation Plan has never been updated. It is very limited in breadth and primarily focuses on transportation guiding principles. TSD will lead this new update effort in cooperation with Campus Planning. This Transportation Master Plan update will identify existing transportation and parking issues, including congestion, inventories, and so forth. It will estimate future needs based on customer service goals and identify projects needed to achieve those goals. Lastly, it will identify reasonably likely funding opportunities to implement projects over a 20-year planning horizon.

#### **Collaborations with the City / Regional Agencies**

Historically, TSD has had minimal collaborative efforts with the city and other regional partners. Director Reesor recently reached out to the [Central Lane Metropolitan Planning Organization](#) (MPO) in an effort to improve transportation planning collaboration. The MPO is the lead agency for regional transportation planning and distributing federal transportation dollars for the Central Lane County area. The MPO works cooperatively with local governments and transit providers to set priorities for transportation needs. Their processes enable the Eugene-Springfield area to receive millions of dollars annually in federal transportation funding.

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## Conclusion

This is a living document that will be updated to reflect changes, improvements, and formalized plans as we formulate and then work on new goals and programs.