

University of Oregon

Long Range Campus Transportation Plan

(Adopted by the Campus Planning Committee April 19, 1973; Revised April 30, 1973, November 22, 1974, March 5, 1975; Approved by President Robert D. Clark April 28, 1975; Amendment adopted by Campus Planning Committee June 5, 1976; Approved by President William Boyd November 1976).

This plan lies in the context of a continuing examination of the transportation problems associated with the University. Its form and recommendations derive not only from earlier studies but also from discussions with concerned representatives from the community. The plan contains what are presently seen as the long range transportation goals of the University, together with policies for reaching the goals. While the recommendations contained in this plan can be endorsed immediately, some of them may take years to carry out. As time passes, specific policies may need to be changed or abandoned. The plan does not establish a schedule for change but is based on the premise that steps will be taken as they become possible, consistent with orderly development and the plans of local governmental agencies.

I. Purpose and Guiding Principles

1. The Purpose of the Long Range Campus Transportation Plan is to determine University transportation policies and procedures. The fundamental principles of the plan are the following:

- (a) Transportation and movement of people shall, above all, further the central mission of the University--educational, intellectual, spiritual, and physical development of its students.
- (b) Transportation planning shall treat the campus in the context of the wider community and shall be an essential element of overall planning for the University.
- (c) Transportation modes which provide inexpensive, safe and convenient access to campus facilities shall be employed.
- (d) Transportation facilities shall aid in preserving or creating a high-quality campus environment.

2. The central idea of this plan is the creation of a Local Transport Area, one to two miles in diameter, around the University community. Within this area, University policies encourage the use of pedestrian, bicycle, and public transport as modes of travel while discouraging the use of private cars.

3. Besides the general principles mentioned above, the following five guidelines have been used in the formulation of the specific policies appearing in Section II.

- (a) Purpose of streets: *Streets are primarily for the movement of people and goods and the safety of property and people, not the storage of vehicles.*
- (b) Movement Priorities: *Priority for movement is as follows: emergency vehicles, pedestrians and disabled persons, bicyclists, public transportation, motor-driven vehicles for service and, lastly, personal cars.*
- (c) Commuter movement: *To reduce the load on arterial and residential streets, alternatives to commuting by private automobile must be provided.*
- (d) Cost of Parking: *Those who benefit from parking on campus should pay the cost of doing so. The appropriate University administrative unit should pay the incremental cost of providing special parking facilities needed for job-related activities.*
- (e) Accessibility: *The campus must be accessible to faculty and students in a way which encourages their active participation in the teaching, learning, and creative activities of the University.*

II. Policies

Positive incentives to facilitate the establishment of a *Local Transport Area* must supplement legislation, regulations, or policies that attempt to alter existing patterns of transportation or movement on the campus and in its surrounding neighborhoods. The policies listed below seem at this point to provide best for the establishment of a *Local Transport Area*.

1. Encourage faculty, staff, and students to live conveniently close to campus. The University should encourage provision of housing in the area east of Agate Street and should give its backing to development and maintenance of housing near campus which enhances the quality of life and is consistent with the University's central mission.

2. Provide direct transit service between outlying areas of University population, campus, and downtown. The Lane Transit District should be asked to provide such service before policies 8 and 11, which reduce parking, take effect.

Among routes to consider are:

- (a) Westmoreland - Campus
- (b) Downtown - Campus
- (c) South Willamette - Campus

3. Establish a University-LTD mass transit liaison committee to investigate such policies as:

- (a) Embarkation points for LTD buses on campus, e.g., near 14th and Kincaid, Franklin and Onyx, 13th and Agate.
- (b) Reduced fares for students and non-peak hour commuters.
- (c) Nighttime and holiday bus service.
- (d) Buses for special events.
- (e) Express routes to campus from centers of Student-Faculty-Staff housing.
- (f) Flexible working hours for employees to match bus schedules.

4. Establish an expanded bicycle path network through the local transport area to aid access from peripheral areas to campus. Such possibilities as the following need immediate consideration.

- (a) Lock-up facilities on campus and peripheral parking lots.
- (b) Exclusive bicycle lanes connecting with pathways on campus.

Some possible routes to consider are:

- (1) Alder or Kincaid, campus to 25th
- (2) Kincaid on east side of street, 11th through 15th
- (3) University, south along present bike route
- (4) Agate, 13th to 23rd
- (5) 17th, Agate to Fairmount
- (6) 23rd, Agate to Alder
- (7) 18th, Agate to Westmoreland
- (8) 12th or 13th, campus to Chambers
- (9) Franklin Boulevard

5. Initiate designated bicycle pathways on campus, with "designated" understood to signify prior right to, but not exclusive use of, such pathways.

6. Facilitate the safe and expeditious movement of disabled persons, pedestrians, and bicyclists by designating certain pathways as primary bicycle routes. Where these pathways intersect with other campus routes and sidewalks, as well as upon such other routes and sidewalks, guideline I.2 of this Plan shall at all times prevail. Actions consistent with this policy might include:

- (a) Designing bicycle pathways, involving matters such as alignment, grades, surface textures, etc., in a manner attractive to bicycle users.
- (b) Clearly marking such bicycle pathways in as unobtrusive a manner as is consistent with the concerns of safety.
- (c) Designation of east- and westbound bicycle lanes on the closed portion of 13th Avenue as a major thoroughway for bicycle traffic across the University campus.
- (d) Establishing bicycle lanes and pathways on other University streets as deemed appropriate to facilitate such movement and safety.
- (e) Enforcement of the priority rights of the disabled person and pedestrian use of routes and sidewalks not specifically designated as bicycle pathways as required by guideline I.2 of this Plan.

(f) Informing bicycle users, as well as disabled persons and pedestrians, about the rules, designations, markings, and movement patterns relating to traffic on the University campus (e.g., provide maps, a rule/handbook on bicycle use, etc.).

7. Recognize the special needs of pedestrians and the disabled on campus by such actions as:

- (a) Providing adequately wide sidewalks on or near the campus.
- (b) Providing level crossings at street intersections.
- (c) Providing more covered benches.
- (d) Improving pathways.
- (e) Encouraging the City of Eugene and the Oregon Department of Transportation to adjust signals for pedestrian ease.

8. Minimize the use of central campus land area for parking. Allow no new parking lots in the central campus area which will not aid in the immediate reduction of total parking area. (City of Eugene cooperation is required to implement this policy.)

9. Establish policies on parking permits, guidelines for location and size of campus parking lots, and reduction of on-street parking on campus.

10. Provide adequate parking facilities at cost for all University employees whose jobs require them to live on campus.

11. Provide parking for visitors. Parking areas should be designated for the use of occasional visitors to such facilities as museums and administrative offices, and convenient parking should be available for visitors on official business. Costs of visitor parking should be borne by the visitors or the units they visit, as deemed appropriate. This policy is not intended to provide special parking for salesmen or others conducting private business on University property.

12. Cooperate with the City of Eugene in establishing a restricted parking zone around the campus. Regulations will discourage storage of commuter cars on city streets in the campus area. In order to provide alternatives to commuters and campus residents affected by the curtailment of on-street parking, implementation of this policy should be coordinated with action on policies 2 on direct transit service, 8 on campus parking, and 17 on development of the former Eugene Sand and Gravel Company property.

13. Use road patterns to restrict vehicular traffic in the interior of the campus. Loops, cul-de-sacs, and one-way roads are possible devices.

14. Obtain an accurate accounting of the University costs in administering, maintaining, and securing its parking facilities and roadways. Such a determination must be made to assess the comparative costs of alternative responses to campus transportation needs and to set equitable rates for parking.

Attention should be given to State System budget and funding procedures, which may require modification to implement this policy.

15. Reaffirm the University's position of opposing all new expressways between 30th Avenue and Centennial Boulevard, between the University and central Eugene, between the University and Fairmount Boulevard, and between the University and the Willamette River. The campus is now divided by Franklin Boulevard and the Southern Pacific railroad tracks and would be cut off from the surrounding community by any major expressway or freeway development in the campus vicinity.

16. Reaffirm the University's position that Franklin Boulevard should not be closed or moved.

17. Investigate possible ways to facilitate crossing of Franklin Boulevard by pedestrians and bicycles.

18. Investigate the possibility of developing parking on a portion of the former Eugene Sand and Gravel Company property. Improved access will be required for any ultimate use of this land. Additional access should be located to allow maximum flexibility in use of the property consistent

with the needs of the University and community and with preserving the unique qualities of the property.

19. Explore the possibility of providing parking facilities for commuters at some distance from campus. Shuttle service would be required between such outlying lots and campus.

20. Encourage ride-sharing and the formation of carpools through such means as preferential parking rates and publication of lists of potential riders by geographic area.

III. Assignment of Responsibility

1. Implementation of the policies of this plan falls under the broad responsibility of the Vice President for Administration and Finance. The Director of University Planning is the administrative staff member most closely associated with their implementation, while the Campus Planning Committee is the appropriate advisory student-faculty body. Both the Director of University Planning and the Campus Planning Committee and its subcommittees must work closely with external agencies such as the Lane Transit District, City of Eugene, L-COG, and the Oregon Department of Transportation, as well as with citizens groups such as neighborhood associations and the Eugene Bicycle Committee.

2. Expanded user groups will be designated before the specific projects to implement these policies are carried out.

3. Members of the University community will be directly and individually involved in transportation planning as participants in user groups and as they choose for themselves between alternative modes of personal travel.