

project overview



INTRODUCTION

This project will create a visionary Conceptual Design for the 13th Avenue Axis to be a model of excellence in campus open-space design, reflect the Campus Plan principles and university values, and redefine the student experience of being on 13th Avenue, which serves as the primary east-west corridor through campus.

GOALS

- Create a Conceptual Design to unify the 13th Avenue Axis as a cohesive corridor promoting pedestrian and bicycle safety while providing for emergency and service access needs.
- Redefine the visual character of the 13th Avenue Axis to create a unique and unified axis reflective of university values and history. Eliminate the visual impact of the original use as a vehicular thoroughfare.
- Promote universal access throughout the corridor.
- Implement applicable principles and recommendations of the Campus Plan, FVP, and past studies into site specific design solutions.
- Develop a Conceptual Design to implement in phases or as stand-alone projects.
- Engage the UO community to identify needs, opportunities, and refine project goals.
- Implement strategies for storm water treatment and sustainable design.
- Accommodate the full ranges of uses throughout the 13th Avenue Axis including special events like the ASUO Street Fair.
- Enhance campus gateways and the Heart of Campus (13th Avenue and University Street) to improve safety, wayfinding, and circulation.

CURRENT ISSUE

13th Avenue is a major Axis within the campus open space framework and is the primary east-west corridor for pedestrians and bicyclists through campus. However, the visual character, circulation patterns, and levels of safety on 13th Avenue vary throughout the axis. Today the majority of the axis looks and feels like a typical street designed for automobiles.

The Campus Plan and past studies have identified opportunities for enhancements of 13th Avenue to improve visual character, gateways, circulation, and universal access. However, without a holistic 13th Avenue Axis Conceptual Design which recommends specific improvements it is not possible to understand how to move forward with implementation.

DESIGN DRIVERS

primary axis

13th Avenue should be the campus' best way to move east-west across campus—efficient, comfortable, and delightful to walk and bike on it, anytime. It should connect and celebrate the campus open spaces and buildings along it.

a place for people

13th Avenue should be a place for people to move freely, gather, and take part in campus life. A crossroads for students, faculty, and visitors, it should act as a center of public life, connecting campus and the larger community.

sense of place

13th Avenue should have a strong sense of place defined by its physical environment and the activities that happen there. It should be a strong organizing feature of the campus open space that helps people know where they are.

university mission

13th Avenue should reflect the university's purpose, vision, and values. As an open space it should stimulate opportunities for learning, discourse, and expression.

campus plan

13th Avenue should support the Campus Plan and its Principle and Pattern Framework. It should embody its vision that the campus will be responsive to needs, adaptable to emerging opportunities, and beautiful to behold.

flexibility

13th Avenue should be flexible and accommodate a range of events and activities outside its key daily functions.

pragmatism

Its design should allow 13th Avenue to be built and adapted over time as opportunities and needs evolve.

sustainability

13th Avenue should be environmentally responsible and sustainable in its design and the ongoing maintenance required to fulfill its goals.



existing conditions

From Kincaid to Agate, the use and character of 13th are inconsistent. Some areas work well and feel good; others don't.

13th is a thoroughfare and crossroads. It is bustling throughout the school day but doesn't support student life as well as it could.

Between classes, peak flows of pedestrians and cyclists are extraordinary. At other times, low flows are very low.

The vehicular functions of the street dominate its space and character, even when they aren't active.

use your dots!

- I like this
- I don't like this



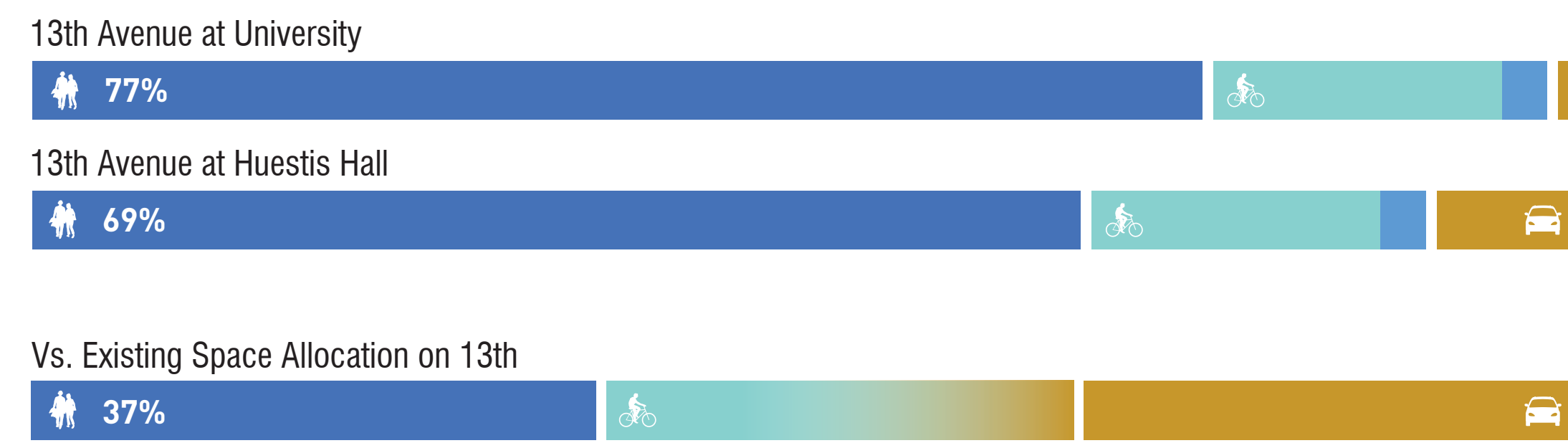
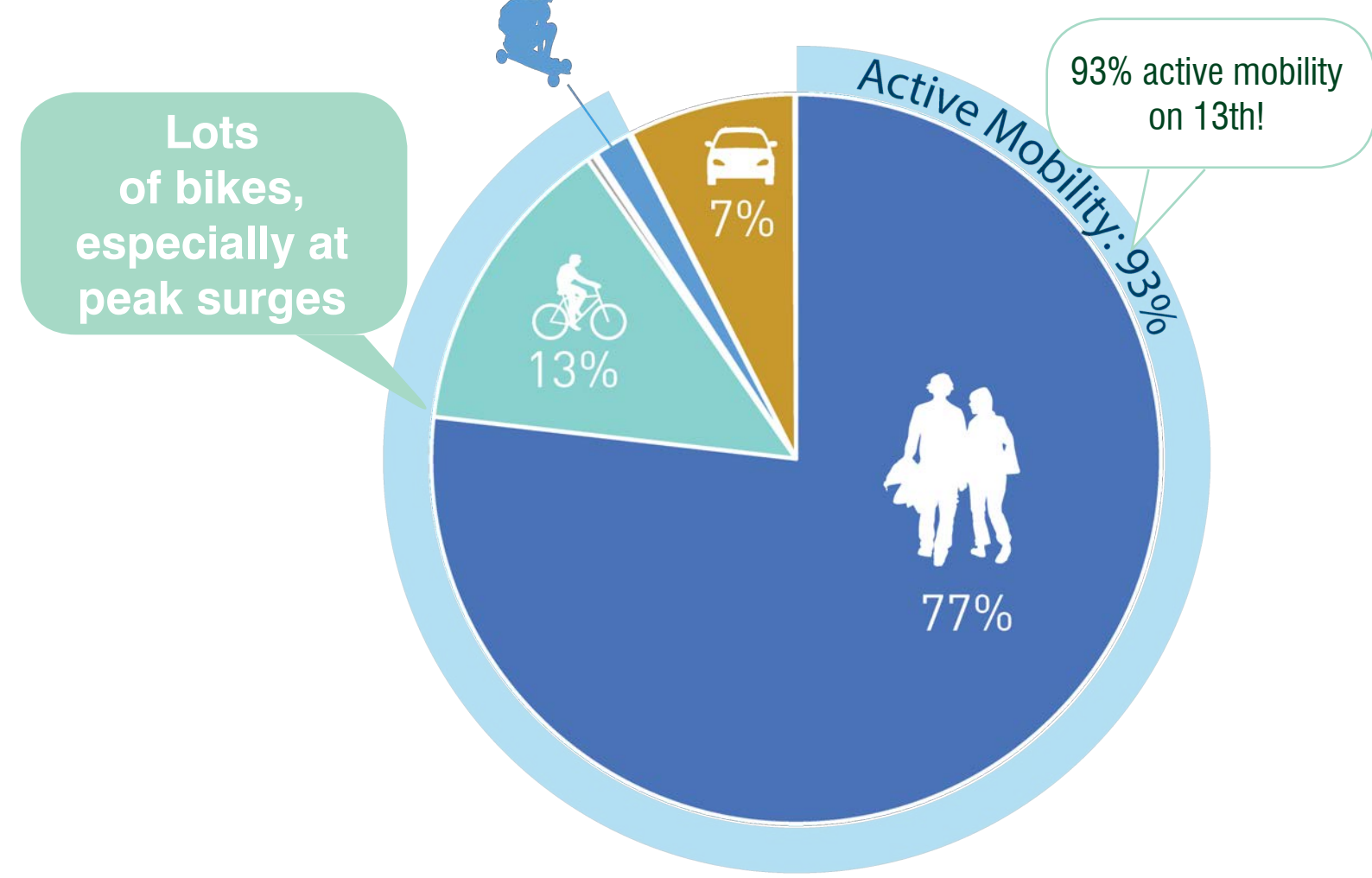
Public Life

is the social activity that takes place in everyday public spaces on campus - on streets, in quads and plazas, and in spaces between buildings. It is what people create together when they learn, work and live their lives outside of their homes, classrooms, workplaces and cars.

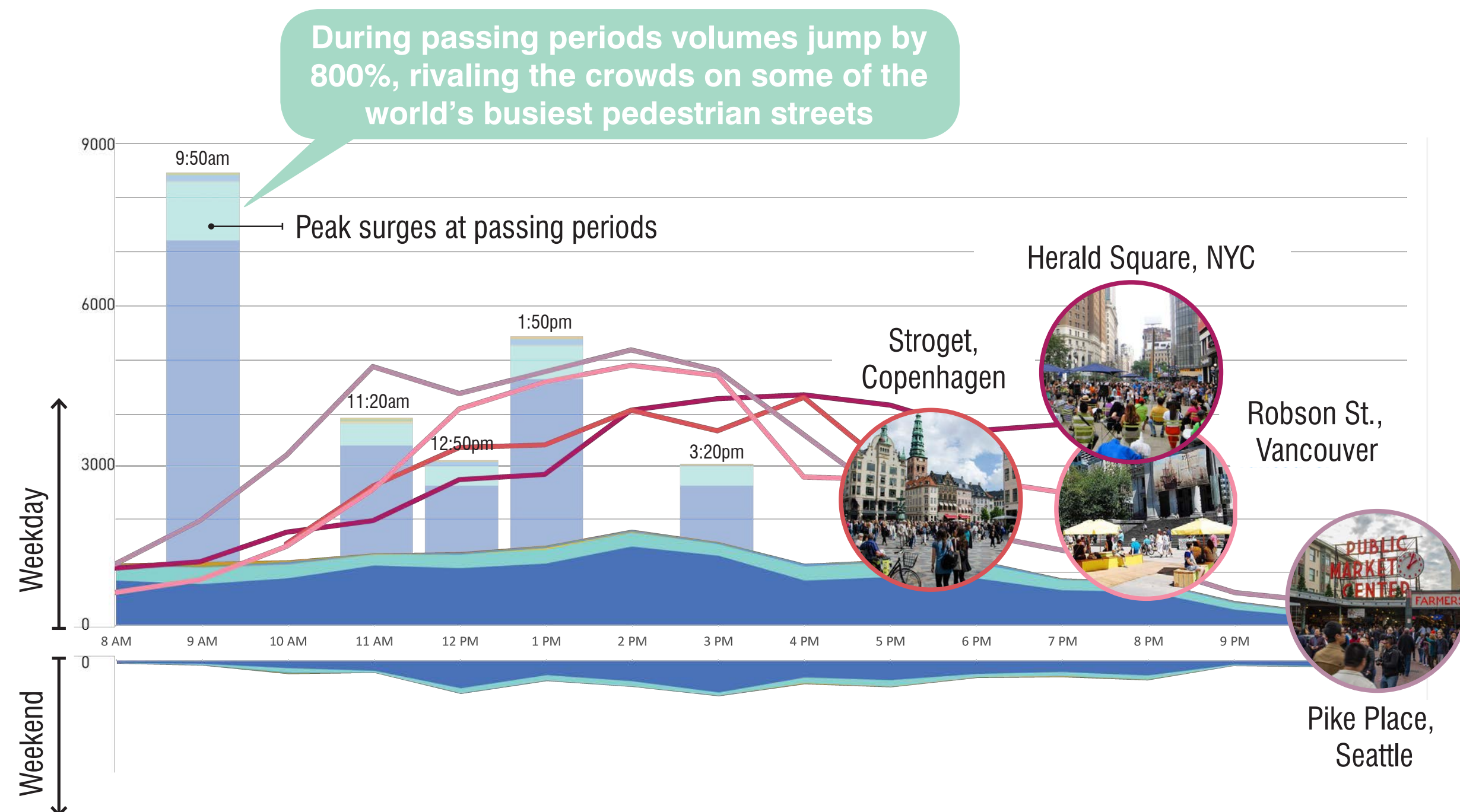
1

13th Avenue is on par with the world's busiest pedestrian streets during class exchanges, and active mobility dominates

How People Move on 13th



Pedestrian volume - people moving at 13th and University



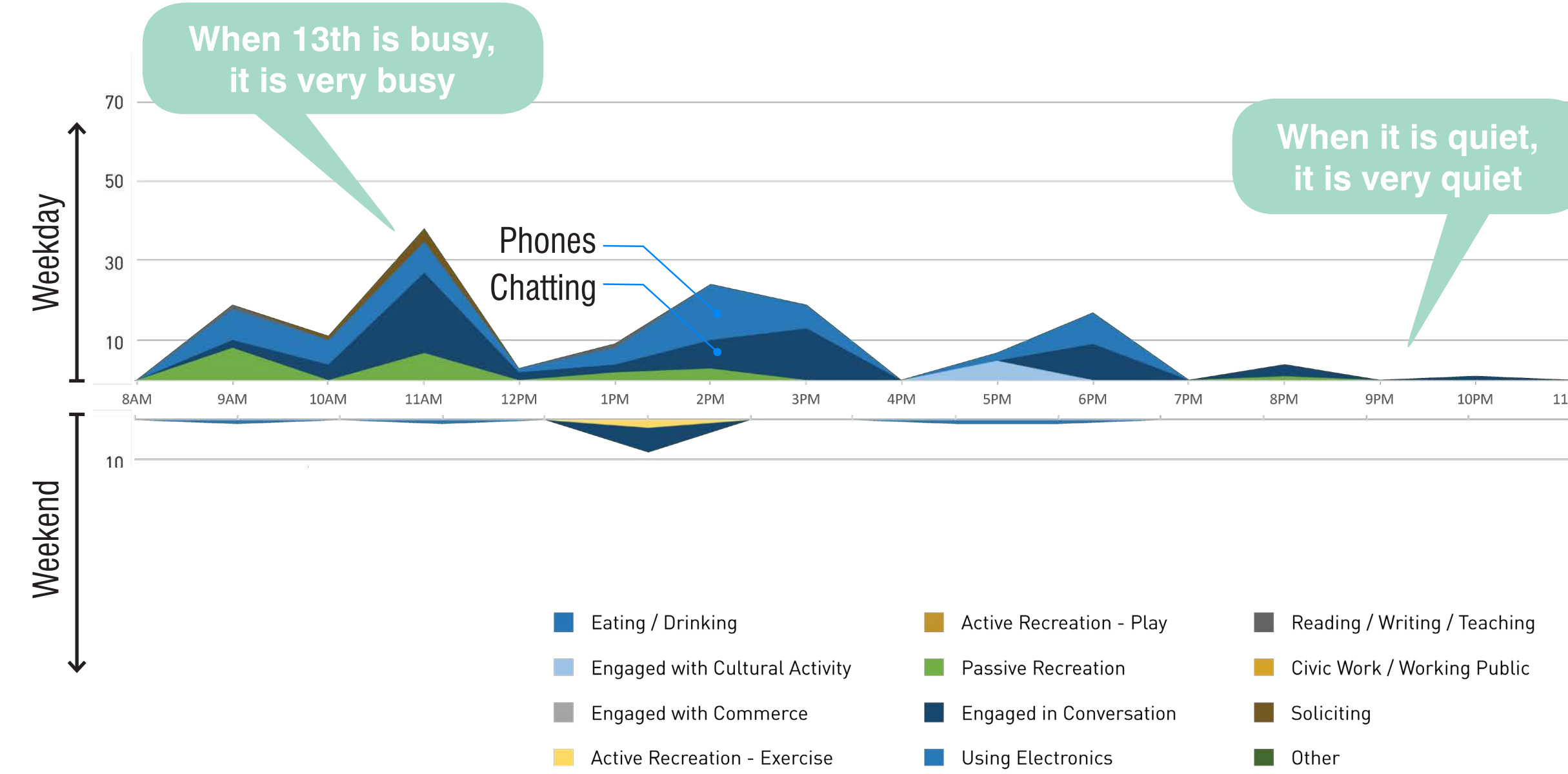
Guiding questions for design:

- How might we encourage active mobility and accommodate high volumes while still keeping 13th Avenue comfortable for hanging out?

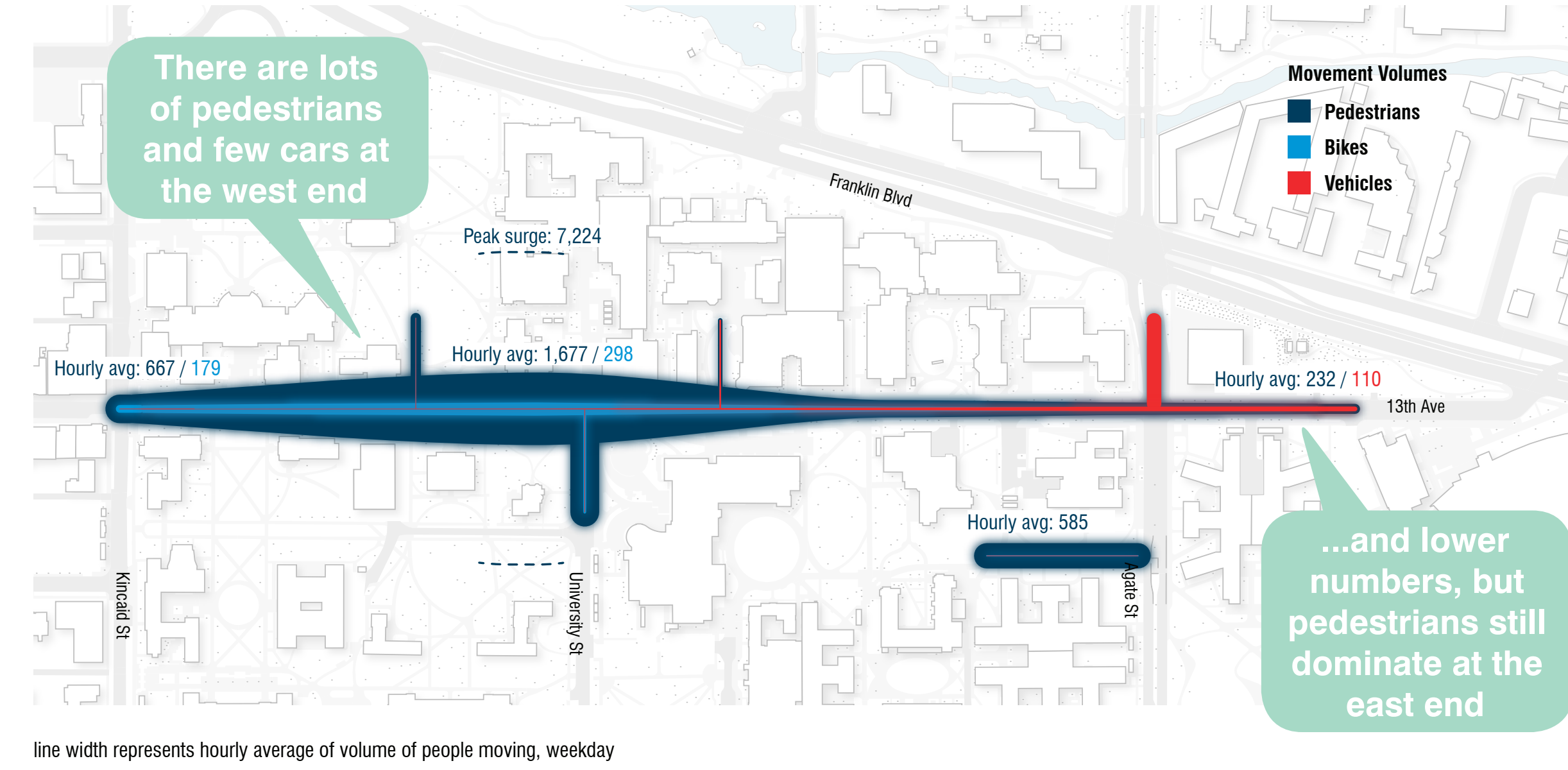
2

...But, there are huge fluctuations in people moving and staying

What people do (13th at University)



Weekday movement volumes along 13th Avenue



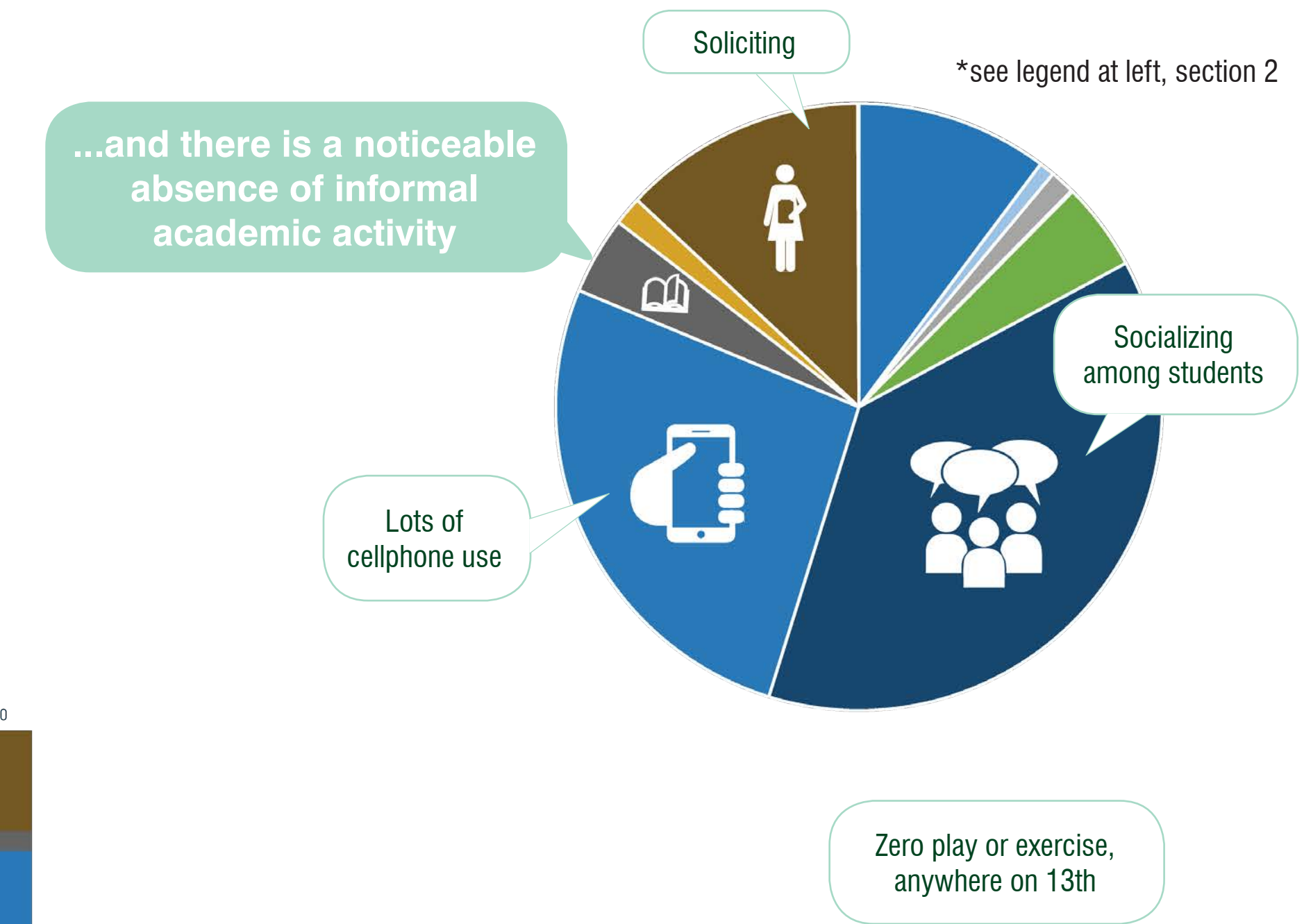
Guiding questions for design:

- Can we expand the hours of staying activities so that 13th Avenue is more active at night and on the weekends?
- How might we ensure that 13th Avenue feels safe and welcoming, even when it is empty?

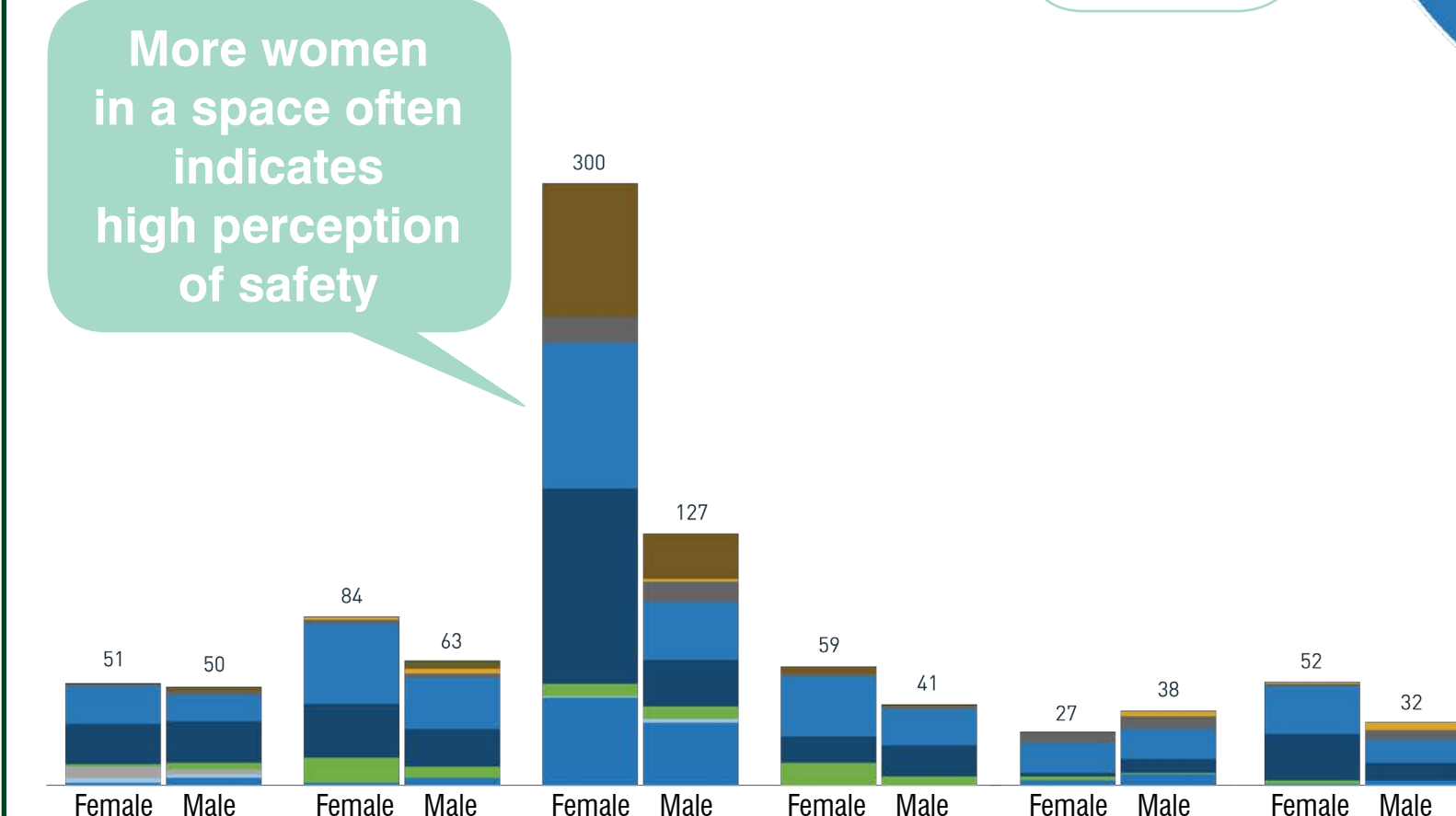
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People spending time are mostly socializing and using cell phones

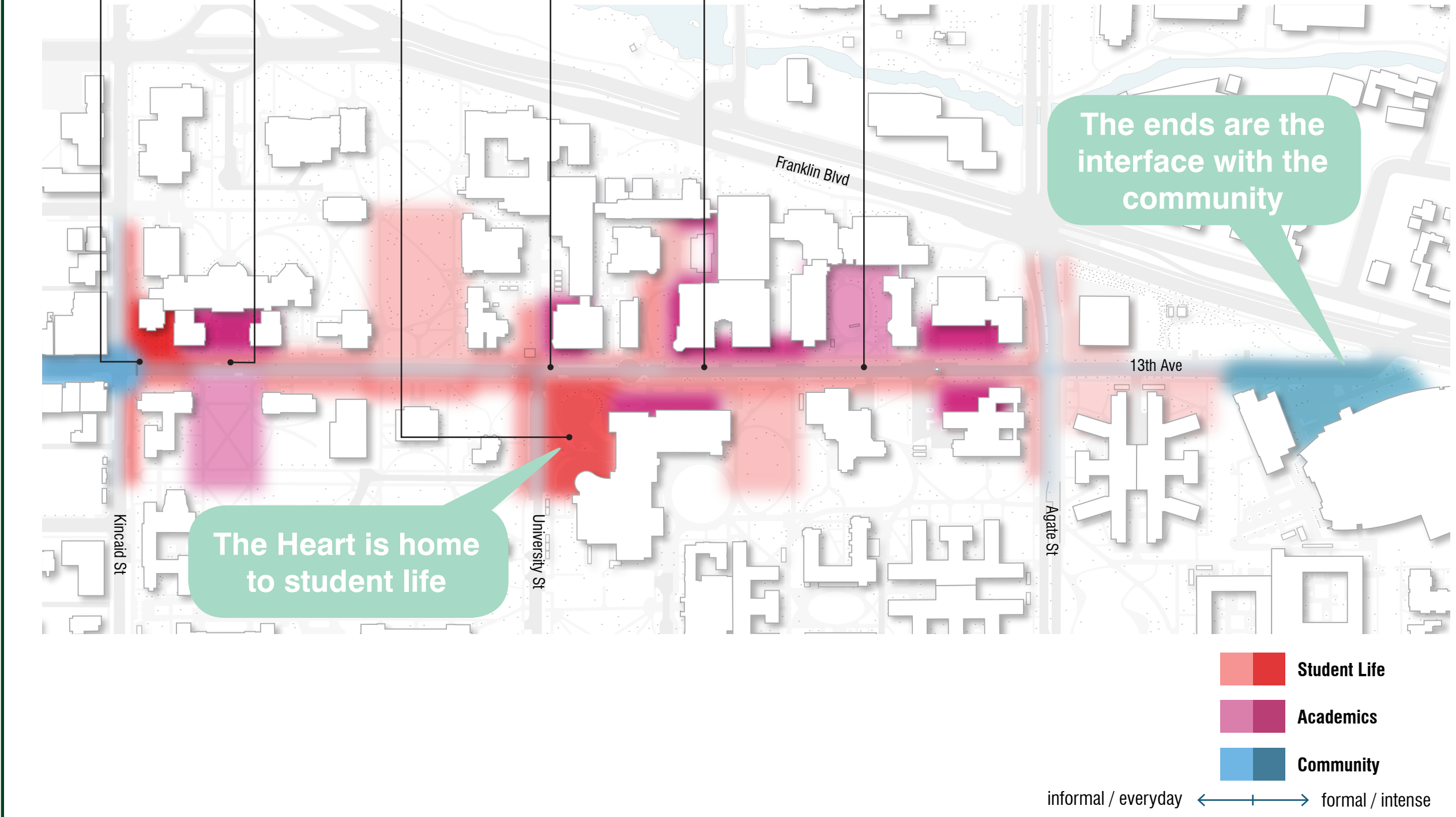
What are people doing? (staying activity across all of 13th Avenue)



Who is staying?



Intensity and type of public life



Guiding questions for design:

- Can we bring together different members of the university community by providing invitations for a broader range of uses?

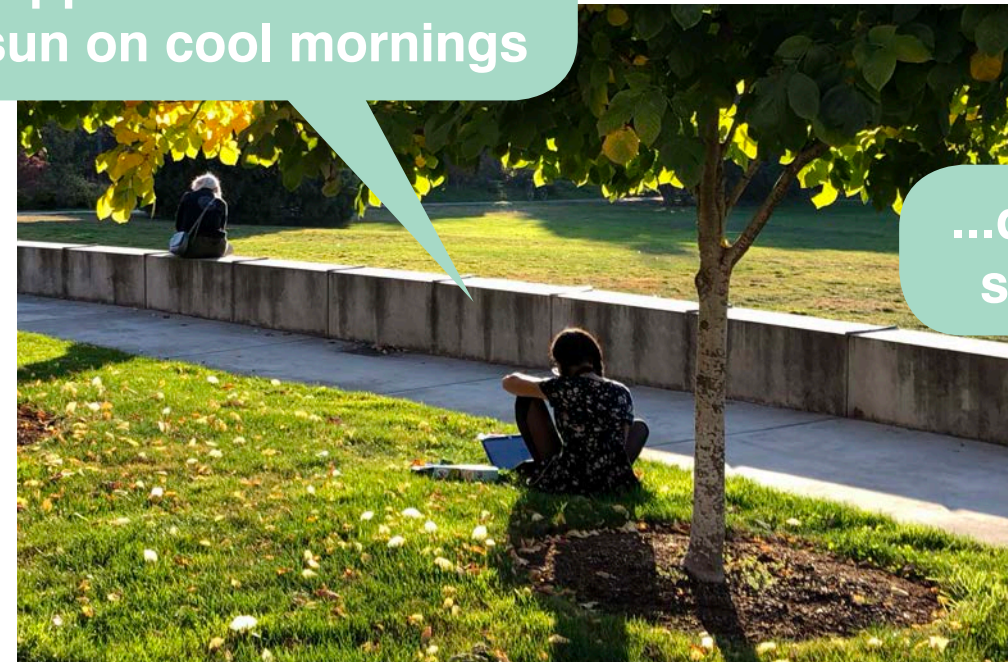


Public Space & Public Life Insights

People gravitate toward good microclimates

- People sit where it's warm (or cool) enough to be comfortable

Campus has lots of opportunities to find sun on cool mornings



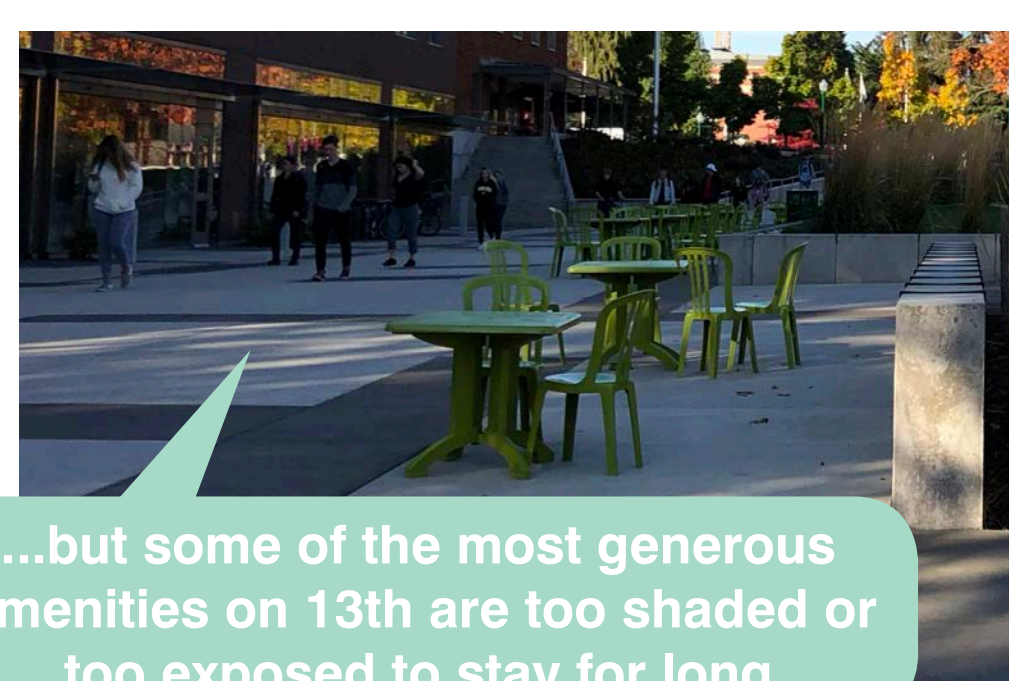
...dappled shade on sunny afternoons



...and warmth on cold nights



...but some of the most generous amenities on 13th are too shaded or too exposed to stay for long



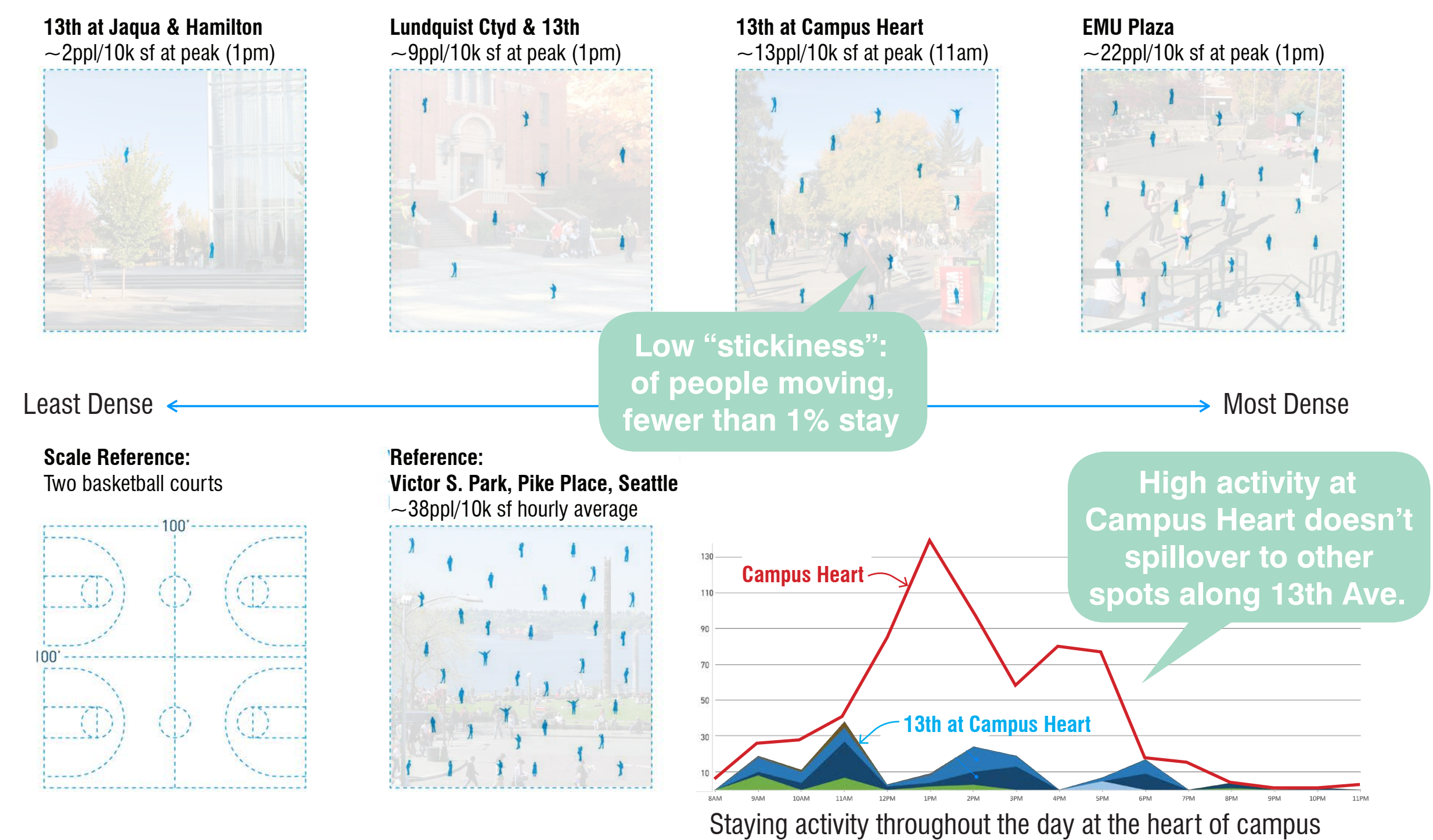
People stay where they're invited

- Well-loved open spaces are defined by enclosure and invitations to stay
- Both architecture and landscape can provide good edges and reasons to be there



People moving ≠ people staying

- Some spaces feel extremely busy, yet have very few people actually stopping to stay
- The density of people staying in spaces along 13th varies greatly, with the most staying activities in the most well-defined spaces



People need protection from the elements

- Protection from the rain and wind allows people to enjoy public spaces throughout the year, especially in spaces where people most want to spend time

it can rain on 1/3 of class days!



...but protection from the rain is sparse on 13th, especially where most people prefer to spend time



Of the few people staying along 13th, nearly all gravitate toward occupiable edges



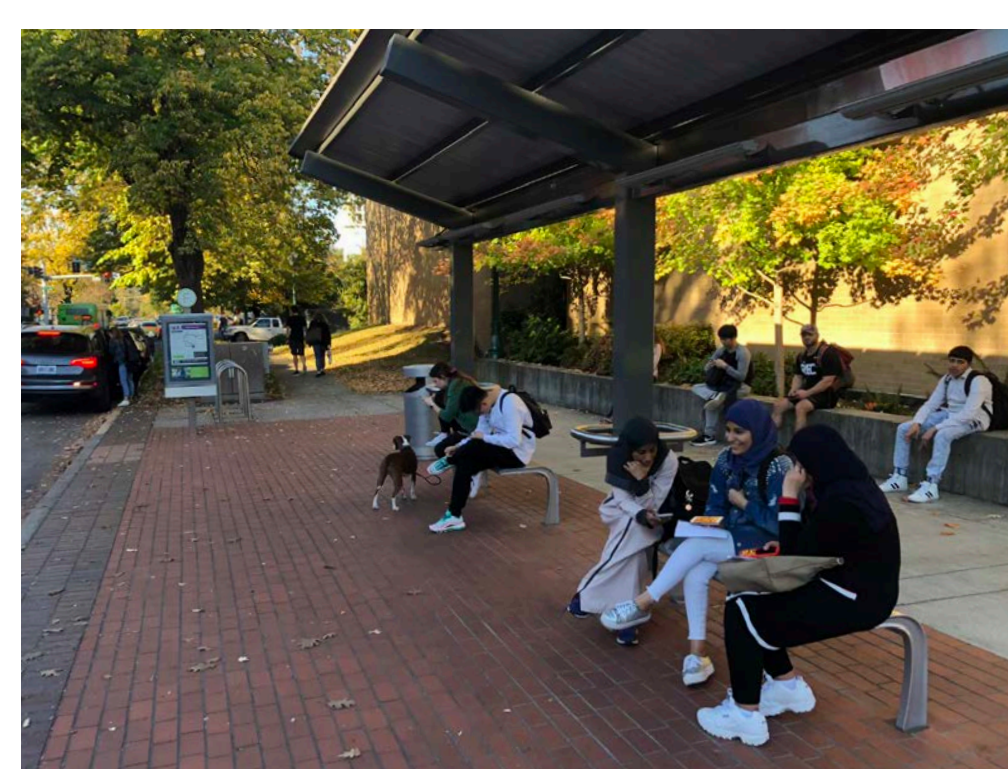
...out of the through zone, in 'eddies' where public life can unfold



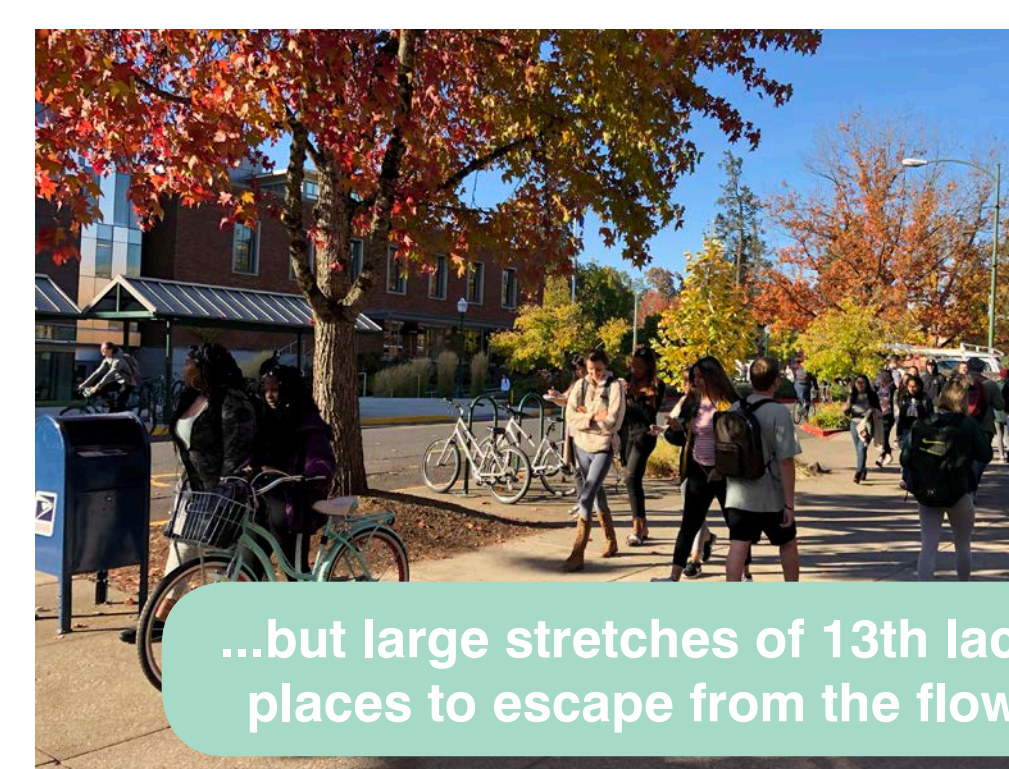
Quiet, enclosed spaces are especially sought out



Protection from vehicles is also lacking on 13th, even though 'people on wheels' outnumber drivers 6 to 1

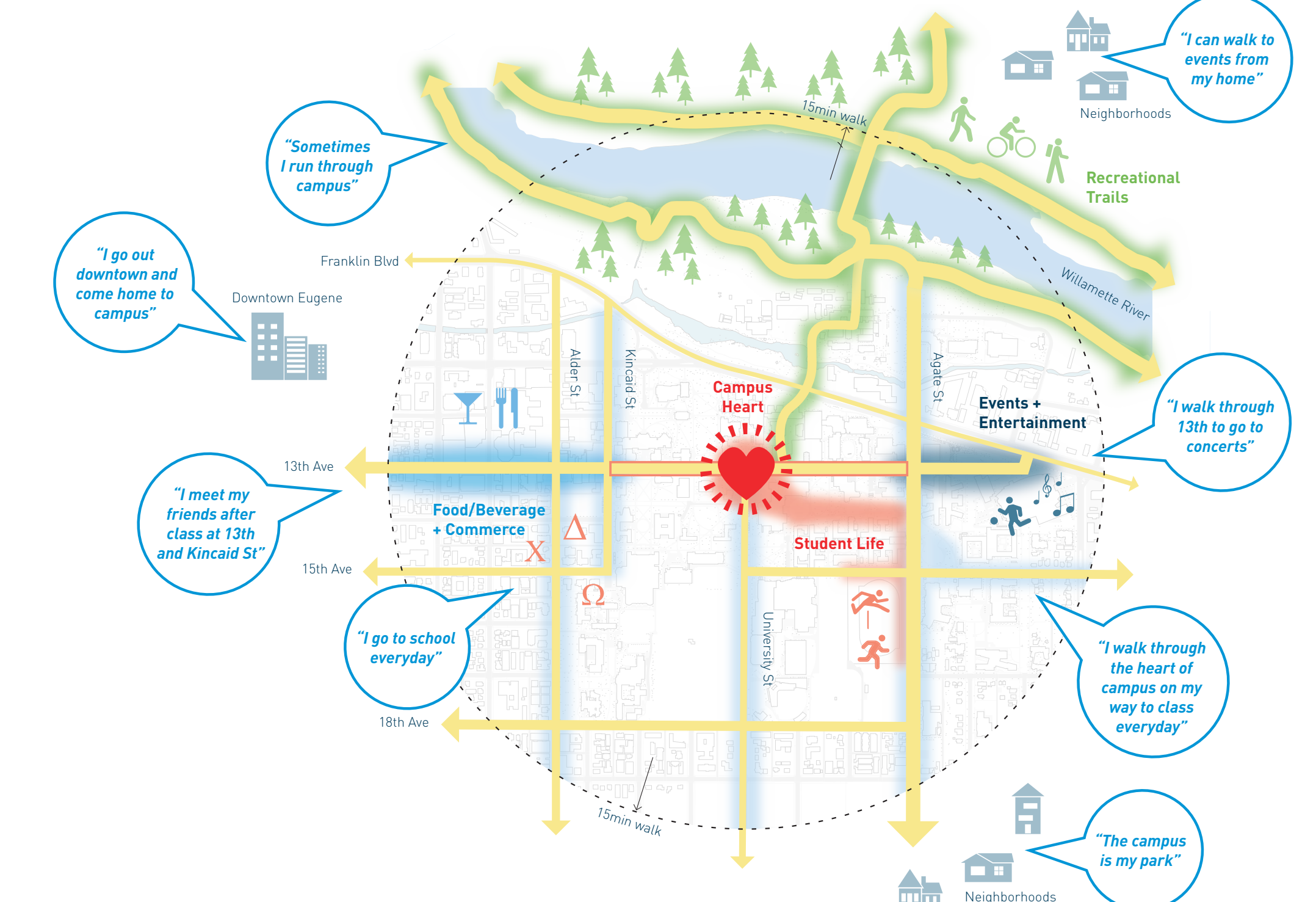


...but large stretches of 13th lack places to escape from the flow



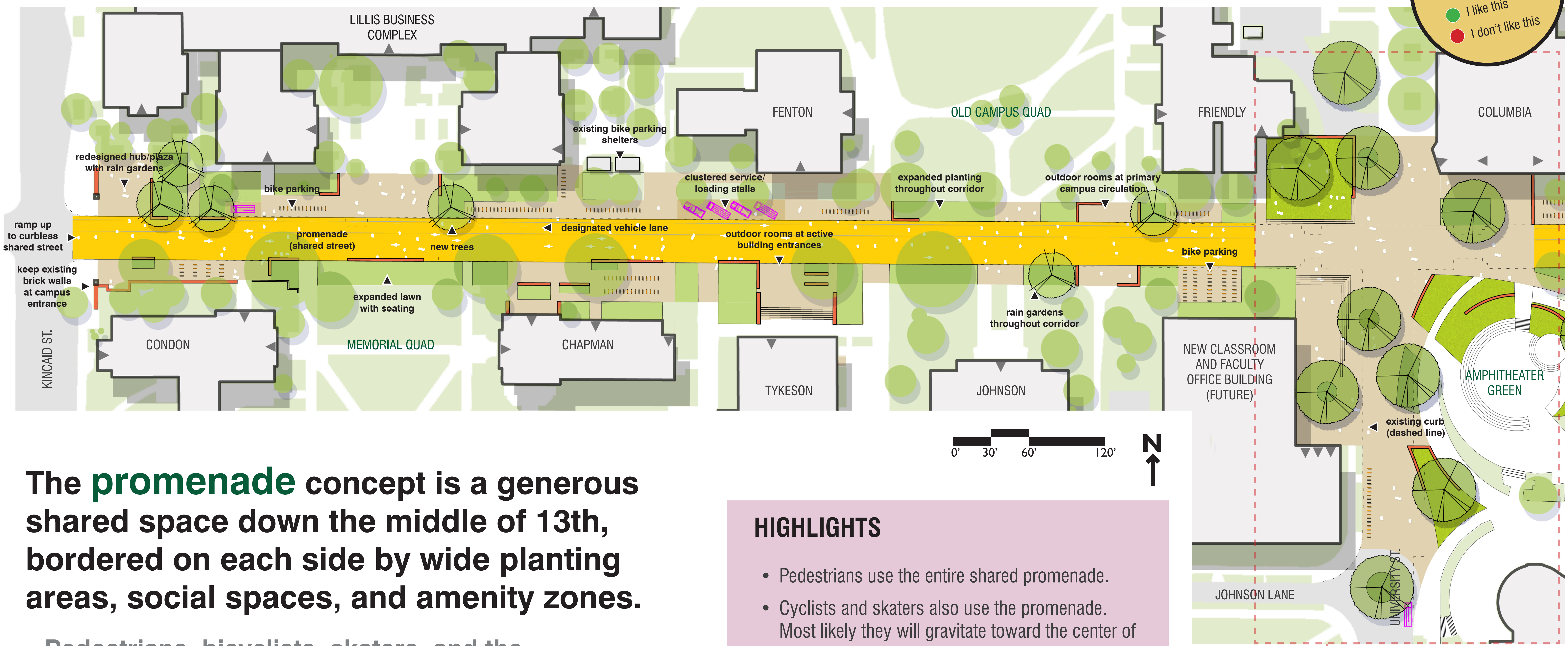
Public life is strengthened by community connections

- 13th Avenue is a crossroads for students, faculty, staff, visitors and residents
- Understand connections and entry points to make 13th Avenue attractive to students and residents alike



promenade CORRIDOR CONCEPT 1

use your dots!
 ● I like this
 ● I don't like this



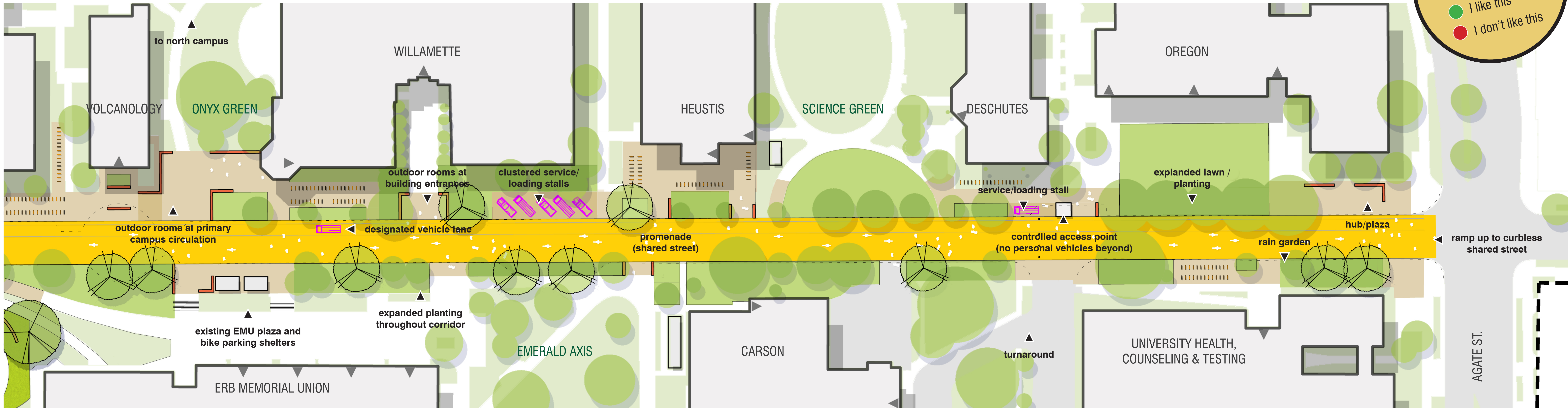
The **promenade** concept is a generous shared space down the middle of 13th, bordered on each side by wide planting areas, social spaces, and amenity zones.

Pedestrians, bicyclists, skaters, and the occasional vehicle share the whole street, a bustling social space itself. “Outdoor rooms” connect the street to campus buildings and open spaces, providing planting, seating, and bike parking outside the thoroughfare.

- ### HIGHLIGHTS
- Pedestrians use the entire shared promenade.
 - Cyclists and skaters also use the promenade. Most likely they will gravitate toward the center of the space, and when it is busy between classes, they may prefer to walk.
 - Service and delivery vehicles must stay in a designated lane within the shared space, westbound only. No personal vehicles.
 - The amenity zone, outside the promenade, is a deep transition area between the street and adjacent buildings and open spaces. It is comprised of “outdoor rooms” with social seating, bike parking, and flexible space surrounded by large planting areas and rain gardens (vegetated stormwater treatment).

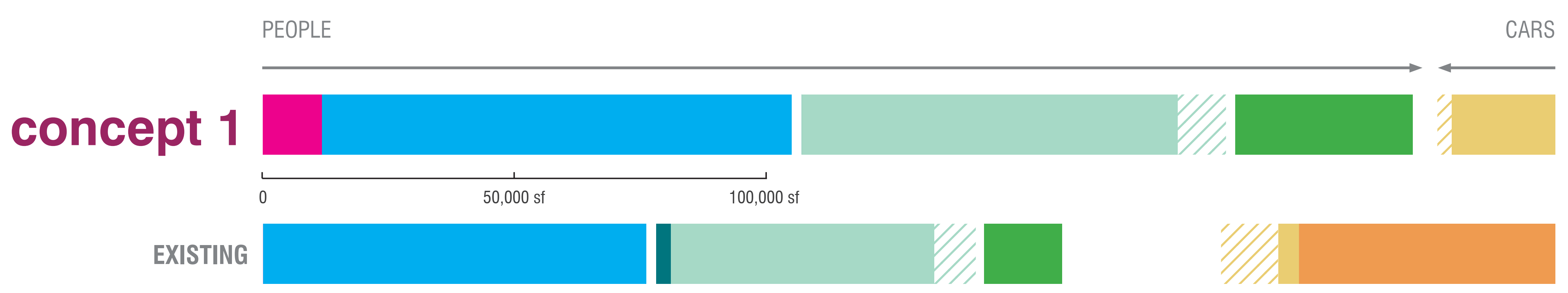
campus heart
 see terraces board

use your dots!
 ● I like this
 ● I don't like this



ALLOCATION OF SPACE (corridor only; does not include Campus Heart)

Concept 1 increases space for pedestrian priority circulation, as well as total space for bike circulation. It eliminates vehicle priority circulation and decreases the total space for vehicles. It significantly increases space for planting and creates new social space to support public life on 13th, mostly in the outdoor rooms along the promenade, which is a communal campus space in itself.

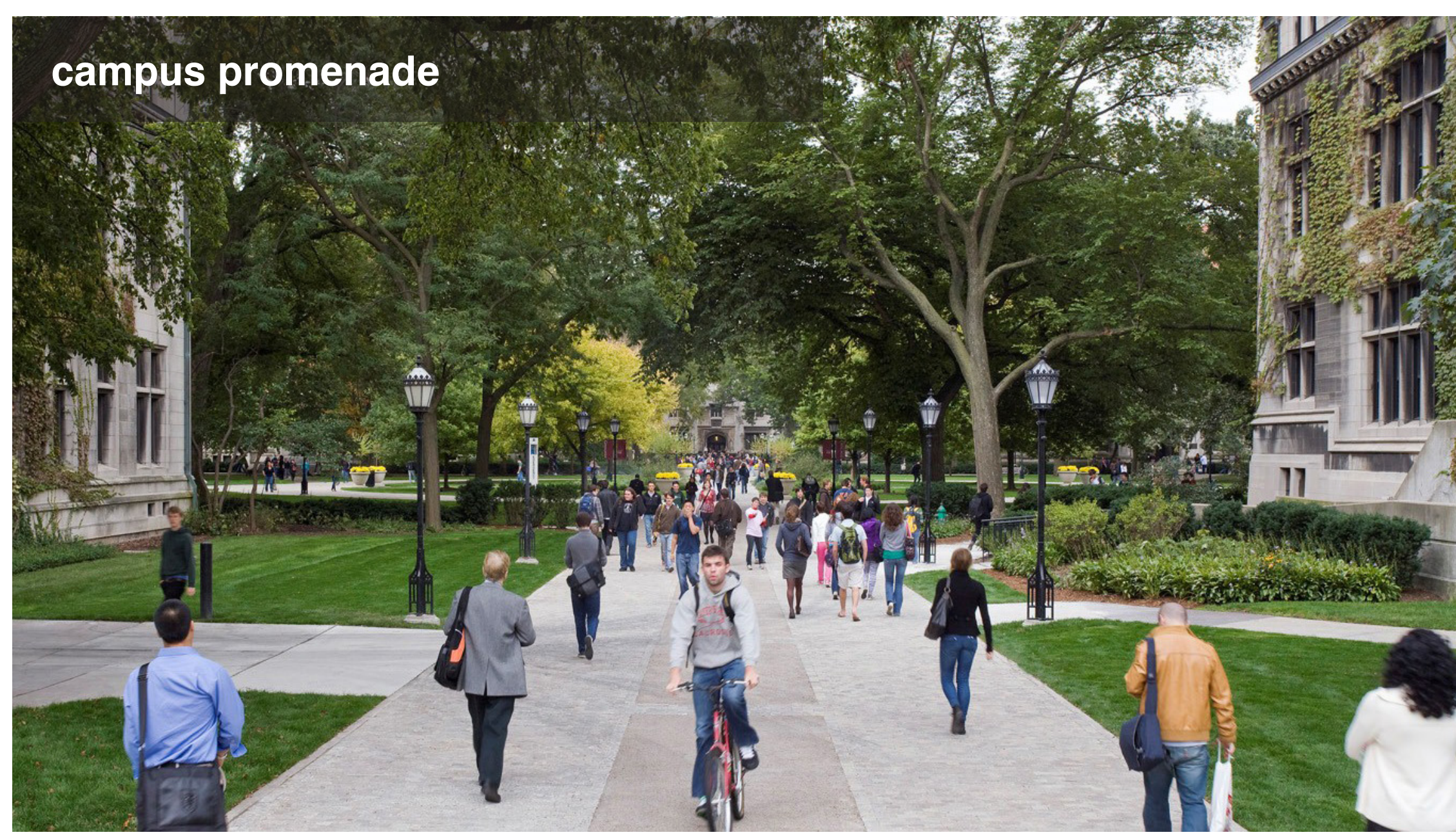
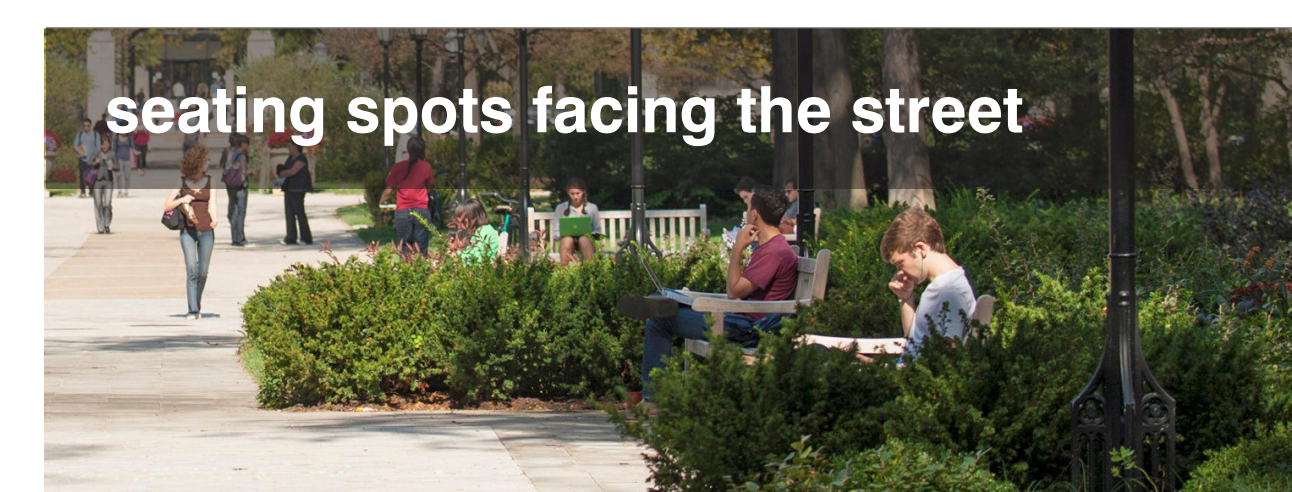
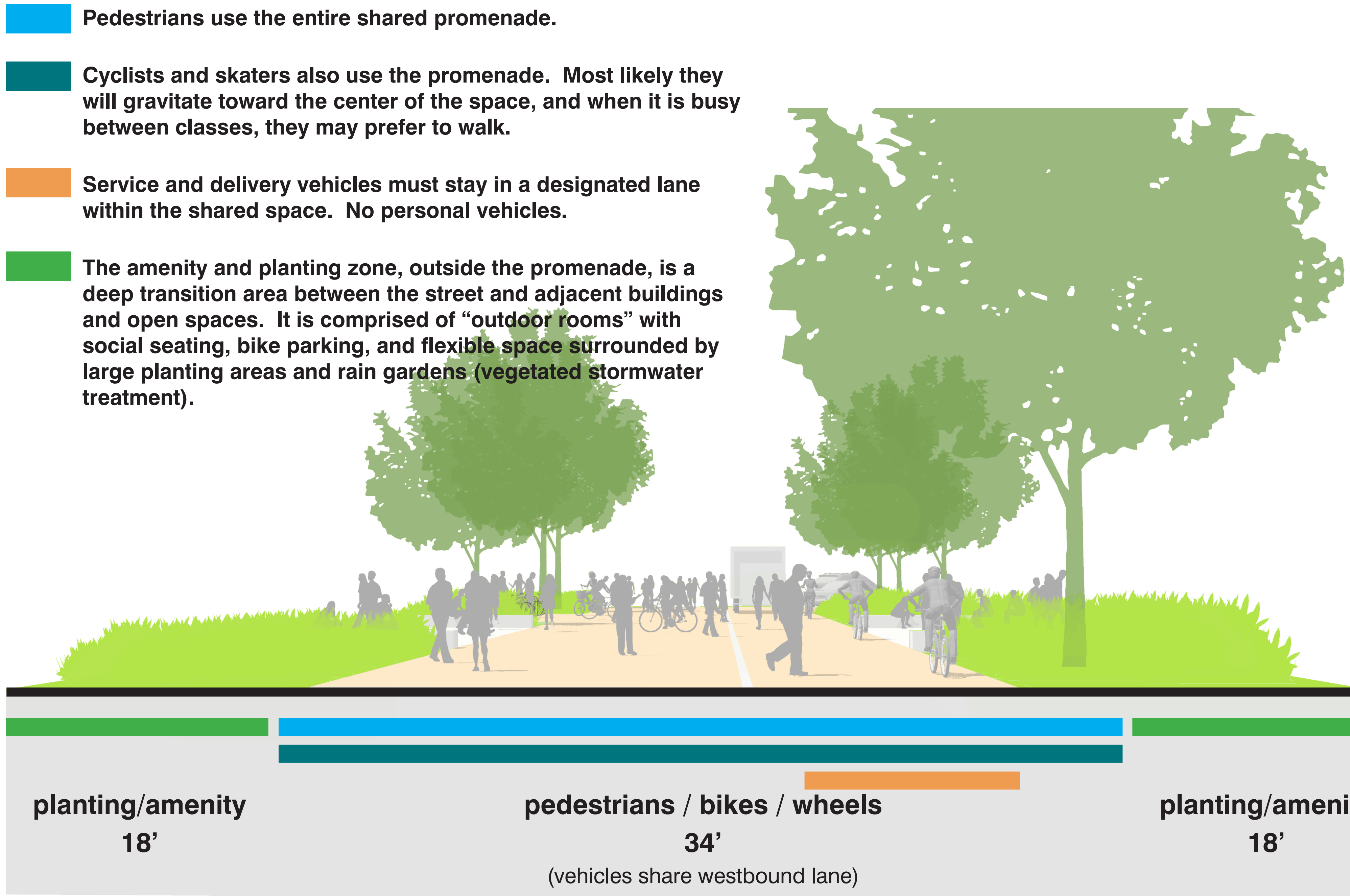


LEGEND			
■ social space	■ bike priority circulation	■ planting	■ vehicle priority circulation
■ pedestrian priority circulation	■ bike secondary circulation	■ bike parking	■ vehicle secondary circulation
	▨ bike parking		▨ vehicle parking

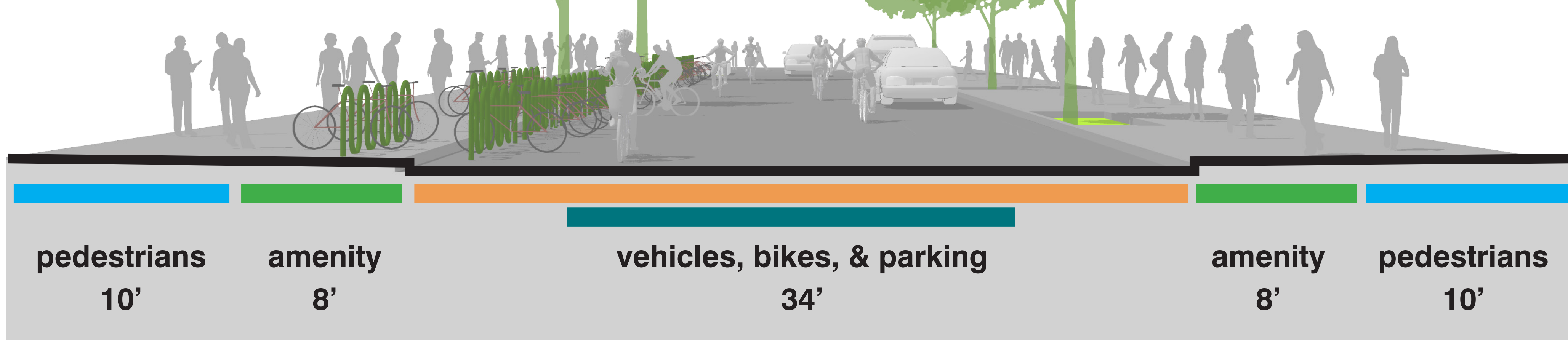
promenade DESIGN

use your dots!
 ● I like this
 ● I don't like this

DESIGN SECTION



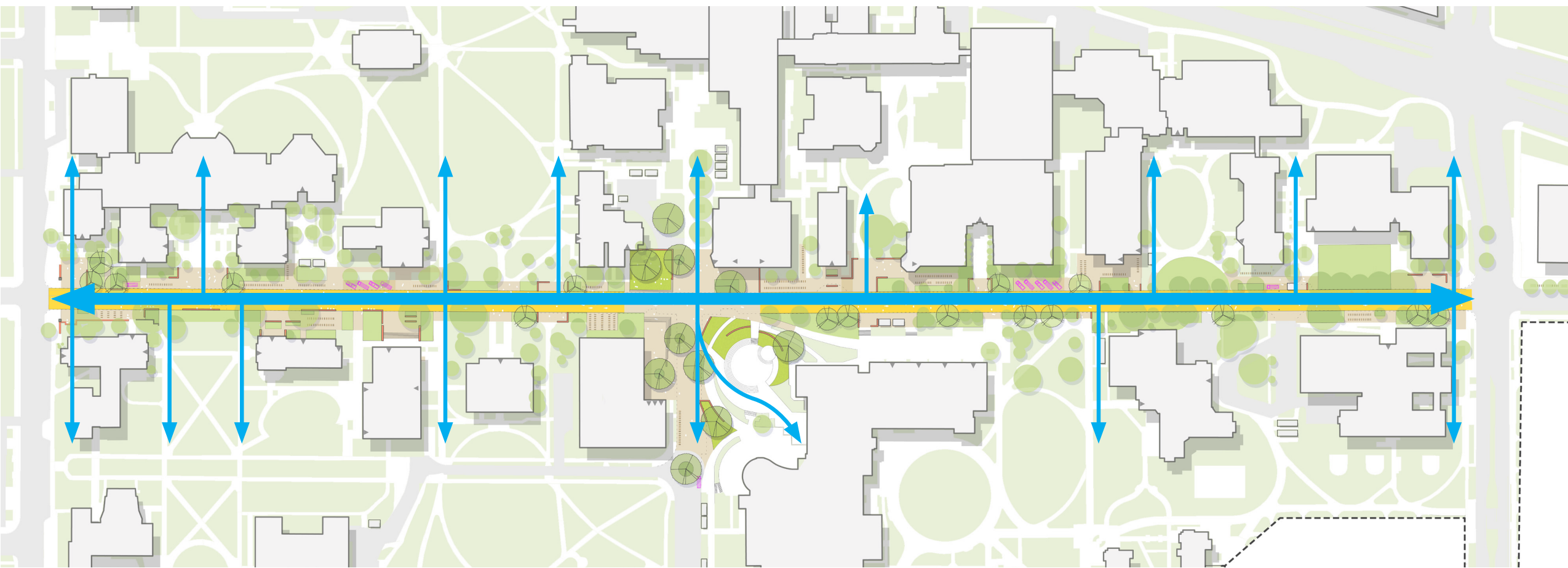
EXISTING SECTION 13TH AVE TODAY



promenade SYSTEMS

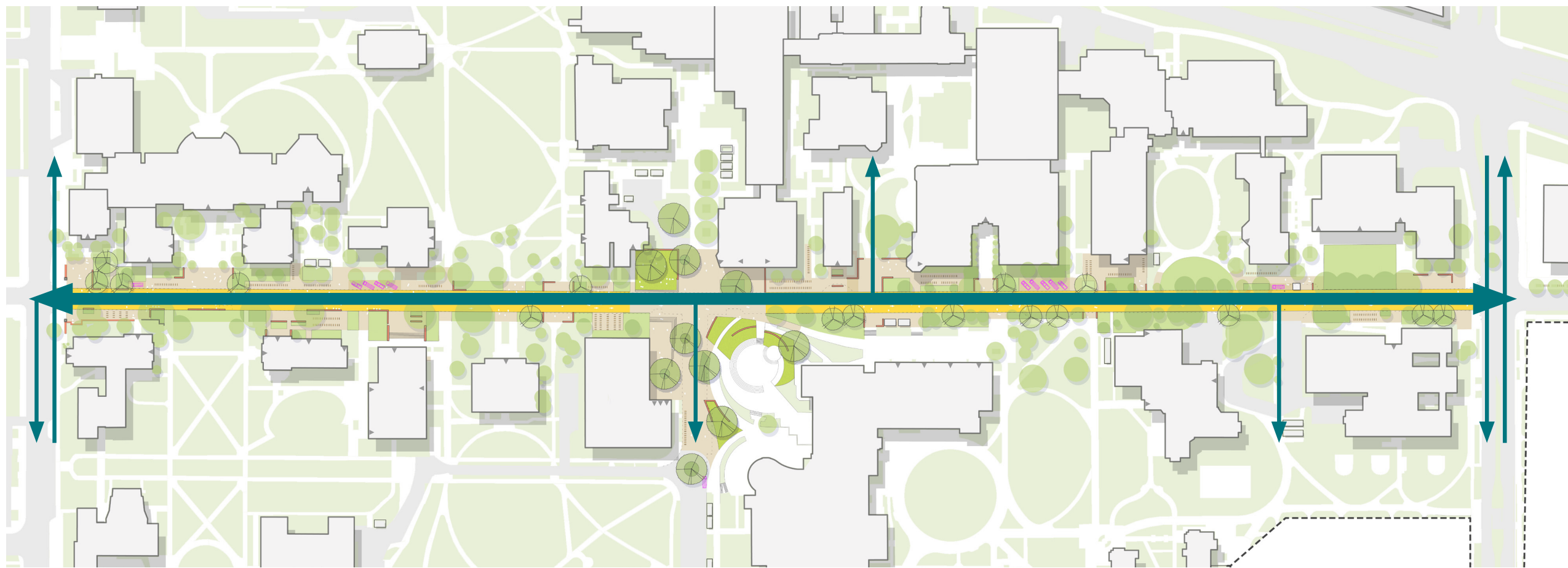
use your dots!
 ● I like this
 ● I don't like this

PEDESTRIAN CIRCULATION



- shared street, pedestrian priority
- connect to primary pathways

BIKE CIRCULATION



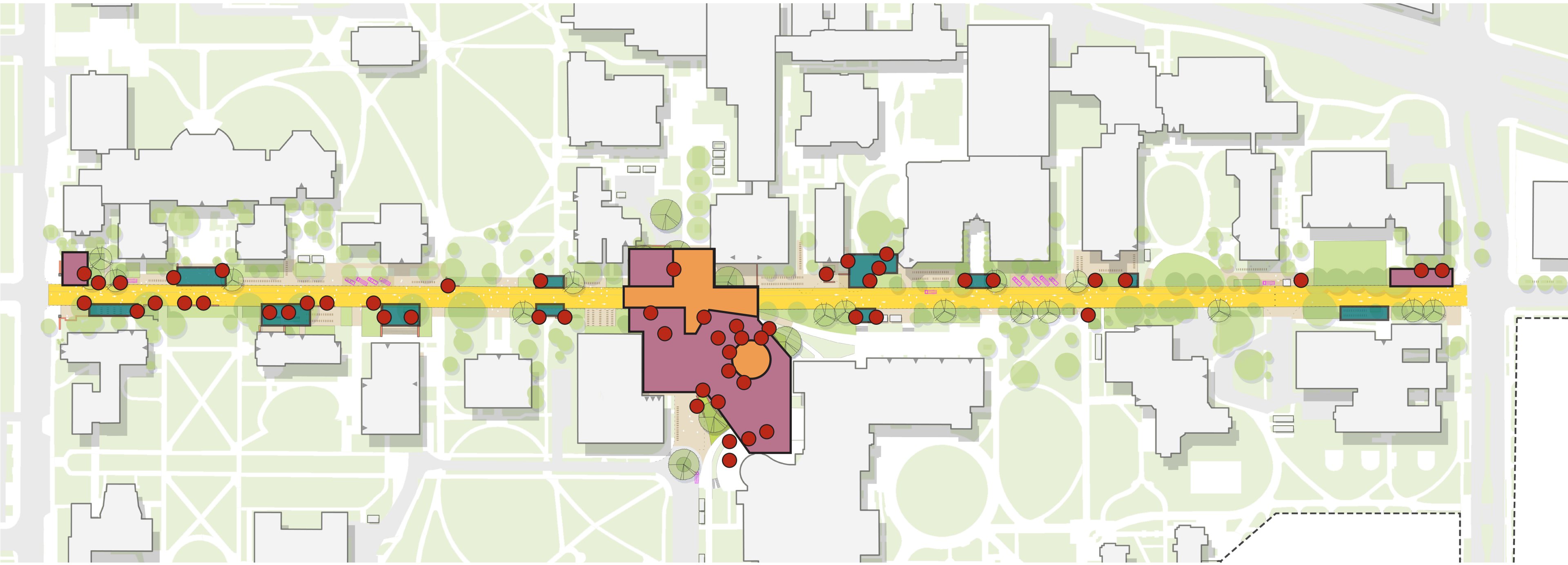
- shared street (pedestrian priority)
- connect to primary bike routes
- clustered bike parking in amenity zones

SERVICE & DELIVERY VEHICLE ACCESS



- one-way westbound only on 13th (designated space in shared street (utility, shuttle, emergency vehicles can go both ways))
- turnaround at Carson Hall
- University closed to vehicles (electric, shuttle, emergency vehicles exempt)
- clustered parking/loading zones

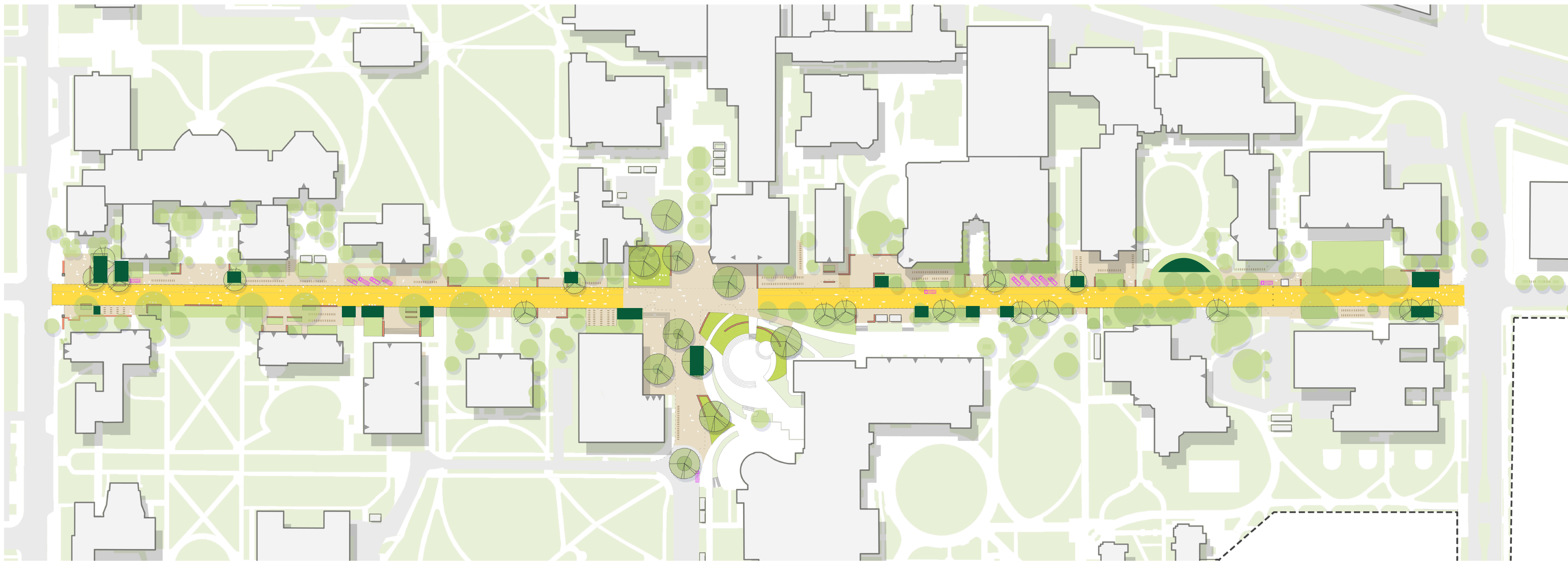
SOCIAL SPACES



- hubs
- outdoor rooms
- seating spots
- flexible plaza space

(these categories are described on the "social spaces" board)

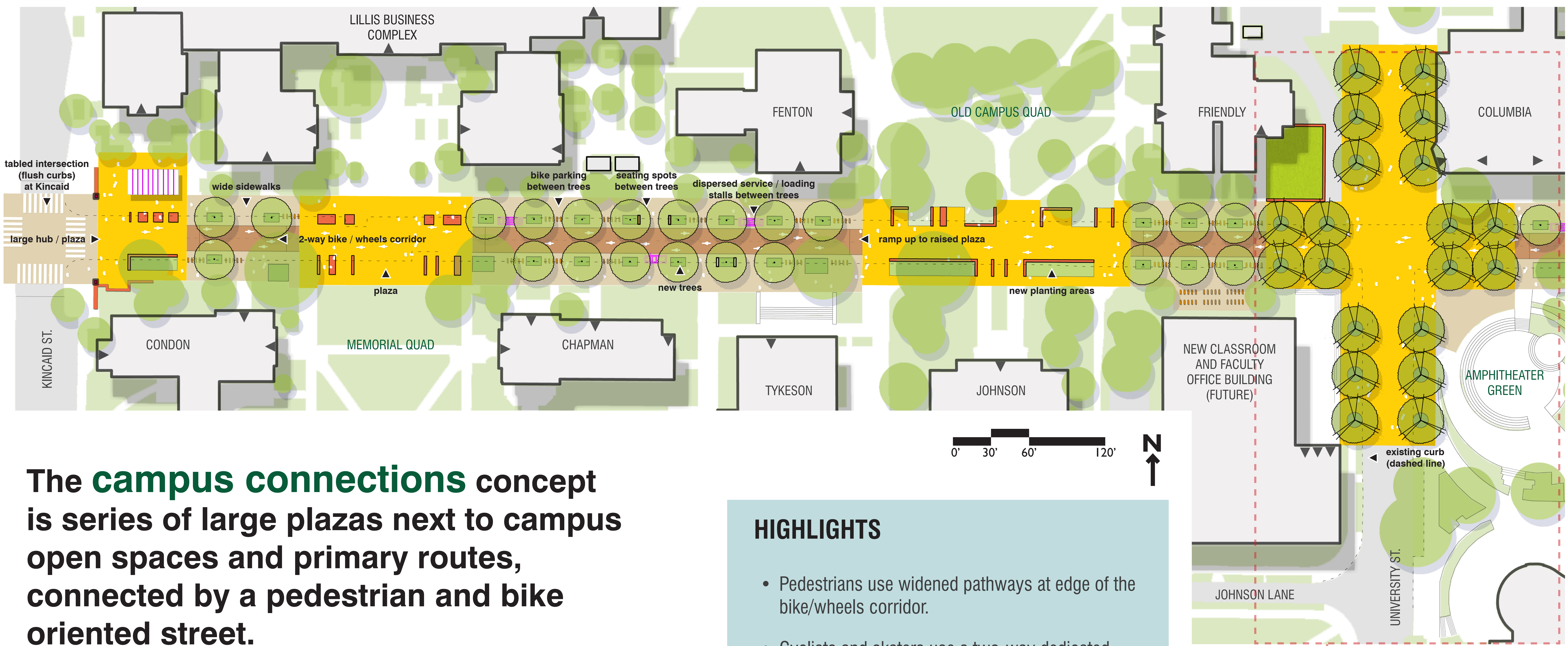
STORMWATER TREATMENT APPROACH



- large rain gardens (vegetated treatment) at edges of the street

campus connections

CORRIDOR CONCEPT 2



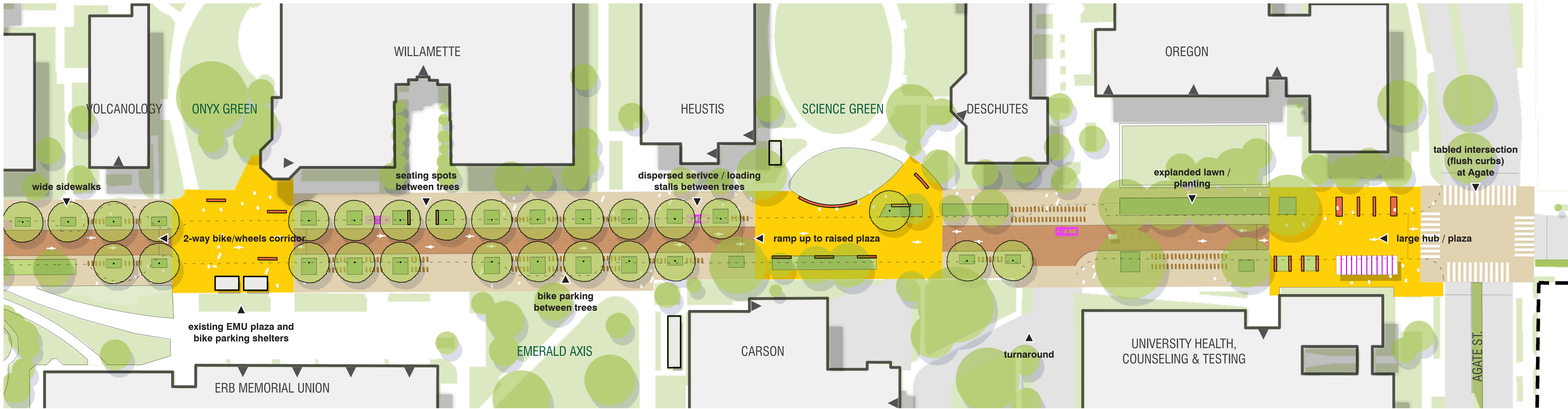
The **campus connections** concept is series of large plazas next to campus open spaces and primary routes, connected by a pedestrian and bike oriented street.

Pedestrians use wide sidewalks on either side of a two-way bike/wheels street shared with the occasional vehicle. Everyone mixes in the plazas, which are gateways to quads, greens, and primary circulation corridors.

- ### HIGHLIGHTS
- Pedestrians use widened pathways at edge of the bike/wheels corridor.
 - Cyclists and skaters use a two-way dedicated corridor. The lanes are wide enough to pass, so all speeds are accommodated in the same space.
 - Service and delivery vehicles are allowed in the bike/wheels corridor, westbound only. No personal vehicles.
 - The amenity and planting zone provides space for new trees, bike parking, small seating spots, rain gardens (vegetated stormwater treatment), and dispersed vehicle parking and loading stalls.

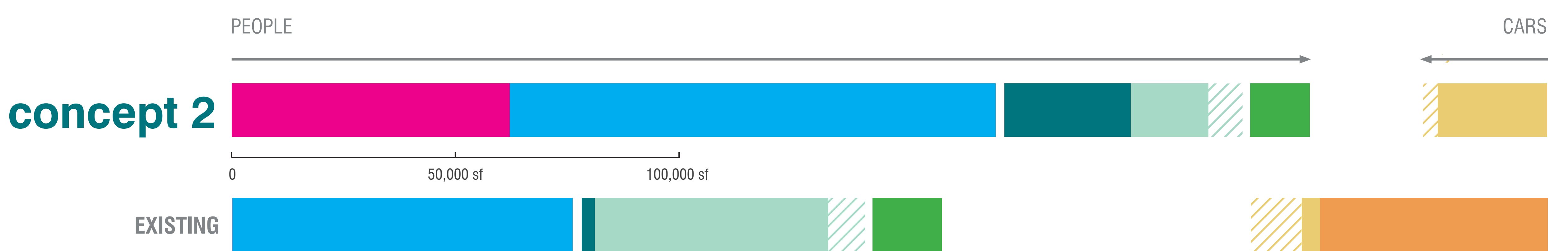
campus heart
see **plaza** board





ALLOCATION OF SPACE (corridor only; does not include Campus Heart)

Concept 2 increases space for pedestrian priority circulation and bike priority circulation. It eliminates vehicle priority circulation and decreases the total space for vehicles. It creates a significant amount of new social space to support public life on 13th, most of all of it in the large flexible plazas.



LEGEND

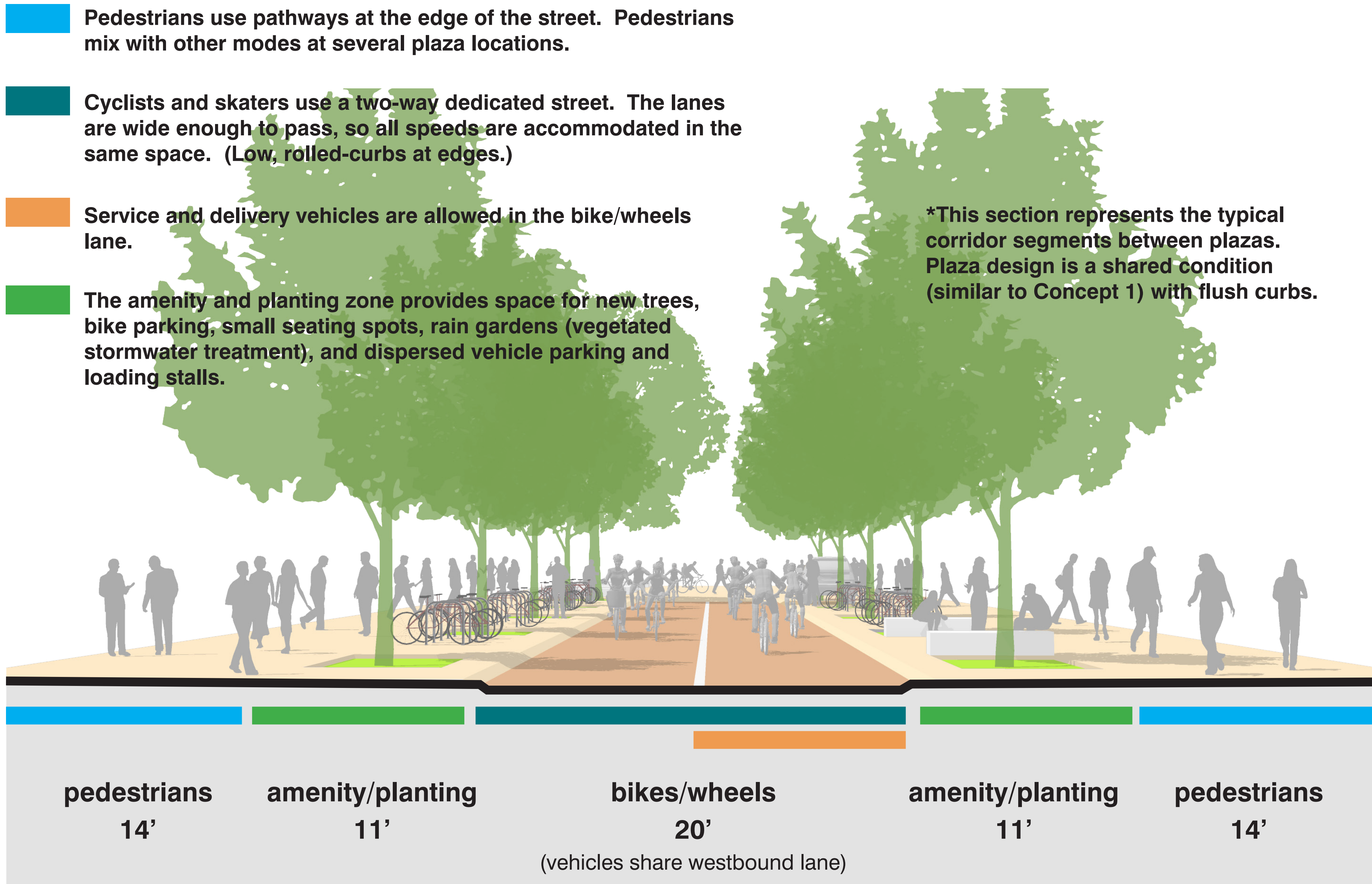
- social space (pink)
- pedestrian priority circulation (blue)
- bike priority circulation (teal)
- bike secondary circulation (light green)
- bike parking (hatched)
- planting (dark green)
- vehicle priority circulation (orange)
- vehicle secondary circulation (yellow)
- vehicle parking (hatched)

campus connections

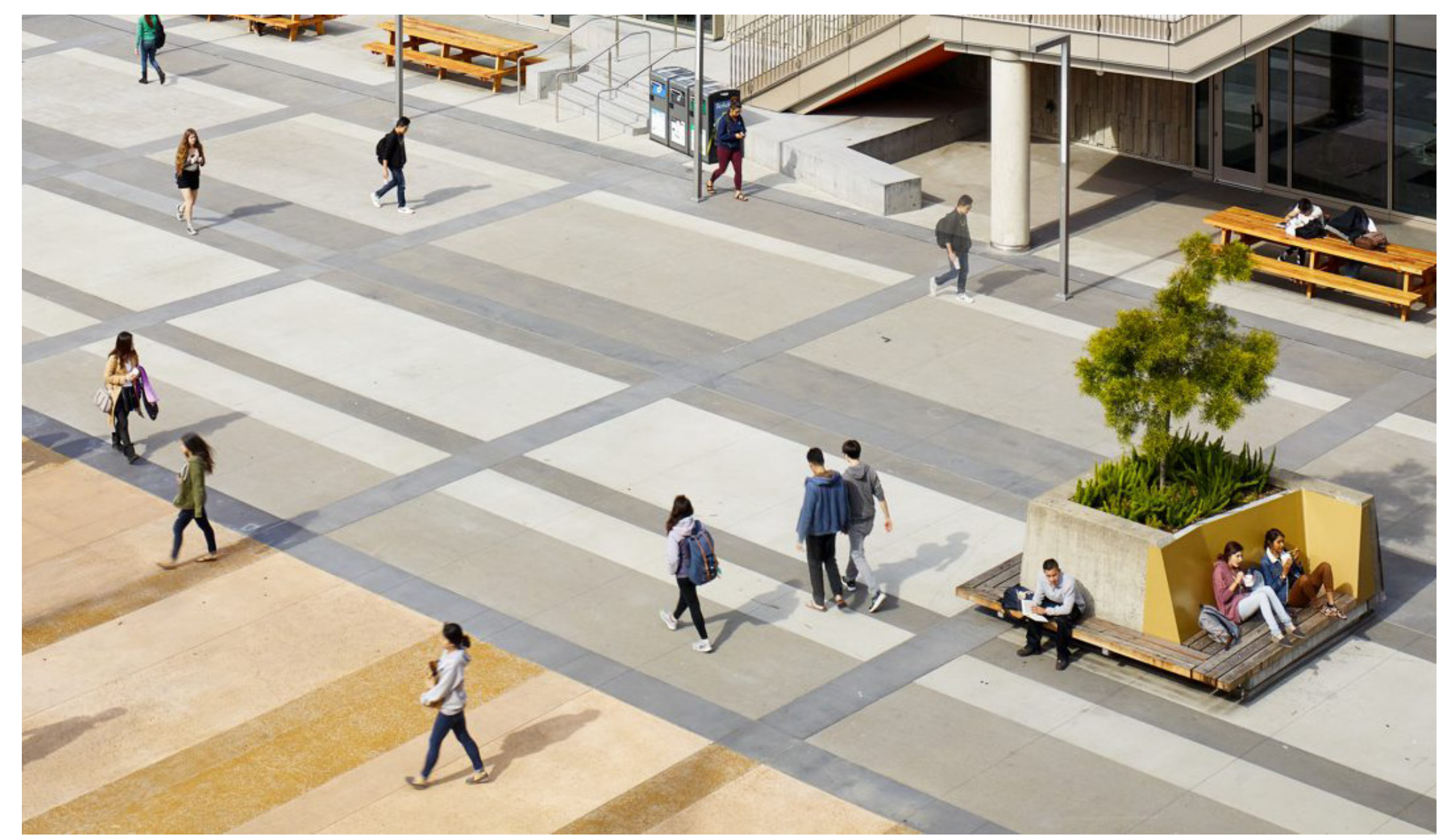
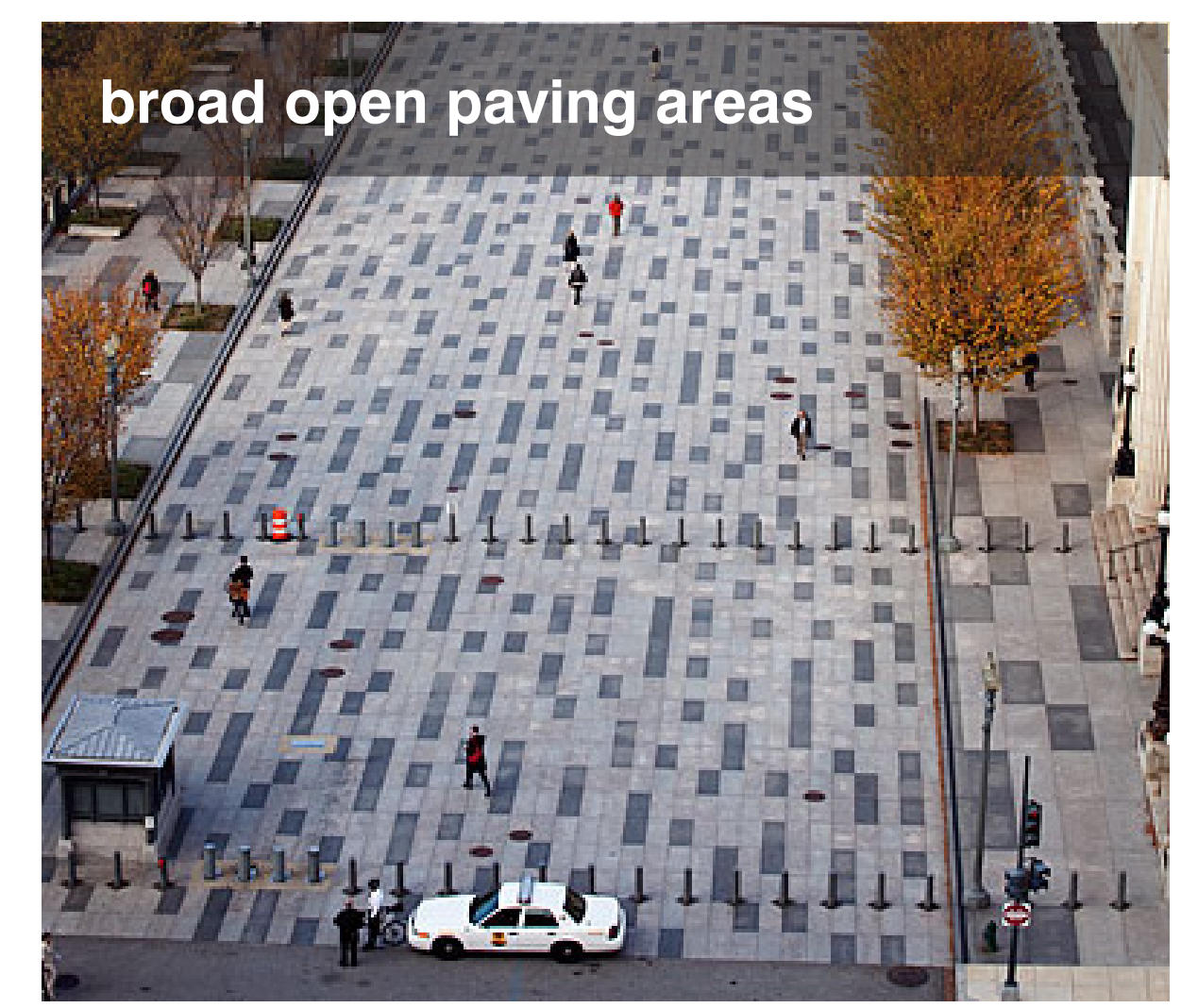
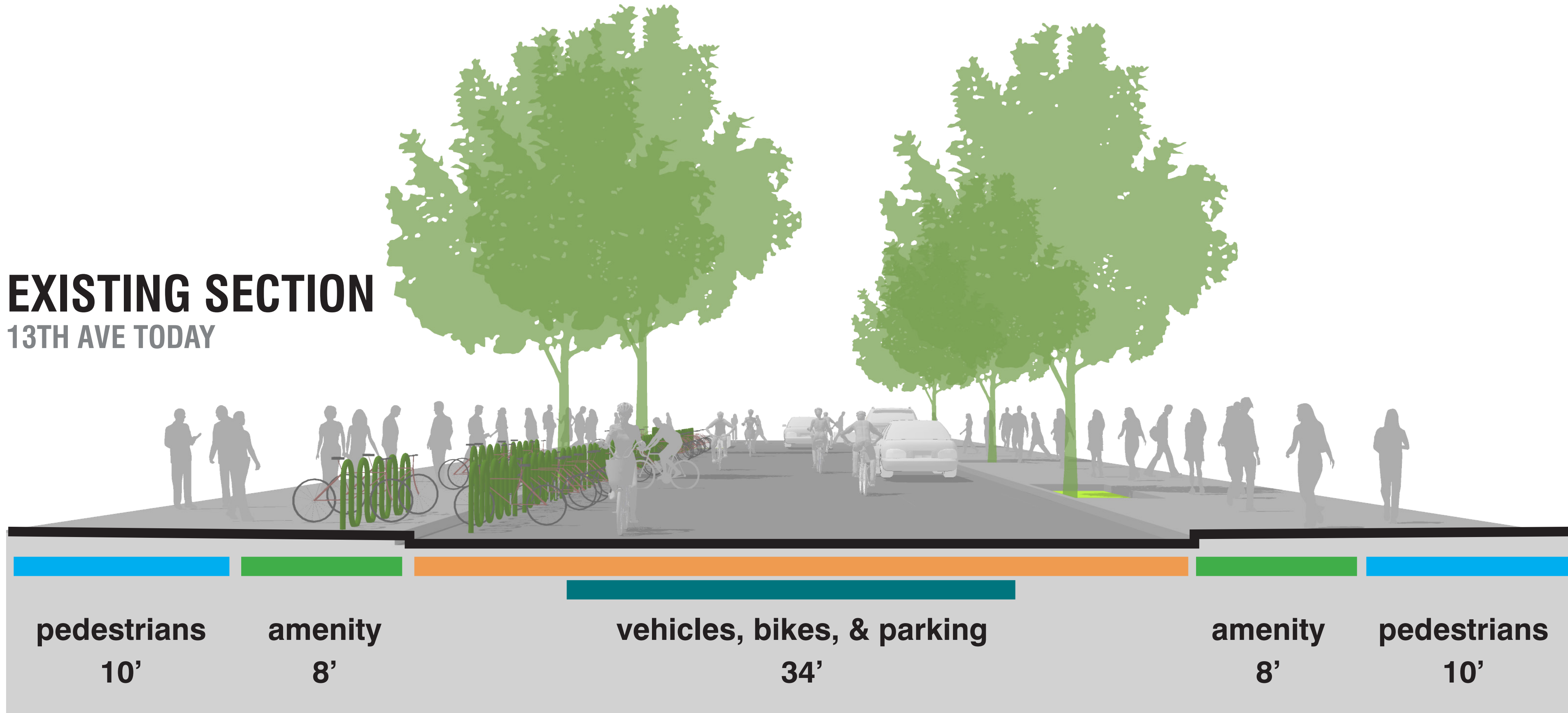
DESIGN



DESIGN SECTION*



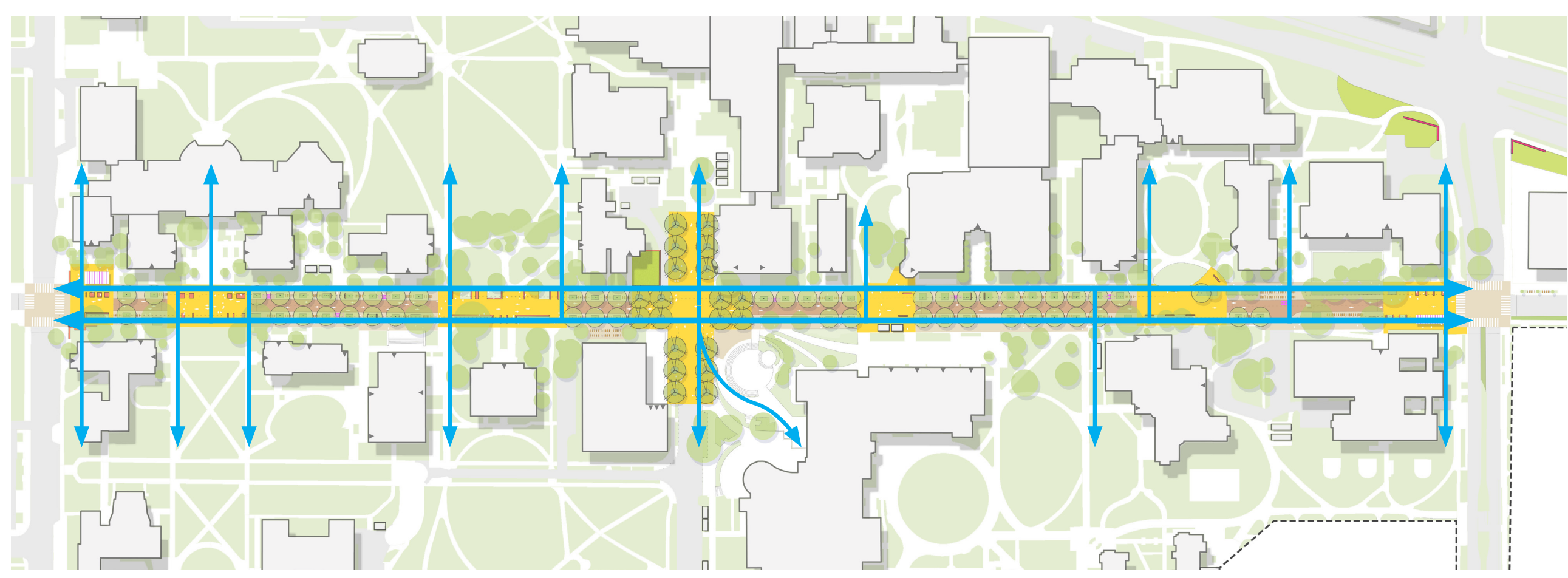
EXISTING SECTION 13TH AVE TODAY



campus connections SYSTEMS

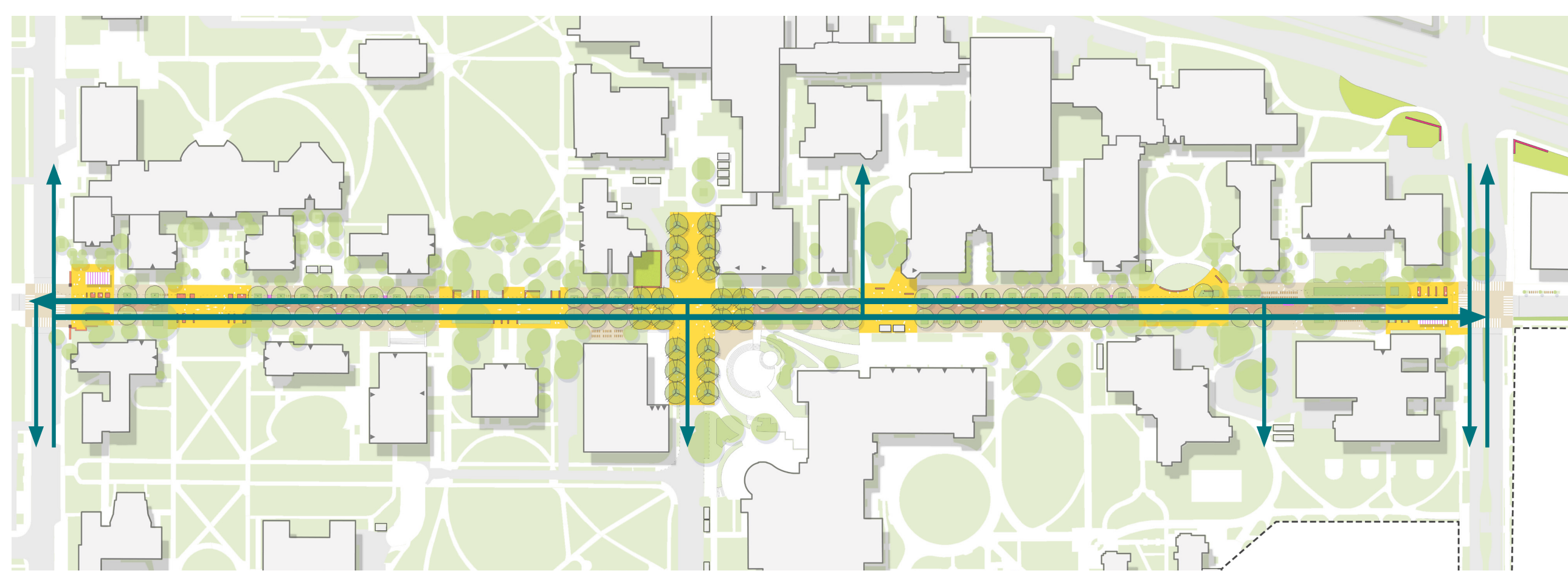
use your dots!
 ● I like this
 ● I don't like this

PEDESTRIAN CIRCULATION



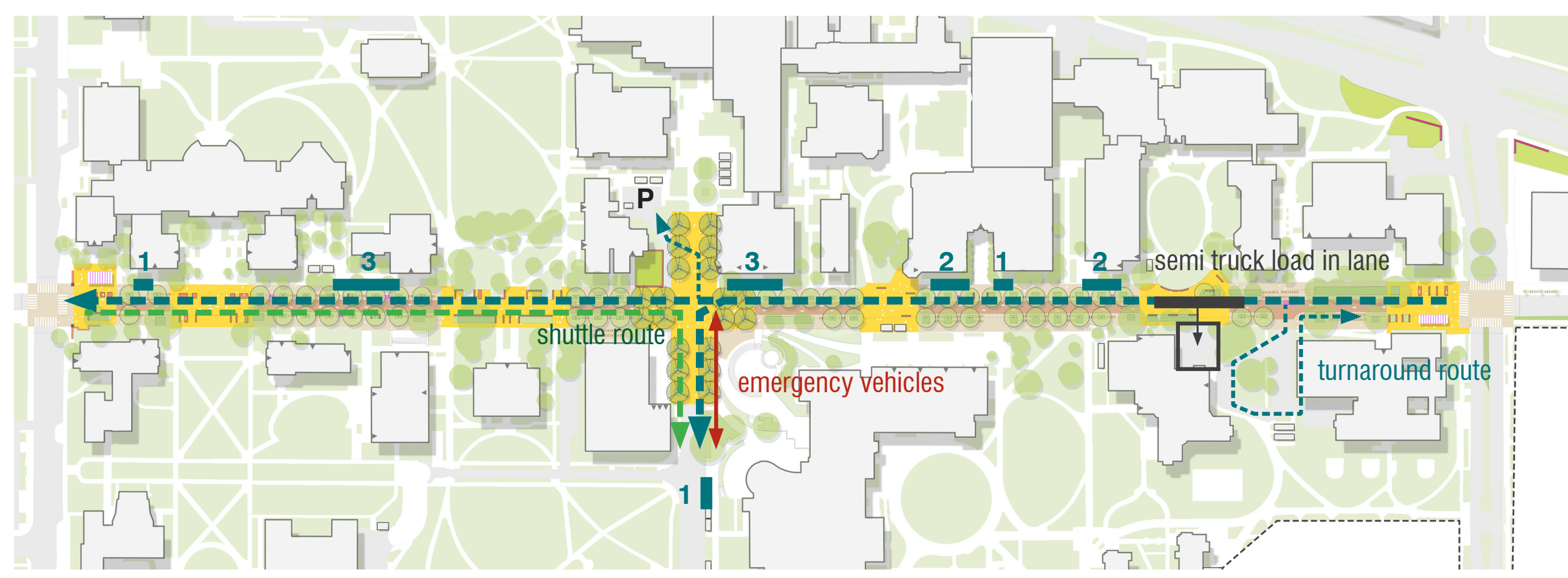
- sidewalks, each side of street
- plazas are pedestrian priority
- connect to primary pathways

BIKE CIRCULATION



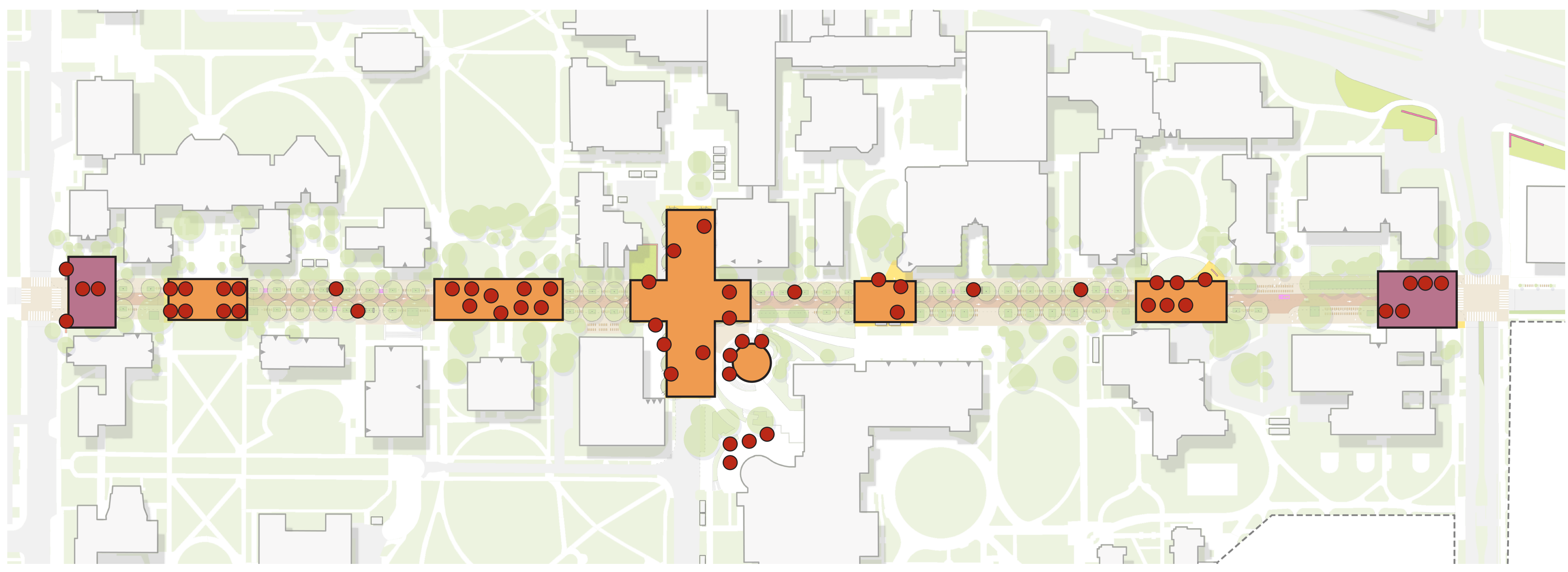
- dedicated bike/wheels lanes, each way
- westboard lane shared with vehicles
- connect to primary bike routes
- dispersed bike parking in amenity zones adjacent to bike lanes

SERVICE & DELIVERY VEHICLE ACCESS



- one-way westbound only on 13th in space shared with wheels (utility, shuttle, emergency vehicles can go both ways)
- turnaround at Carson Hall
- one-way southbound only on University (emergency vehicles exempt)
- dispersed parking/loading stalls

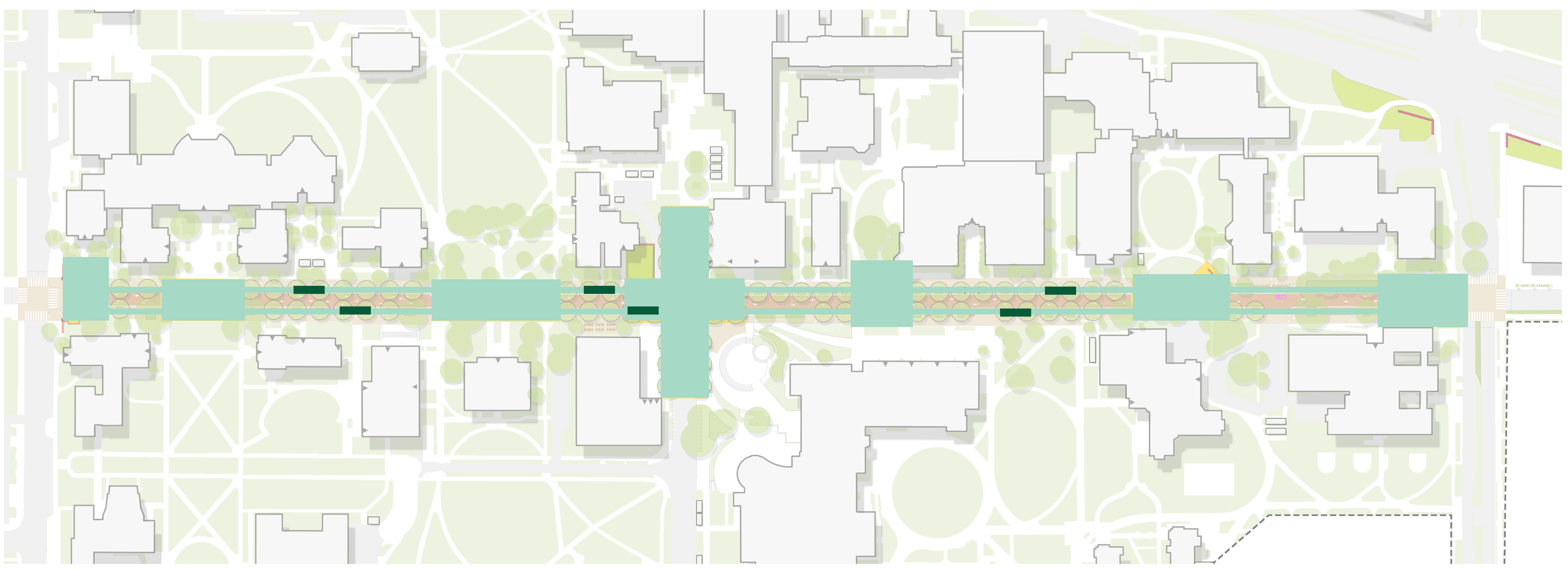
SOCIAL SPACES



- hubs
- seating spots
- flexible plaza space

(these categories are described on the "social spaces" board)

STORMWATER TREATMENT APPROACH

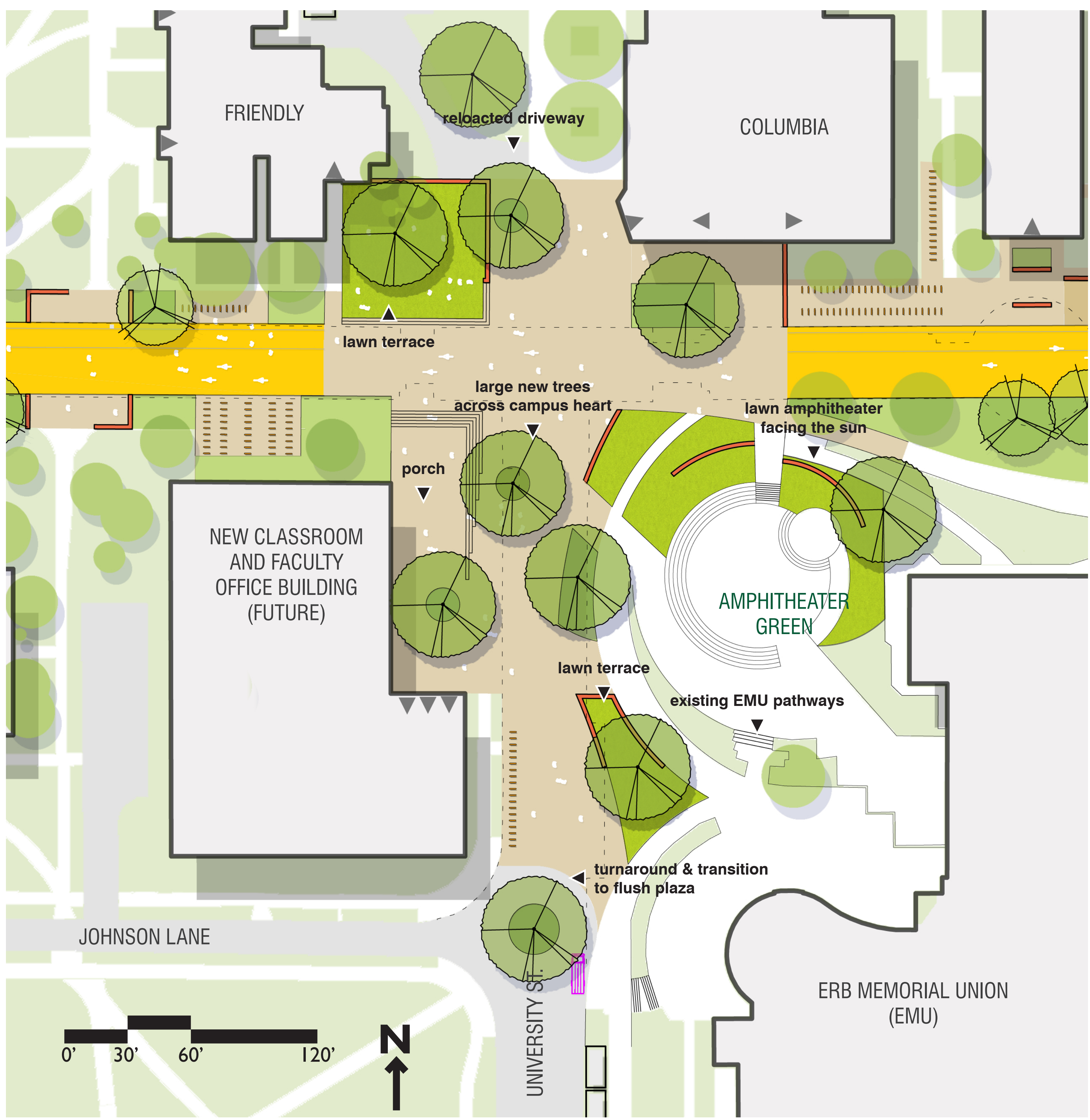


- permeable paving in pedestrian and plaza zones
- some rain gardens (vegetated treatment) in amenity/tree zones, as needed
- underground treatment and expanded street tree soil zones

terraces CAMPUS HEART CONCEPT 1

use your dots!
 ● I like this
 ● I don't like this

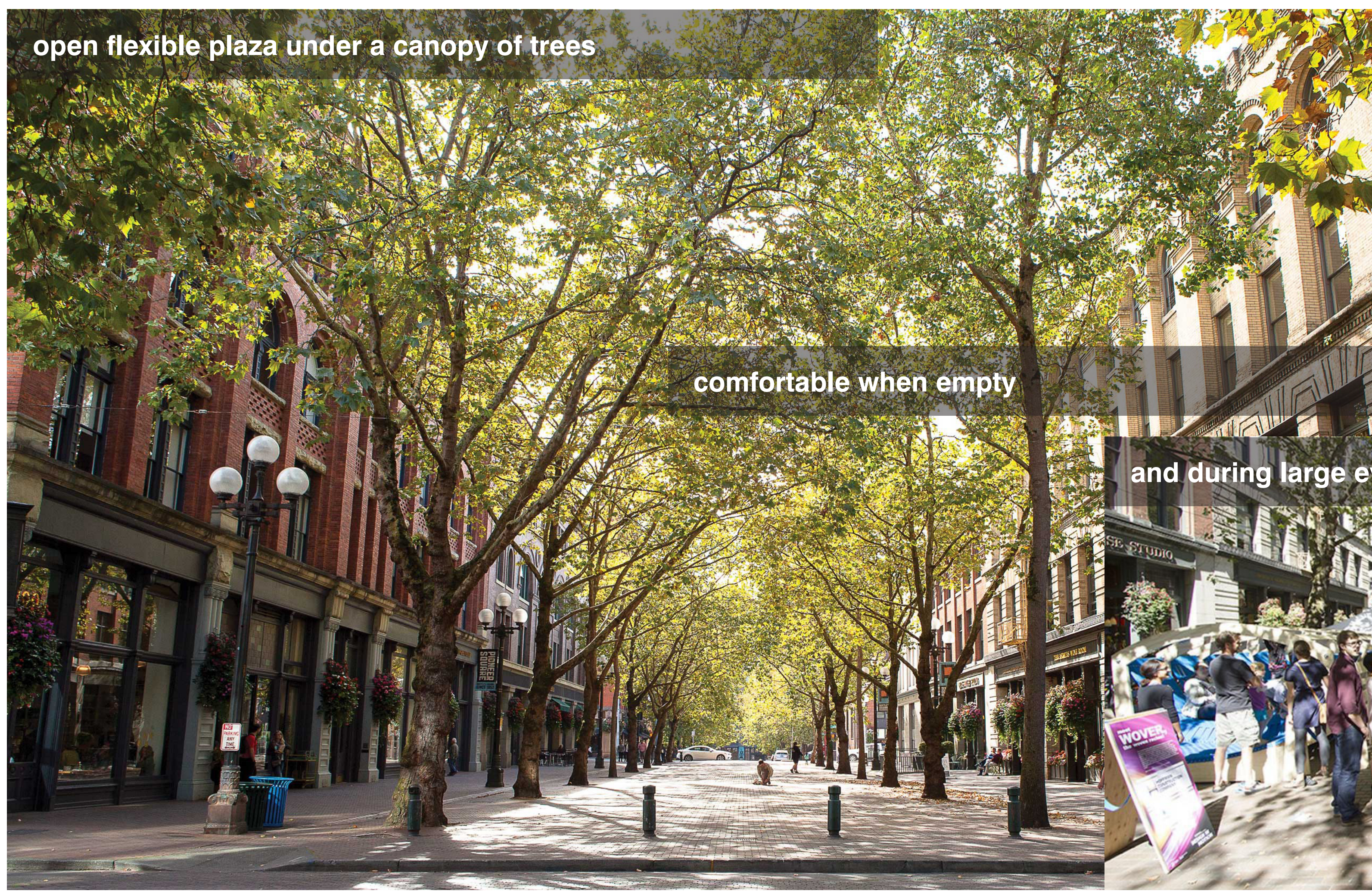
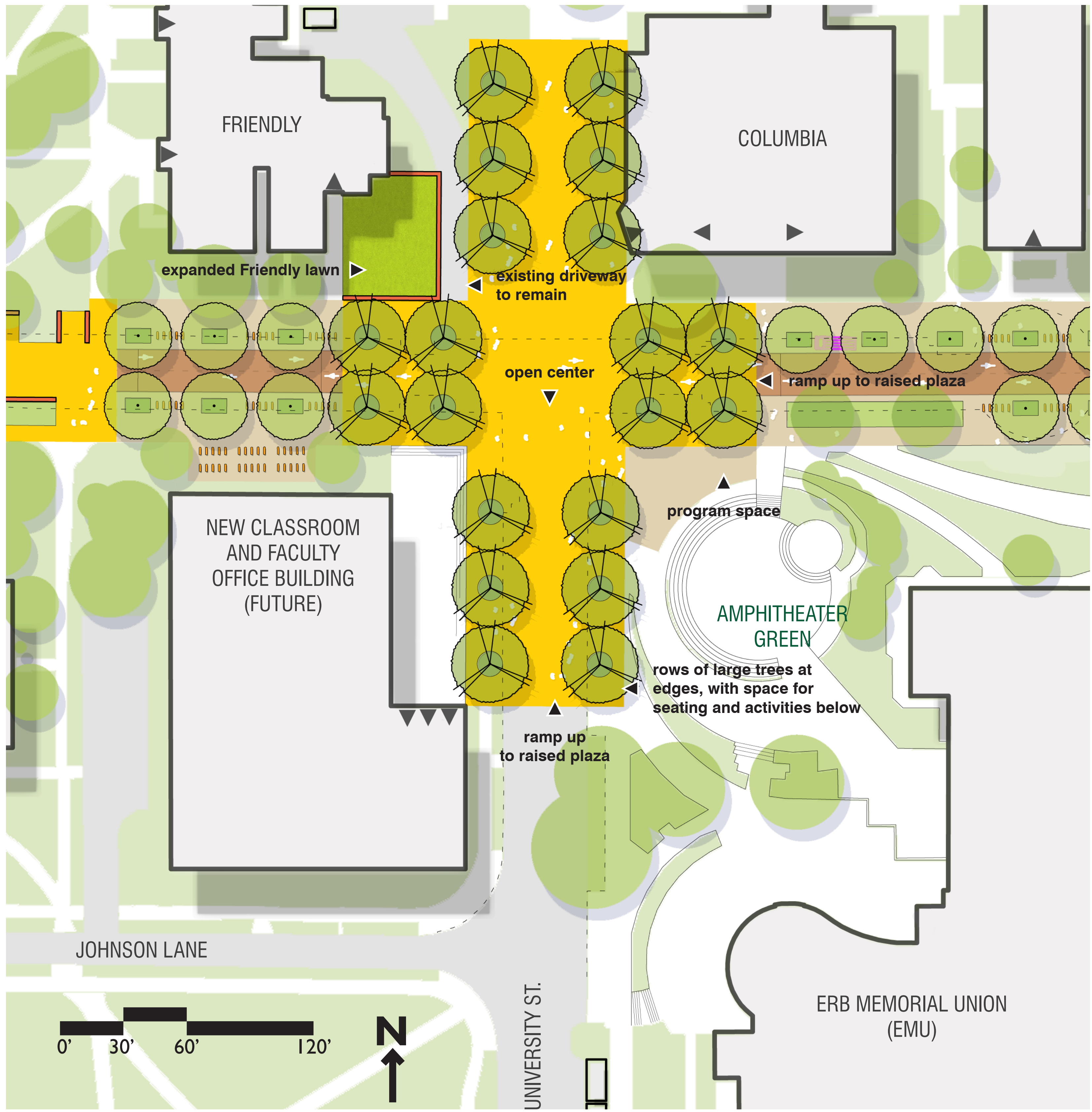
This concept makes Campus Heart the central campus hub, a collection of terraces for social gathering and activities, arranged in an open and informal design tied together by a drift a large trees.



crossroads CAMPUS HEART CONCEPT 2

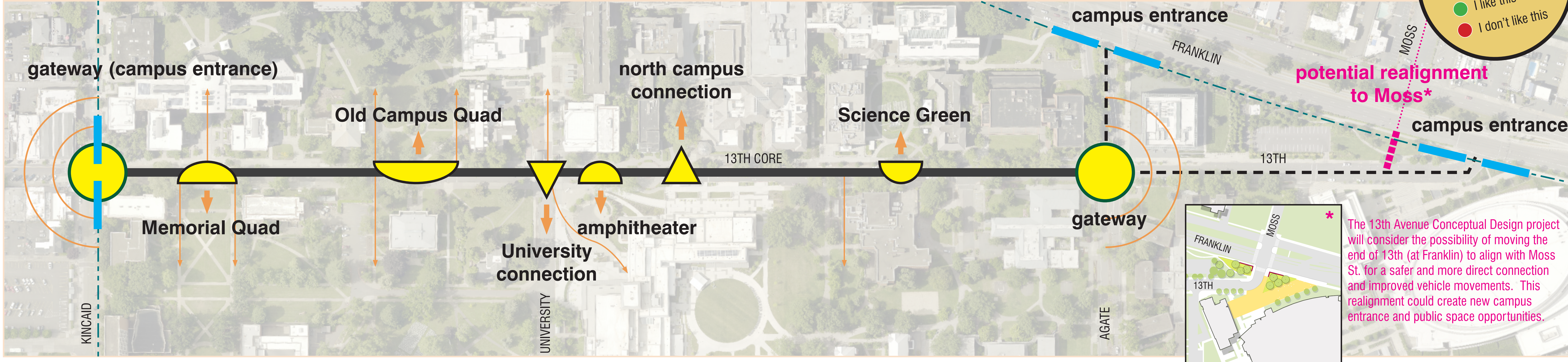
use your dots!
 ● I like this
 ● I don't like this

This concept creates a wide open plaza at Campus Heart, with seating and activity areas at the edges. Its design emphasizes flexibility for a range of activities and events, and large crowds.



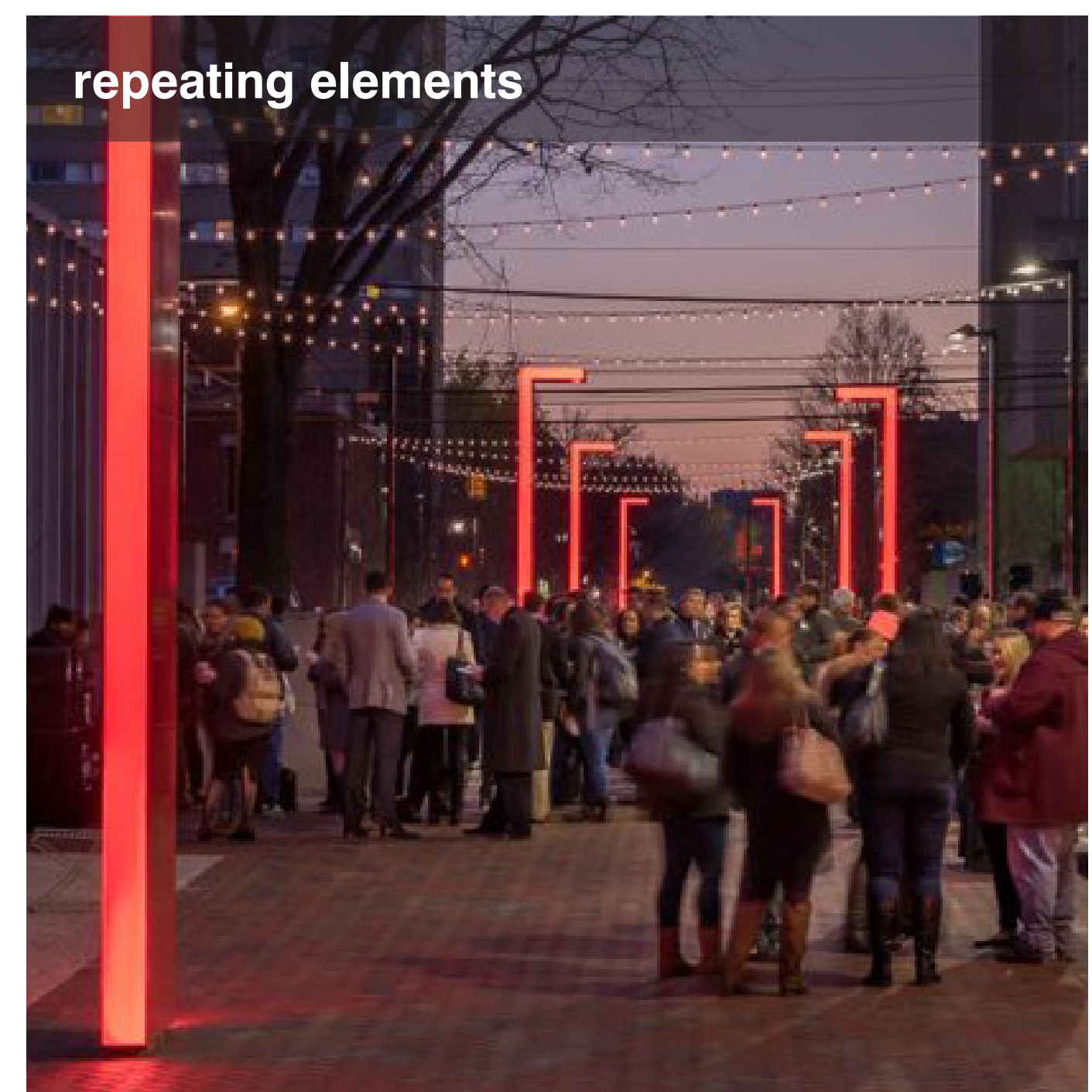
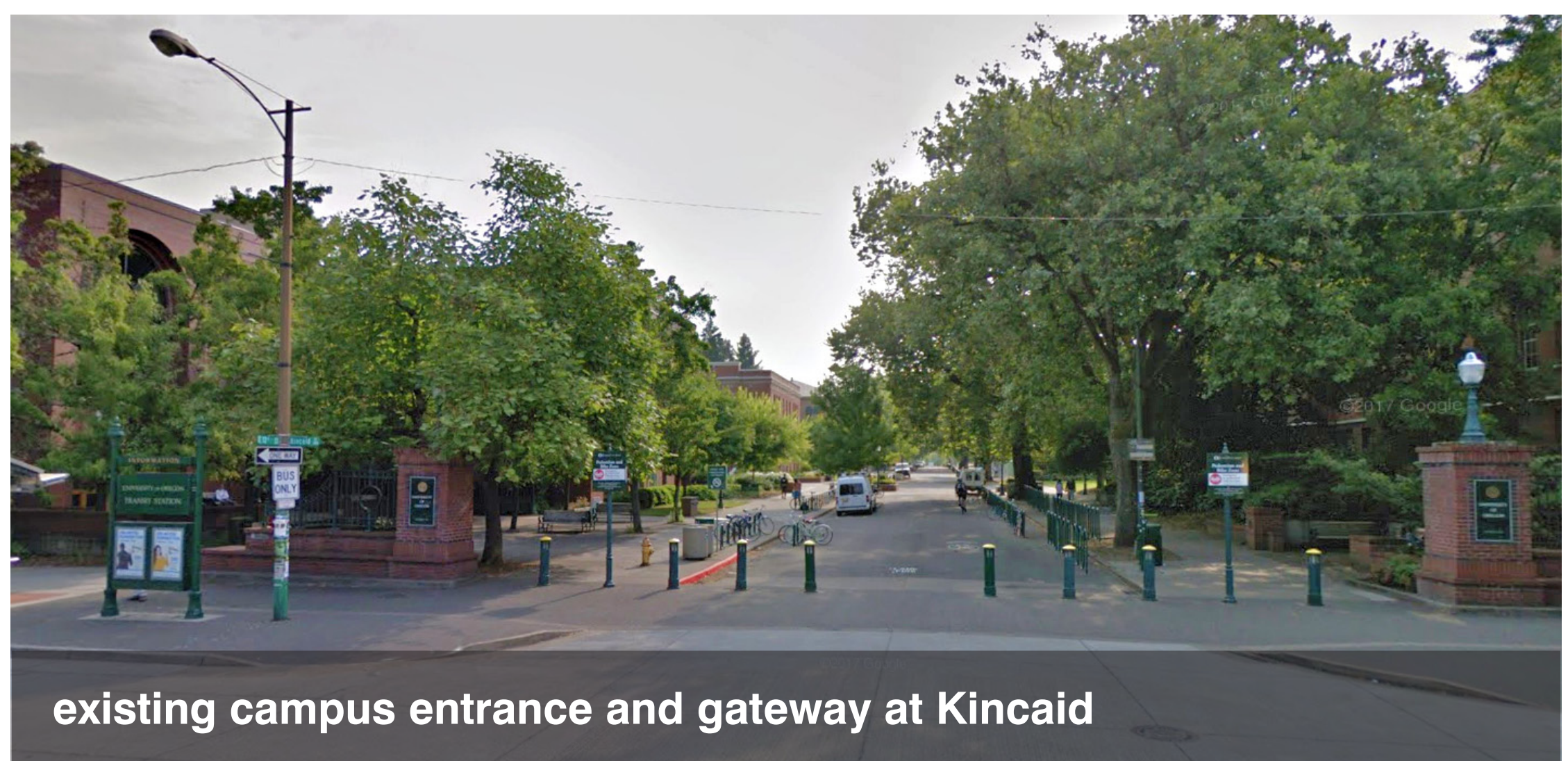
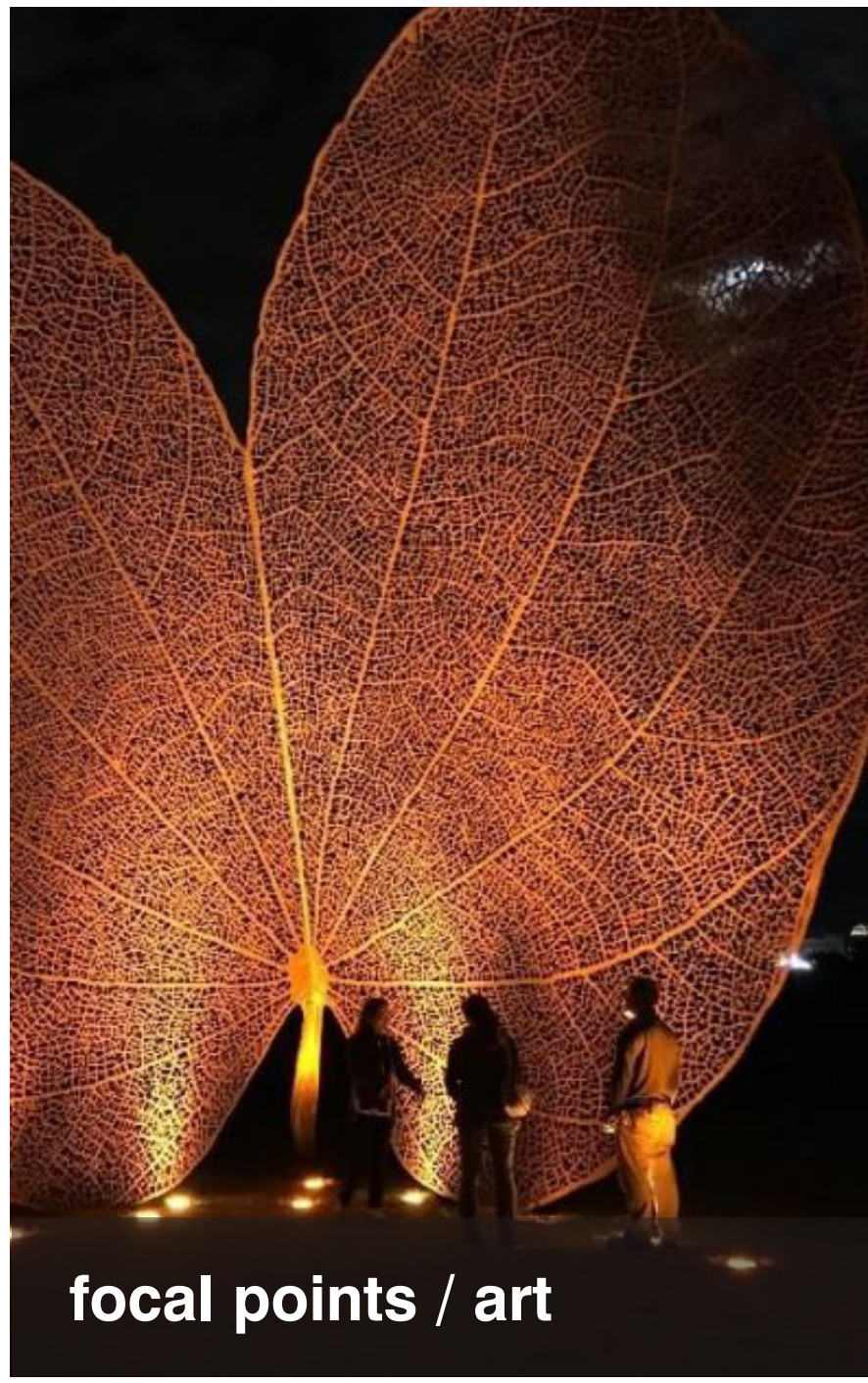
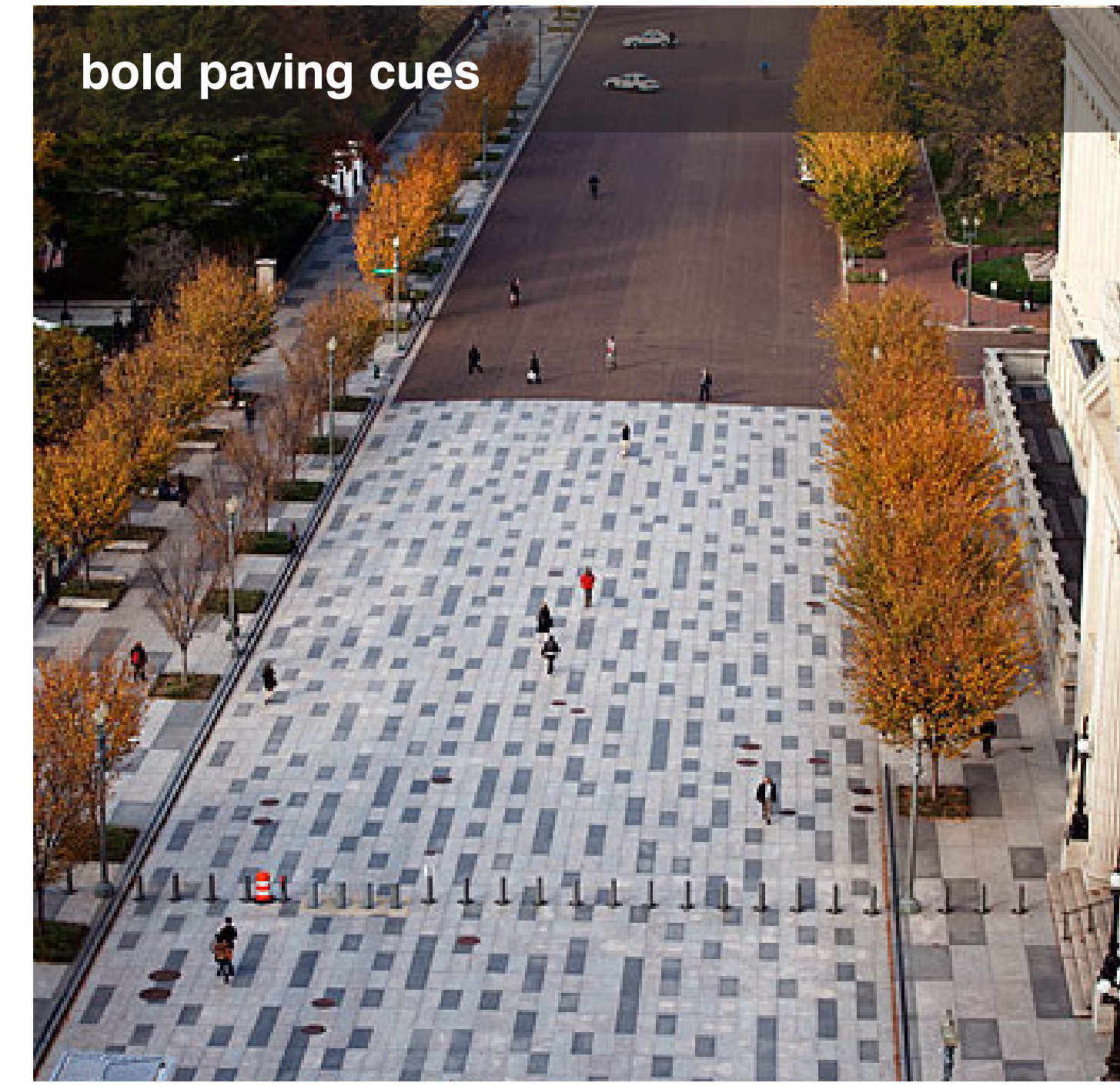
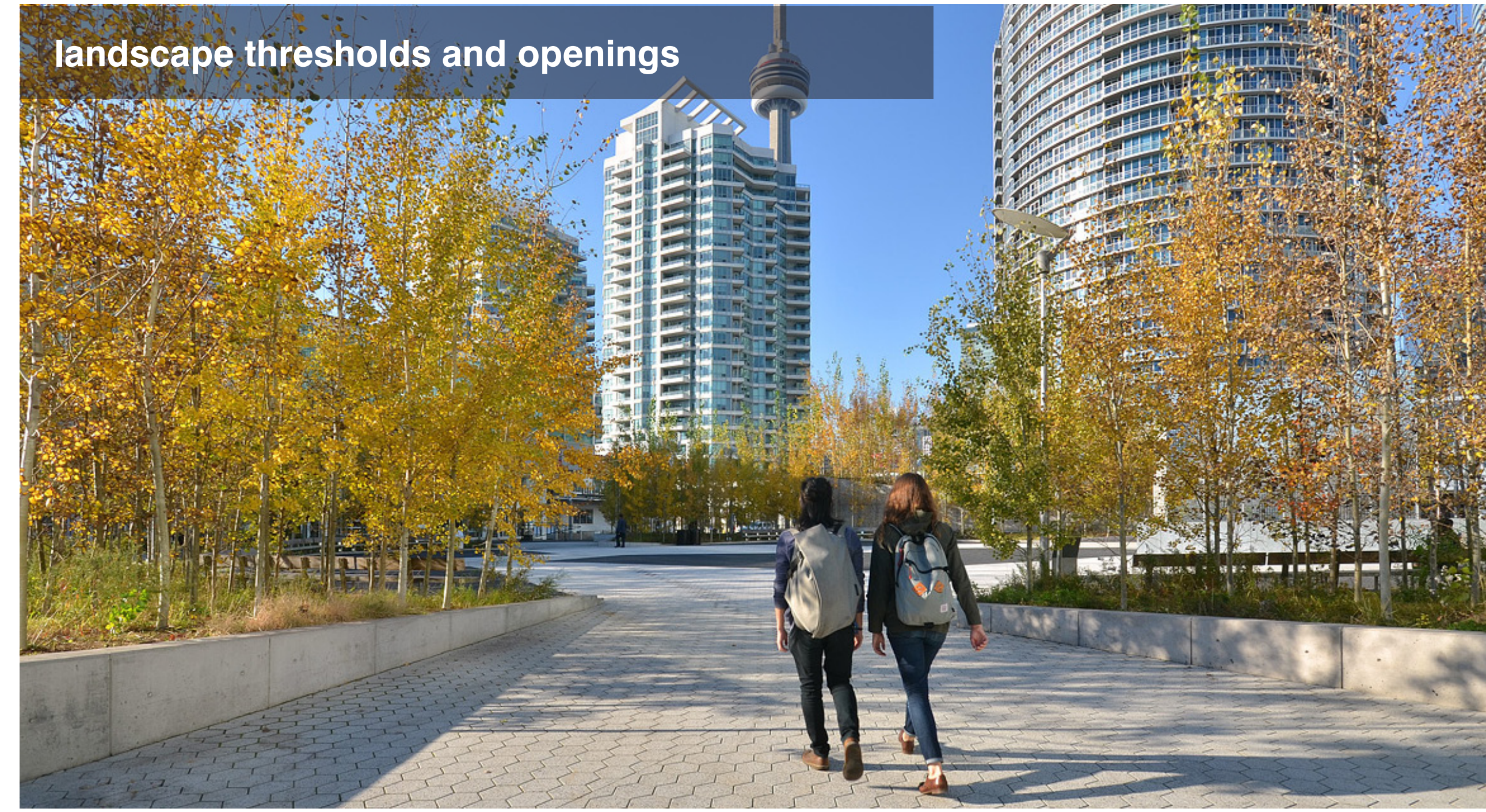
gateways & edges

use your dots!
 ● I like this
 ● I don't like this



The 13th Avenue conceptual design will incorporate special treatments to mark gateways and edges that reinforce the unique identities of 13th and the adjacent campus landscapes and pathways.

There are many potential ways to draw attention to these transitions and shape the experience of moving from one campus space to another. As the conceptual design of 13th advances, we will consider several options and develop an approach that is special and contextual. *Tell us which concepts you like!*



social spaces

use your dots!
● I like this
● I don't like this

This project envisions 13th as a vibrant and comfortable campus open space with places to gather and socialize, exchange ideas and information, take part in public life as well as sit and observe it. To provide these opportunities, the preliminary design concepts include four basic categories of social spaces.



HUBS

Bustling social centers that serve a meeting points, gathering areas, and gateways to other parts of campus. Multiple sources of energy and directions of movement.



OUTDOOR ROOMS

Well-defined spaces off the main flow of traffic, for small social gatherings, outdoor learning, specific activities, or changing uses.



SEATING SPOTS

Comfortable places to sit outside, alone or with a couple friends.



FLEXIBLE SPACES

Large plaza areas that accommodate a range of campus events and activities, with infrastructure in place to make these simple to plan and accomplish.



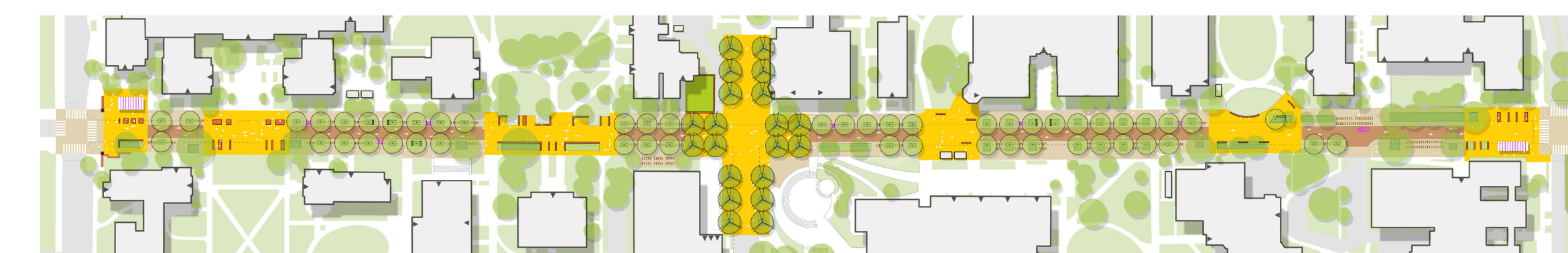
What would make **concept 1** better?



Which approaches do you prefer?



concept 1



concept 2

For each topic, place a dot to show your preference.

1. PEDESTRIAN EXPERIENCE

Pedestrians use the entire shared promenade along with other modes of transportation.

OR

Pedestrians use pathways on either side of the bike/wheels corridor.

2. BIKE EXPERIENCE

Cyclists and skaters also use the promenade. Most likely they will gravitate toward the center of the space, and when it is busy between classes, they may prefer to walk.

OR

Cyclists and skaters use a two-way bike/wheels corridor. The lanes are wide enough to pass, so all speeds are accommodated in the same space.

3. BIKE PARKING APPROACH

Large bike parking areas are located in the amenity zone outside the promenade, focused near buildings. Bike parking is clustered, not evenly dispersed along the corridor.

OR

Most bike parking is located in the amenity zones next to the bike lanes. Bike parking is dispersed throughout the corridor.

4. SOCIAL SPACES FOR CAMPUS LIFE

The promenade is a social space, surrounded on each side by outdoor rooms and seating spots. Hubs at Kincaid and Agate are meeting points and gateways.

OR

The corridor has several plazas connecting to existing campus open spaces, with seating and flexible space for activities and events. There are occasional seating spots along the pathways.

5. CAMPUS HEART CONCEPT

Campus Heart is the central campus hub with multiple social and activity areas. Terraces connect the various grades and areas, offering a variety of distinct places and vantage points.

OR

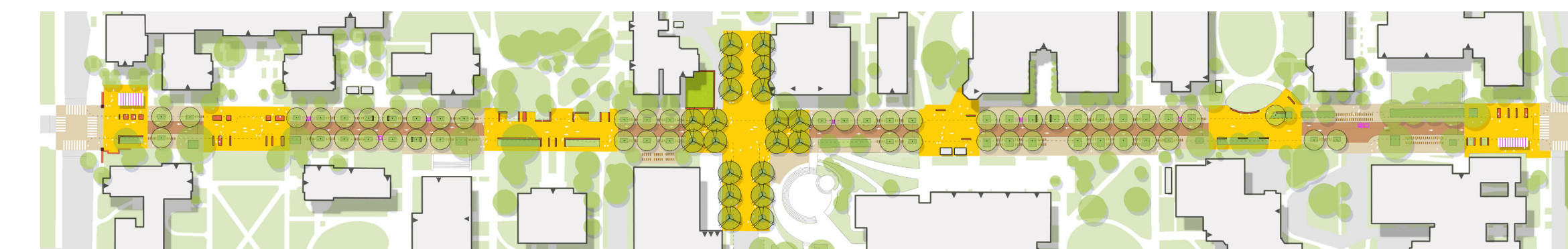
Campus Heart is a large open plaza with seating and activity areas at the edges. It is designed to accommodate a range of small and large events.



Which approaches do you prefer?



concept 1



concept 2

For each topic, place a dot to show your preference.

6. PLANTING AND SPACE FOR TREES

New trees are planted in large planting areas on each side of the promenade. The design is informal based on the idea of defining comfortable spaces rather than creating a consistent canopy. Most existing trees are preserved.

OR

New trees are planted in the amenity zone of the sidewalk, equally spaced to create a consistent canopy between the plazas. Permeable paving and enhanced tree pits provide improved growing conditions. Most existing trees are preserved.

7. STORMWATER APPROACH

Storm water is directed to generous rain gardens (vegetated treatment areas) along the promenade, large enough to help define "outdoor rooms" with seating and amenities.

OR

Permeable paving throughout the corridor reduces the impervious surface area requiring vegetated treatment. Some rain gardens are located in the amenity zone, as needed. Underground treatment below paving (out of sight) creates expanded street tree soil zones.

8. SERVICE & DELIVERY VEHICLE ACCESS

Private automobiles do not travel down 13th. Service and delivery vehicles travel one-way westbound only in a designated lane within the shared space, and are restricted from turning south through Campus Heart, toward University. (Does not apply to utility, shuttle, and emergency vehicles).

OR

Private automobiles do not travel down 13th. Service and delivery vehicles travel one-way westbound only in the bike/wheels zone and one-way southbound only on University. (Does not apply to electric, shuttle, and emergency vehicles)

9. VEHICLE PARKING APPROACH

Parking for personal vehicles is removed from 13th. Seven loading spaces and six service spaces are clustered in several banks outside the promenade (angled).

OR

Parking for personal vehicles is removed from 13th. Seven loading spaces and six service spaces are dispersed throughout the corridor, located in the amenity zone, between trees (parallel).

10. FIT WITH CAMPUS CONTEXT

Up to you!

OR

Up to you!

