process

analysis & opportunities

conceptual design

final report
PROJECT AREA

BLOCK 1

BLOCK 2

BLOCK 3

UNIVERSITY

CAMPUS STREET

CITY STREET

FRANKLIN

KINCAID

AGATE
PRELIMINARY CONCEPTS (february)

promenade

campus connections
concept 1

planting/amenity 18'

pedestrians / bikes / wheels 34'

planting/amenity 18'

(vehicles share westbound lane)

concept 2

pedestrians 14'

planting/amenity 11'

bikes/wheels 20'

planting/amenity 11'

pedestrians 14'

(vehicles share westbound lane)
PREFERENCES ON PRELIMINARY CONCEPTS

- Pedestrian and bike/wheels separation
- Strong character that doesn’t feel like a typical street
- Managed access point for vehicles near Carson Hall
- Allow vehicles to turn south on University
- Gathering spaces next to campus open spaces
- Range of small social and seating areas along the corridor
- Campus Heart with several distinct areas for day-to-day use, and more informal design
- Large storm water gardens for character & identity
- Large canopy trees
PREFERRED CORRIDOR CONCEPT
AXIS WITH GATHERING SPACES
**COMPARISON**

**EXISTING**
- pedestrians: 10'
- planting/amenity: 8'
- bikes/wheels: 17'
- vehicles: 34'

**PROPOSED**
- pedestrians: 17'
- planting/amenity: 18'
- (2) 8.5' lanes
  - vehicles share westbound lane

**Pedestrians' Comparison**
- Existing: 10' vs. Proposed: 17'
- Planting/Amenity: Existing: 8' vs. Proposed: 18'
TYPICAL SECTION 1

pedestrians 10'
planting/amenity 8'
bikes/wheels 17'
(2) 8.5’ lanes
vehicles share westbound lane
pedestrians 17'
planting/amenity 18’
TYPICAL SECTION 2

<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Planting/Amenity</th>
<th>Bikes/Wheels</th>
<th>Pedestrians</th>
<th>Planting/Amenity</th>
</tr>
</thead>
<tbody>
<tr>
<td>10’</td>
<td>8’</td>
<td>17’</td>
<td>17’</td>
<td>18’</td>
</tr>
</tbody>
</table>

(2) 8.5’ lanes vehicles share westbound lane
DESIGN ELEMENTS
ALIGNMENT

EXISTING CURB LINES
PEDESTRIAN CIRCULATION

MIXING ZONE

17' WIDE NORTH WALK

10' WIDE SOUTH WALK

OCCASIONAL CROSSINGS
BIKE AND WHEELS CIRCULATION

MIXING ZONE
WHEELS YIELD TO PEDESTRIANS

(2) 8.5' WIDE WHEELS Lanes
PLANTING AND TREES

WIDE NATURALIZED PLANTING ON NORTH SIDE

STREET PLANTING AT EXISTING & INFILL STREET TREES
SOCIAL LIFE

DISTINCTIVE LINEAR SEAT
SEATING NOOKS WITH CAMPUS BENCHES
CHARACTERISTICS

NORTH SIDE
- Social
- Sunny
- Lush
- Sticky Edges
- Unique

SOUTH SIDE
- Consistent
- Buffered
PAVING CONCEPT

PLAZA PAVING
unit pavers

PEDESTRIAN PAVING
concrete with special finishes

WHEELS ZONE PAVING
concrete with special finishes

DETECTABLE EDGES
textured pavers

plaza unit pavers

concrete with special finishes
textured pavers
PEDESTRIAN’S VIEW
GATHERING SPACES
GATHERING SPACES
KINCAID PLAZA

- Campus entrance and hub
- Arrival, drop-off/pick-up (ride share location)
- Pavilion / rain shelter
- Meeting point
- Food & beverage carts and trucks
MEMORIAL QUAD PLAZA

- Celebrates prominent campus open space
- Design for maximum flexibility for events
OLD CAMPUS PLAZA

- Johnson Hall / Old Campus Quad connection
- Simple formal design with grand seating elements
- Extension of lawn
- Storm water opportunity
ONYX CONNECTOR PLAZA

- Circulation focus
- Design organizes pedestrian/bike interactions
- Bike parking and repair station: a hub for cyclists
- Pedestrian-only area outside Willamette entrance
- Extends lawn
- Simple formal design with grand seating elements
- Consider removal of existing street trees to open views and extend the space across street
- New planting to screen Carson loading dock
• Transition to pedestrian priority space (13th)
• Arrival, drop-off/pick-up (ride share location)
• Pavilion / rain shelter
• Meeting point
• Food & beverage carts and trucks
• UHCT passenger loading*
SYSTEMS
- pedestrian walks on both sides of the street
- connections to primary campus walks
- mixing zones at plazas (pedestrian priority)
- occasional crossing points between plazas
BIKE CIRCULATION

- separated bike/wheels zone between plazas
- (2) 8.5’ lanes
- westbound lane shared with vehicles
- mixing zones at plazas (pedestrian priority)
- connections to primary campus bike routes
• restricted access beyond Carson turnaround
• westbound only
• bikes/wheels and vehicles in same lane
• distributed parking/loading (12 spaces only) for delivery and contractor use only
• semi truck deliveries to Carson in-lane (off hours only)
• 20’ clearance standard through corridor
• periodic segments of 17’ clear (at planters, less than 20’ long)
• **Fixed stop shuttle** operates after 5:30 pm (westbound on 13th, southbound on University)
• **Non-fixed stop shuttles** (daytime) westbound on 13th
BIKE PARKING

900 bike capacity within project area (1,020 existing)

- Bike racks in clusters: rows and corrals
- Distributed through corridor, outside plazas/open space corridors
- Locations not adjacent to bike zones are near plazas (dismount before entering pedestrian walks)
SOCIAL SPACES

- hubs
- seating spots
- lawns
RAIN PROTECTION

- 2 types of shelter, distributed along corridor
- Consider covered seating at buildings

social pavilions

quiet shelters
NEW TREES

- naturalized planting area
- street infill
- hub
- accent
PLANTING CONCEPT

- Large canopy trees - both sides of street
- Wide naturalized planting to north
- New/extended lawns
- Tunnels are 8 - 9' wide
- Clearance to finish grade varies
- Planting above is possible by raising planting area
- Tunnels can accommodate additional loads
- Actual locations and depths to be verified in future design phases
STORMWATER TREATMENT OPPORTUNITIES

- Large stormwater treatment gardens next to pedestrian paths
- Some outside street corridor, in adjacent sites
- Goal is to treat all runoff in stormwater treatment gardens
- Sizing based on 5% of impervious surface of drainage area
- Educational and place-making opportunities
- Strategies and locations to be evaluated in future design phases
• Consistent gateway element at campus entrances (future design project)
- Campus standard map station at key locations (new or relocated)
ASUO FAIRE SETUP

- Focus tents and activities on north side, in 17’ pedestrian zone
- Bike/wheels area used for pedestrian circulation
- Can expand to south side, between trees (remove bike racks)
- Can expand into Kincaid Plaza and Campus Heart
PHASING
PRELIMINARY PHASING CONCEPT - Option 1

- Can be implemented in segments
- Does not need to be in sequence (e.g. east to west)
- Each phase to begin and end at a plaza
PHASING CONCEPT Option 2

FIRST PHASE:
BIKE AND PED CIRCULATION
PHASING CONCEPT - Option 2

FIRST PHASE:
BIKE AND PED CIRCULATION

SECOND PHASE:
ADDITIONAL PED CIRCULATION
PHASING CONCEPT - Option 2

FIRST PHASE:
BIKE AND PED CIRCULATION

SECOND PHASE:
ADDITIONAL PED CIRCULATION

THIRD PHASE:
PLANTING / AMENITY ZONE
DISCUSSION