

PRINCIPLE 9



TRANSPORTATION

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Principle

Carefully addressing transportation needs is vital to creating a cohesive, functional campus. A complete transportation principle includes coordinating transportation efforts with the larger community.

To ensure the safe, efficient, and affordable transportation needs of the campus community, all construction projects shall follow the principle refinements below.

Pattern Summary

(Refer to “Principle 11: Patterns” on page 91 for the complete pattern text.)

- Bike Paths, Racks, and Lockers
- Hierarchy of Streets
- **Local Transport Area**
- Looped Local Roads
- Main Gateways
- Path Shape
- Paths and Goals
- Pedestrian Pathways
- Peripheral Parking
- Promenade
- Road Crossings
- Shielded Parking and Service Areas
- Small Parking Lots in Campus Core
- Spillover Parking
- **Universal Access**
- University Shape and Diameter

Principle Refinements

Land Use and Transportation

- (a) The central area of campus (between Alder and Kincaid Streets on the west side, 18th Avenue on the south, Agate Street on the east, and Franklin Boulevard on the north) is primarily regarded as a pedestrian and bicycle zone. Unnecessary automobile traffic in that area is discouraged,

and internal campus streets should not serve as throughways.

- (b) The following priorities are established for making transportation-related decisions:

The highest priority is given to:

1. emergency vehicles, followed by:
2. pedestrians and people with disabilities,
3. bicyclists,
4. public transportation,
5. service vehicles,
6. car pools,
7. motorcycles,
8. scooters, **and, lastly,**
9. personal cars.

- (c) The university acknowledges it has assumed responsibility to provide a reasonable level of affordable parking for students, faculty, staff, and visitors while preserving the quality of the campus and adjacent neighborhood environments and encouraging the use of alternative modes of transportation. Thus, the university will continue to pursue programs and projects that both meet the need for affordable automobile parking and encourage alternative forms of transportation, thereby reducing the demand for automobile parking.

- (d) Building projects will comply with the *University of Oregon Bicycle Management Program* and the 1991 *University of Oregon Bicycle Plan*.

Refer to the Campus Design Standards for a description of the approved bike rack designs.

- (e) Activities with a high degree of public interaction will be located in peripheral locations where facilities to accommodate greater concentrations of vehicular traffic can be developed if they are not already in place.
- (f) Activities that depend on frequent delivery service, especially by large trucks, will be located adjacent to major thoroughfares or sited in a way that does not require or encourage truck travel through the central campus.



Knight Library Bike Parking

Community Transportation Coordination

- (a) The university adopts by reference the City of Eugene transportation plans as they pertain to the University of Oregon and adjacent lands. (Refer to Appendix J.)
- (b) The university adopts and reaffirms the concepts adopted as part of the *University of Oregon Long Range Campus Transportation Plan* initially adopted by the Campus Planning Committee in April 1973 and approved by the president in April 1975.
- (c) In accordance with the City of Eugene code provision allowing a fifty-percent reduction in the minimum required off-street parking spaces for university uses, the university must have a Transportation Demand Management (TDM) plan approved by the city demonstrating that the use of alternative modes of transportation will reduce expected vehicle use and parking space demand. The TDM plan will establish benchmarks by which the plan's effectiveness will be monitored annually.



EmX Dads' Gates Station