March 2026

UNIVERSITY OF OREGON

# CAMPUS TRANSPORTATION PLAN


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UNIVERSITY OF OREGON

CAMPUS TRANSPORTATION PLAN

# EXECUTIVE SUMMARY

## A MODERN FRAMEWORK FOR A SAFE, CONNECTED, AND SUSTAINABLE CAMPUS

The University of Oregon (UO) Eugene campus is growing and evolving to meet the changing needs of its students, faculty, staff, and visitors. At the time of this plan, the campus supports a community of approximately 28,000 people, including students, faculty, and staff, who rely on a variety of transportation modes to travel to, from, and within campus.

The last  transportation plan for the Eugene campus was adopted in 1976. This updated Campus Transportation Plan establishes a modern, more than 20-year framework to guide transportation investments that align with the Campus Plan and support the university's long-term growth and vision for campus life. It provides a coordinated, multimodal strategy that prioritizes people who walk, bike, use mobility devices, and take transit while maintaining essential access for people who drive, as well as for emergency, service, and delivery vehicles. Campus green initiatives and other sustainability goals will be advanced through enhancements to multimodal connectivity, safety, and accessibility, and reductions in the rate of campus single-occupancy vehicle trips.

Building on a detailed evaluation of existing conditions, the plan identifies key challenges and opportunities and recommends targeted infrastructure, policy, planning, and programmatic solutions to address them. Developed through an extensive public  process involving the campus community, city partners, and adjacent neighborhoods, the plan aligns campus transportation priorities with university and city-wide mobility goals. The plan concludes with investment priorities to guide Transportation Services and potential funding sources to support implementation.

## BETTER OPERATIONS WITH RELOCATED VEHICLE PARKING

Parking for automobiles remains one of the university's most pressing transportation challenges. While essential for supporting campus operations, parking supply directly influences university sustainability and mobility objectives. This plan advances a long-term strategy to reduce single-occupancy vehicle commute trips, reduce the presence of vehicles in the campus core and relocate parking toward the periphery, enhancing beauty, walking and biking safety, circulation efficiency, and land use in and around campus.

Currently, the Eugene campus provides approximately 4,000 parking spaces to support access for a campus community of 28,000 and growing. Maintaining a ratio of approximately one parking space per seven campus community members represents the minimum operational threshold necessary to avoid capacity and circulation constraints. To maintain this balance, the plan outlines targeted parking management strategies, including investments in peripheral parking aggregation, the expansion of active and shared transportation options, and the integration of new mobility services, such as a fixed-route campus shuttle and multimodal mobility hubs. Together, these measures could strengthen connectivity and accessibility, improve safety, optimize system performance, and advance the university's broader sustainability goals.

## CLEAR GUIDANCE FOR TRANSPORTATION SYSTEM DEVELOPMENT, MANAGEMENT, AND INVESTMENT

This plan establishes a clear framework to guide the development, management, and investment of the campus transportation system. Key outcomes include:

- Reinforcing the university's commitment to sustainability and reducing the rate of single-occupancy vehicle trips on campus.
- Documenting and evaluating the existing transportation infrastructure inventory.
- Incorporating feedback collected through the public engagement process.
- Framing a corridor-focused approach to address ongoing challenges in a holistic and systematic fashion.
- Providing a long-range transportation capital project list to guide strategic investments.
- Outlining services, strategies, and policies that advance campus mobility and sustainability goals.
- Offering a toolkit of infrastructure treatments to enhance access for people who walk, bike, ride transit, or use mobility or micromobility devices, including upgrades to meet ADA compliance requirements.
- Presenting recommended policies and programs to support multimodal travel across campus and protect the long-term functionality of the parking system.
- Identifying funding strategies and mechanisms to implement recommended projects efficiently and effectively.

# RECOMMENDATIONS FOR ALL MODES

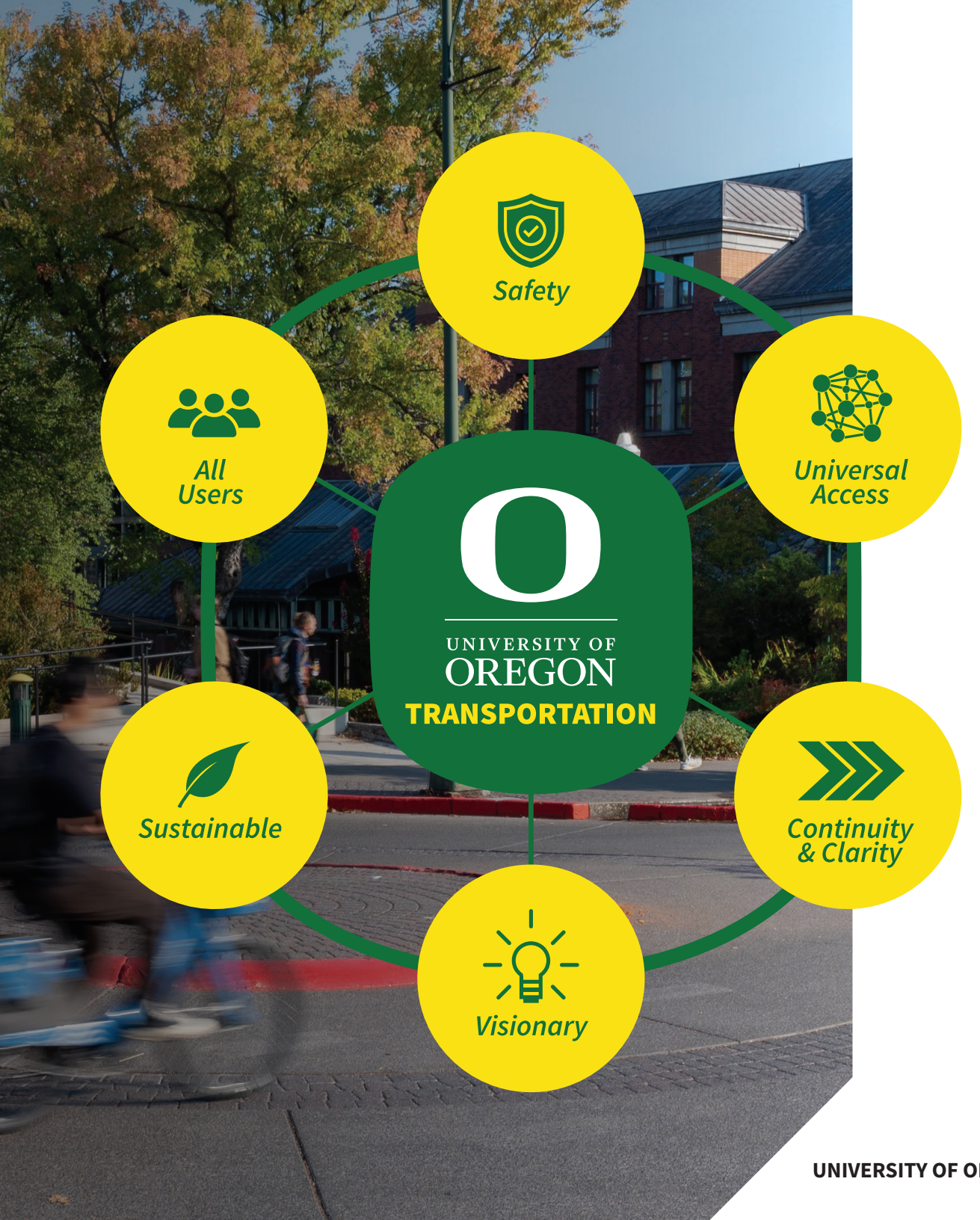
The Campus Transportation Plan includes recommendations that range from detailed pedestrian and bicycle improvements to large-scale capital investments. The plan prioritizes infrastructure for walking, biking, and assistive mobility device use, while also addressing strategic needs for parking, transit, and multimodal connectivity.

Key recommendations include improvements for people who walk, bike, and use mobility devices that follow a corridors-based approach, are supported by an Infrastructure Toolkit, and are informed by campus priorities for mode separation, conflict reduction, and barrier removal. Specific actions include:

- **Reducing conflicts between modes** by shifting parking from the campus core to structured facilities in peripheral areas near major corridors for better safety and circulation.
- **Separating and delineating modes** by reorganizing streets to prioritize walking, biking, and assistive mobility device use; reimagining corridors like 13th Avenue, 15th Avenue, Agate Street, and University Street; enhancing and expanding facilities for people who walk, bike, use assistive mobility devices, ride micromobility devices, or take transit; and supporting circulation for campus service and utility vehicles.
- **Providing multimodal connections** for safer and more efficient travel. Specific actions include enhancing the safety, comfort, and convenience for people walking or using assistive mobility devices, biking, riding micromobility devices, or taking transit; improving crossings of Franklin Boulevard and Agate Street to support future campus growth; and aligning transportation planning with campus capital projects.
- **Providing enhancements to parking and major infrastructure**. Actions include finding opportunities to optimize parking system performance while supporting sustainability objectives. Recommendations focus on maintaining a target ratio of roughly one parking space per seven campus community members through strategic investments in structured parking facilities located at the campus periphery as surface parking throughout campus is converted to development.
- **Improvements for transit and accessible mobility**. Actions include establishing a fixed-route campus shuttle to improve connectivity across campus, enhancing ADA services, and linking key destinations and major parking. Complementary measures include developing mobility hubs and cycle stations and improving campus wayfinding and gateways to enhance circulation and connectivity between campus and local destinations.

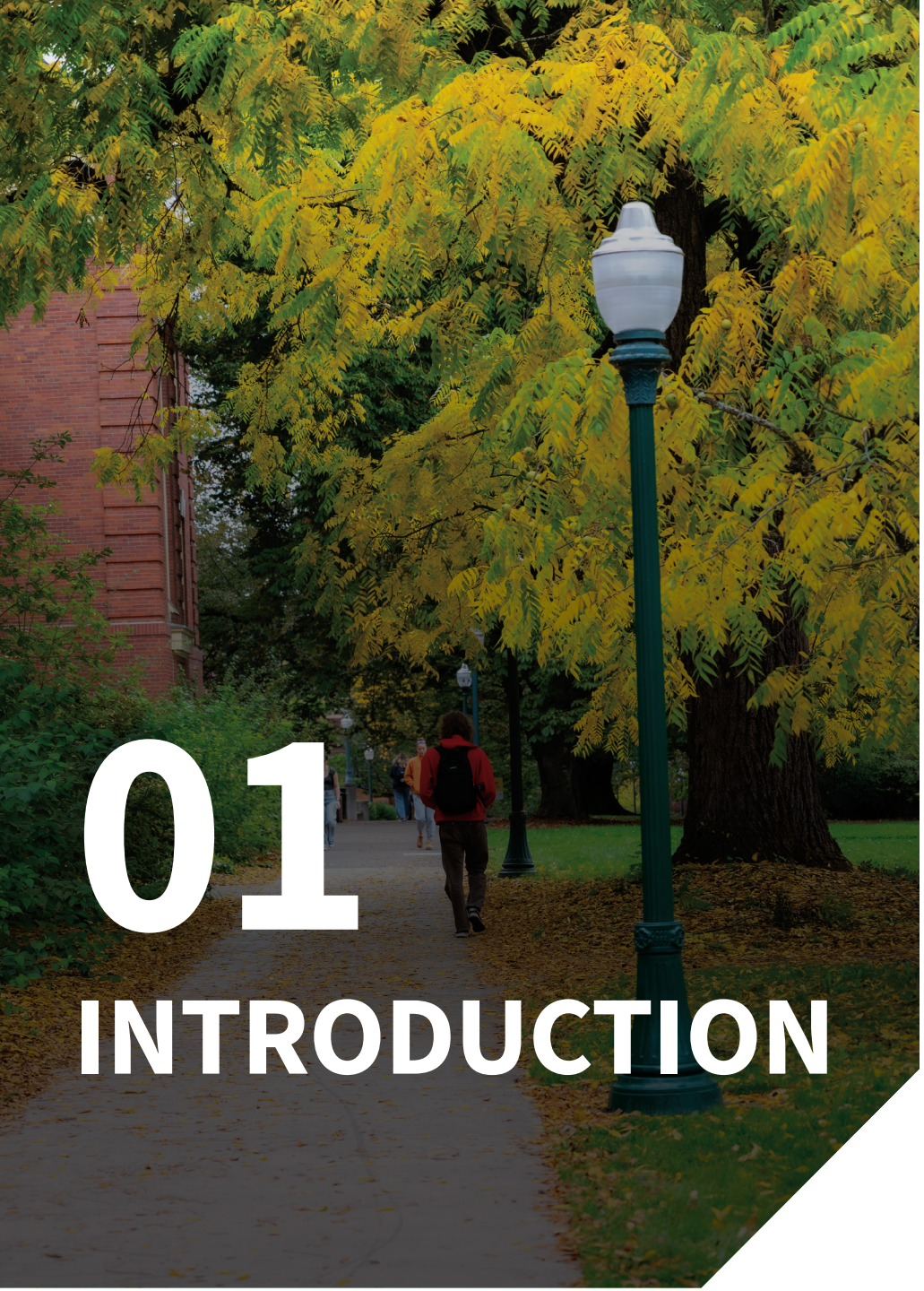
# A FLEXIBLE, ACCESSIBLE FUTURE FOR CAMPUS

This plan is a living document, adaptable to changing campus needs, emerging technologies, and evolving priorities. Implementation will begin with targeted studies and low-cost, high-impact solutions. Each policy and program is tied to the university departments or external partners responsible for, or essential to, its implementation. Regular performance monitoring and continued engagement with students, faculty, staff, and community partners will ensure this plan's ongoing relevance and effectiveness. Grounded in principles of safety, universal access, continuity and clarity being visionary, sustainability, and serving all users, this plan will help the University of Oregon build a transportation system that supports its goals and enhances campus life for decades to come.




# A FOCUS ON SAFETY, MOBILITY, AND SUSTAINABILITY

The Campus Transportation Plan is guided by six guiding principles, each representing a key focus area for enhancing the safety, mobility, sustainability, and convenience of travel options on campus.



# 01 INTRODUCTION

*This plan establishes long-term aspirations for the campus transportation system, provides guidance for future transportation investments, and puts forth industry-proven actions and strategies that will help improve safety, connectivity, mobility, and barrier-free travel options for people who choose to walk, bike, use transit, operate service vehicles, drive, or carpool together.*

A strong transportation network is a cornerstone of any college campus. This document—the University of Oregon (UO) Campus Transportation Plan—offers a 20-year and beyond vision for our Eugene campus multimodal transportation network. It assesses what challenges and opportunities campus currently faces and recommends infrastructure, planning, policy, and programming solutions to address those challenges. Data-driven plan recommendations aim to create a safer and healthier campus for everyone by strengthening walking and biking infrastructure, reducing single-occupancy vehicle trips, promoting campus and public transit, decreasing traffic congestion, and improving air quality. The plan also presents projects that will expand transportation options—especially for people walking and biking—while enhancing the safety, comfort, and convenience of the entire campus transportation system. To help this long-term vision become a reality, this document defines Transportation Services' priorities to guide its strategic investments and potential funding sources to make them happen.

## Walking & Biking Defined

**Many users travel the campus on foot**. Many others use mobility aids like wheelchairs, medical scooters, crutches, canes, or walkers. For simplicity, the remainder of this plan defines walking to include both travel on foot and travel supported by mobility aid.

**Electric bikes, scooters, and skateboards are collectively referred to as "micromobility devices."** Because these devices typically use bicycle facilities on the UO campus and for simplicity, the remainder of this plan defines biking to include the use of micromobility devices. However, micromobility devices do come with unique needs that are discussed in more detail in Chapter 3.

# PLAN PURPOSE

A sustainable campus requires improved multimodal facilities that increase access and prioritize safe and efficient travel for people who walk and bike. For more than a decade, parking supply has not kept pace with the growing demand. At the time of authoring this document, campus has approximately 4,000 parking spaces for a community of about 28,000 people—not including the wide range of visitors, prospective students, and large event attendees. In addition to operations challenges, this trend poses financial challenges because Transportation Services is self-funded. However, having fewer parking spaces also creates opportunities to reduce vehicle circulation within the heart of campus and encourages more multimodal and sustainable transportation options.

Sustainable transportation has long been a priority for campus. The 1976 Long Range Campus Transportation Plan prioritized sustainable transportation, and this value has carried through subsequent documents, including the 2016 Campus Physical Framework Vision, the 2025 Campus Plan , and the 2020–2025 Transportation Services Strategic Plan. This plan builds on these documents to draw a roadmap for future decision-making that balances parking needs with more sustainable travel options—such as walking, biking, and transit—while outlining a funding strategy to support capital projects that invest in those modes.

Together with the Campus Plan and the Transportation Services Strategic Plan, this document will help Transportation Services preserve and enhance the beauty, function, and accessibility of the campus as it and the surrounding community continue to grow and ensure that the campus remains a place that students, faculty, staff, and the public want to be.

*"The reduction of parking spaces has given us new energy and focus to promote a broader array of multimodal transportation options in addition to providing quality customer service to students, staff, faculty, and visitors who drive to and park on campus."*

*—Transportation Services Strategic Plan (2020–2025)*

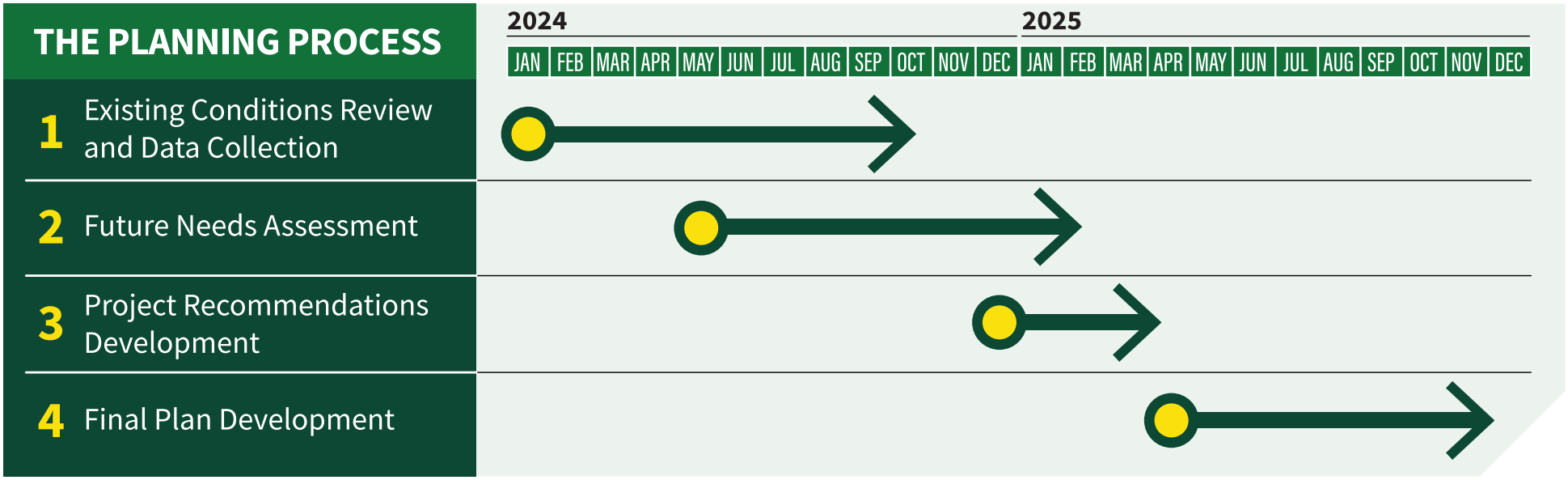
# THE PLANNING PROCESS

> *This plan is the result of a two-year public process with the campus community, the City of Eugene, and the campus-adjacent community.*

Transportation Services spent two years studying the campus (**Figure 1-1**), developing recommendations, and collaborating with campus and community members. Such collaboration has resulted in a shared vision that reflects the needs of the people who call campus home, a place to work or learn, or just a beautiful place to visit.

Two formal project groups informed decision-making for this plan: the Transportation Plan Committee (TPC) and the Leadership Briefing Group. Each group provided guidance and feedback from the perspective of who they represented. Throughout the planning process, engagement efforts helped connect the project team with the campus community, the city, and residents in adjacent neighborhoods. Input provided during leadership briefings, transportation plan committee meetings, a scenario planning workshop, and in-person outreach helped shape the final plan.

**Figure 1-1. The Planning Process**



# MODAL PRIORITIES

*This plan supports the safe and connected travel of students, staff, faculty, and visitors placing extra emphasis on walking and biking.*

Transportation infrastructure has a significant influence on how people experience campus, and sustainable transportation options like walking, biking, and taking transit promote a healthy and safe campus community. Interaction with our transportation infrastructure is often the first and last way a person experiences being on campus.

But space on campus is limited, and parking lots and streets account for a large portion of the campus footprint. To help manage transportation demand on campus, the Campus Plan establishes modal priorities that this plan continues to uphold. The top priority is accessible mobility for people with disabilities. In order, the remaining priorities are walking, biking, shuttle, transit, service vehicles, and carpooling (including rideshare)—all before single-occupancy vehicle use. These priorities will inform future investment decisions and help align the campus built environment with the kind of experiences students, faculty, staff, visitors, and the campus-adjacent community hope to have.

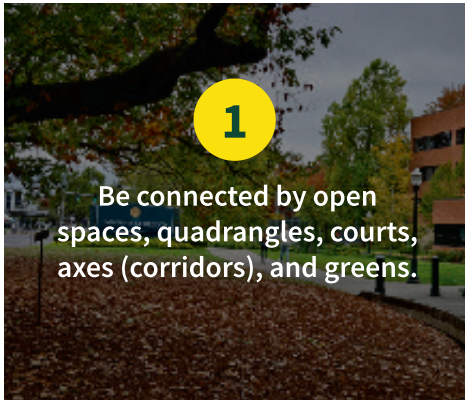
Prioritizing sustainable transportation options supports a healthier campus by encouraging active transportation and reducing single-occupancy vehicle trips. Expanding walking and biking options can improve connectivity, reduce congestion, lower air and noise pollution, and decrease greenhouse gas emissions, supporting a healthier and safer campus environment for everyone.

The UO is committed to prioritizing safe and convenient travel for the most vulnerable users of the transportation system: people with disabilities and people who walk, bike, or take transit to campus. Supporting their travel requires concerted and continuous efforts to minimize and manage conflicts they may experience with drivers of all types. Strategies contained in this plan are designed to harmonize all modes so that campus remains accessible and navigable by all its users.

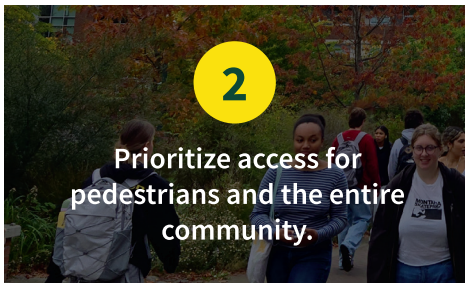
# THIS PLAN IN CONTEXT

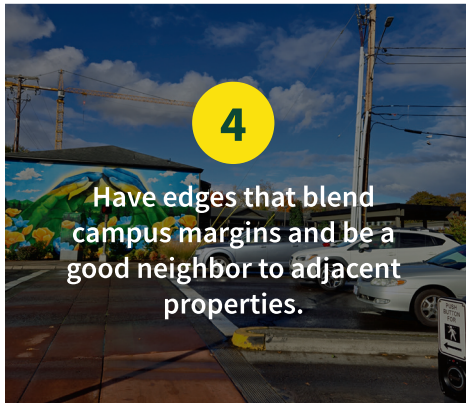
*Values and recommendations in this plan align with those established by other campus planning documents and public agency partners.*

Efforts to meet the travel needs of people accessing and circulating on campus have been a part of the planning process since the university's inception. To understand how this plan fits into the UO's long planning history and our community's wider planning ecosystem, the project team reviewed 14 planning documents from the UO, Lane County, and the City of Eugene. (For summaries of each of these documents, see Appendix A.) These past planning documents agree that campus should:








5 Have room to grow so that it can have a long life, meet changing needs, and allow for flexible uses.

Because campus is so intertwined with the surrounding transportation network, campus planning efforts must consider the City's and region's transportation planning activities and needs. **Figure 1-2** illustrates how the Campus Transportation Plan relates to and informs the planning efforts of these public agency partners. **Figure 1-3** illustrates how the Campus Transportation Plan evolves from the Campus Plan: Principle 9. Transportation. It serves as an Implementation Plan, overseen by Transportation Services, with strong linkages to the department's Strategic Plan and various modal and implementation plans.

**Figure 1-2. Relationship to Other University and City Planning Documents**

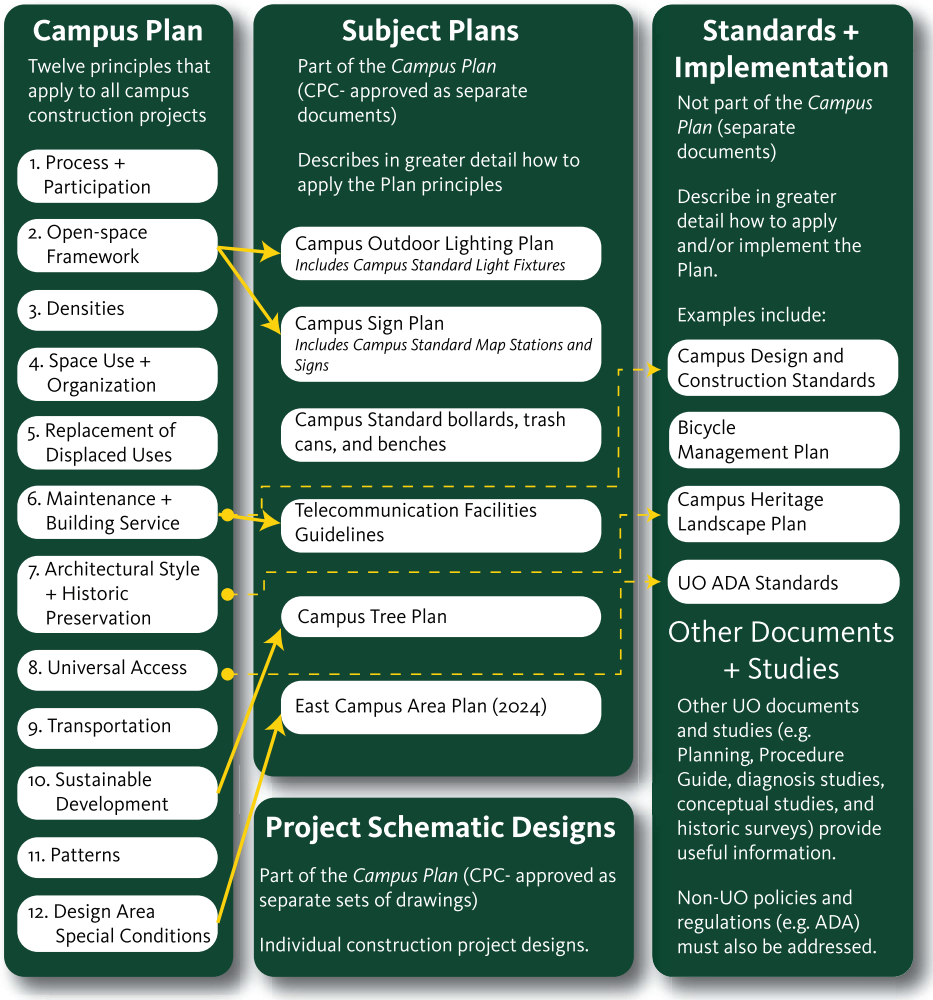

## CITY & COUNTY PLANS

City of Eugene 2035 Transportation System Plan
City of Eugene Comprehensive Plan
City of Eugene Franklin Boulevard Transformation
Lane County Transportation System Plan

## UO PLANNING GUIDANCE

Campus Plan
Campus Physical Framework Vision

**Figure 1-3. Diagram of Campus Planning Documents**



# PLAN OBJECTIVES

> *This plan aims to create more sustainable multimodal transportation options on campus.*

At the beginning of the planning process, the UO and Transportation Services identified six objectives that reflect campus values, respond to campus transportation challenges, and align with the UO's broader sustainability and accessibility goals:

**Pedestrian Safety**—Implement measures such as improved crosswalks, traffic calming techniques, and enhanced lighting to improve safety for people who walk on campus.

**Bike-Friendly Campus**—Design bike lanes, enclosed bike parking facilities, and bike-sharing programs to support bicycling as a convenient and eco-friendly way to travel to, from, and around campus.

**Multimodal Connectivity**—Improve connections between different modes of transportation, making it easier for students, faculty, staff, and visitors to move around campus without relying on cars.

**Transit Enhancements**—Partner with Lane Transit District and third-party intercity transit companies to enhance bus travel.

**Parking Management**—Integrate innovative parking and curbside management strategies, including pricing incentives for carpooling, electric vehicle (EV) charging stations, and designated loading, drop-off, and pick-up zones. Reduce the demand for parking spaces and promote sustainable transportation options.

**Campus Green Initiatives**—Create a more vibrant and inviting campus environment.

University, city, and county planning documents; Transportation Services trends and priorities; and feedback from the campus community all informed these objectives. The objectives provide a solid foundation for the plan and shape its existing conditions analysis, key challenges, final strategies, and recommendations.

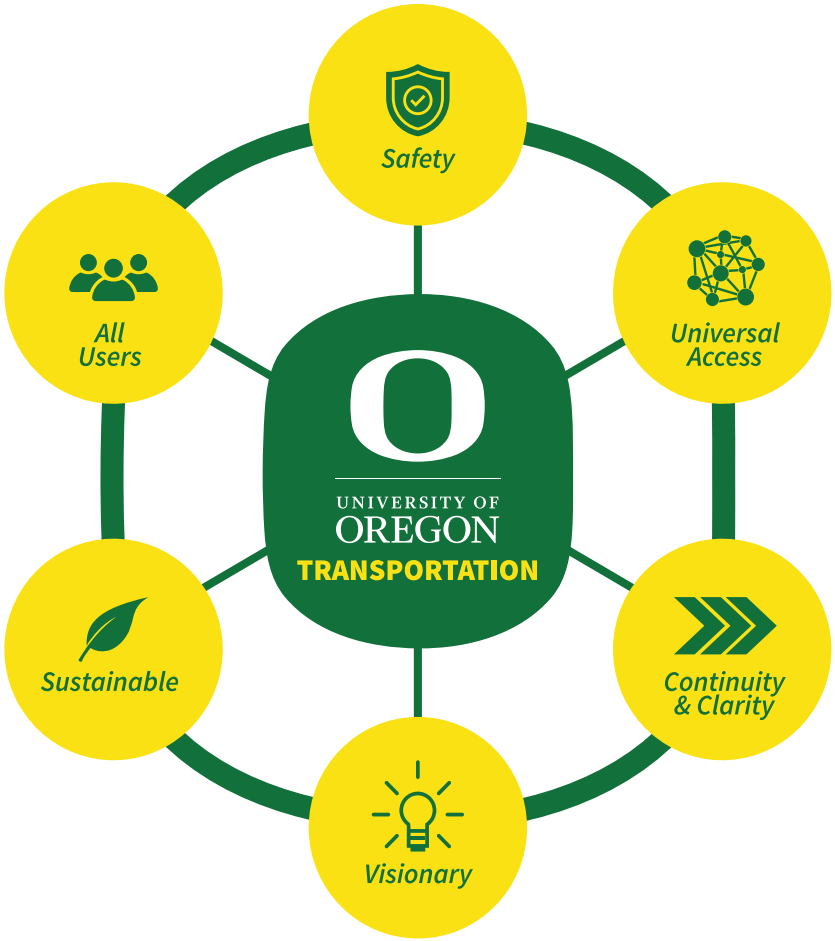
## Vision Statement

*UO Transportation Services envisions a future where we are an industry leader in providing people and goods safe travel to and through campus with minimal impact to the environment while meeting campus operational needs.*

## PLAN VISION

This plan envisions a campus transportation system that is:

- Efficient, functional, visionary, and sustainable
- Serves all users
- Reduces travel barriers to and through campus
- Fiscally responsible




## GUIDING PRINCIPLES

Beneath this vision are six guiding principles that reinforce the plan's objectives:

**Safety**—The UO's transportation system must put safety first and support safe and comfortable mobility for all users.

**Universal access**—Regardless of their mobility or disability status, students, staff, faculty, and visitors should be able to use the transportation system with ease.

**Continuity and clarity**—Users should be able to understand and navigate the system without interruption or confusion.

**Visionary**—Campus transportation plans should anticipate and adapt to future demands and technological advancements.

**Sustainability**—Campus transportation plans should strive to reduce the university's environmental impact and support its environmental responsibility goals.

**Serve all users**—The university transportation system should provide reliable and efficient services that support and enhance the campus experience for everyone.

Drawn from the plan objectives, these principles will help guide Transportation Services as it makes decisions, prioritizes investments, and works to maintain consistency across projects.

# 02

# CAMPUS & COMMUNITY ENGAGEMENT

> ***Because campuses are community spaces, this plan incorporates feedback from UO students, faculty, and staff, as well as campus-adjacent community members.***

Engagement with campus partners, the university community, and the broader Eugene community was integral to this plan's development. Feedback from students, faculty, staff, and people who live in adjacent neighborhoods helped Transportation Services understand current campus transportation needs and how improvements could be prioritized. Connections throughout the planning process also helped keep the campus and broader campus-adjacent community informed about the plan.

To reach campus partners, Transportation Services:

**Held leadership briefings**, which gathered representatives from departments within the university—including the Accessible Education Center, Athletics, Campus Planning and Facilities Management, Campus Services, Safety Risk Services, Student Life, University Housing, and the UO Police Department—with an interest in campus transportation activities to keep them up to date on the planning process, ensure campus-wide perspectives were considered, and to get feedback on recommendations.

**Presented to the Campus Planning Committee,** where the project team shared updates and gathered feedback on the plan from committee members. Three meetings were held.

**Formed a Transportation Plan Committee**, which gathered a broader group of project partners and technical experts than the leadership briefings. The committee featured representatives from the same departments involved in the leadership briefings, additional members from other campus areas, and staff from the City of Eugene.

**Hosted a scenario planning workshop** that considered existing and future transportation demands and brainstormed how campus growth may impact the way people access and circulate on campus.

To reach the wider campus community, Transportation Services:

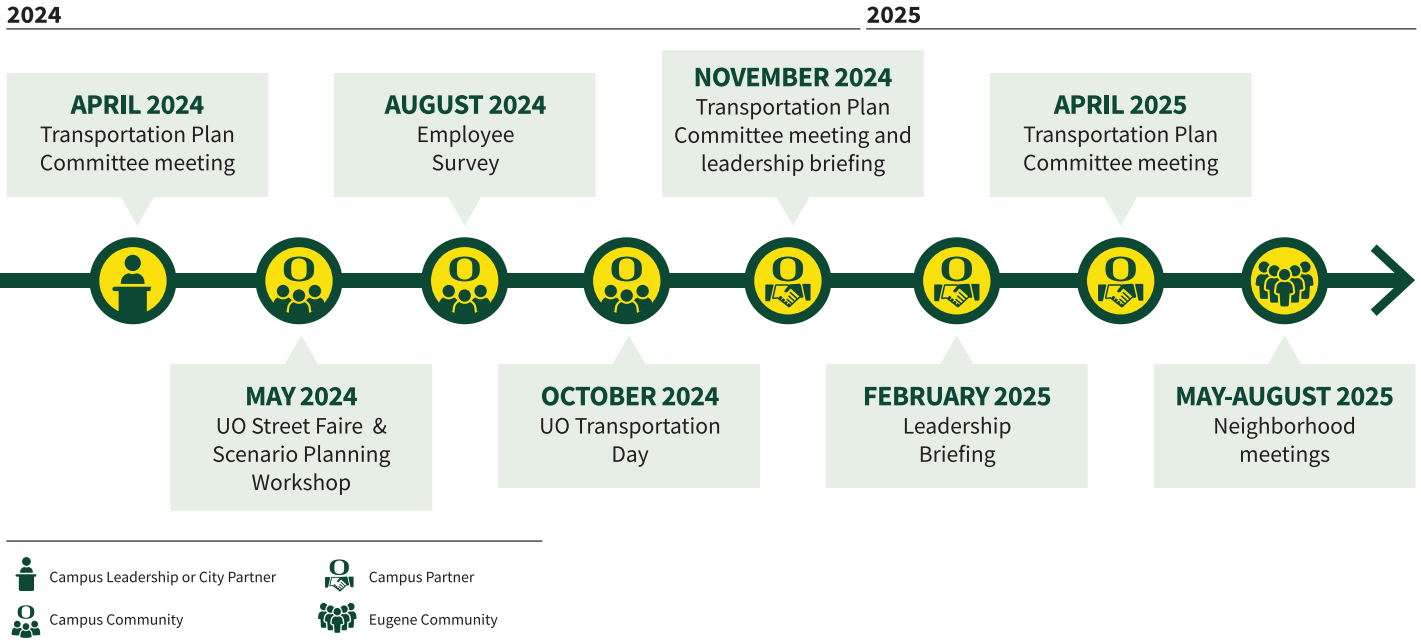
**Posted an online survey**, a project website, and an online mapping tool to promote different stages of the project, encourage people to attend engagement opportunities, and to get feedback from the campus community and local project partners.

**Conducted in-person outreach** for more direct interactions with the campus community and to get feedback on our existing conditions analysis and the draft transportation plan. Stations were set up at the UO Street Faire, the UO Transportation Day, the Trillium Plus Produce Drop, Tuesday Treats, and two open houses.

**Engaged the campus-adjacent community** by conducting multiple outreach activities to connect with and receive feedback. This included presentations to the Eugene Active Transportation Committee and University Area Planning Meeting, multiple meetings with the Fairmount Neighborhood Association, their transportation committee and leadership team, as well as tabling at the South University Neighborhood Association and Fairmount Neighborhood Association summer social. The University of Oregon also hosted a presentation and discussion event specifically for the Fairmount and South University Neighborhood Associations.

For more information on the campus and community engagement outcomes and activities, see Appendix B.

*The project team engaged with attendees to gather input on the plan during UO Transportation Day in fall 2024. Photo courtesy of Kittelson and Associates, Inc.*




# 03

# GETTING TO, FROM & AROUND CAMPUS TODAY

*The campus community and visitors walk, bike, take transit, carpool, or drive to get to, from and around campus. Opportunities exist to reduce travel mode conflicts and barriers, increase sustainable travel convenience and efficiency, and reduce reliance on single occupancy vehicle use.*

Today, students, faculty, staff, and campus visitors' campus access is supported by university departments, transportation and transit agencies, and private partners. Much more work can be done to improve the efficiency and convenience of these modes.

This chapter provides a high-level overview of what the campus transportation system looks like and what kinds of challenges users face today. A closer look at these challenges is provided for each corridor to explain where they occur and the factors that contribute to them.

Information in this chapter comes from an existing conditions technical analysis, public engagement, and field observations. Unless otherwise noted, data was collected, inventoried, and analyzed during plan development from 2023–2025. For the complete findings of this analysis, see Appendices C and D.

*70% of students walk, bike, or take transit.*

*58% of university employees drive.*


Bus
Carpool/Dropoff
Walk
Bike
Telecommute/Other
Drive Alone

# THE CAMPUS TRANSPORTATION SYSTEM

## WALKING

*Pedestrian facilities on campus vary in their capacity, condition, accessibility, and connectivity.*

*Remember that walking includes travel by assistive mobility device!*

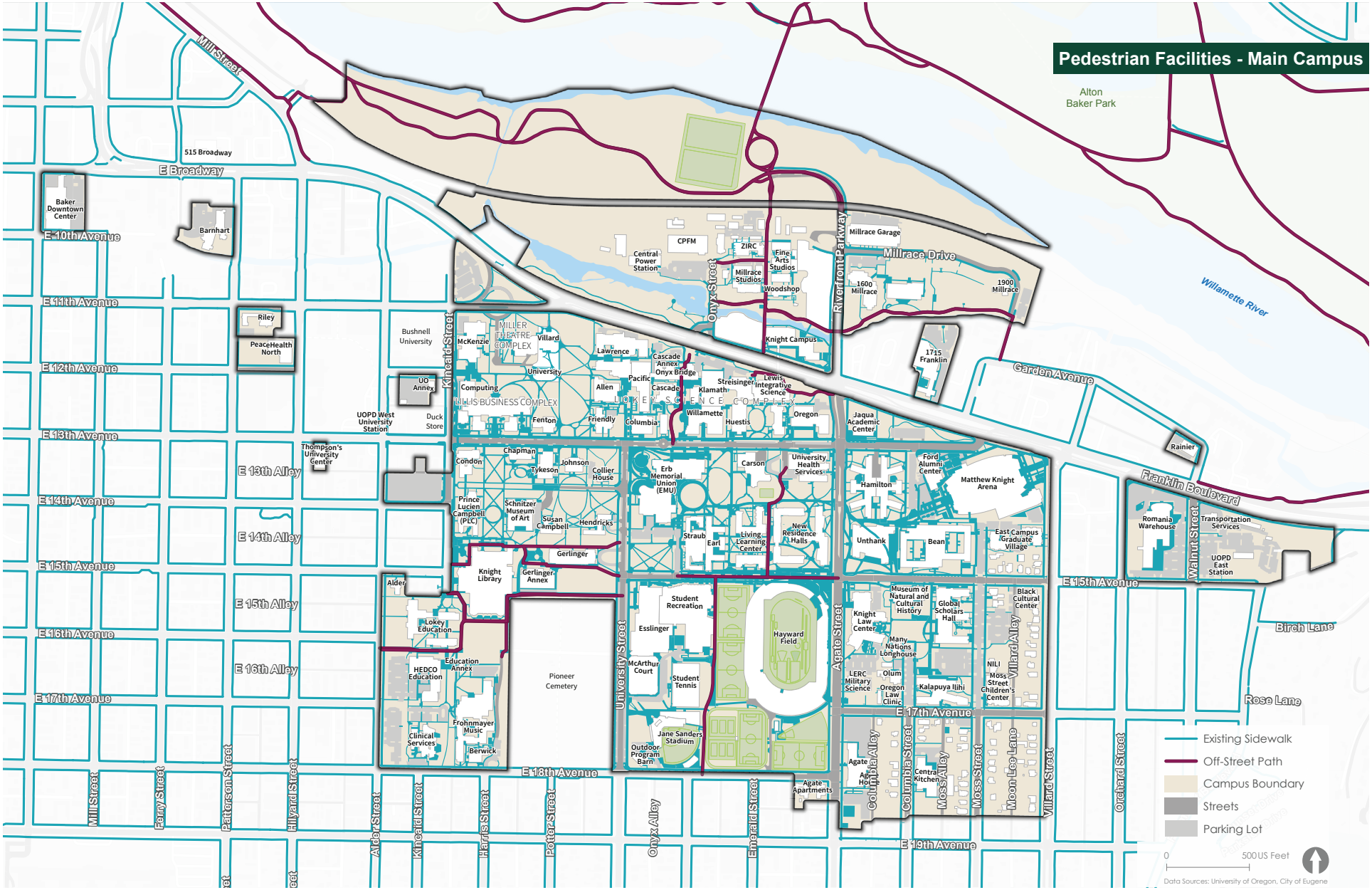
Because most trips to or around campus happen on foot—and because, regardless of how they travel, nearly everyone is a pedestrian at some point in their journey—the campus pedestrian system needs to be accessible, abundant, and connected to other modes. The pedestrian system should also feel safe and comfortable. Today, people walking get access to the campus via sidewalks and pathways provided in public rights-of-way owned and maintained by the City of Eugene (**Figure 3-1**).

Nearly every city street that borders, intersects, or crosses a campus boundary has a sidewalk on at least one side. Most have sidewalks on both sides. Streets that intersect with campus along its boundaries generally align with pedestrian portals, which provide good route continuity and help guide people walking to crossing locations. Some campus portals, however, have sidewalk gaps, insufficient widths, or other challenges to efficient pedestrian access and travel.

### KEY CHALLENGES FOR WALKING ON CAMPUS

- During class change periods, many sidewalks and pathways are too narrow to comfortably accommodate pedestrian demand. This is made worse when service vehicles are present.
- Crossing locations on campus streets (such as across Agate Street, 13th Avenue, University Street, and 15th Avenue) are inadequate to support the volume of people that move about campus at peak times throughout the day. This issue is likely to worsen as the campus population continues to grow. At several key intersections like 15th Avenue/Agate Street, the mix of people walking and biking with people that are driving creates congestion and safety challenges that are expected to intensify as the campus population continues to grow.
- Lack of dedicated bicycle infrastructure and a city policy that allows bicycles on sidewalks leads to conflicts between people using different mobility modes on sidewalks and pathways. This also leads to congestion and discomfort for people walking.
- There are sections of missing sidewalk along the city streets that form the boundaries of campus.
- Sidewalks around campus are varied in their width and condition. Some are ample and in good shape, others are narrow and in need of repair.
- Areas along Agate Street and 18th Avenue near Hayward Field and the surrounding athletic facilities limit pedestrian access, pedestrian circulation, or both, especially during major events when the volume of people moving to and around these areas significantly increases.
- Some crosswalks on and near campus are unmarked and uncontrolled, which limits safe and comfortable movement for people accessing their destinations. For example, outside of campus, crossings on Hilyard and Patterson Streets south of 13th Avenue are uncontrolled, making it difficult for people connecting to and from areas west of campus to cross safely and comfortably.
- While street lighting and pedestrian lighting is present on campus, not all areas appear adequately lit. Pedestrian-scale lighting is especially important for a sense of safety and security as well as at intersections, midblock crossings, and where people walking and service vehicles interact.
- Because portions of the campus pedestrian system were constructed before the Americans with Disabilities Act (ADA), sidewalks and multiuse paths have areas with accessibility barriers. The city and university are working together to address those areas. UO Transportation Services is working on an ADA transition plan to help address these needs.

**Figure 3-1. Campus Pedestrian Network**




LEASING CENTER


MAP
UNIVERSITY OF ORE O

## BIKING

*Remember that biking includes travel by micromobility device!*

*Throughout campus, bicycle facilities primarily rely on shared facilities with people driving or people walking.*

The university is nationally recognized as a Bicycle Friendly University and has a gold rating from the League of American Bicyclists. Many people rely on bicycles for travel to and from campus, as well as around the campus. Additionally, the growing popularity of micromobility devices, including e-scooters and other electric personal mobility options ("e-devices"), is changing how people move on campus.

The bicycle system on campus primarily consists of two components: travel facilities and bicycle parking (**Figure 3-2**). These facilities also accommodate micromobility devices, so references to "bicycle facilities" in this document include both people biking and people using micromobility devices. Travel facilities include the campus bike lanes, shared vehicle lanes, and off-street paths. Bicycle parking comes in covered, uncovered, and/or enclosed options. PeaceHealth Rides is a major bikeshare system that provides access for people who want to borrow a bike, including campus visitors.

### TRAVEL FACILITIES

There are limited separated facilities for people biking or using micromobility on campus. As these modes grow in popularity, there will be an increasing need to separate their users from people walking and driving. The rising use of micromobility devices, particularly e-devices that travel at higher speeds, further reinforces the importance of providing dedicated space for people biking and using micromobility to improve safety and comfort.

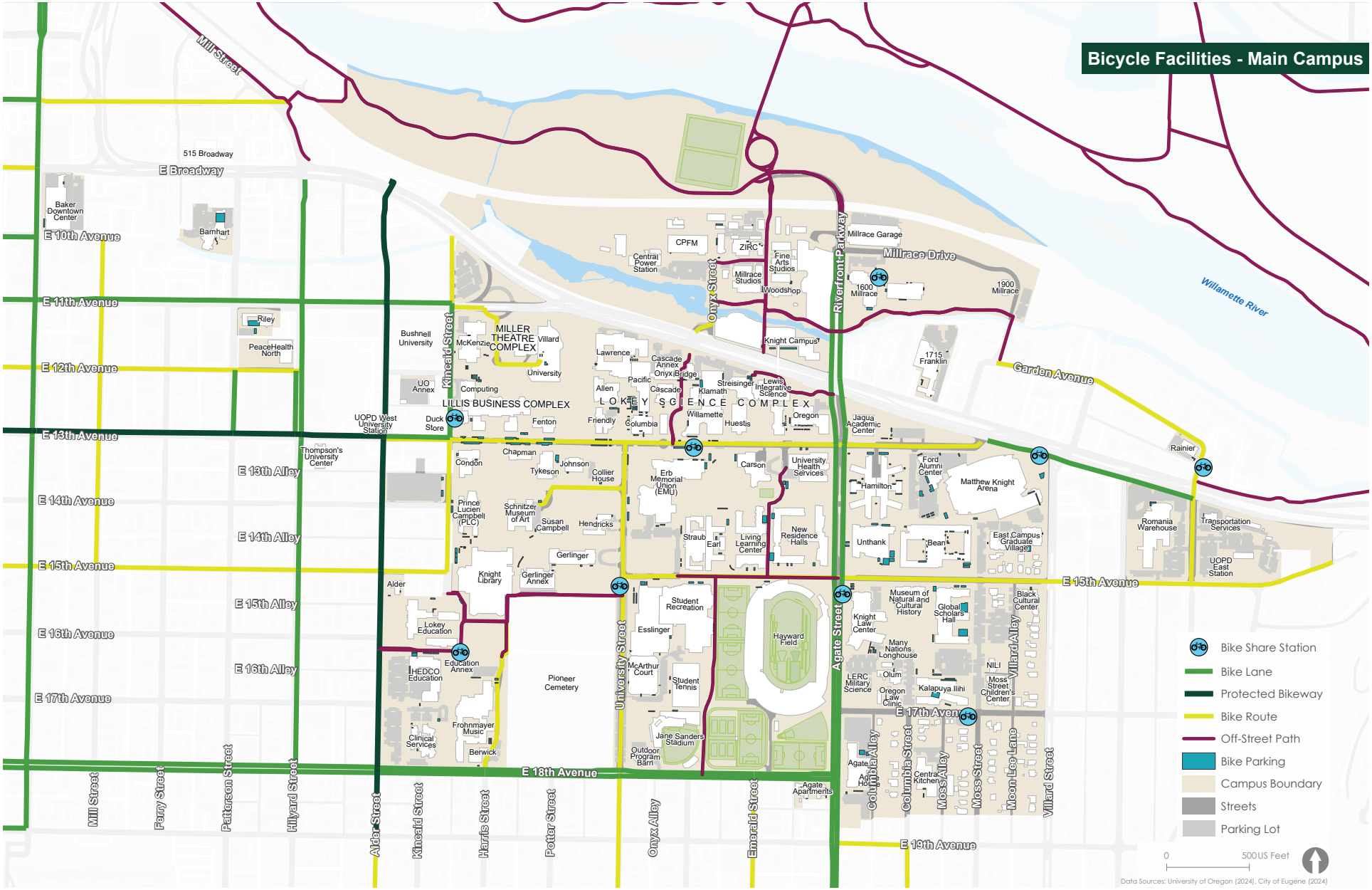
On campus, there are four types of campus bike facilities: bike lanes, shared lanes, off-street paths, and designated bike routes. With the exception of Agate Street, there are no striped bike lanes (separated facilities) on campus. All other streets on campus permit bicycle travel, but they are required to share facilities with people who walk and drive. Bicycles may only travel on off-street paths if those paths are designated bike routes. Campus encourages use of these facilities by providing parking facilities near these routes. The city bicycle network offers protected bikeways, off-street paths, bike lanes, and bike routes and city regulation allows bicycle riding on sidewalks.

### BICYCLE PARKING AND REPAIR STATIONS

Bicycle parking on the campus falls into four categories: uncovered short term, covered short term, commuter (a subset of covered short term parking located in public areas with adequate daytime security), and enclosed ("long term") parking such as lockable cages, lockable rooms, or equivalent enclosed facilities (**Figure 3-3**). Most of the bicycle parking locations have "hoop racks," also known as "staple racks." These racks provide a bike with two points of contact for stability and locking security, and the ability to serve two bicycles. However, the spacing of, and proximity to, nearby buildings of these racks may not be appropriate parking for oversized bikes such as cargo and e-bikes due to their heavier weights and larger sizes.

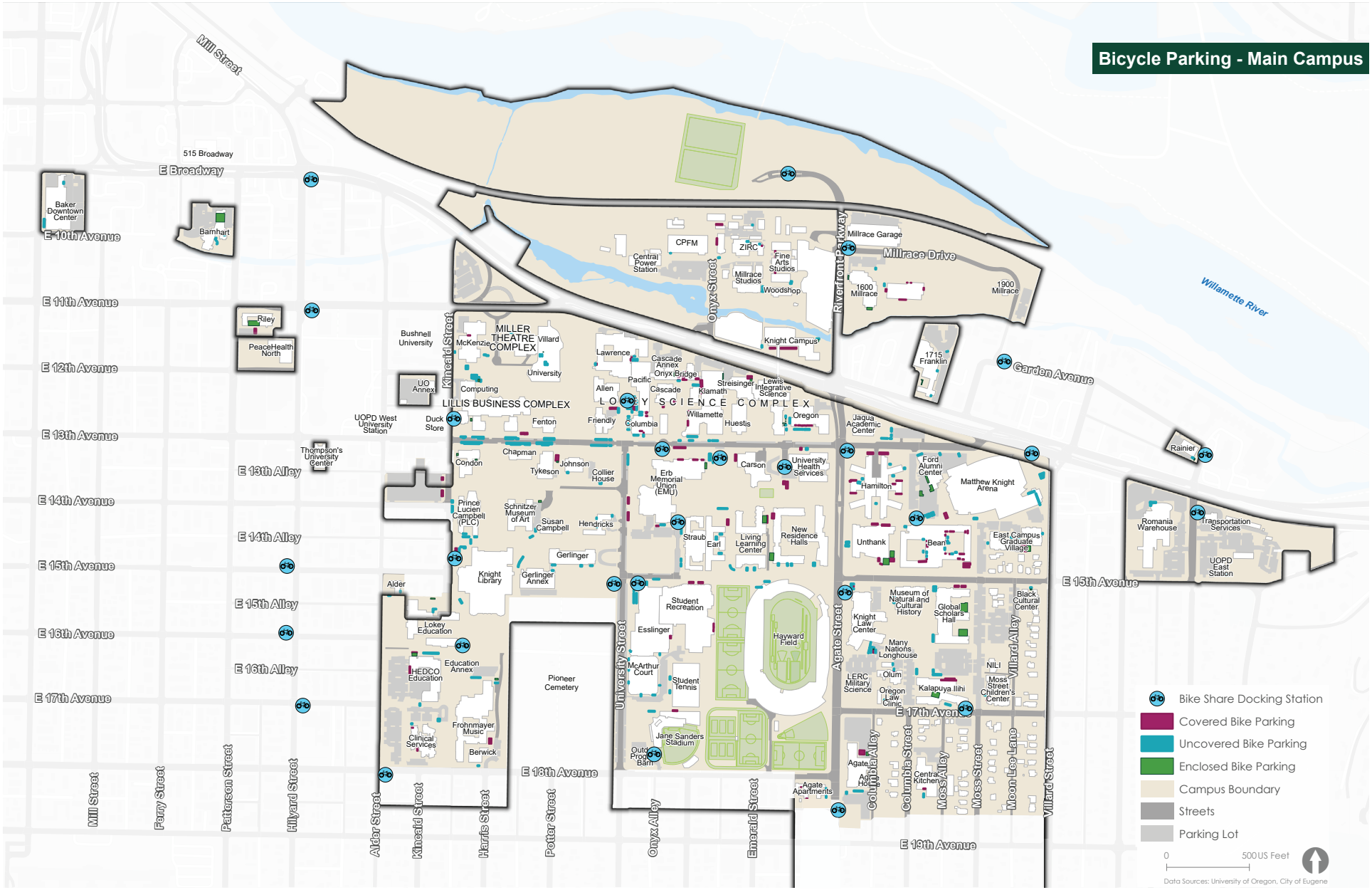
The campus has one dedicated bicycle maintenance space, located in the Bike Program office in the EMU. The Bike Program offers both "do-it-yourself" and paid repair services. Previously, a few public bike repair stations were available, but ongoing maintenance challenges and vandalism led to their removal. Transportation Services aims to expand bike repair facilities in the future by integrating them with commuter bike cages or locating them within department buildings.

**Figure 3-2. Campus Bicycle Network**




Riverbank Path
0.1 MI.
Alton Baker Prk
0.4 MI.
Autzen Stadium
0.7 MI.
NO PARKING
BEYOND THIS POINT

**Figure 3-3. Campus Bicycle Parking**

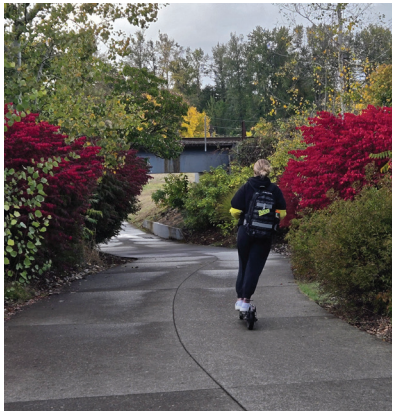


## MICROMOBILITY

Micromobility encompasses travel by  devices (powered or not), such as e-bikes, scooters and e-scooters, and skateboards and e-skateboards. These devices may be part of shared services—such as the UO E-Bike Lending Library, which provides free two-week loans to students, faculty, and staff—or privately owned. Campus continues to see significant growth in the number of personally owned micromobility devices being used on campus. E-bikes and e-scooters in particular are becoming increasingly popular, providing a convenient and flexible option for short trips on and around campus.

Current university policy allows e-bikes, e-scooters, and e-skateboards to be operated on designated bicycle routes, but not inside UO buildings. The university also provides charging for e-devices in the Millrace garage, but charging capacity there is limited, and this location is far from the campus core. More information about e-devices on campus can be found on the university's website.

To better support micromobility users, Transportation Services plans to expand both storage and charging capacity across campus, particularly within housing-controlled bike cages.



## BIKESHARE

The campus has 23 PeaceHealth bikeshare stations within campus or along the periphery. People can use these bikes to get to on- and off-campus destinations with  fees charged either per trip or as a monthly membership. Bikeshare fees are discounted for UO students, faculty, and staff.

## KEY CHALLENGES FOR BIKING AND MICROMOBILITY ON CAMPUS

- Bicycle route signs are inconsistent, confusing, and do not always clarify where bicycles are allowed and where they are not.
- Bicycle repair stations and bicycle parking areas have issues with theft. From December 2020 to July 2024, there were over 320 reports to the UO Police Department of bicycle- and scooter-related theft.
- Enclosed bicycle parking supply and demand are misaligned across campus, with higher demand on the west side and underutilized lockers and cages on the east side.
- There are gaps in facility continuity both on-campus and along the campus boundary where facilities connect to the city's network.
- There is limited safe and comfortable east-west connectivity across campus. Riders are required to navigate higher traffic intersections with limited or no protected facilities on key routes like 11th, 13th, 15th, and 18th Avenues.
- North-south routes are also constrained. There is a lack of dedicated facilities along these campus north-south corridors. Onyx Street-University Street and Riverfront Parkway-Agate Street both cross Franklin Boulevard and have several high-volume bicycle crossings. These streets also experience vehicle conflicts at varying times of the day.
- Although bicycles are allowed on city sidewalks, bicycle travel is not permitted on the majority of campus pathways unless designated as a campus bike route. However, the campus rule is not consistently observed or enforced, which can lead to confusion and conflicts with people walking.
- There is insufficient micromobility charging on campus to make it convenient for most users.

## TRANSIT

*There is a lack of transit connectivity on campus due to a lack of first- and last-mile connections, infrequent service, and no fixed-route campus transit service.*

There is no fixed-route transit service on campus. However, students, faculty, staff, and visitors have access to UO Duck Rides, the Access Shuttle, LTD services, and several other transit or rideshare systems (**Figure 3-4**).


### UO DUCK RIDES

Duck Rides offers students, staff, and faculty evening rides. Funded by student fees, this program is staffed by both student and professional staff. Duck Rides operates from 6 p.m. to 12 a.m. seven days a week during the fall, winter, and spring terms, and pauses during academic breaks. Riders can request the service using the Duck Rides app. The service area extends beyond campus, connecting riders to shopping centers, downtown Eugene, and off-campus residences.

### ACCESS SHUTTLE

The university operates the Access Shuttle, which provides campus rides to students, faculty, staff, and visitors with disabilities. The on-demand shuttle operates Monday through Friday from 7:30 a.m. to 5:30 p.m. The Access Shuttle does not extend off campus. Users can request rides in the Access Shuttle app and make recurring ride reservations online.


### LANE TRANSIT DISTRICT (LTD)

Most transit riders rely on LTD services to get where they need to go. The Emerald Express (EmX) provides frequent bus rapid transit service to campus along East 11th Avenue and Franklin Boulevard seven days a week. In addition, five fixed bus routes—13, 28, 79x, 81, and 98—serve the campus and/or Autzen Stadium, connecting campus with off-campus destinations. Key stops on or adjacent to campus include:

- East 13th Avenue, Kincaid Street (Route 98)
- Kincaid Street (Routes 79x, 81)
- East 11th Avenue, Franklin Boulevard (EmX)
- Patterson–Hilyard Street Couplet, Kincaid Street (Route 28)
- Martin Luther King Jr. Boulevard (Autzen Stadium)(Route 13)

LTD also operates RideSource, a paratransit service for people with disabilities and Medicaid recipients, and the Diamond Express, an intercity transportation service between Oakridge and the Eugene/Springfield area. In addition, LTD service extends to LTD-managed Park and Ride lots throughout Eugene, Springfield, and surrounding communities, providing convenient transit options for commuters traveling to campus and other destinations.

### RIDESHARE

Uber and Lyft provide ride-hailing services in Eugene and around campus. Several locations on campus have been designated for ride-hail pickups and drop-offs. The ASUO subsidizes rides for qualifying UO students late at night and to certain regional healthcare facilities.

### CARSHARE

Carshare programs provide short-term vehicle rentals, offering flexible transportation options for the campus community. The University of Oregon partners with Zipcar, which has dedicated parking locations on campus, including Moss Street near 15th Avenue, Lot 17, 15th Avenue West, and Lot 55. GoForth Electric Vehicles is another carshare option available in Eugene.

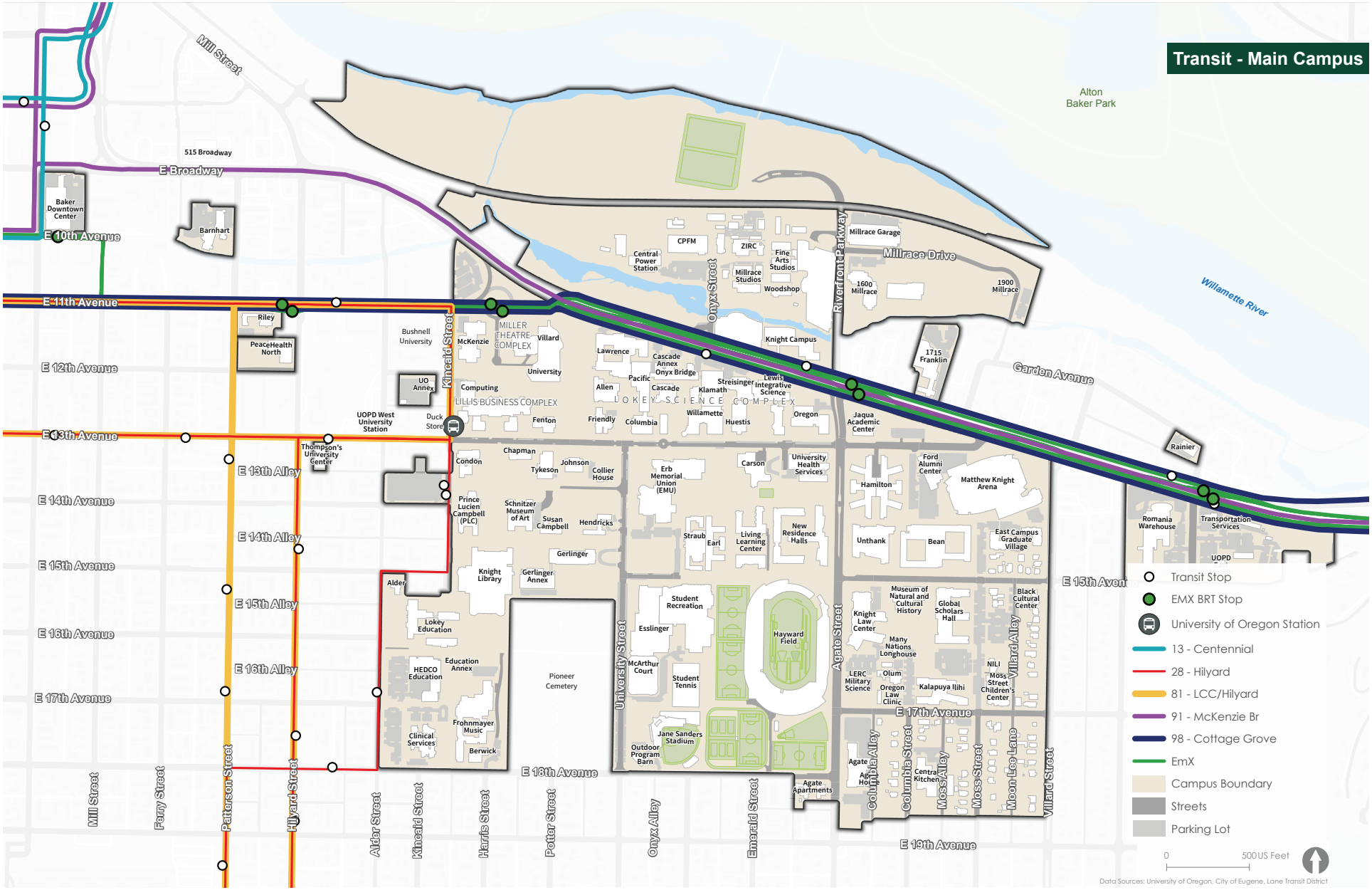
### REGIONAL TRANSIT

Amtrak, FlixBus, Diamond Express, Pacific Crest Bus Lines, Link Lane, and Florence Rhody Express provide connections between nearby cities and the surrounding region. Most of these services depart from downtown, but FlixBus, Pacific Crest, and Amtrak bus (Oregon POINT) directly serve campus at Agate Street or East 13th Avenue.

## KEY CHALLENGES FOR TRANSIT ON CAMPUS

- There are not enough multimodal first- and last-mile connections for transit on campus.
- There is a need for more frequent non-EmX LTD service to connect the campus community to local destinations and essential services during off-peak and weekend periods.
- Increasing campus activity levels, an expanding campus footprint, and peripheral parking treatments make cross-campus travel difficult during class change periods, and there is currently no fixed route transit to serve intracampus trips.

**Figure 3-4. Campus Transit Network**



## DRIVING

*Improvements to help reduce conflicts between drivers, people walking, and people biking are needed on the city- and university-owned streets that make up campus.*

Streets on campus still have echoes of the original street grid and are owned and maintained by both the university and the City of Eugene, depending on the location (**Figure 3-5**). The allowed vehicle use and primary function of each street depend on its adjacent land use and ownership. Within the campus core, motor vehicle access is limited. University-owned streets provide emergency and service access to all campus areas and buildings and, in limited locations, provide private vehicle access to parking. On most city-owned streets, motor vehicles are generally the dominant mode for moving people and goods.

Private vehicle access is restricted on a portion of 13th Avenue from Kincaid Street to east of University Street near Onyx Street, a portion of University Street north of Johnson Lane, and on Powell Plaza (formerly 15th Avenue west of Agate Street). Private vehicle access is restricted in order to discourage private vehicle activity within the campus core.

City-owned streets form the boundary of campus, connect the campus grid to the surrounding street network, and provide access to key campus destinations. These streets always serve people who drive and vary in how much they accommodate people who walk, bike, or use transit. Importantly, these boundary streets also help people unaffiliated with the university reach areas west, south, and east of campus. Because of this connection, the City of Eugene and the university work together to coordinate infrastructure improvements, align multimodal priorities, and fund projects on and around campus that support both campus access and citywide mobility goals. The university's desire to have a walkable, bikeable campus aligns with the City of Eugene's roadway standards, which seek to reallocate excess motor vehicle roadway space to other uses, such as wider sidewalks, exclusive bus lanes, improved bike facilities, and new plazas.


*"The UO's desire to have a walkable, bikeable campus aligns with the City of Eugene's roadway standards, which seek to reallocate excess motor vehicle roadway space to other uses, such as wider sidewalks, exclusive bus lanes, improved bike facilities, and new plazas."*

Franklin Boulevard is the primary route motorists use to access campus. This route is a key east-west corridor, providing access to all areas of Eugene/Springfield and the OR 99E and I-5 corridors.

> ***At the time of this plan, UO Transportation Services is in the early stages of developing an Agate Street Corridor Plan, which will consider the corridor's purpose and function within the larger transportation network.***

Autzen Stadium is separated from the campus core by the Willamette River. Primary access by vehicle, transit, biking, and walking is via Martin Luther King Jr. Boulevard. MLK Jr. Boulevard is a two-way, five-lane roadway designed for high speeds. In Spring 2024, the City of Eugene launched the MLK Jr. Boulevard Transit and Safety Project to help improve safety along this corridor for all users. The proposed lane configuration includes bus and turn lanes in the outside lanes, a new pedestrian crossing across MLK, and enhanced striping for bikeways.

Intersections are where modes converge and thus where conflicts most often occur. Motorists are focused on moving through the intersection efficiently, while people walking and biking are focused on crossing safely and comfortably.

**The Franklin Boulevard Transformation Project** aims to improve safety; increase walking, biking, and taking the bus; and support density and development through corridor and intersection improvements at several campus gateways, including at Onyx Street, Agate Street-Riverfront Parkway, Moss Street-13th Street, and Villard Street.

Historically, when motor vehicle movement has been prioritized, level of service (LOS) has served as the primary metric for evaluating intersection performance. LOS assigns a letter grade (A–F) based on the amount of vehicle delay. However, LOS does not fully capture how well an intersection is serving the diverse needs of a campus environment, where safety, pedestrian and bicycle capacity, and comfort are equally important considerations.

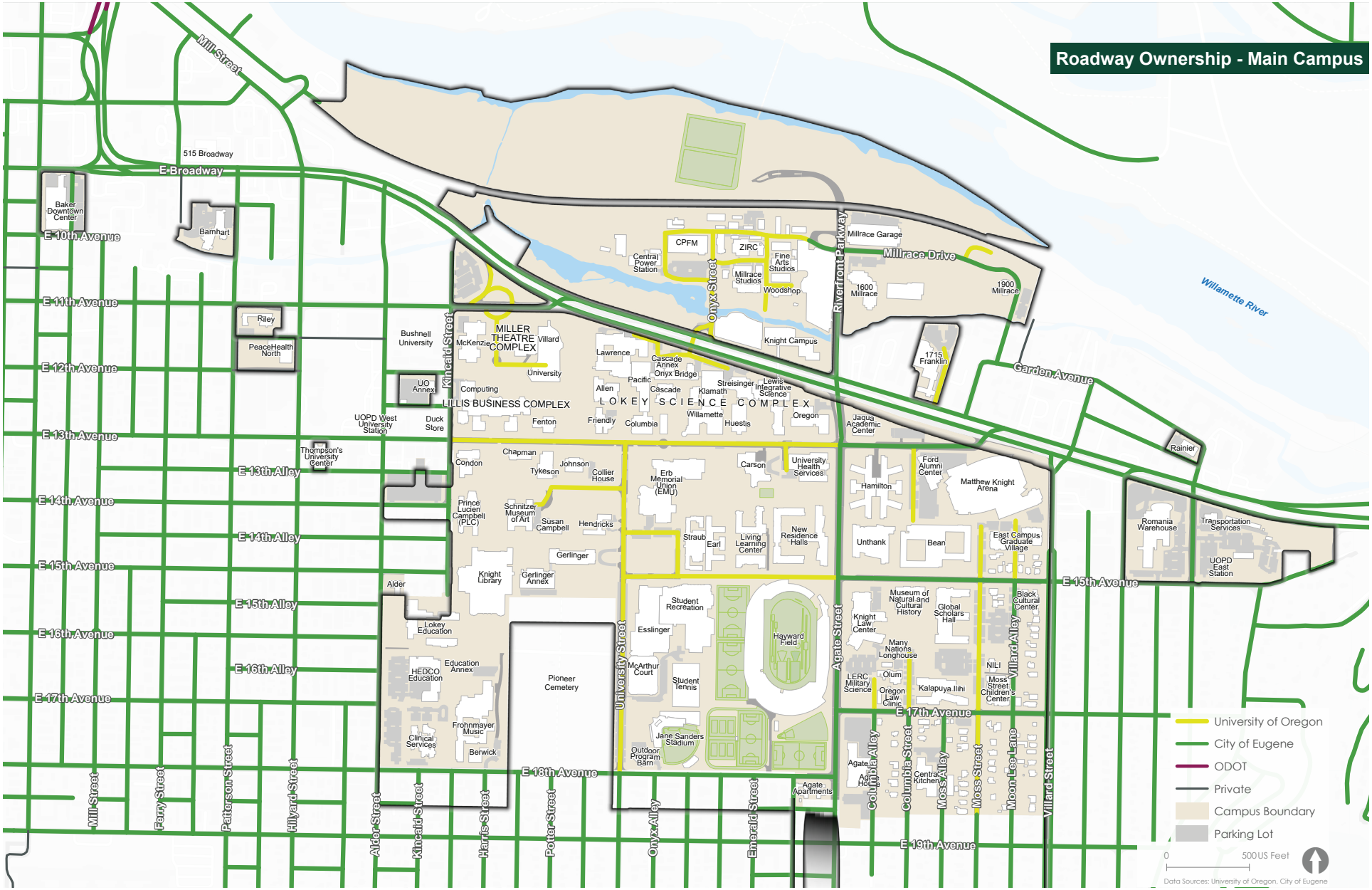
Most intersections on and around campus currently meet LOS standards for vehicles. In a university setting, some congestion, especially during peak class-change periods, is expected and reflects the high volumes of people walking and biking on campus. For example, the intersection of Kincaid Street and East 13th Avenue does not meet LOS standards for vehicles, but vehicle volumes are relatively low while pedestrian and bicycle volumes are comparatively high. In this case, prioritizing the experience and safety of people walking and biking is often more aligned with city and university goals than increasing vehicle throughput.

Moving forward, the UO must continue working closely with the City of Eugene to balance the needs of people driving with those of the campus community, ensuring that corridor and intersection design and function protect and promote walking, biking, and transit use on and near the campus. Transportation Services must also coordinate with internal partners, such as Athletics and campus event planners, to ensure the system remains flexible enough to accommodate high-demand events (e.g., move-in/move-out days, athletic competitions, commencement).

## KEY CHALLENGES FOR DRIVING ON CAMPUS

- Rates of single-occupancy vehicle trips to campus that conflict with the university's mode split goals.
- Equipping and operating streets in a manner that harmonizes the interaction of all modes and ensures the safety and comfort of all users, particularly the most vulnerable.
- Limited coordination with the City of Eugene, which may result in a street network that inadequately supports campus access or conflicts with citywide and nearby neighborhoods' mobility priorities.
- Inconsistent roadway standards and design guidance between UO and the city, which can lead to fragmented multimodal infrastructure and planning across campus or jurisdictional boundaries.
- Circulation and congestion during one-time or high-volume events (e.g., move-in days, athletics events), which strain the transportation network and disrupt daily multimodal operations.

**Figure 3-5. Campus Roadway Ownership**



## PARKING

*Parking currently occupies valuable space in the campus core. Shifting parking to the campus periphery would create a safer, more welcoming center for people walking and biking while better supporting the UO's sustainability and mobility goals.*

With a campus population of roughly 28,000 people plus wide-ranging numbers of visitors, matching parking supply and demand continues to be a challenge. Approximately 4,000 parking spaces on campus are dispersed across 73 lots and 3 garages (**Figure 3-6**) (based on fall 2025 parking inventory). The Campus Plan sets a planning direction that central campus land be used minimally for parking, which is encouraging an incremental shift of parking to the campus periphery and a gradual transition to a campus core that prioritizes people walking and biking.

Campus parking facilities provide short-term permit-only parking, hourly pay-to-park spaces, and limited student resident parking. In 2021, Transportation Services launched a new zonal parking system to increase parking convenience and flexibility. The zonal system balances parking demand with virtual permits and pricing based on location and demand.

Current parking inventory generally meets the university's operational needs, though it can be challenging for some individuals—particularly visitors unfamiliar with campus—to locate where available parking is. Continued enrollment growth and development activities are expected to increase demand and reduce supply.

Between 2019 and 2024, campus enrollment grew by five percent while parking permit sales increased by 13 percent. However, parking supply over the past 10 years has increased by just five percent. Parking supply is expected to decrease as parking lots become development sites for uses that better support campus life and university needs. Per the Campus Plan, any displaced parking generally needs to be replaced. University plans include the intent to move away from parking in the core of campus and consolidate parking to larger peripheral sites, likely as garages. Garages, however, are expensive to construct. As a result, parking management strategies must be a central element of future campus transportation planning efforts.

Campus policy can have a profound effect on parking supply and demand. Existing campus policies guide where parking should and should not be provided (i.e., at the periphery and not in the core). Policies can also determine which students are required to live on campus and if they are allowed to bring a car to campus. For example, some colleges mandate that (with exceptions) first-year students must live on campus and cannot bring a car with them. A similar policy could be explored by UO to help manage parking demand by reducing the number of vehicles stored on campus and limiting commuter traffic from first-year students.

Relocating parking to the campus perimeter may lengthen the walk for some users, potentially challenging the goal of maintaining a 10-minute walking campus.

### Parking permit sales are growing by about 3.5 percent each academic year.

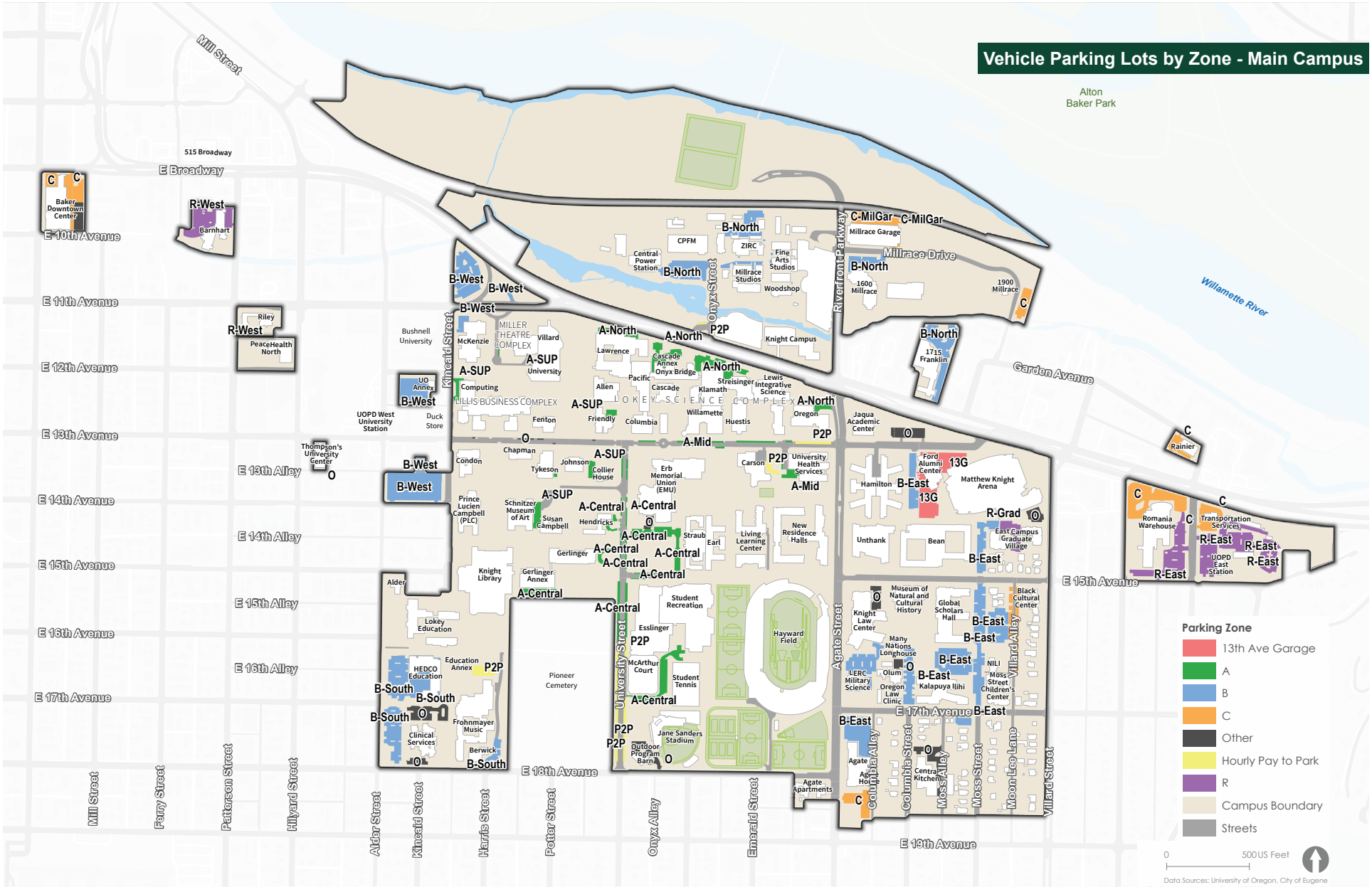
Although more permits mean more revenue for Transportation Services, more drivers on campus works contrary to the university's sustainability goals. The pattern cannot be sustained without ultimately increasing the supply.

## KEY CHALLENGES FOR PARKING ON CAMPUS

- Continued enrollment and employment growth could lead to higher parking demand.
- Continued redevelopment of surface parking areas, without replacement, could cause operational issues, parking shortages, and declining parking revenues.
- Parking locations near the main activity areas of campus create conflicts with people walking and biking and degrade the campus environment.
- Effective wayfinding and demand management strategies are needed to minimize unnecessary trips made in search of parking within or near campus.
- Dichotomy of parking infrastructure locations vs. desired destinations (for example, we have more supply on the east side of campus, but most academic destinations are on the west side of campus).
- Lack of consistent parking availability and demand monitoring.
- Revenues from parking may be insufficient to achieve all of Transportation Services' goals, particularly if one or more parking garages become necessary.
- Accommodating and maintaining facilities for an anticipated increase in electric vehicle usage (thinking about the cost for implementing and securing future EV charging stations at parking lots).

*Millrace Parking Garage*


**Figure 3-6. Campus Parking**



## FREIGHT & SERVICE

*A lack of key connections and a need to access all campus buildings sometimes makes travel on campus difficult for freight and service vehicles.*

Freight and service vehicles regularly need to access campus as they do things like deliver food to the dining halls, transport waste and recycled materials from campus buildings, and move maintenance staff and landscaping materials around campus.

Delivery, refuse, recycle, and service vehicles approach campus from a specific set of roadways, most of which are city-owned, including: MLK Jr. Boulevard, Leo Harris Parkway, Franklin Boulevard, Onyx Street, Kincaid Street, Agate Street, 11th Avenue, 13th Avenue, 15th Avenue, 17th Avenues, and 18th Avenue. Even though the parts of University Street, 13th Avenue, and 15th Avenue that run through campus restrict private motor vehicle circulation, UO delivery and service vehicles are allowed to use these streets to access campus buildings.

Except on some designated peripheral streets, campus golf carts are not allowed to operate on city streets outside the campus boundary. This presents a challenge for providing services to buildings north of the Willamette River at and near Autzen Stadium. These same vehicles are allowed to operate on pathways and other campus walkways. While campus policy limits the movement of these vehicles during class change periods, their presence on pedestrian and shared use facilities may impede the movement of people walking and biking.

### KEY CHALLENGES FOR FREIGHT AND SERVICE ON CAMPUS

- There is a lack of direct connection between main campus and Autzen Stadium for service vehicles. This issue is made worse because many university service vehicles are not allowed to travel on city streets, but they need to connect from operations facilities south of the Willamette River to the Autzen Stadium area on the north side. The Frohnmayer Bridge may provide a potential link; however, use of the bridge is limited to people walking and biking.
- Delivery, maintenance, and service vehicles require access to all buildings and areas of campus, which sometimes creates conflicts with people walking, biking, or using micromobility devices.
- Food delivery service vehicles, such as Grubhub and DoorDash, also present circulation challenges. Unsafe driving habits, including parking in non-permitted areas, can exacerbate conflicts with people walking and biking.
- As the university works to reduce single-occupancy vehicle traffic and revise corridor infrastructure, the viability and safety of necessary freight and service vehicle movements may be compromised without considered solutions.

# WHERE CHALLENGES HAPPEN

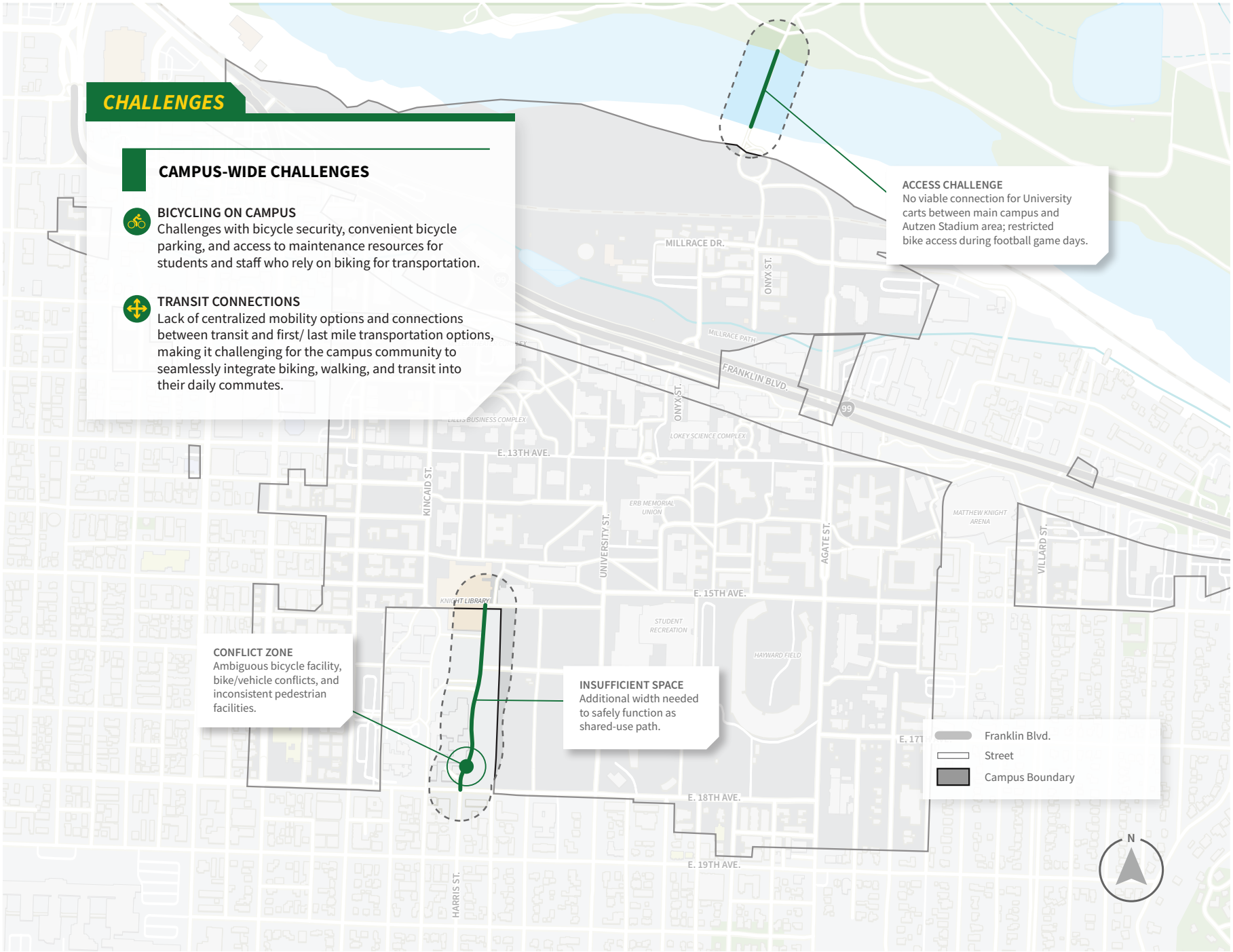
*Parking currently occupies valuable space in the campus core. Shifting parking to the campus periphery would create a safer, more welcoming center for people walking and biking while better supporting the UO's sustainability and mobility goals.*

## THROUGHOUT CAMPUS

Across campus, users face multiple challenges related to circulation and access. Wayfinding and bicycle parking are limited, transit connections are limited, and access for people walking or biking is often restricted, as shown in **Figure 3-7**. Often, too many users of conflicting modes need access to the same limited sidewalks, pathways, and crossings seemingly at the same time.

Automobile parking capacity remains a campus-wide challenge, and the balance of parking supply and demand directly affects campus operations. Limited supply can cause street congestion, circulation delays as drivers search for spaces, service vehicle delays, and increased conflicts between people walking, biking, and driving. While the zonal permit system has improved efficiency, demand still exceeds supply, especially in the academic core of campus, making access to core campus locations limited for freight and service vehicles, commuters, and visitors. East of Agate Street, parking is more readily available to serve student overnight parking and arena events, but its distance from the campus core reduces its usefulness for daily academic, service, and visitor access.

**Figure 3-7. Campus-Wide Transportation Challenges**



## ON CAMPUS CORRIDORS

The existing conditions analysis revealed that although some needs recur across campus, specific needs are often closely tied to the campus corridors where they happen. Because each corridor plays a different role in the system and has different contexts, each needs to be considered separately. For example, 13th Avenue, a central campus corridor, plays a key role in supporting walking and biking to major destinations. Agate Street must support pedestrian and bicycle crossings while also serving as a primary connection for motor vehicles. Understanding the multimodal challenges on each corridor allows for the creation of targeted solutions.

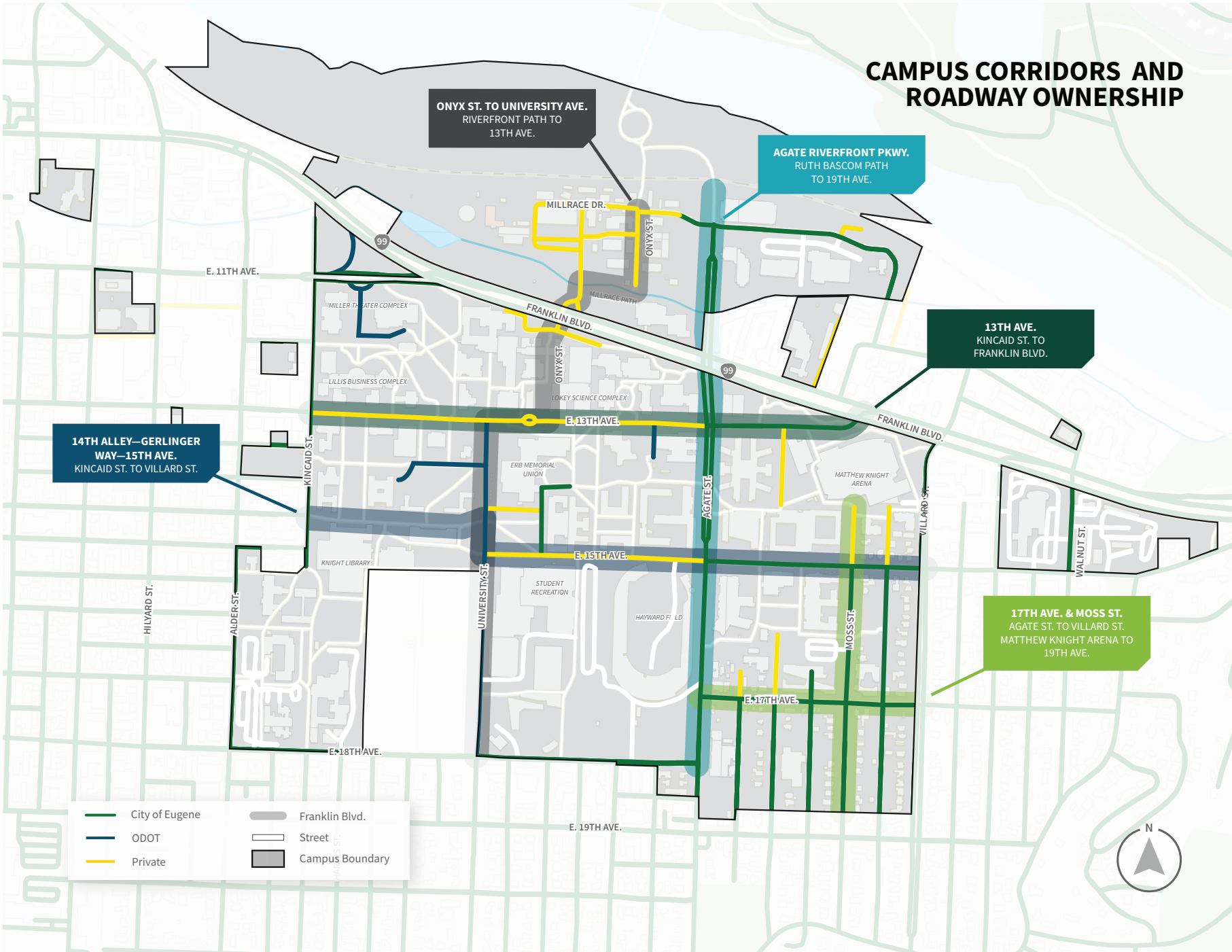
Several corridors form the backbone of the campus transportation system and support all modes of travel (**Figure 3-8**) including emergency access, freight, and service vehicles. Primary internal corridors—including Onyx-University Street, Agate Street, 13th Avenue, 15th Avenue, 17th Avenue, and Moss Street—facilitate movement within the campus center. Fringe corridors—including Franklin Boulevard, Kincaid-Alder Street, 18th Avenue, and Villard Street—serve as key connectors to the surrounding city.

This plan focuses primarily on challenges within the campus core, where the university has direct control over some streets and facilities or serves as a major stakeholder along city streets. Fringe or boundary streets present multimodal challenges, and improvements along these streets will require significant coordination with the City of Eugene due to their status as publicly managed roadways. The following section presents each campus corridor and its specific modal challenges.

### A Note on Corridors

This Campus Transportation Plan refers to key travel and circulation routes as “corridors” to reflect their functional role in moving people, goods, and services throughout campus.

**Figure 3-8. Campus Corridors**



## ONYX STREET–UNIVERSITY STREET

### ABOUT THE CORRIDOR

Onyx Street and University Street are owned and maintained by the university. North of Franklin Boulevard, Onyx Street provides primary multimodal access to the campus operations and planning facilities. Onyx Street has minimal sidewalks and shared-lane facilities for people biking and driving. Included in this corridor is a segment of the Millrace Path (a shared-use facility) that connects first to a north-south fire lane (between Onyx Street and Riverfront Parkway) and then to a shared use pathway that extends under the Union Pacific Railroad and ultimately connects with the Ruth Bascom Shared Bike Path and the Frohnmayer Pedestrian/Bicycle Bridge over the Willamette River.

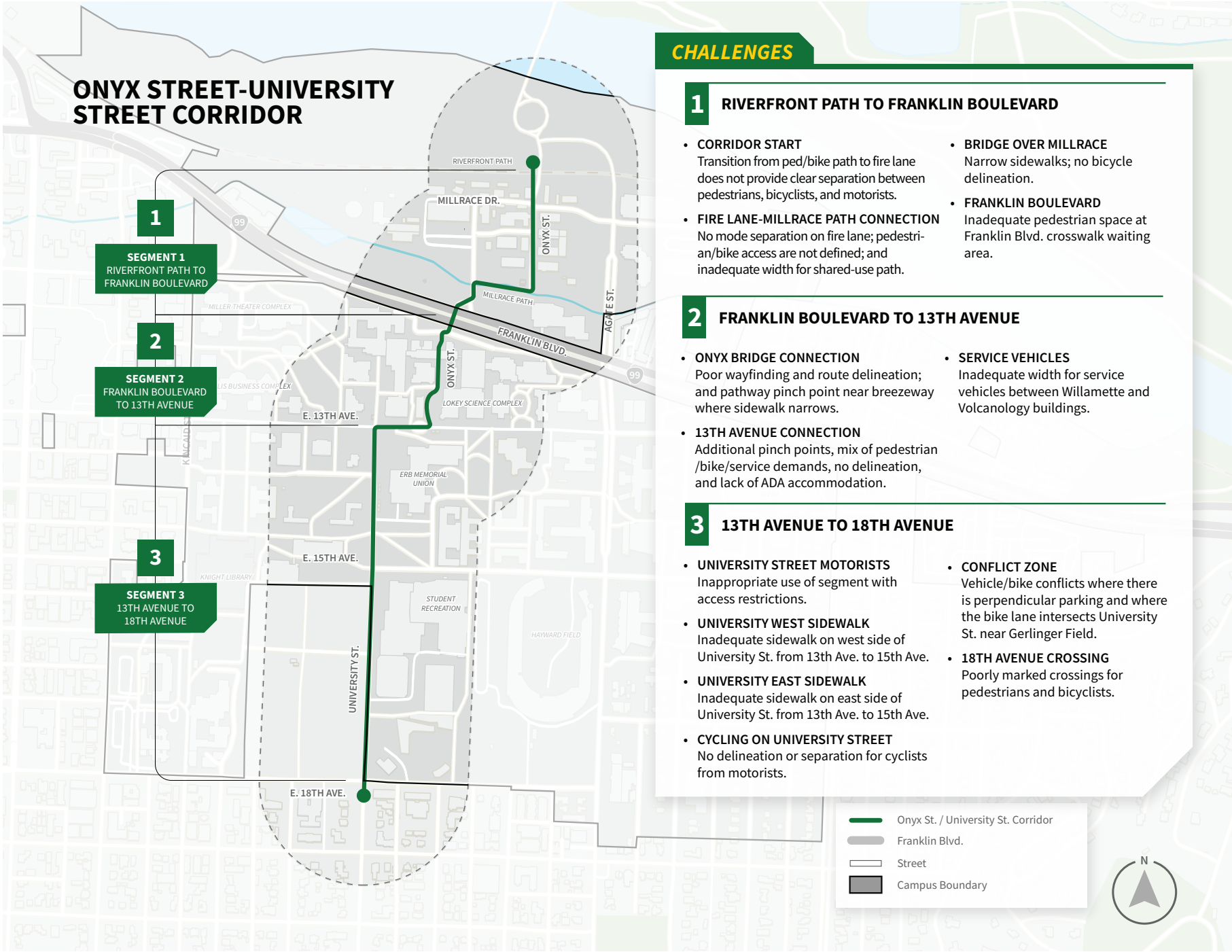
South of Franklin Boulevard, Onyx Street transitions to a parking lot driveway with ambiguous pedestrian and bicycle facilities. The path under Onyx Bridge—referred to as "Onyx Green"—connects from this driveway to 13th Avenue as a shared-use facility of varying width and slope, which should be studied to determine ADA compliance.

The corridor continues south (via a jog on 13th Avenue) on University Street, which functions like a multimodal street but also like a drive-aisle through a head-in parking area near McArthur Court. This segment has sidewalks of varying widths on each side but no dedicated bicycle facilities. Private motor vehicle use is prohibited on University Street north of Johnson Lane, as well as on the portion of 13th Avenue between University Street and the Onyx Green.

### CORRIDOR CHALLENGES

This corridor's challenges (**Figure 3-9**) come from the varied nature of its facilities, its adjacent land uses, and the destinations that it serves. There is a lack of continuity and route clarity, and people biking in particular lack notice that facilities are available to them. Several pedestrian and bicycle crossings along the corridor lack the facilities needed to support peak demands, as well as provide user comfort. People biking must also traverse a conflict zone created by head-in parking near McArthur Court while sharing the lane with drivers.

**Figure 3-9. Onyx Street-University Street Corridor Challenges**




## CHALLENGES

### 1 RIVERFRONT PATH TO FRANKLIN BOULEVARD

- **CORRIDOR START**
  Transition from ped/bike path to fire lane does not provide clear separation between pedestrians, bicyclists, and motorists.
- **FIRE LANE-MILLRACE PATH CONNECTION**
  No mode separation on fire lane; pedestrian/bike access are not defined; and inadequate width for shared-use path.
- **BRIDGE OVER MILLRACE**
  Narrow sidewalks; no bicycle delineation.
- **FRANKLIN BOULEVARD**
  Inadequate pedestrian space at Franklin Blvd. crosswalk waiting area.

### 2 FRANKLIN BOULEVARD TO 13TH AVENUE

- **ONYX BRIDGE CONNECTION**
  Poor wayfinding and route delineation; and pathway pinch point near breezeway where sidewalk narrows.
- **13TH AVENUE CONNECTION**
  Additional pinch points, mix of pedestrian /bike/service demands, no delineation, and lack of ADA accommodation.
- **SERVICE VEHICLES**
  Inadequate width for service vehicles between Willamette and Volcanology buildings.

### 3 13TH AVENUE TO 18TH AVENUE

- **UNIVERSITY STREET MOTORISTS**
  Inappropriate use of segment with access restrictions.
- **UNIVERSITY WEST SIDEWALK**
  Inadequate sidewalk on west side of University St. from 13th Ave. to 15th Ave.
- **UNIVERSITY EAST SIDEWALK**
  Inadequate sidewalk on east side of University St. from 13th Ave. to 15th Ave.
- **CYCLING ON UNIVERSITY STREET**
  No delineation or separation for cyclists from motorists.
- **CONFLICT ZONE**
  Vehicle/bike conflicts where there is perpendicular parking and where the bike lane intersects University St. near Gerlinger Field.
- **18TH AVENUE CROSSING**
  Poorly marked crossings for pedestrians and bicyclists.

## RIVERFRONT PARKWAY–AGATE STREET

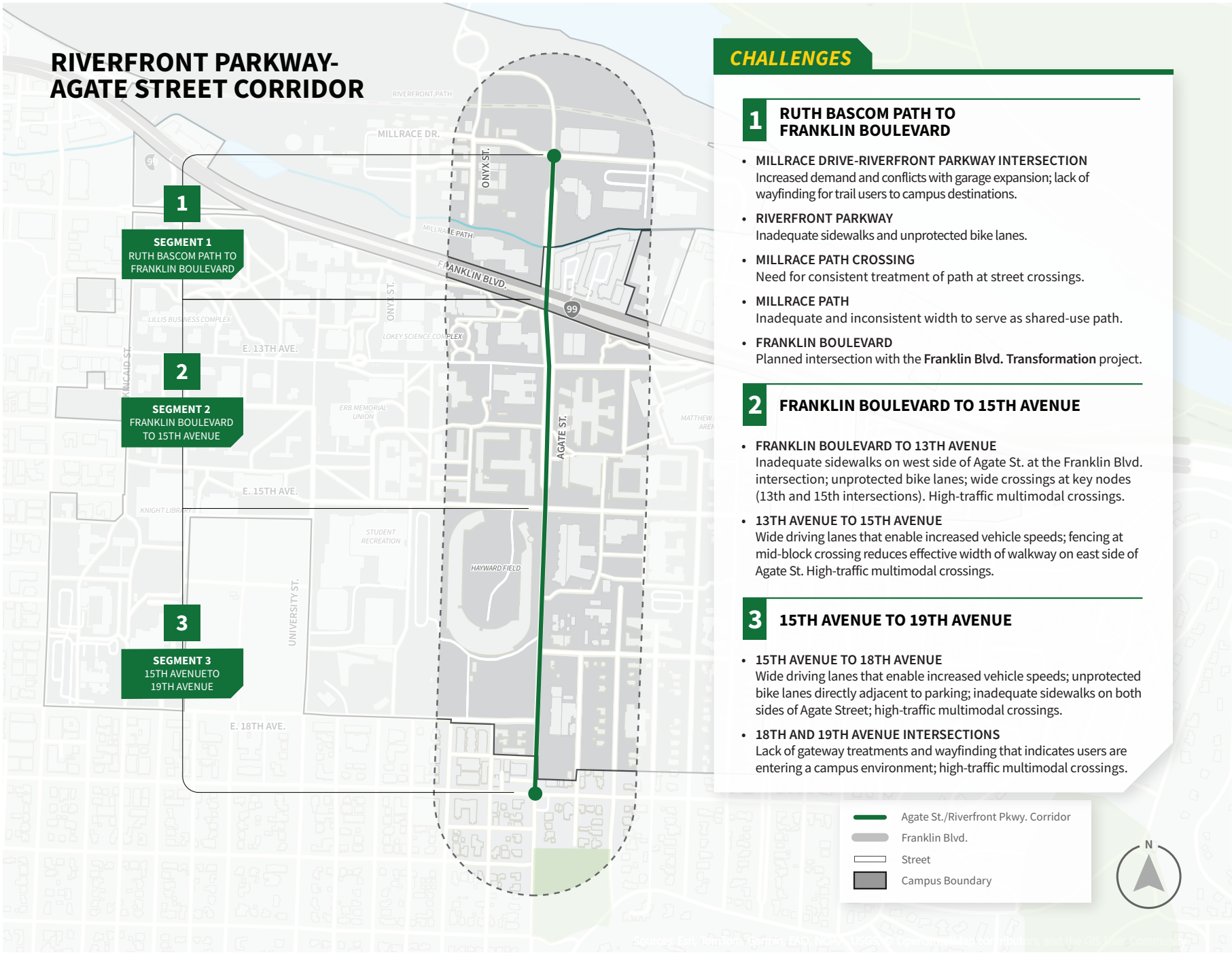
### ABOUT THE CORRIDOR

A city-owned corridor, Riverfront Parkway–Agate Street is classified as a minor arterial street. It serves campus users and community members from adjacent neighborhoods. As a key multimodal route, the corridor accommodates people walking, biking, taking transit, and driving. It also has a fire station. Agate also forms an important "seam" through campus and provides critical crossings that connect the diversity of campus uses on both sides of the corridor.

### CORRIDOR CHALLENGES

Riverfront Parkway (**Figure 3-10**) connects to the Millrace Parking Garage, the Ruth Bascom Bike Path, the Frohnmayer Ped/Bike Bridge, and the Autzen Stadium area. All of these destinations generate multimodal activity on the corridor. Heavy east-west pedestrian, bicycle, and micromobility travel patterns—especially during class change periods—produce high crossing volumes on Agate Street at 13th Avenue, at the midblock crossing to the south, and at 15th Avenue. At the same time, Agate Street's connection from Franklin Boulevard into adjacent neighborhoods south of campus makes it attractive for people driving to and from those areas but produces more motor vehicle conflicts with people walking and biking.


**Figure 3-10. Riverfront Parkway-Agate Street Corridor Challenges**




## CHALLENGES

### 1 RUTH BASCOM PATH TO FRANKLIN BOULEVARD

- **MILLRACE DRIVE-RIVERFRONT PARKWAY INTERSECTION**
  Increased demand and conflicts with garage expansion; lack of wayfinding for trail users to campus destinations.
- **RIVERFRONT PARKWAY**
  Inadequate sidewalks and unprotected bike lanes.
- **MILLRACE PATH CROSSING**
  Need for consistent treatment of path at street crossings.
- **MILLRACE PATH**
  Inadequate and inconsistent width to serve as shared-use path.
- **FRANKLIN BOULEVARD**
  Planned intersection with the **Franklin Blvd. Transformation** project.

### 2 FRANKLIN BOULEVARD TO 15TH AVENUE

- **FRANKLIN BOULEVARD TO 13TH AVENUE**
  Inadequate sidewalks on west side of Agate St. at the Franklin Blvd. intersection; unprotected bike lanes; wide crossings at key nodes (13th and 15th intersections). High-traffic multimodal crossings.
- **13TH AVENUE TO 15TH AVENUE**
  Wide driving lanes that enable increased vehicle speeds; fencing at mid-block crossing reduces effective width of walkway on east side of Agate St. High-traffic multimodal crossings.

### 3 15TH AVENUE TO 19TH AVENUE

- **15TH AVENUE TO 18TH AVENUE**
  Wide driving lanes that enable increased vehicle speeds; unprotected bike lanes directly adjacent to parking; inadequate sidewalks on both sides of Agate Street; high-traffic multimodal crossings.
- **18TH AND 19TH AVENUE INTERSECTIONS**
  Lack of gateway treatments and wayfinding that indicates users are entering a campus environment; high-traffic multimodal crossings.

## 13TH AVENUE

### ABOUT THE CORRIDOR

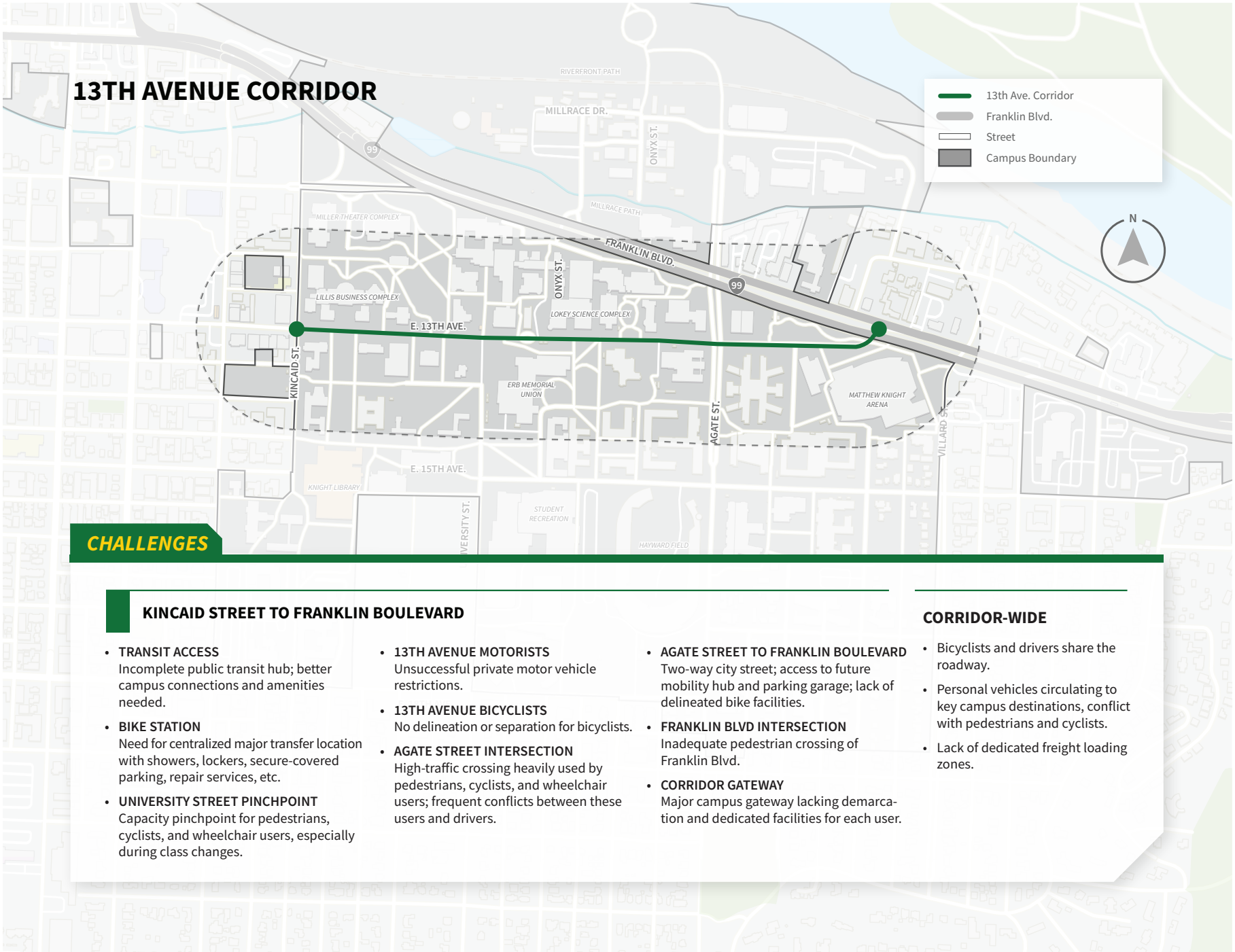
From Kincaid Street to Agate Street, 13th Avenue is university-owned and managed. From Agate Street to Franklin Boulevard, it is a city street with a local street classification. Private motor vehicle activity is prohibited between Kincaid Street and the motor vehicle turnaround in front of the Erb Memorial Union and discouraged from there to the University Health Services driveway near Agate Street. East of Agate Street, the facility operates like a multimodal city street, providing private motor vehicle access to surface and structured parking, and supporting regional transit service with an intercity transit stop location near Jaqua Center.

### CORRIDOR CHALLENGES

13th Avenue (**Figure 3-11**), particularly between Condon Hall and Carson Hall, carries some of the highest walking, biking, and micromobility activity anywhere on campus. This is especially true during class change periods and over the noon hour of most weekdays. This segment also supports emergency access, Access Shuttle service, maintenance, and other service vehicles. East of Agate Street, 13th Avenue functions like a typical multimodal city street, providing motor vehicle access to the 13th Avenue Garage, supporting access to regional transit service at a stop near the Jaqua Center, and providing connections to bikeshare and rideshare facilities and services. The street has sidewalks of varying width but no dedicated bicycle facilities. Riders must share the lane with drivers.

The university's 13th Avenue Re-Design Project reimagines the corridor between Kincaid Street and Agate Street with extensive improvements for people walking, biking, and using micromobility devices. This project aims to create a corridor that is similar to what has been accomplished with converting part of 15th Avenue into what is now Powell Plaza.

**Figure 3-11. 13th Avenue Corridor Challenges**




## CHALLENGES

### KINCAID STREET TO FRANKLIN BOULEVARD

- **TRANSIT ACCESS**
  Incomplete public transit hub; better campus connections and amenities needed.
- **BIKE STATION**
  Need for centralized major transfer location with showers, lockers, secure-covered parking, repair services, etc.
- **UNIVERSITY STREET PINCHPOINT**
  Capacity pinchpoint for pedestrians, cyclists, and wheelchair users, especially during class changes.
- **13TH AVENUE MOTORISTS**
  Unsuccessful private motor vehicle restrictions.
- **13TH AVENUE BICYCLISTS**
  No delineation or separation for bicyclists.
- **AGATE STREET INTERSECTION**
  High-traffic crossing heavily used by pedestrians, cyclists, and wheelchair users; frequent conflicts between these users and drivers.
- **AGATE STREET TO FRANKLIN BOULEVARD**
  Two-way city street; access to future mobility hub and parking garage; lack of delineated bike facilities.
- **FRANKLIN BLVD INTERSECTION**
  Inadequate pedestrian crossing of Franklin Blvd.
- **CORRIDOR GATEWAY**
  Major campus gateway lacking demarcation and dedicated facilities for each user.

### CORRIDOR-WIDE

- Bicyclists and drivers share the roadway.
- Personal vehicles circulating to key campus destinations, conflict with pedestrians and cyclists.
- Lack of dedicated freight loading zones.

## 14TH ALLEY–GERLINGER WAY–15TH AVENUE

### ABOUT THE CORRIDOR

Facilities along this corridor vary greatly as one travels across campus. Some portions of the corridor are accessible only to people walking and biking. At the west end, a marked and lighted crosswalk spans Kincaid Street, providing a connection between 14th Alley and the pathway network along the north side of Knight Library and Gerlinger. This pathway network is a dismount zone for people biking and is not designated by UO as a bike route. A designated bike route runs along the south side of Knight Library, providing an east-west connection between Kincaid Street and University Street via shared-use paths and shared roadway.

East of University Street, 15th Avenue, along Straub Hall Green, functions as a multimodal street: it has (in front of Esslinger Hall) sidewalks on both sides, some on-street parking, motor vehicle lanes, but no dedicated bicycle facilities. From Onyx Street to Agate Street, the corridor is known as Powell Plaza and has high-quality facilities for people walking, biking, and using micromobility devices and prohibits private motor vehicle use. Between Agate Street and Villard Street, 15th Avenue is a city-owned facility that functions as a local street with sidewalks and on-street parking on both sides, motor vehicle lanes, but no dedicated bicycle facilities.

### CORRIDOR CHALLENGES

The corridor (**Figure 3-12**) does not function as a single, continuous route. Instead, it is experienced as three separate segments, each with a different character, level of comfort, and facility type for people walking and biking. The lack of continuity between these segments makes the corridor difficult to navigate and undermines its role as a clear, intuitive connection for people walking and biking.

Abrupt transitions in design, width, and function interrupt the travel experience. Changes from pathways to streets, from shared spaces to vehicle-oriented environments, and from campus-controlled to city-controlled right-of-way create uncertainty and limit accessibility, safety, and legibility for users.

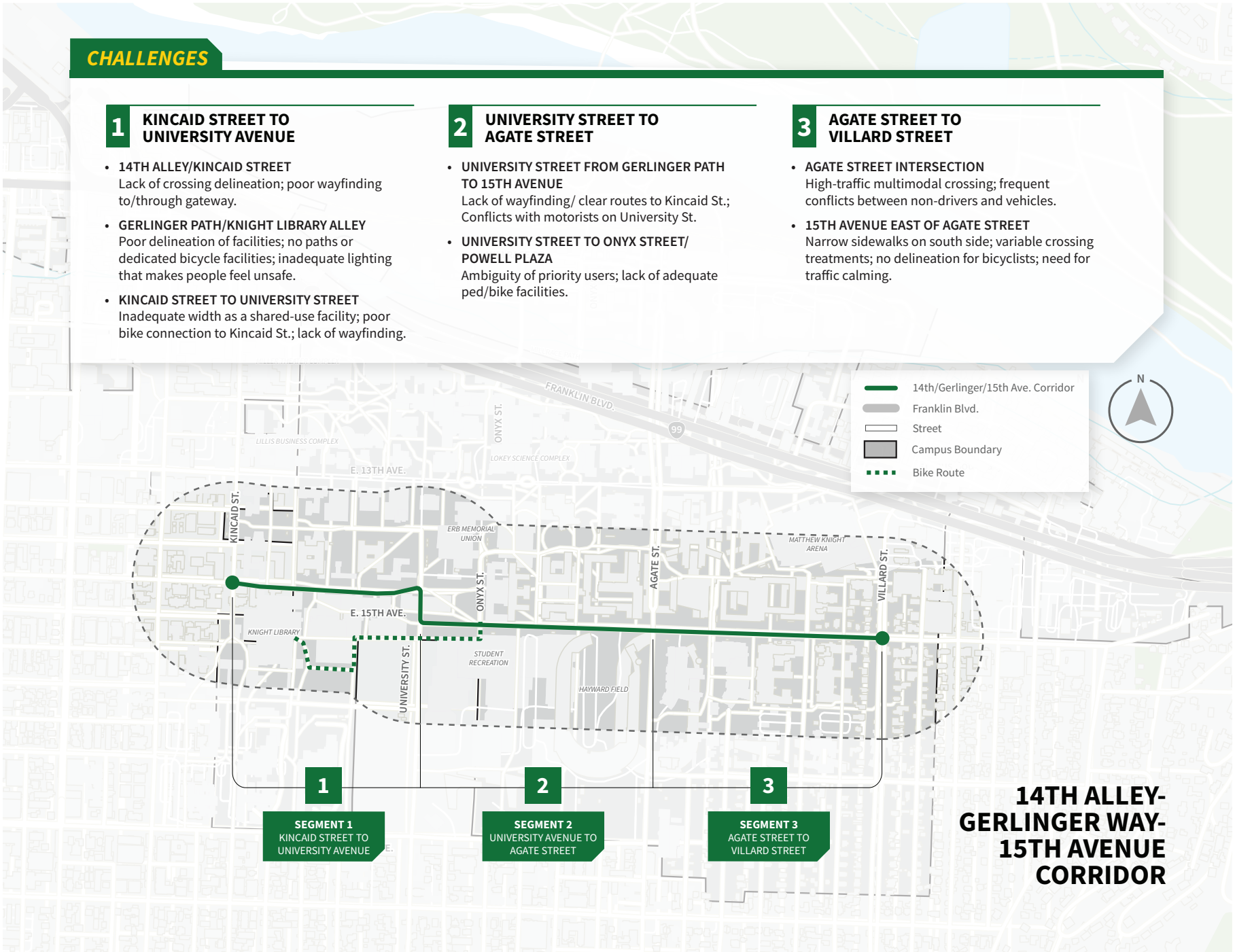
Because facilities along this corridor are especially inconsistent, it is helpful to understand the different functions of the segments and particular challenges:

**Segment 1: Kincaid Street to University Street**—The campus portal at Kincaid Street, slightly offset from 14th Alley, begins as a pathway for walking only. There is no signage or pavement marking to clarify whether people biking should ride or dismount, or to direct them to the bike route on the south side of the Knight Library. The fire lane between Gerlinger Annex and the cemetery serves as a key route for bicycles, service vehicles, and emergency access. Staircases, slopes, and divisions of the side path from Kincaid Street to University Street impact accessibility and reduce widths.

**Segment 2: University Street to Agate Street**—A raised midblock crossing at University Street connects side paths from north of Gerlinger Hall, east through Straub Hall Green to Onyx Street. Crossings of University Street at 15th Avenue are striped but not raised or otherwise protected. This segment of 15th Avenue is owned by the university. From University Street to Onyx Street, this segment looks and operates like a typical multimodal city street: it has private motor vehicle activity, on-street parking, and a narrow sidewalk buffered from the street on the north side (along Straub Hall Green). No designated bicycle facilities are provided in this area. Powell Plaza, between Onyx Street and Agate Street, provides ample space and amenities to support and promote walking and biking. No private vehicles are allowed on Powell Plaza.

**Segment 3: Agate Street to Villard Street**—This segment is owned and operated by the city. It looks like a typical multimodal street: it has private motor vehicle activity, on-street parking, and sidewalks that are buffered from the street by a planter strip. People biking must share the lane with motorists, and crossing treatments differ in design—both of which limit the street's effectiveness in supporting walking and biking.

**Figure 3-12. 14th Alley–Gerlinger Way–15th Avenue Corridor Challenges**



## 17TH AVENUE & MOSS STREET CORRIDORS

### ABOUT THE CORRIDOR

17th Avenue and Moss Street serve less activity compared to other major corridors on campus. 17th Avenue functions like a typical multimodal city street, providing motor vehicle access to parking lots along Moss Street and serving as an extension of the 18th Avenue corridor to the east of Agate Street. These corridors are also important for service and delivery functions of the central kitchen. 17th Avenue has sidewalks of varying width, on-street parking on both sides, but no dedicated bicycle facilities. People riding must share the lane with people driving.

North of 17th Avenue, Moss Street is owned and maintained by the university. Its primary purpose is to provide motor vehicle access to surface lots and to support north-south bicycle travel in shared lanes and pedestrian travel with sidewalks on both sides of the street.

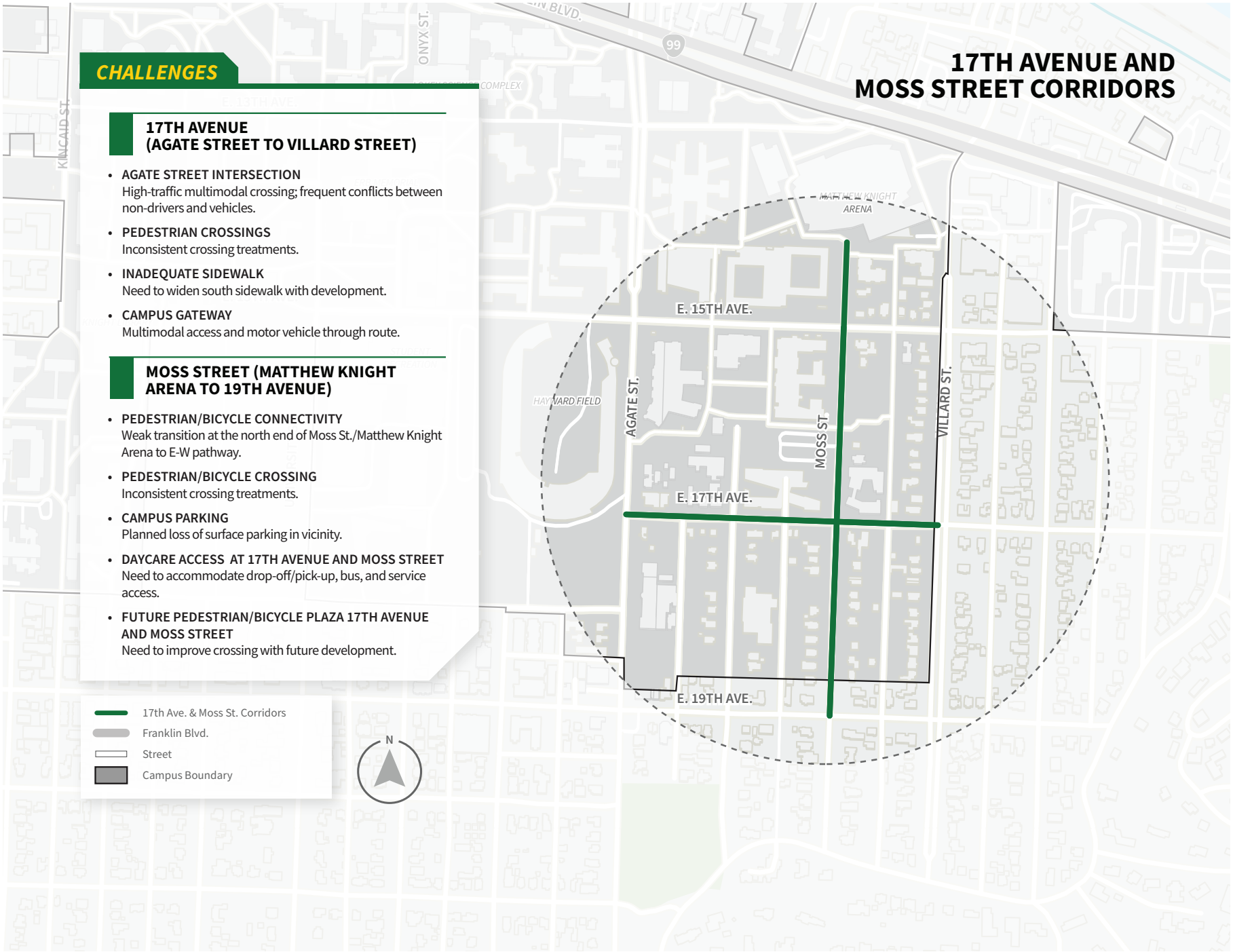
### CORRIDOR CHALLENGES

17th Avenue (**Figure 3-13**), like Agate Street, serves dual purposes: it connects adjacent neighborhoods and provides campus access and circulation for all modes. The primary challenge on 17th Avenue is the lack of pedestrian and bicycle facilities that work to promote and support these modes.

Because the function and character of Moss Street varies, it works like a parking lot drive aisle at the north end of the corridor and a multimodal street with parking lot driveways elsewhere. It also provides access to the campus day care center (Moss Street Children's Center). Motor vehicle speeds are managed with a sequence of speed humps between 17th Avenue and 15th Avenue.

**The Next Generation Housing Development Plan** (2024) anticipates significant residential development in the area served by 17th Avenue, Moss Street, and 15th Avenue (between Agate Street and Villard Street). **The Next Generation Housing Development Plan** envisions most surface parking in the area to be redeveloped into housing and open space. Moss Street is reimagined as a campus open-space supporting student life associated with the adjacent residence halls. 17th Avenue will continue to support local and through motor vehicle trips and serve as a vital link in the pedestrian and bicycle network.

**Figure 3-13. 17th Avenue & Moss Street Corridors Challenges**




# SOLUTION STRATEGIES

The majority of challenges identified campus-wide and on the corridors can be overcome through five solution strategies. These strategies form the basis for the solutions and recommendations provided in Chapter 4.

- **Reduce Modal Conflicts**—Observations, particularly during class change periods, revealed many locations where facilities (such as sidewalks and shared use facilities) could not adequately accommodate demand, obstructions interfered with safe and efficient movements, or both.
- **Separate & Prioritize Modes**—Sharing space can be efficient and effective, but when excessive multimodal demand occurs in the same space and time—such as people walking, biking, or driving service vehicles—it becomes necessary to prioritize modes, separate them, or both.
- **Enhance Corridor Crossings**—Transportation facilities, such as Franklin Boulevard and Agate Street, have become barriers to safe, comfortable, and convenient travel. Lowering or overcoming these barriers frequently requires some form of infrastructure investment through the addition of crossing enhancements.
- **Enhance Travel Options**—The combined efforts of making the campus more sustainable and less reliant on single-occupancy vehicles have become the nexus for investments in mobility hubs, bike stations, campus shuttle services, and the aggregation of motor vehicle parking away from the campus core to the periphery.
- **Strengthen Wayfinding**—The many travelers drawn to the UO campus rely on gateways, campus maps, signage, branding, pavement markings, and technology to find and negotiate the campus. Wayfinding provides relief to the complexities of navigating multiple travel modes and routes and variations in facilities that have developed over decades of time.

# 04 RECOMMENDATIONS

*Corridor solutions, infrastructure improvements, a campus shuttle program, new parking garages, and sustainable policies and programs could help the UO campus continue to grow in the right direction.*

The University of Oregon campus already supports a range of multimodal transportation options. Building on this foundation, the recommendations covered in this chapter aim to further prioritize walking, biking, ADA mobility, and micromobility device use; reduce vehicle traffic in the campus core; and expand sustainable mobility choices. Recommendations include:

- **Campus corridor solutions** for the key corridors introduced in Chapter 3.
- **Campus-wide infrastructure recommendations** and a toolkit for walking and biking.
- **Campus shuttle program options** and considerations.
- **Parking garage siting options** and considerations.
- **Policies and programs** to support a sustainable campus transportation system.

These recommendations are visionary, pragmatic solutions and align with other UO plans, such as the Campus Plan. The recommendations also consider relevant projects and plans, such as the 13th Avenue Re-Design Project, the UO Next Generation Housing Development Plan, and the Franklin Boulevard Transformation Project. Offered solutions are initial ideas that will be further evaluated as part of a future implementation project and follow Campus Plan requirements, including review by the Campus Planning Committee.

Technical analysis, community and partner input, and the plan's six guiding principles—safety, universal access, continuity and clarity, being visionary, sustainability, and serving all users (defined in the following section)—were integral to shaping these recommendations. These recommendations reflect new mobility options and maintain a strong emphasis on people walking, biking, using micromobility, and taking transit.

# RECOMMENDED INFRASTRUCTURE CHANGES

The primary infrastructure needs on campus are related to walking, biking comfort, and overcoming transportation barriers. Targeted infrastructure investments, combined with the policy and programming solutions outlined in the next section of this chapter, will create a comprehensive and coordinated approach to enhancing the safety, efficiency, and comfort of multimodal travel on campus.

## CAMPUS-WIDE IMPROVEMENTS

All of campus would benefit from connectivity improvements, new or enhanced amenities, and more support for people walking (including people who use accessible mobility devices), people biking (and using micromobility), transit users, and service vehicles. These infrastructure updates will help campus grow sustainably and encourage travel choices that reduce reliance on driving.

Campus-wide solutions include specific locations for multimodal enhancements that either serve as standalone improvements or help connect the key travel corridors defined in Chapter 3. These locations, which lie outside corridor extents but remain critical for overall connectivity, are labeled A–F on the Campus-Wide Solutions map.

## CAMPUS-WIDE SOLUTIONS

- **Reduce Modal Conflicts**—Monitor crash reports and other safety concerns to determine what facility modifications are needed and consider how those modifications will be funded and implemented. Monitor pedestrian, bicycle, and transit facilities during typical peak times to ensure adequate space is available to comfortably serve demand. Identify facilities that will need widening or improvement due to planned campus expansions on campus and determine how those improvements will be funded and implemented.

- **Separate & Prioritize Modes**—Closely monitor demand on shared-use facilities to ensure that their needs are identified and addressed.

- **Enhance Corridor Crossings**—Study opportunities to better connect the main campus with the Autzen Stadium area, particularly for service vehicles, via the Frohnmayer Bridge or other facilities.

- **Enhance Travel Options**—Increase support for walking, biking, and transit use by determining where and when to site amenities like mobility hubs, bike hubs and stations, micromobility hubs, and transit shelters. Complement efforts to relocate vehicle parking to the periphery with a fixed-route campus shuttle service to support efficient cross-campus travel for all users.

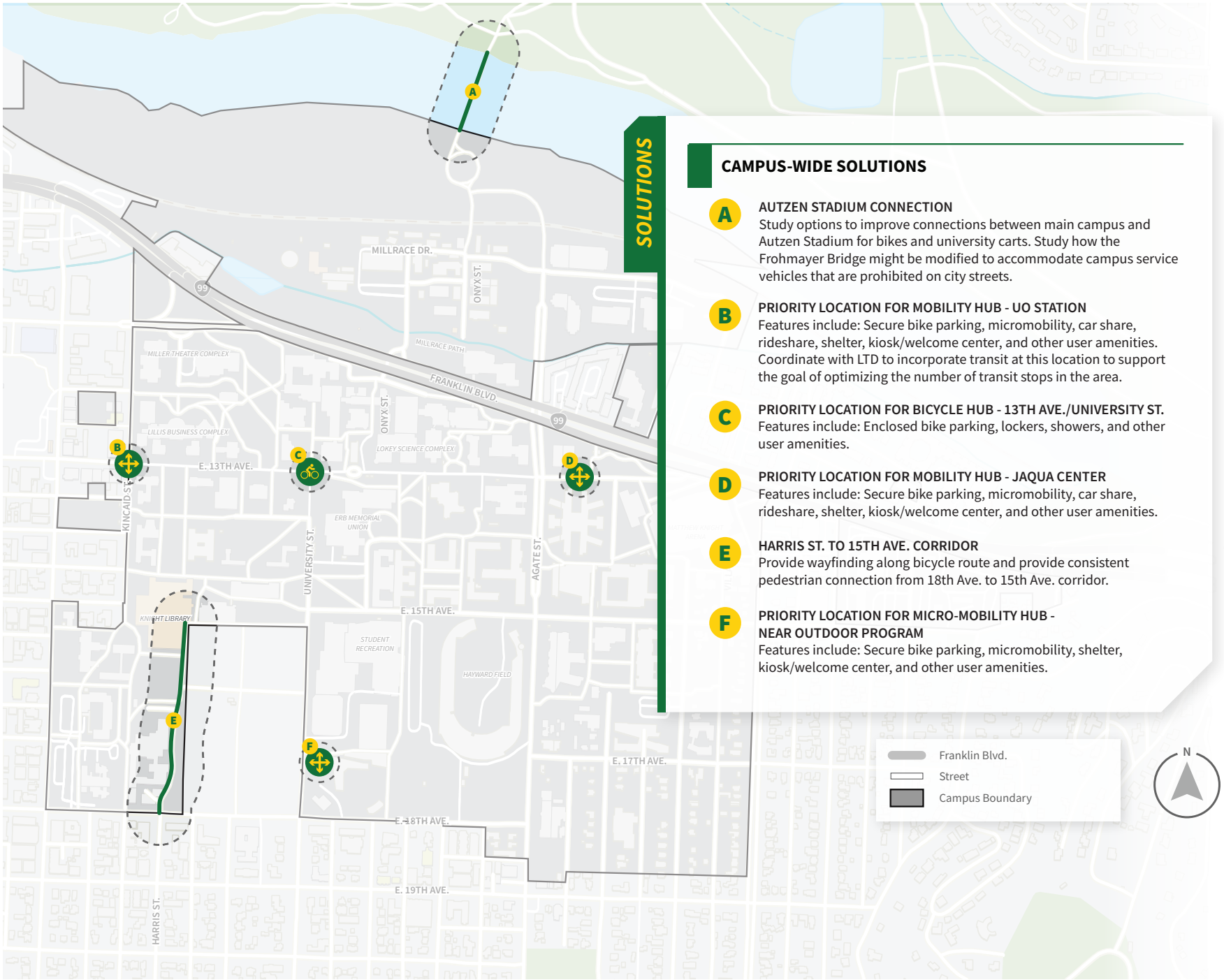
- **Strengthen Wayfinding**—Examine campus gateways, portals, and the corridors they connect to ensure wayfinding and route clarity are effective for each mode, especially for infrequent users.

In addition to these specific locations, programmatic solutions are recommended as ongoing strategies to incrementally build a fully connected, multi-modal network. A summary of the recommended programmatic solutions is provided in **Table 4-1.**

**Table 4-1. General Infrastructure Solutions**

| PROJECT TYPE | MODE | SOLUTION |
|---|---|---|
| **Programmatic wayfinding improvements** | All | • Install improved wayfinding; consider UO branding (such as murals) at intersections.<br>• Complete an inventory of bicycle wayfinding and identify needed upgrades. |
| **Programmatic sidewalk and crossing improvements** | Pedestrian | Make ADA upgrades and install high-visibility crossing treatments at priority locations. Priority locations, not already included in the Corridors, include Alder Ave./18th Ave., Kincaid St./18th Ave., Onyx St./18th Ave. |
| **Programmatic lighting improvements** | Pedestrian; Bicycle | High priority solutions/locations include:<br>• Path from Franklin Blvd. to Allen Hall along Lawrence Hall – Install additional lighting along the walkway on the west side of Lawrence Hall.<br>• Patterson St. (13th Ave. to E Broadway) and 13th Ave. (Kincaid St. to Patterson St.) – Coordinate with the city to increase lighting assemblies along these streets. |
| **Programmatic bicycle amenity improvements** | Bicycle | Improve or install new dedicated covered bicycle storage with improved lighting, surveillance, or both, as well as bike repair equipment or bike charging equipment; consider the following potential locations: Knight Campus II, Jacqua, Carson, EMU, Friendly, Knight Law Center, and HEDCO. |
| **Programmatic bicycle parking improvements** | Bicycle | Upgrade bike parking to current standards; monitor bike parking demand and security issues; install additional covered and/or enclosed parking. |
| **Programmatic transit improvements – Duck Rides** | Transit | Monitor ridership and survey users to confirm adequate service. |
| **Programmatic transit improvements – Access Shuttle** | Transit | Explore methods to enhance the Access Shuttle service. Methods could include performance and demand surveys, real-time travel updates, disability awareness training for drivers, and public awareness campaigns. |
| **Programmatic transit improvements - LTD** | Transit | Consider partnering with ASUO to monitor student demand for increased transit service; consider partnering with LTD to provide real-time transit updates around campus, develop a mobility strategy that improves connections between Zone 2 and campus, and expand a communications campaign to encourage transit ridership to and from campus. |
| **Programmatic freight and utility improvements** | Freight and Service | Develop a freight and utility vehicle circulation plan; identify locations for designated drop-off/loading zones for campus vehicles and external entities. |
| **Programmatic EV and micromobility improvements** | EV | Develop a strategy for prioritizing and implementing EV and micromobility charging infrastructure on campus. |

Campus-Wide Solutions Map



## CAMPUS CORRIDOR PROPOSED SOLUTIONS

The greatest opportunities for working toward the plan vision are improvements to the key campus corridors: Onyx Street–University Street, Riverfront Parkway–Agate Street, 13th Avenue, 14th Alley–Gerlinger Way–15th Avenue, 17th Avenue, and Moss Street. This section presents solution strategies organized by corridor segment.

### ONYX STREET–UNIVERSITY STREET

This university-owned corridor would benefit from wayfinding improvements and additional studies to reimagine University Street from 13th Avenue to 18th Avenue. The corridor lacks dedicated bicycle facilities, and its pedestrian facilities cannot adequately function as shared use facilities. Because the southern segment of University Street plays a vital role in accessing the campus core, it should be better equipped to support multimodal safety and comfort.

Improvements to Onyx Street–University Street have been organized into three segments:

- Riverfront Pathway to Franklin Boulevard
- Franklin Boulevard to University Street
- 13th Avenue to 18th Avenue

### SEGMENT 1 SOLUTIONS: RIVERFRONT PATHWAY TO FRANKLIN BOULEVARD

- **Improved Wayfinding & Delineation**—Near term, provide gateway treatments and wayfinding that identify the facility as a shared use pathway to campus. Implement consistent signage, pavement markings, and pedestrian-scale lighting to promote walking, biking, and micromobility on the corridor.
- **Route Continuity**—Mid to long term, provide more consistent facility treatments by reconstructing the corridor as a continuous shared use path, delineating pedestrian, and bicycle separation, and providing signage and pavement markings at pathway intersections.
- **Enhanced Crossings**—Upgrade the Millrace Path crossing of Onyx Street to emphasize pedestrian and bicycle priority. The specific design is dependent on the planned changes at the Onyx Street/Franklin Boulevard intersection as part of the Franklin Boulevard Transformation Project, and should facilitate a seamless connection between the intersection and the Millrace Path.
- **Separate & Prioritize Modes**—Provide separated facilities on Onyx Street for people walking and biking at least from the Millrace Path to Franklin Boulevard. This will likely require reallocating space on or widening the bridge over the Mill Race.

**Table 4-2. Onyx Street-University Street: Riverfront Pathway to Franklin Boulevard**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 1-A | **Riverfront Pkwy. / Millrace Dr. intersection** | Riverfront Pkwy. / Millrace Dr. intersection | Provide wayfinding and bike route signage at the Millrace Dr. intersection. |
| 1-B | **Riverwalk Axis/Fire lane** | Millrace Dr. to Millrace Path | Delineate ped/bike space through pavement markings and signage. |
| 1-C | **Millrace Path** | Fire lane to Onyx Street | Widen Millrace shared use path to a minimum of 12′. |
| 1-D | **Bike Route** | Fire Lane to Onyx Street | Future plans to promote the bike route on the south side of ZIRC. |
| 1-E | **Onyx St. / Millrace Path crossing** | Onyx St. / Millrace Path crossing | Provide raised crossing at Millrace Path /Onyx St. |
| 1-F | **Onyx St.** | Millrace Bridge to Franklin Blvd. | Widen bridge to include a 12′ shared use path on the west side. Connect to shared use paths north and south of Franklin Blvd. and pedestrian and bicycle crossings that are part of the Franklin Boulevard Transformation project. |
| 1-G | **Onyx St. / Franklin Blvd. intersection** | Onyx St. / Franklin Blvd. intersection | Enhance pedestrian and bicycle crossings. Tie into Franklin Boulevard Transformation project. |

Segment 1: Onyx Street-University Street from Riverfront Pathway to Franklin Boulevard

SOLUTIONS

## 1 RIVERFRONT PATH TO FRANKLIN BOULEVARD

**A** **NORTH CAMPUS PEDESTRIAN/BICYCLE GATEWAY TREATMENT**
Denote/Celebrate campus ped/bike entrance.

**B** **RIVERWALK AXIS/FIRE LANE**
Delineate ped/bike space through pavement markings and signage.

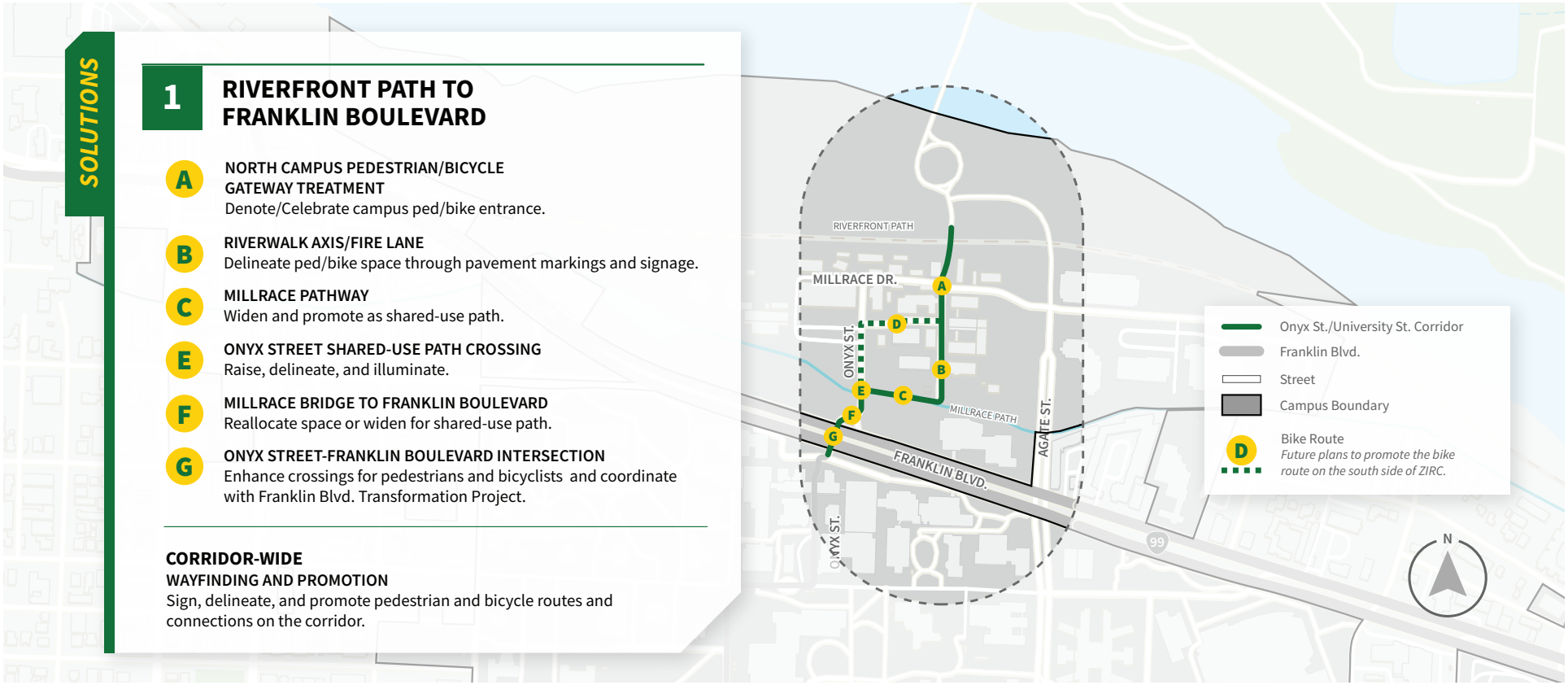
**C** **MILLRACE PATHWAY**
Widen and promote as shared-use path.

**E** **ONYX STREET SHARED-USE PATH CROSSING**
Raise, delineate, and illuminate.

**F** **MILLRACE BRIDGE TO FRANKLIN BOULEVARD**
Reallocate space or widen for shared-use path.

**G** **ONYX STREET-FRANKLIN BOULEVARD INTERSECTION**
Enhance crossings for pedestrians and bicyclists and coordinate with Franklin Blvd. Transformation Project.

**CORRIDOR-WIDE**
**WAYFINDING AND PROMOTION**
Sign, delineate, and promote pedestrian and bicycle routes and connections on the corridor.



## SEGMENT 2 SOLUTIONS: FRANKLIN BOULEVARD TO UNIVERSITY STREET

- **Enhance Corridor Crossings**—Near term, mark pavement to define pedestrian and bicycle routes through the Science Complex Driveway from Franklin Boulevard to the Onyx Green. Long term (potentially with the Franklin Boulevard Transformation Project), consider installing raised pedestrian and bicycle connections through the driveway area; using signage, pavement markings, and pedestrian-scale lighting to enhance the crossing area; and widening facilities to comfortably serve people walking and biking.
- **Improved Wayfinding & Delineation**—Near term, provide wayfinding that identifies the facility as a shared use pathway to campus. Implement consistent signage, pavement markings, and pedestrian-scale lighting to promote walking and biking on the corridor.
- **Route Continuity**—Near term, delineate pedestrian and bicycle separation and provide signage and pavement markings at pathway intersections.
- **Separate & Prioritize Modes**—Near term, demarcate pedestrian and bicycle facilities on the connection from Onyx Green to 13th Avenue through pavement markings and signage. Long-term, reduce slopes and widen facilities to improve accessibility for people walking and relieve congestion during peak times. Explore alternative routes for service vehicles to reduce conflicts and prioritize the route for people walking and biking. Finalize and implement the 13th Avenue Re-Design Project to complete this segment of the Onyx Street–University Street corridor.

**Table 4-3. Onyx Street-University Street: Franklin Boulevard to University Street**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 2-H | **Science Complex driveway** | Franklin Blvd. to Onyx Green | Continue 12′ shared use path on the south side of Franklin Blvd. to connect to the Onyx Green. Raise the crossing to pedestrian grade and install pavement markings in the driveway area to delineate crossings. |
| 2-I | **Onyx Green** | Onyx Green connection to 13th Ave. | Relocate wayfinding signage for better visibility, provide a minimum 14′ shared use path, delineate bicycle facilities through pavement markings and signage, and address ADA challenges. |
| 2-J | **13th Ave.** | Onyx St. to University St. | Implement the 13th Ave. Corridor Plan |

Segment 2: Onyx Street-University Street from Franklin Boulevard to University Street

SOLUTIONS

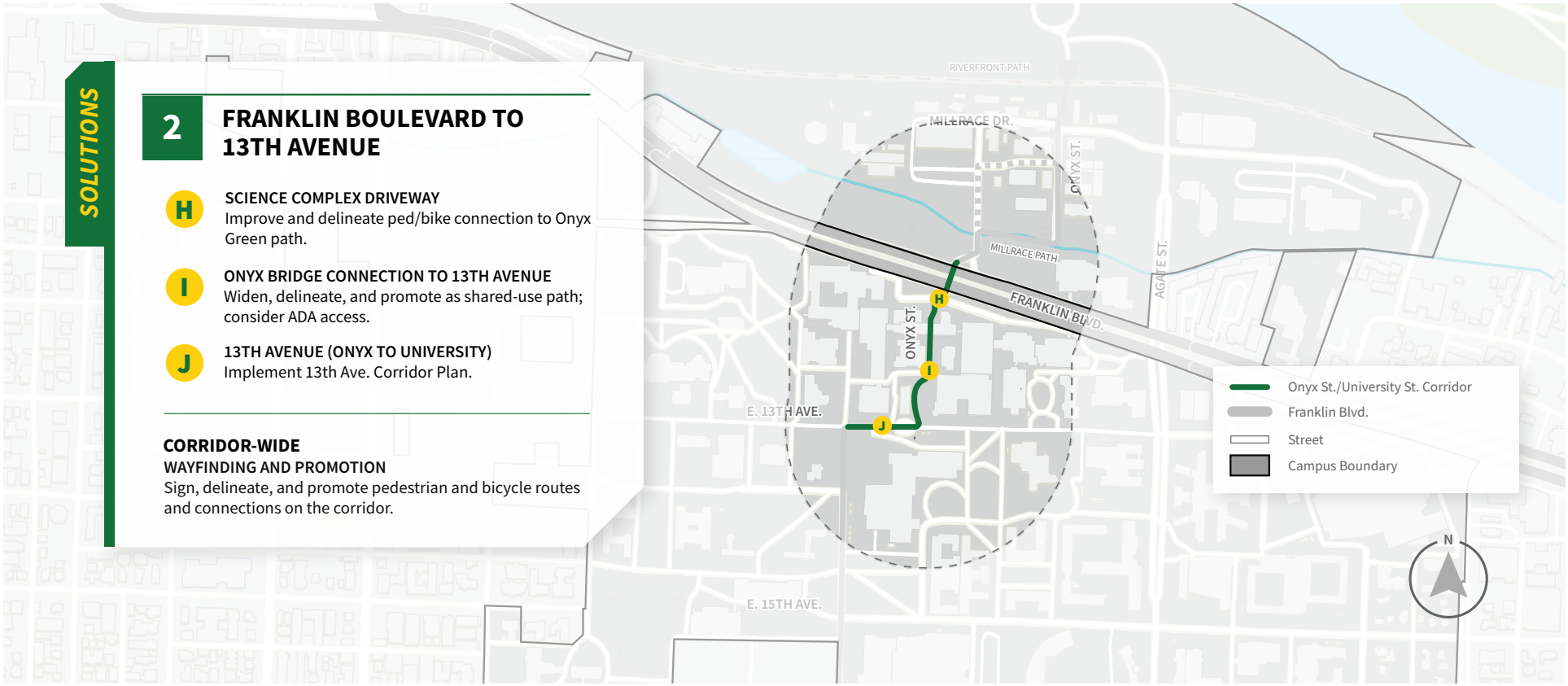
## 2 FRANKLIN BOULEVARD TO 13TH AVENUE

**H** **SCIENCE COMPLEX DRIVEWAY**
Improve and delineate ped/bike connection to Onyx Green path.

**I** **ONYX BRIDGE CONNECTION TO 13TH AVENUE**
Widen, delineate, and promote as shared-use path; consider ADA access.

**J** **13TH AVENUE (ONYX TO UNIVERSITY)**
Implement 13th Ave. Corridor Plan.

**CORRIDOR-WIDE**
**WAYFINDING AND PROMOTION**
Sign, delineate, and promote pedestrian and bicycle routes and connections on the corridor.



## SEGMENT 3 SOLUTIONS: 13TH AVENUE TO 18TH AVENUE

- **Separate & Prioritize Modes—**Near term, prepare a University Street Corridor Plan to determine the long-term vision for this corridor segment. The plan should determine how modes will be prioritized, equipped, and separated as well as how right-of-way space should be allocated. The plan should define and site what amenities (such as benches, bike parking or stations, shuttle and transit shelters, and intersection crossing treatments) should be provided to support each mode.
- **Route Continuity—**Mid-to long term, implement the University Street Corridor Plan to provide more consistent pedestrian and bicycle treatments of adequate separation and width and supported with appropriate amenities (e.g., benches, parking, lighting).
- **Enhance Corridor Crossings—**Near and mid-term, efforts should be made to better light and demarcate pedestrian and bicycle crossings of University Street at each intersection and midblock location between 13th Avenue and 18th Avenue. Long term, use a University Street Corridor Plan to determine appropriate locations and treatments at midblock crossings and intersections. Give preference to raised pedestrian crossings, protected or raised intersections, delineated bicycle facilities, and high-visibility signage, and pavement markings.
- **Reduce Modal Conflicts—**Near term, monitor the part of University Street that has head-in parking on both sides of the street for conflicts between people driving (particularly those pulling in and out of spaces) and people biking. Change striping or implement other low-cost methods to make people biking more visible and to separate them from drivers.
- **Enhance Travel Options—**Because this segment will likely be part of an intracampus shuttle system, consider installing a mobility hub or bike station on the southern end of the corridor near McArthur Court and relocating vehicle parking on University Street and at adjacent sites. Evaluate each of these elements when developing a University Street Corridor Plan.

**Table 4-4. Onyx Street-University Street: University Street from 13th Avenue to 18th Avenue**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 3-K | **University St.** | 13th Ave. to 18th Ave. | Study the feasibility of providing an advisory bike lane; study opportunities to reorganize street to provide continuous bicycle facilities, wider sidewalks, and reduced conflicts with vehicle parking and circulation. |
| 3-L | **University St.** | 13th Ave. to 15th Ave. | Widen sidewalks and provide separated bicycle facilities. |
| 3-M | **University St. /15th Ave. intersection** | 15th Ave. intersection | Enhance pedestrian and bicycle crossing facilities and wayfinding. |
| 3-N | **University St.** | 15th Ave. to 18th Ave. | Develop corridor plan to improve comfort of walking and biking and to reduce conflicts with motor vehicles. |
| 3-O | **University St. /18th Ave. intersection** | University St. /18th Ave. intersection | Provide high-visibility crossing and gateway treatments, such as a protected intersection |

Segment 3: Onyx Street-University Street from 13th Avenue to 18th Avenue

SOLUTIONS

## 3 13TH AVENUE TO 18TH AVENUE

**K** **UNIVERSITY STREET CORRIDOR PLAN**
Design and improve ped/bike facilities from 13th Ave. to 18th Ave.

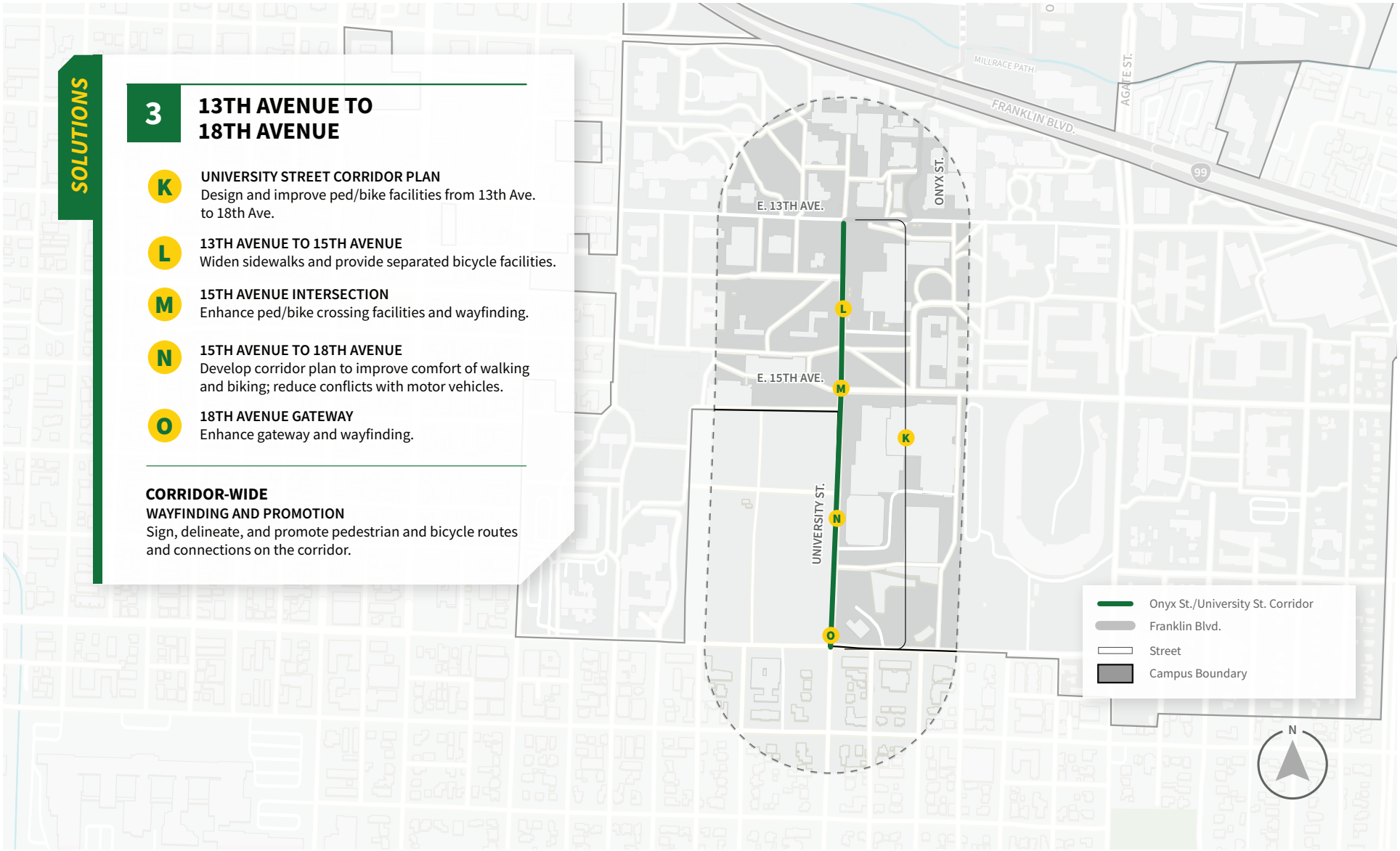
**L** **13TH AVENUE TO 15TH AVENUE**
Widen sidewalks and provide separated bicycle facilities.

**M** **15TH AVENUE INTERSECTION**
Enhance ped/bike crossing facilities and wayfinding.

**N** **15TH AVENUE TO 18TH AVENUE**
Develop corridor plan to improve comfort of walking and biking; reduce conflicts with motor vehicles.

**O** **18TH AVENUE GATEWAY**
Enhance gateway and wayfinding.

**CORRIDOR-WIDE**
**WAYFINDING AND PROMOTION**
Sign, delineate, and promote pedestrian and bicycle routes and connections on the corridor.



## RIVERFRONT PARKWAY–AGATE STREET

Because this City-owned corridor connects to the Ruth Bascom Pathway and the Millrace Garage, the street needs to provide motor vehicle access to the north campus area while also supporting safe and comfortable travel for people walking, biking, or taking a future shuttle service. South of Franklin Boulevard, the city has designated Agate Street as a minor arterial. Agate Street carries a high volume of both campus- and noncampus-related travel, both as a through corridor and as a crossing. In fact, walking and biking activity levels here are second only to those on the 13th Avenue corridor near the EMU. This corridor would benefit from treatments to protect and enhance street crossings. A plan should be developed to improve pedestrian and bicycle facilities, to explore intersection control improvements, to better manage motor vehicle speeds, and to better support fire station access, adjacent neighborhood access, and campus operations.

Improvements to Riverfront Parkway–Agate Street have been organized into three segments:

- Ruth Bascom Pathway to Franklin Boulevard
- Franklin Boulevard to 15th Avenue
- 15th Avenue to 19th Avenue

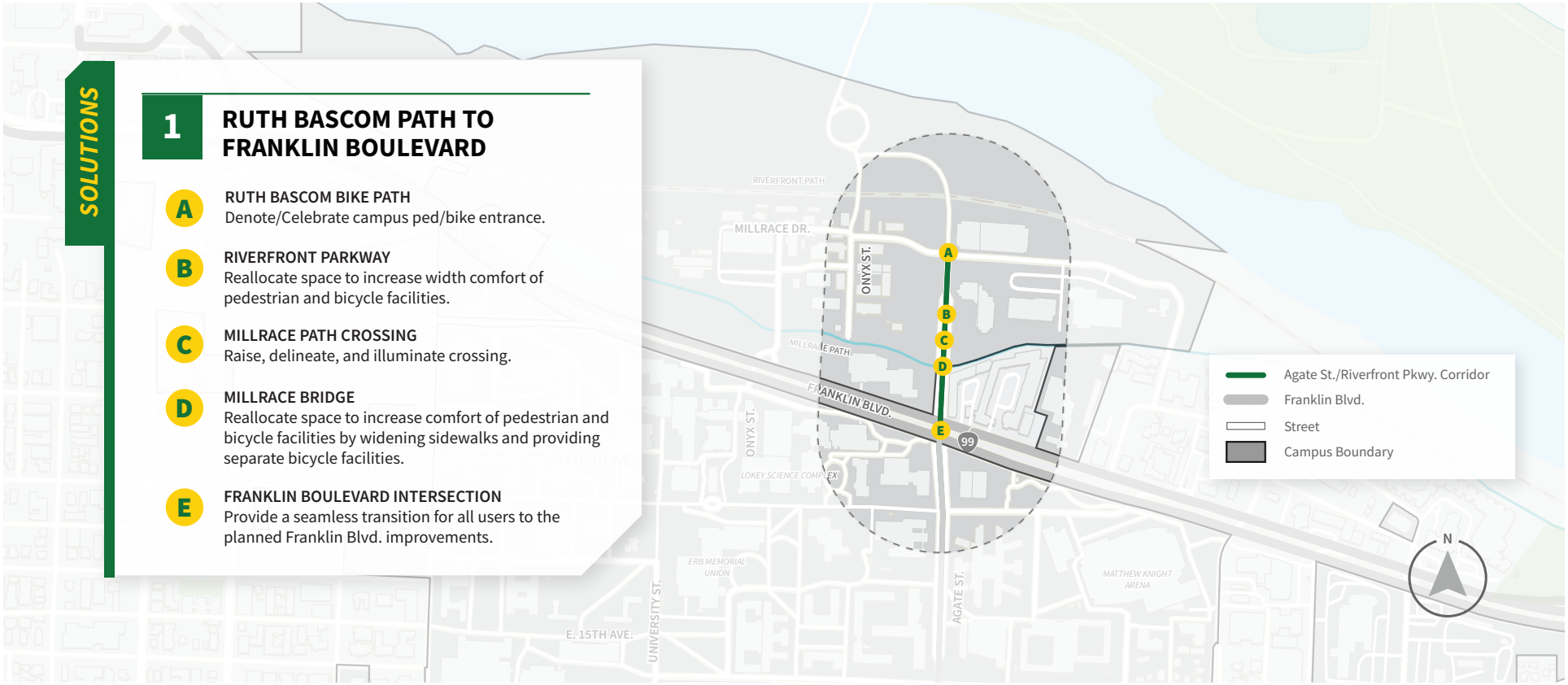
## SEGMENT 1 SOLUTIONS: RUTH BASCOM PATHWAY TO FRANKLIN BOULEVARD

- **Strengthen Wayfinding**—Add campus gateway, branding, and wayfinding treatments to where Ruth Bascom Pathway and Riverfront Parkway connect.
- **Enhance Travel Options**—Provide better wayfinding for Millrace Garage (an intermodal hub) to orient and direct travelers. Implement additional first- and last-mile services, including a campus shuttle service.
- **Reduce Modal Conflicts**—Widen sidewalks on the east side of Riverfront Parkway to support pedestrian movements to and from the garage and other nearby campus destinations.
- **Separate & Prioritize Modes**—Reallocate space and provide separated or protected bicycle facilities on Riverfront Parkway to better support and encourage biking.
- **Enhance Corridor Crossings**—Upgrade the Millrace Path crossing of Riverfront Parkway to emphasize who has the right-of-way and priority. Enhance lighting and widen, mark, sign, and raise the crossing above the adjacent roadway elevation (and consistent with the recommendation at the Onyx Street crossing). Continue to support city efforts to develop and implement the Franklin Boulevard Transformation Project for enhanced pedestrian and bicycle facilities along and across the corridor.

**Table 4-5. Riverfront Parkway-Agate Street: Ruth Bascom Pathway to Franklin Boulevard**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 1-A | **Ruth Bascom Bike Path** | Where path intersects Millrace Dr. | Improve the transition area from path to on-street facilities; provide wayfinding to campus core and other destinations. |
| 1-B | **Riverfront Pkwy.** | Millrace Dr. to Franklin Blvd. | Provide a minimum of 10′ sidewalks on both sides between Millrace Dr. and Franklin Blvd.; reallocate roadway to widen bike lanes; consider two-way cycle track or buffered bike lanes on west side of Riverfront. |
| 1-C | **Millrace Path crossing** | Between Knight Campus Buildings 1 and 2 | Maintain and enhance crossing treatment. |
| 1-D | **Millrace and Riverfront Pkwy. Bridge** | Between Knight Campus Buildings 1 and 2 | Consider widening sidewalks with two-way cycle track or buffered bike lane treatment on the west side. |
| 1-E | **Franklin Blvd. intersection** | Intersection of Riverfront Pkwy. /Agate St. / Franklin Blvd. | Tie in improvements with Franklin Boulevard Transformation project. |

Segment 1: Riverfront Parkway-Agate Street from Ruth Bascom Pathway to Franklin Boulevard



## SEGMENT 2 SOLUTIONS: FRANKLIN BOULEVARD TO 15TH AVENUE

- **Separate & Prioritize Modes**—Near term, prepare an Agate Street Corridor Study to determine the long-term vision from Franklin Boulevard to 19th Avenue. The plan should determine how modes will be prioritized, equipped, and separated. The plan should also determine how right-of-way space will be allocated, how motor vehicle speeds should be managed, and what amenities will be provided to promote the priority modes on and across the corridor.
- **Strengthen Wayfinding**—Install wayfinding that directs campus visitors who arrive by car via Franklin Boulevard and Agate Street onto eastbound 13th Avenue, as well as wayfinding to appropriate parking facilities.
- **Enhance Corridor Crossings**—Near term, enhance lighting, signage, and pavement markings at intersections and midblock crossings of Agate Street from Franklin Boulevard to 15th Avenue to better protect and delineate pedestrian and bicycle facilities. Long term at these locations, install raised, protected, or both raised and protected crossings; add tabletop or protected intersection treatments; and change intersection or crossing controls.
- **Reduce Modal Conflicts**—Make pedestrian facility width consistent on both sides of Agate Street.
- **Enhance Travel Options**—Equip Agate Street with stops, shelters, and other first/last facilities to promote modes other than driving and to support a future campus shuttle system.

**Table 4-6. Riverfront Parkway-Agate Street: Franklin Boulevard to 15th Avenue**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 2-F | **Agate St.** | Franklin Blvd. to 19th Ave. | Prepare an Agate Street Corridor Study; consider roadway reallocation to widen bicycle facilities, including a two-way cycle track or buffered bike lanes. |
| 2-G | **13th Ave. intersection** | Intersection of 13th Ave. and Agate St. | Add enhanced signage, striping, illumination, raised crossings, curb extensions, or a tabletop intersection; consider signalization. |
| 2-H | **Midblock crossing** | Between 13th Ave. and 15th Ave. | Consider crossing improvements such as grade separation and illumination; channelize Agate St. to discourage jaywalking; widen sidewalk on west side to an effective width of 10'. |
| 2-I | **15th Ave. intersection** | Intersection of 15th Ave. and Agate St. | Add enhanced signing, striping, and illumination; consider raised crossing, curb extensions, or tabletop intersection; consider signalization. |

Segment 2: Riverfront Parkway-Agate Street from Franklin Boulevard to 15th Avenue

SOLUTIONS

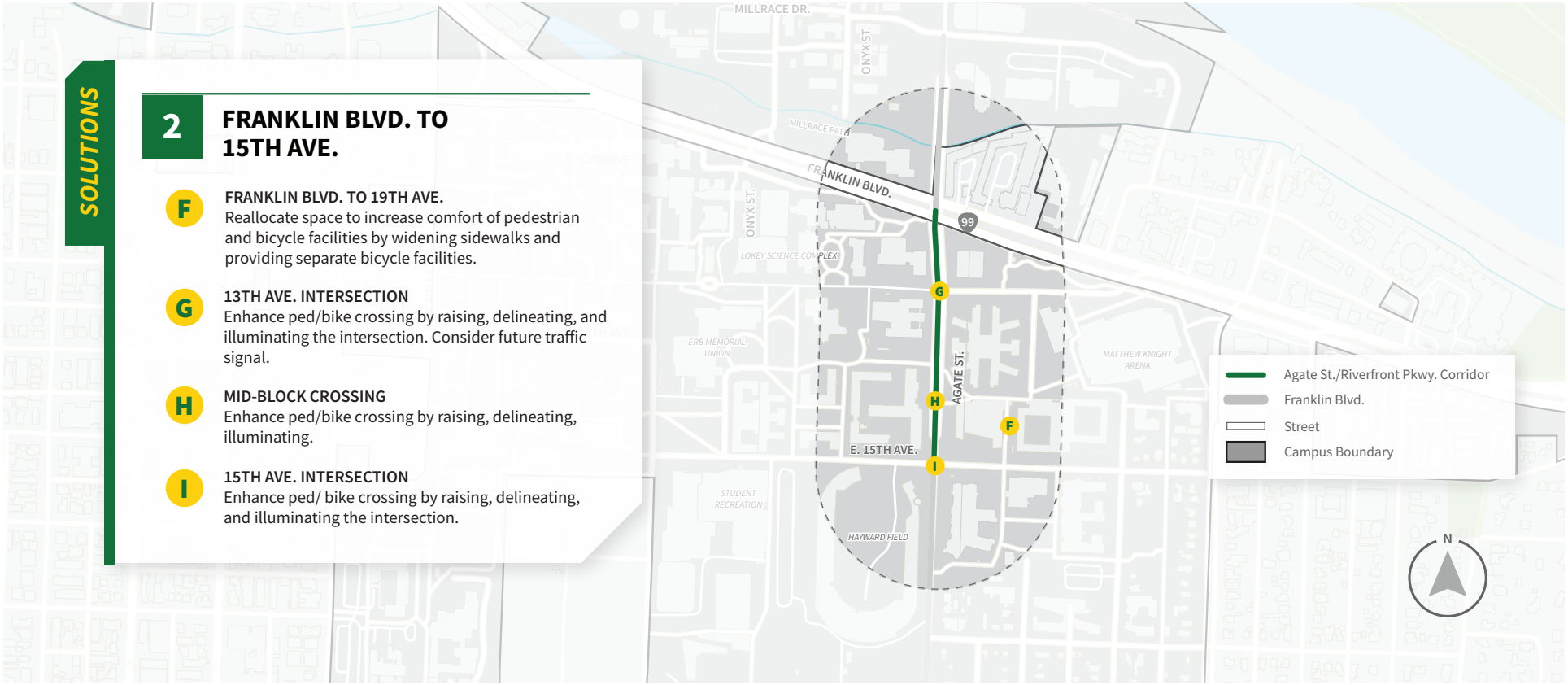
## 2 FRANKLIN BLVD. TO 15TH AVE.

**F** **FRANKLIN BLVD. TO 19TH AVE.**
Reallocate space to increase comfort of pedestrian and bicycle facilities by widening sidewalks and providing separate bicycle facilities.

**G** **13TH AVE. INTERSECTION**
Enhance ped/bike crossing by raising, delineating, and illuminating the intersection. Consider future traffic signal.

**H** **MID-BLOCK CROSSING**
Enhance ped/bike crossing by raising, delineating, illuminating.

**I** **15TH AVE. INTERSECTION**
Enhance ped/ bike crossing by raising, delineating, and illuminating the intersection.



## SEGMENT 3 SOLUTIONS: 15TH AVENUE TO 19TH AVENUE

- **Separate & Prioritize Modes**—Prepare an Agate Street Corridor Study to determine the long-term vision for this segment. The study should determine how modes will be prioritized, equipped, and separated. It should also determine how right-of-way space will be allocated, intersections will be controlled, and motorist speeds will be managed. The study should anticipate the implementation of the UO Next Generation Housing Development Plan and the long-term UO vision of reimagining 15th Avenue between Agate Street and Villard Street to be similar to the 13th Avenue Re-Design Project and/or Powell Plaza (no private vehicle access).
- **Enhance Corridor Crossings**—Provide consistent crossing enhancements to help people driving recognize modal priorities and better manage their speeds to prepare for increasing pedestrian and bicycle crossing demands as the UO Next Generation Housing Development Plan is implemented. During the corridor planning process, evaluate the trade-offs of a midblock pedestrian crossing between 15th Avenue and 17th Avenue and a potential revision to traffic control at 17th Avenue and 18th Avenue.
- **Reduce Modal Conflicts**—Widen sidewalk on the east side of Agate Street south of 15th Avenue to accommodate existing and anticipated pedestrian flows as the UO Next Generation Housing Development Plan is implemented. If pedestrian demand continues to grow in the area, widen sidewalk on the west side of Agate Street south of Hayward Field.
- **Enhance Travel Options**—Equip Agate Street with stops, shelters, and other first/last facilities to promote modes other than driving and to support a future campus shuttle system.
- **Strengthen Wayfinding**—Evaluate and implement monuments, branding, signage, and pavement markings for Agate Street at 18th Avenue and 19th Avenue, which serves as a campus gateway.

**Table 4-7. Riverfront Parkway-Agate Street: 15th Avenue to 19th Avenue**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 3-J | **Agate St.** | 15th Ave. to 18th Ave. | Widen sidewalks to 10′–12′ on both sides; consider roadway reallocation to provide a two-way cycle track or buffered bike lanes; and consider raised midblock crossings, curb extensions, protected intersection treatments, and traffic control changes at all intersections. |
| 3-K | **17th Ave. intersection** | Intersection of 17th Ave. and Agate St. | Provide enhanced signage, striping, and illumination, and consider raised crossings, curb extensions, tabletop intersection treatments, and/or all-way stop. |
| 3-L | **18th Ave. intersection** | Intersection of 18th Ave. and Agate St. | Provide enhanced signage, striping, illumination, gateway, and wayfinding treatments and consider raised crossings, curb extensions, tabletop intersection treatments, and/or all-way stop. |
| 3-M | **19th Ave. intersection** | Intersection of 19th Ave. and Agate St. | Provide enhanced signing, striping, illumination, gateway, and wayfinding treatments and consider raised crossings, curb extensions, tabletop intersection treatments. If the intersection at 19th St. Remains signalized, consider a pedestrian scramble. (The City is currently evaluating whether to remove the signal and convert the intersection to an all-way stop.) |

Segment 3: Riverfront Parkway-Agate Street from 15th Avenue to 19th Avenue

SOLUTIONS

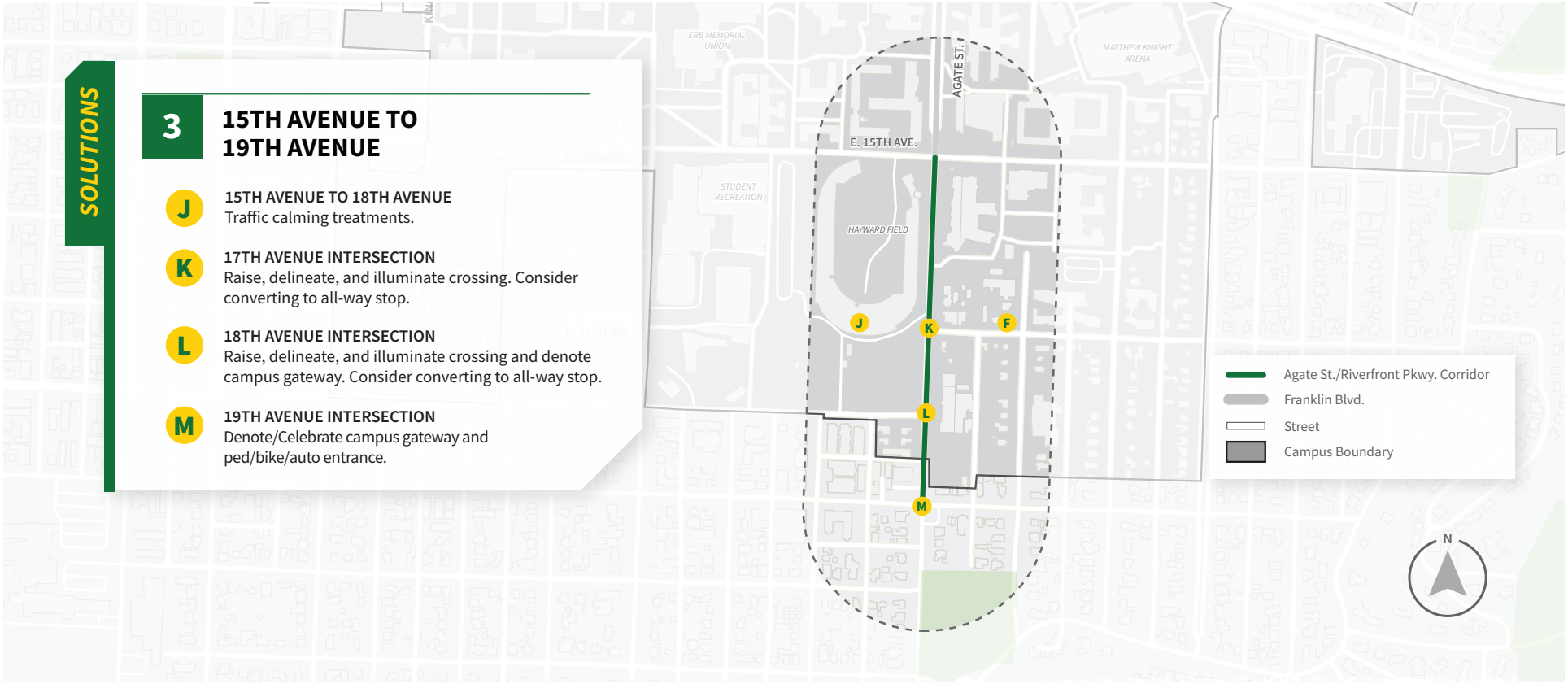
## 3 15TH AVENUE TO 19TH AVENUE

**J** **15TH AVENUE TO 18TH AVENUE**
Traffic calming treatments.

**K** **17TH AVENUE INTERSECTION**
Raise, delineate, and illuminate crossing. Consider converting to all-way stop.

**L** **18TH AVENUE INTERSECTION**
Raise, delineate, and illuminate crossing and denote campus gateway. Consider converting to all-way stop.

**M** **19TH AVENUE INTERSECTION**
Denote/Celebrate campus gateway and ped/bike/auto entrance.



## 13TH AVENUE

Although the upcoming 13th Avenue Re-Design Project will promote walking and biking as primary travel modes, the segment of 13th Avenue east of Agate Street will still need to provide vehicle access to large parking areas, adjacent public-facing venues, and an expanding mobility hub. This corridor will need to separate people walking from the street and people biking from vehicle travel lanes.

This corridor has been organized into one segment.

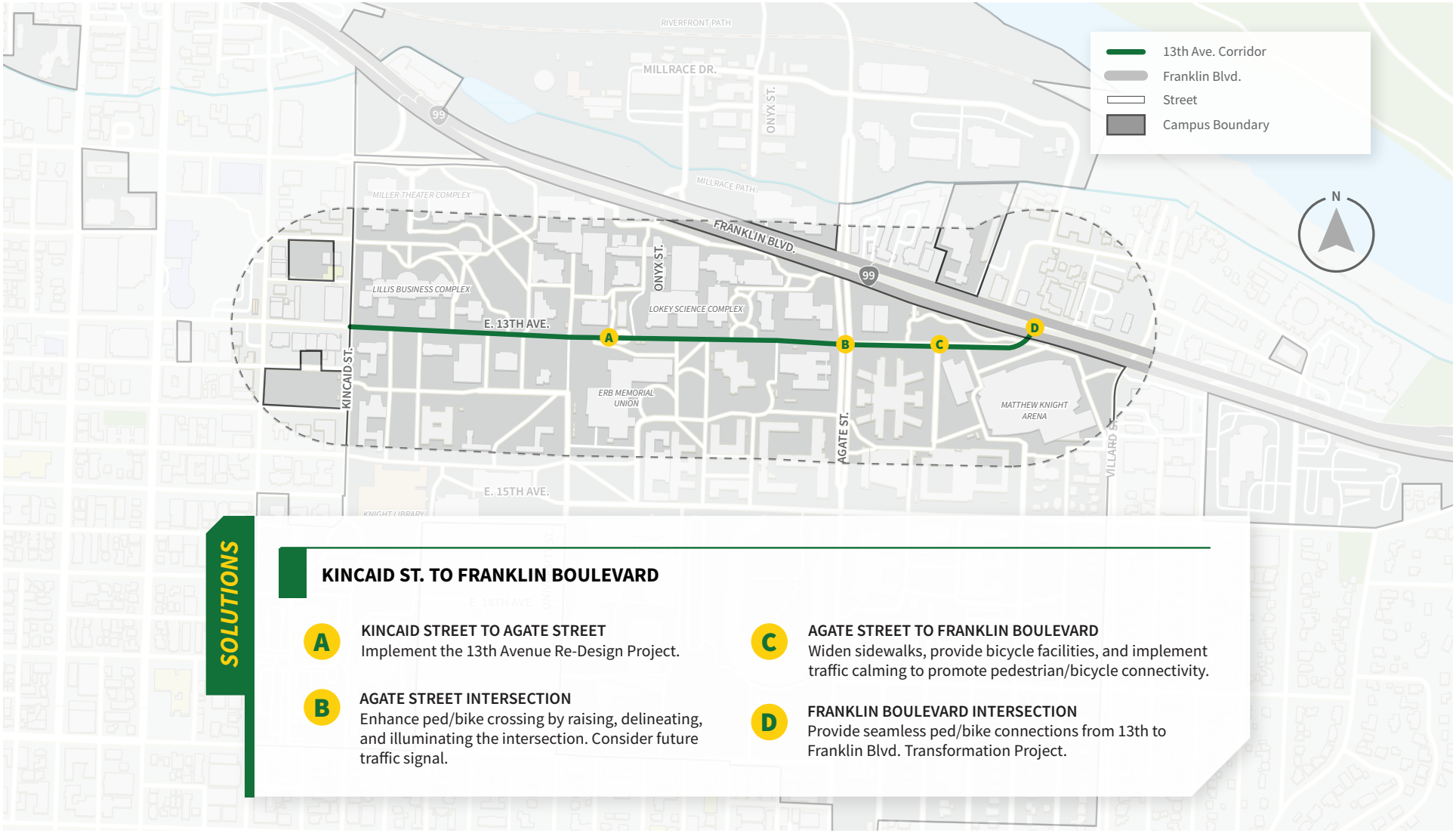
### CORRIDOR SOLUTIONS: KINCAID STREET TO FRANKLIN BOULEVARD

- **Separate & Prioritize Modes**—Advance the 13th Avenue Re-Design Project so that people walking and biking have separated facilities that are sized to comfortably accommodate peak demands. Equip the corridor to efficiently support future shuttle services, Matthew Knight Arena events, and provide access for emergency, service, and ADA vehicles.
- **Enhance Corridor Crossings**—Advance the Agate Street Corridor Study to identify multimodal improvements that improve the safety and comfort of all users, particularly people walking and biking. Support city efforts to advance the Franklin Boulevard Transformation Project and its planned enhancements at the 13th Avenue intersection.
- **Reduce Modal Conflicts**—East of Agate Street, construct a buffer to separate sidewalks from the curb and provide enough width to accommodate peak pedestrian demands. Consider reallocating curb-to-curb width to provide a separated or protected bicycle facility at least in the eastbound direction.
- **Enhance Travel Options**—Continue efforts to plan and develop a complete mobility hub near the Jaqua Center to provide intermodal as well as first/last mile services and amenities. Jaqua Center would be an appropriate location for drop-off/pick-up services and may include Level 3 charging station facilities to support inter-city buses. Consider providing a raised midblock crossing to the mobility hub in anticipation of pedestrian demand and to help with vehicle speed management.
- **Strengthen Wayfinding**—Provide specialized wayfinding on 13th Avenue east of Agate Street for people driving to campus for the first time. Consider providing pullouts in both directions with visual access to campus maps and clear directions to parking facilities.

**Table 4-8. 13th Avenue Solutions: Kincaid Street to Franklin Boulevard**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| A | **13th Ave.** | Kincaid St. to Agate St. | Implement the 13th Avenue Redesign Project. |
| B | **Agate St. intersection** | Intersection of 13th Ave. and Agate St. | Enhance pedestrian and bicycle crossing by raising, delineating, and illuminating the intersection. Consider a future traffic signal. |
| C | **13th Ave.** | Agate St. to Franklin Blvd. | Plan for improved pedestrian and bicycle facilities that connect the future 13th Avenue Re-Design Project with the future Franklin Boulevard Transformation Project; study options for accommodating bikes; consider sharrows, buffered bike lanes, or a combination of the two (e.g., sharrow westbound and buffered bike lane eastbound); provide a minimum 10′ sidewalk on the south side from Franklin to beyond Agate; monitor vehicle speeds to determine what, if any, traffic calming is needed. |
| D | **Franklin Blvd. Intersection** | Intersection of 13th Ave. and Franklin Blvd. | Provide seamless pedestrian and bicycle connections to the future Franklin Boulevard Transformation Project. |

13th Avenue from Kincaid Street to Franklin Boulevard




## SOLUTIONS

### KINCAID ST. TO FRANKLIN BOULEVARD

**A** **KINCAID STREET TO AGATE STREET**
Implement the 13th Avenue Re-Design Project.

**B** **AGATE STREET INTERSECTION**
Enhance ped/bike crossing by raising, delineating, and illuminating the intersection. Consider future traffic signal.

**C** **AGATE STREET TO FRANKLIN BOULEVARD**
Widen sidewalks, provide bicycle facilities, and implement traffic calming to promote pedestrian/bicycle connectivity.

**D** **FRANKLIN BOULEVARD INTERSECTION**
Provide seamless ped/bike connections from 13th to Franklin Blvd. Transformation Project.

## 14TH ALLEY–GERLINGER WAY–15TH AVENUE

The 14th Alley–Gerlinger Way–15th Avenue corridor faces several challenges. Some segments are owned by the university while others belong to the city. Similar to the Onyx Street-University Street corridor, some segments do not serve private motor vehicles, but others do. Such inconsistent facilities and abrupt changes can negatively affect route clarity and user comfort, particularly for people walking and biking. This is especially the case near Knight Library where the bike route jogs around the building making wayfinding difficult for bikes.

On the other hand, Powell Plaza, a portion of this corridor between Onyx Street and Agate Street, provides an excellent example of a facility designed to prioritize walking and biking, support emergency and service access, and prohibit private motor vehicles. Building on lessons from Powell Plaza, this segment of the 14th Alley–Gerlinger Way–15th Avenue corridor has the potential to become a primary east-west corridor that supports intracampus and cross campus travel for people walking and biking. East of Agate Street, future improvements could include a plaza-like treatment that enhances safety and comfort for people walking and biking while accommodating higher traffic volumes associated with events at the Matthew Knight Arena.

This corridor has been organized into three segments, and because facilities along this corridor are especially inconsistent, it is helpful to understand each segment's function and particular challenges.

- • Kincaid Street to University Street
- • University Street to Agate Street
- • Agate Street to Villard Street

## SEGMENT 1 SOLUTIONS: KINCAID STREET TO UNIVERSITY STREET

- **Separate & Prioritize Modes**—Advance the 13th Avenue Re-Design Project so that people walking and biking have separated facilities that are sized to comfortably accommodate peak demands. Equip the corridor to efficiently support future shuttle services, Matthew Knight Arena events, and provide access for emergency, service, and ADA vehicles.
- **Strengthen Wayfinding**—Strengthen wayfinding with campus maps and pavement markings to help people walking and biking navigate to key destinations efficiently and effectively.
- **Separate & Prioritize Modes**—Designate and improve bicycle facilities to support and promote biking in and through this part of campus.
- **Reduce Modal Conflicts**—Establish dedicated bicycle facilities to reduce modal conflicts and benefit people walking and biking along the corridor.
- **Enhance Corridor Crossings**—The University Street Corridor Plan should determine the mid- and long-term improvements to the University Street/15th Avenue intersection that may include protected intersection treatments. Near term, install additional lighting and high-visibility signage and pavement markings.

**Table 4-9. 14th Alley-Gerlinger Way-15th Avenue: Kincaid Street to University Street**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 1-A | **Kincaid connection** | Gateway at Kincaid St. | Enhance gateway by improving connection for people walking and biking from 13th Alley and 14th Alley connections through pavement markings, lighting, enhanced pedestrian and bicycle delineation, and wayfinding. |
| 1-B | **Kincaid St. to University St.** | Kincaid St. to University St. | Improve bicycle and pedestrian wayfinding to clarify that the bike route is on the south side of the library, and that the north side is a dismount zone.<br><br>Prepare a concept study to evaluate current bike routes and determine how a bicycle connection can best be accommodated between Kincaid and University; options include shared use path (at least 12' wide), separated facilities, or a combination of the two. |
| 1-C | **University St.** | Pathway/ Bike Route Connection | Prepare a concept study that connects the Knight Library Axis to Powell Plaza; determine the feasibility of extending the plaza to University Street; add wayfinding; consider a raised and delineated crossing of University Street at 15th; and consider widening sidewalk on the north side of 15th Avenue between University Street and Onyx Street. |

Segment 1: 14th Alley-Gerlinger Way-15th Avenue from Ruth Bascom Pathway to Franklin Boulevard

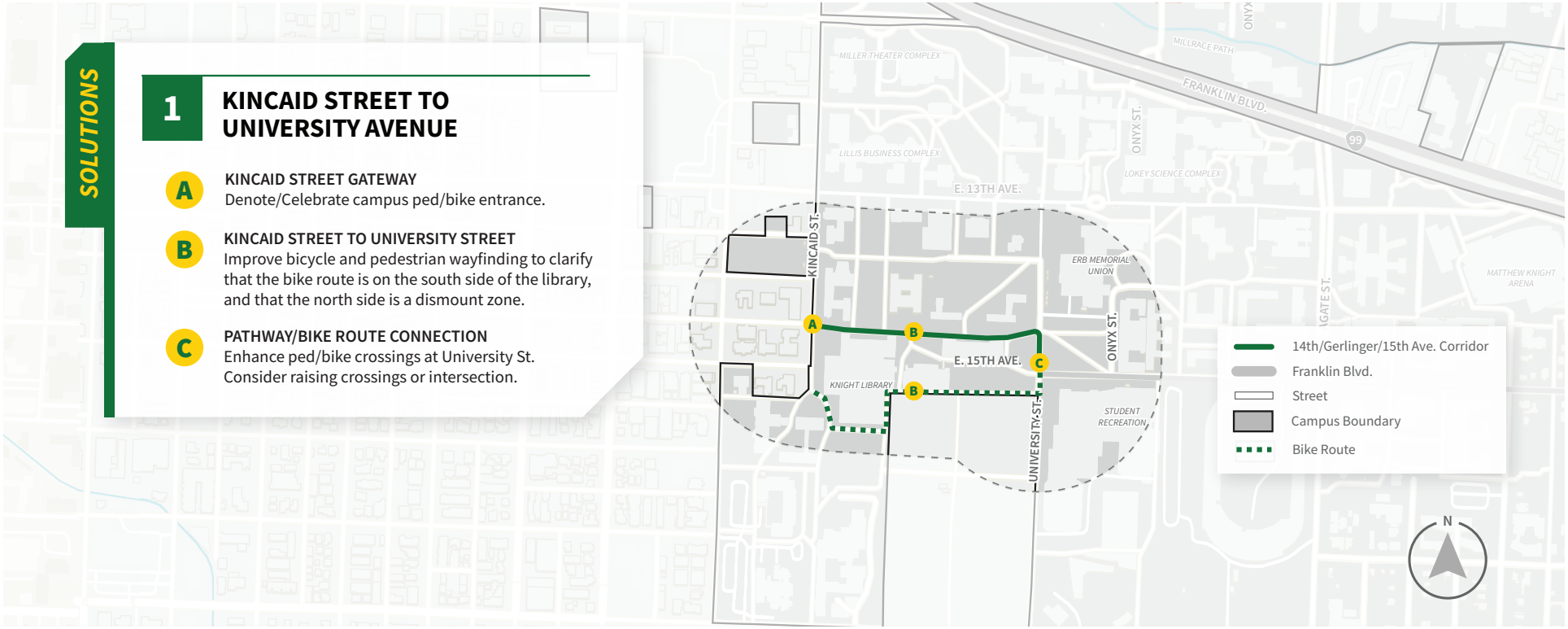
SOLUTIONS

## 1 KINCAID STREET TO UNIVERSITY AVENUE

**A** **KINCAID STREET GATEWAY**
Denote/Celebrate campus ped/bike entrance.

**B** **KINCAID STREET TO UNIVERSITY STREET**
Improve bicycle and pedestrian wayfinding to clarify that the bike route is on the south side of the library, and that the north side is a dismount zone.

**C** **PATHWAY/BIKE ROUTE CONNECTION**
Enhance ped/bike crossings at University St. Consider raising crossings or intersection.



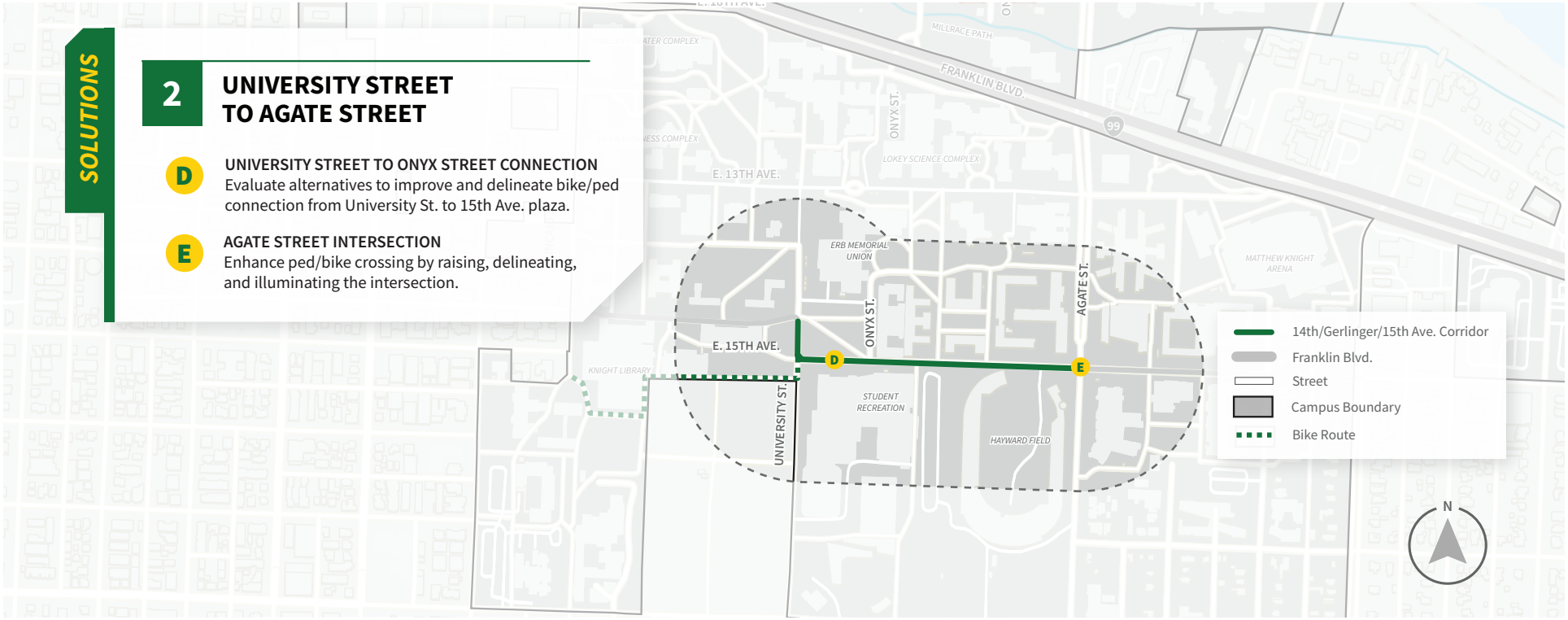
## SEGMENT 2 SOLUTIONS: UNIVERSITY STREET TO AGATE STREET

- **Separate & Prioritize Modes**—Advance the 13th Avenue Re-Design Project so that people walking and biking have separated and separated facilities that are sized to comfortably accommodate peak demands. Equip the corridor to efficiently support future shuttle services, Matthew Knight Arena events, and provide access for emergency, service, and ADA vehicles.
- **Separate & Prioritize Modes**—Near term, evaluate the opportunity to reallocate space on 15th Avenue between University Street and Onyx Street to provide a dedicated bicycle facility. Long term, complete a concept study to determine the feasibility of extending Powell Plaza to University Street or providing protected bicycle facilities.
- **Enhance Corridor Crossings**—Evaluate options to retrofit existing midblock crossings with raised crossing features for greater consistency throughout campus.

**Table 4-10. 14th Alley-Gerlinger Way-15th Avenue: University Street to Agate Street**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 2-D | **15th Ave.** | University St. to Onyx St. connection | **Option 1:** Raise and delineate University Street crossing; enhance bike delineation on University Street to connect to 15th Plaza<br><br>**Option 2:** Extend 15th Plaza to University St. (choose if restricting private vehicle access); extend plaza or woonerf treatment; raise and delineate University St. crossing; provide direct (and bike-friendly) connection to Gerlinger Bike Path. |
| 2-E | **Agate St. Intersection** | Intersection of 15th Ave. and Agate St. | See Agate St. corridor solutions. |

Segment 2: 14th Alley-Gerlinger Way-15th Avenue from University Street to Agate Street



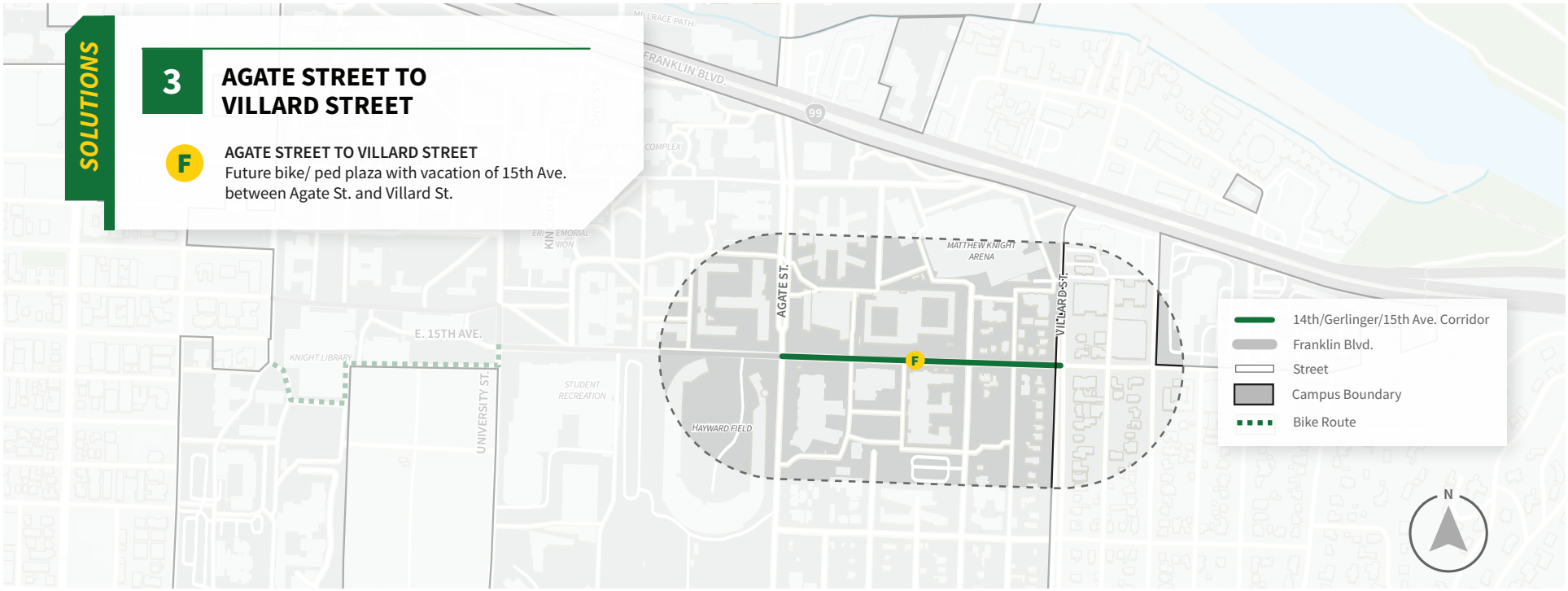
## SEGMENT 3 SOLUTIONS: AGATE STREET TO VILLARD STREET

- **Separate & Prioritize Modes**—Near term, evaluate signing, pavement markings, and lighting to better serve people biking. Mid term, consider reallocating curb-to-curb width to provide on-street bike lanes. Long term, develop a vision for 15th Avenue that vacates and reimagines this segment with priorities for people walking and biking and no private vehicle access (similar to Powell Plaza or the 13th Avenue Re-Design Project). Note that this is a city owned street and a vacation will require extensive public outreach and city council approval.
- **Reduce Modal Conflicts**—As the UO Next Generation Housing Development Plan is developed, ensure sidewalks and pathways are improved to accommodate peak pedestrian and bicycle demands.
- **Enhance Corridor Crossings**—Near term, improve lighting, signage, and pavement markings at intersections and midblock crossings to enhance walking and biking activity. Mid term, consider raised midblock crossings, curb extensions, and protected intersection treatments to further prioritize walking and biking on the corridor.
- **Strengthen Wayfinding**—Demarcate 15th Avenue as a portal or gateway to campus.

**Table 4-11. 14th Alley-Gerlinger Way-15th Avenue: Agate Street to Villard Street**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| 3-F | **15th Ave.** | Agate St. to Villard St. | *(Near term)* install crossing treatments (e.g., bulb-outs, raised crossings, or continental striping); enhance lighting, signage, and sharrows; widen sidewalks.<br><br>*(Long-term)* extend plaza or woonerf treatment from Agate St. to Villard St. |

Segment 3: 14th Alley-Gerlinger Way-15th Avenue from Agate Street to Villard Street



## 17TH AVENUE AND MOSS STREET

17th Avenue and Moss Street have been reimagined by the UO Next Generation Housing Development Plan. Eventually, most surface parking in the area will be removed, eliminating the need for Moss Street to look or function as a street for motor vehicles. Changes will transform the street into a pedestrian and bicycle plaza, similar in appearance and function to Powell Plaza.

Even as housing density increases along the corridor,17th Avenue will need to support motor vehicle access. This City-owned street will need wider sidewalks and should be evaluated for a low-stress bicycle facility (either within or outside the curbs). Enhancements for crossings (both midblock and at intersections) should be at their highest, such as raised crossings, curb extensions, and protected intersections. Lighting, signage, and pavement markings should reinforce that people walking and biking are the corridor's priority users.

Each corridor is addressed separately:

- 17th Avenue from Agate Street to Villard Street
- Moss Street from Matthew Knight Arena to 19th Avenue

## 17TH AVENUE SOLUTIONS: AGATE STREET TO VILLARD STREET

- **Enhance Corridor Crossings**—Improve lighting, signage, and pavement markings along 17th Avenue and upgrade crossings to a higher and consistent standard that raises and protects each location.
- **Reduce Modal Conflicts**—Sidewalks on both sides of 17th Avenue from Agate Street to Moss Street and ultimately Villard Street will need to be widened (likely to between 8 and 10 feet) to match those that are being developed in the UO Next Generation Housing Development Plan.
- **Separate & Prioritize Modes**—If Moss Street and 15th are reconfigured as a pedestrian and bicycle plazas, consider leaving 17th Avenue as a shared street for people biking and driving.
- **Enhance Travel Options**—Evaluate the need for and siting of mobility hubs, bike stations, and/or campus shuttle services, as the UO Next Generation Housing Development Plan is implemented.
- **Strengthen Wayfinding**—Demarcate 17th Avenue as a portal or gateway to campus.

**Table 4-12. 17th Avenue Solutions: Agate Street to Villard Street**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| A | **Agate St.** | Intersection of 17th Ave. and Agate St. | See Agate St. corridor solutions. |
| B | **17th Ave.** | Agate St. to Moss St. | Provide consistent signing, striping, and lighting; consider raised crossings; widen south sidewalk to at least 10′ with development. |
| C | **Moss St. intersection** | Intersection of 17th Ave. and Moss St. | Enhance visibility and convenience of crossing with future development; consider tabletop intersection. |
| D | **Villard St. intersection** | Intersection of 17th Ave. and Villard St. | Assess specific locations for enhancements and wayfinding. |

17th Avenue from Agate Street to Villard Street

SOLUTIONS

## 17TH AVENUE (AGATE STREET TO VILLARD STREET)

**A** **AGATE STREET INTERSECTION**
Raise, delineate, and illuminate crossing, and consider converting to all-way stop.

**B** **AGATE STREET TO MOSS STREET**
Raise, delineate, and illuminate crossings.

**C** **MOSS STREET INTERSECTION**
Future ped/bike plaza with future development; consider raised intersection treatment.

**D** **VILLARD STREET INTERSECTION**
Denote/Celebrate campus gateway and ped/bike/auto entrance.

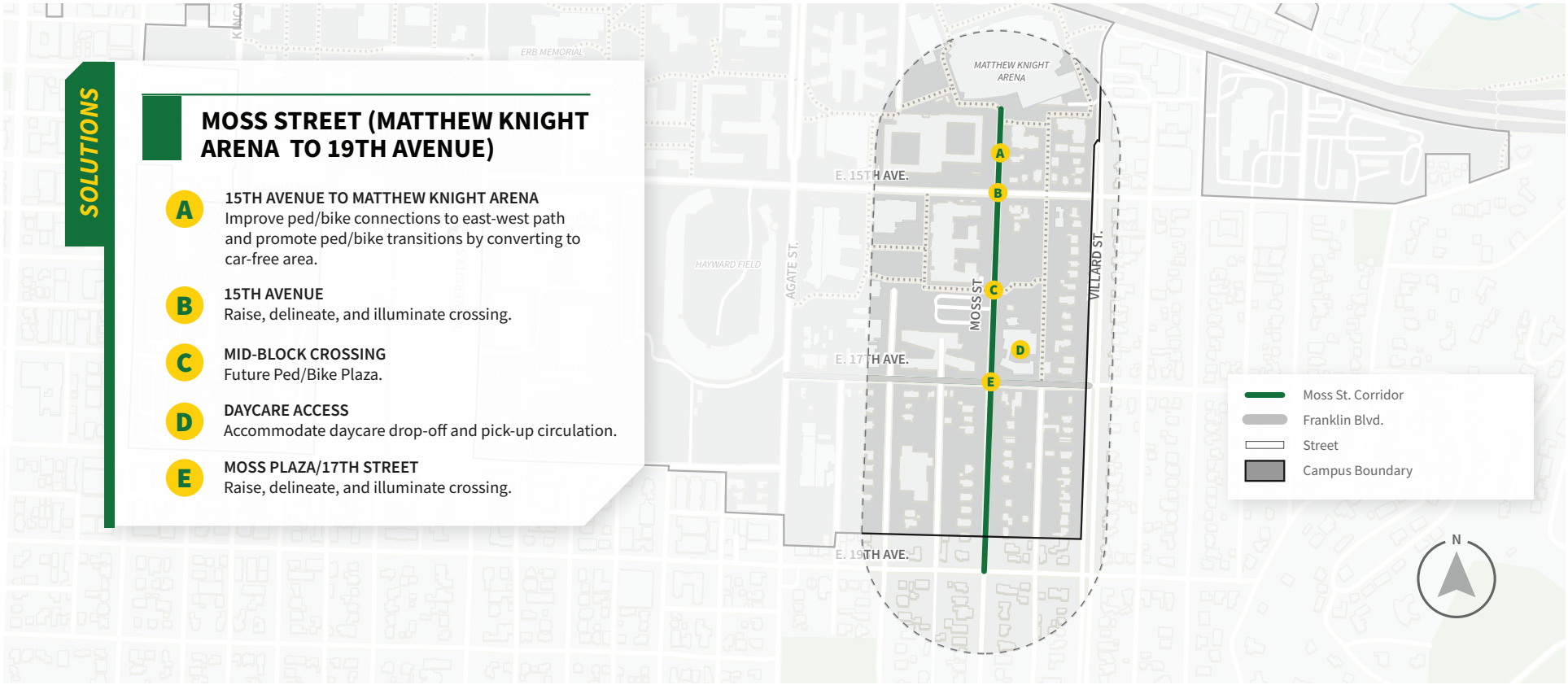
## MOSS STREET SOLUTIONS: MATTHEW KNIGHT ARENA TO 19TH AVENUE

- **Separate & Prioritize Modes**—As the UO Next Generation Housing Development Plan is being implemented and surface parking is being replaced, convert Moss Street to a pedestrian and bicycle plaza, prohibit private vehicle use, and equip it to support emergency and service vehicle access.
- **Enhance Corridor Crossings**—Provide comfortable, low-stress pedestrian and bicycle facilities that extend along Moss Street from south of 17th Avenue and seamlessly connect with the east-west pedestrian and bicycle corridor north of Justice Bean Hall.

**Table 4-13. Moss Street Solutions: Matthew Knight Arena to 19th Avenue**

| ID | LOCATION | EXTENTS | DETAILED PROJECT DESCRIPTION |
|---|---|---|---|
| A | **Moss St.** | 15th Ave. to Matthew Knight Arena | Improve transition for people walking and biking; provide wayfinding; convert to car-free area. |
| B | **15th Ave. intersection** | Intersection of Moss St. and 15th Ave. | Provide consistent, high-quality pedestrian and bicycle crossing treatments. |
| C | **Midblock crossing** | North of UO Northwest Indian Language Institute and Parking Lot 34E | Study possibility of removing parking and prohibiting motor vehicle access; create a more comfortable north-south pedestrian and bicycle corridor. |
| D | **Daycare access** | Adjacent to Moss Street Children's Center | Continue to provide drop-off/pick-up, bus, and service vehicle access. |
| E | **Moss Plaza and 17th St. intersection** | Intersection of Moss St. and 17th Ave. | Improve crossing; consider tabletop treatment with development. |
| F | **Moss St.** | 15th Ave. to 19th Ave. | Advance future plans to advance Moss Street south of 17th Avenue within the UO boundary and convert to a plaza treatment.<br><br>Consider advisory bike lane treatment from 15th Ave. to 19th Ave. |

Moss Street from Matthew Knight Arena to 19th Avenue




## PARKING GARAGE ALTERNATIVES

To address growing parking demand, displacement of parking due to building projects, and facilitate moving parking to the periphery, Transportation Services initiated a parking garage feasibility study in 2025 to evaluate potential sites for new garages. Seven candidate locations were identified through conversations with Transportation Services staff, the Transportation Planning Committee, and the Leadership Briefing Group (**Figure 4-1**). Relocating parking to these peripheral sites supports broader campus objectives to reduce single-occupancy vehicle traffic in the campus core and improve overall campus mobility.

Several factors went into these potential locations, including ease of implementation, feasibility, traffic circulation patterns on both campus and adjacent city streets, and project readiness (such as whether the site is vacant or would require a retrofit of existing buildings). Proximity to major campus destinations was also considered so that new garages could provide convenient access while minimizing vehicle circulation within the campus core. The resulting list of garage alternatives reflect a balance between operational practicality, alignment with campus transportation goals, and potential to support shuttle, transit, and first/last mile connections.

**Figure 4-1. Garage Alternatives**

## GARAGE ALTERNATIVES

### 1 NORTHWEST GARAGE

**BENEFITS**

- Proximity to Franklin Blvd. reduces the need for vehicular circulation within campus.
- Favorable proximity to Dads Gate, campus core, and transit station.
- Easily served by future shuttle.

**CONSIDERATIONS**

- Added traffic anticipated at 11th/Patterson, 11th/Hilyard, and Franklin/Hilyard.
- Site size and access locations will be important elements for feasibility.
- Shuttle service likely needed to connect with all areas of campus.

### 2 MACARTHUR COURT GARAGE

**BENEFITS**

- Great location near the campus core.
- Ease of access from E 18th Ave Corridor.
- Opportunity to address bike/vehicle parking conflicts on University St.
- Supports athletic venues & HEDCO.

**CONSIDERATIONS**

- Added traffic anticipated at E 18th Ave., Patterson St., Hilyard St., and Alder St.
- May be perceived to have impacts on adjacen neighborhood.
- Macarthur Court Garage also supports EMU and removal of parking in the center of camp

### 3 MILLRACE GARAGE EXPANSION

Site is deemed infeasible due to size constraints dictated by railroad right-of-way.

### 4 EAST CAMPUS GARAGE

**BENEFITS**

- Proximity to Franklin Blvd.
- Replaces nearby parking anticipated to be displaced by future housing developments.
- Supports athletic and alumni venues.

**CONSIDERATIONS**

- Added traffic anticipated on Villard St..
- May be perceived to have impacts on adjac neighborhood.
- Shuttle service likely needed to connect wi all areas of campus.

### A LOT 16A OPTION

**BENEFITS**

- Proximity to campus academic core.
- Strong ped-bike connections.

**CONSIDERATIONS**

- Limited site size
- Added traffic anticipated on Alder, Kincaid, and adjacent streets.
- Shuttle service likely needed to connect with all areas of campus.

### B 17TH AVE./AGATE ST. OPTION

**BENEFITS**

- Proximity to academic, cultural, and athlet uses and current/future student housing.
- Internal location limits perceived impacts surrounding neighborhoods.

**CONSIDERATIONS**

- Added traffic anticipated on Agate, 17th, 18th, and Villard.
- Conflicts with high-activity pedestrian area

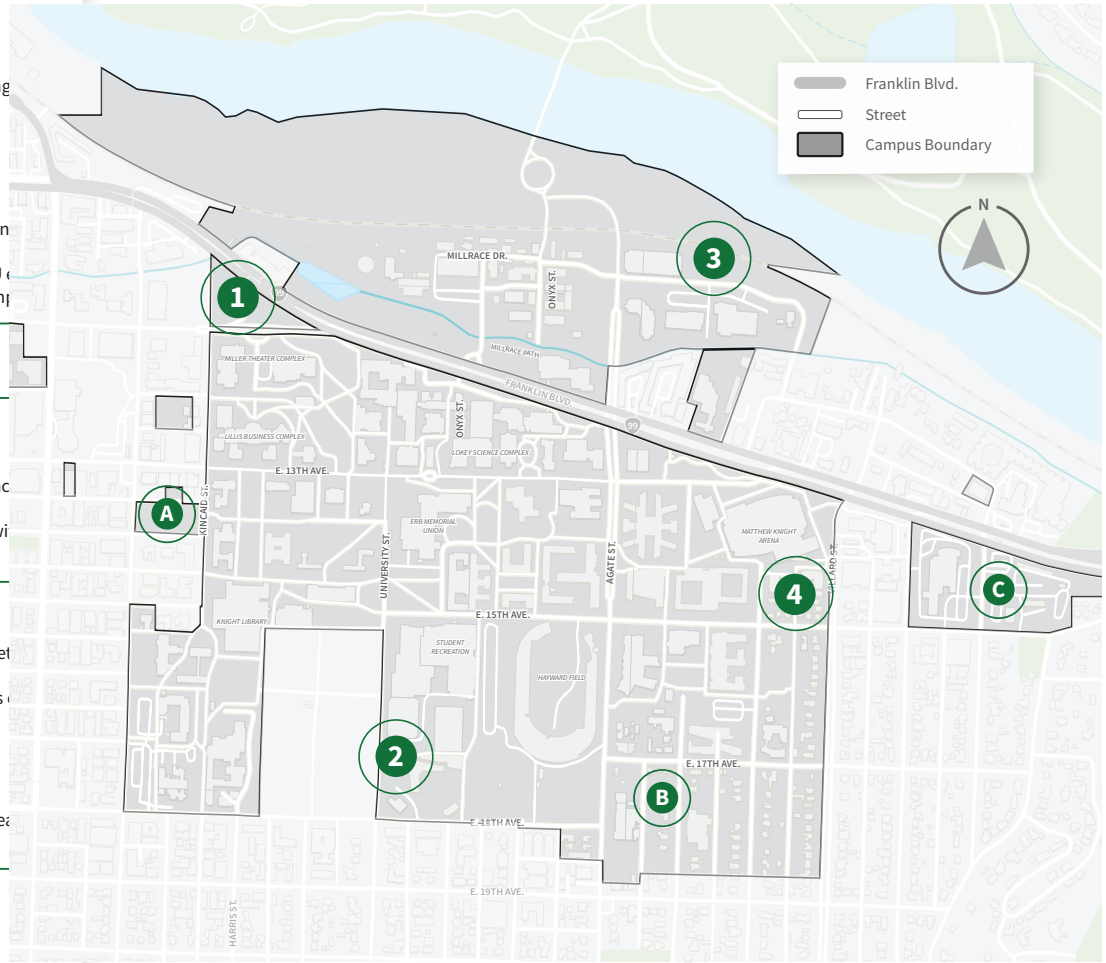
### C WALNUT ST. OPTION

**BENEFITS**

- Proximity to Franklin Blvd.
- Currently serves parking function.

**CONSIDERATIONS**

- Shuttle service likelty needed to connect with all areas of campus.
- Existing uses would likely be incorporated into the new parking structure.



## THE CASE FOR A CAMPUS SHUTTLE

> *As campus grows and parking moves to the periphery, the distances between facilities may exceed comfortable walking and biking distances. A fixed-route weekday campus shuttle would help improve current—and future—transit access*

Many universities of similar size and enrollment already operate campus shuttles. These kinds of shuttles could help reduce parking demand, support campus sustainability goals, and enhance first/last mile connections between LTD services and campus destinations. By providing reliable, convenient transit options, a campus shuttle would continue to support the entire campus community, including those with mobility challenges, while strengthening overall campus connectivity.

The fixed-route campus shuttle would not duplicate or replace LTD service. Instead, it would provide supplementary transit service with shorter rides around campus. A campus shuttle would also provide an additional effective ADA option and a convenient option during inclement weather.

Several potential shuttle route concepts were considered: a near-term option that could operate using the existing roadway network today and two long-term options that incorporate new parking garage locations. The route concepts that follow are preliminary and intended for further exploration. Additional technical analysis, such as route frequency, travel times, and stop locations, as well as coordination with the City of Eugene and LTD, will be needed to advance any of these concepts.

### NEAR-TERM SHUTTLE

The near-term concept include two bidirectional routes: the Green Route and the Yellow Route (**Figure 4-2**).

The **Green Route** would operate primarily on the west and central areas of campus, serving a shorter loop that connects key central destinations, including Knight Library, HEDCO, Lillis Business Complex, the EMU, the Rec Center, the Phil and Penny Knight Campus, McArthur Court, and Millrace Garage. This route would also provide an opportunity for users to transfer to LTD at Dad's Gate and UO Station.

The **Yellow Route** would operate on a longer loop that covers east, west, and central campus. It would travel along the campus periphery (where parking will be concentrated) through the campus core and up to the Millrace Garage. In addition to central campus destinations, the route would connect to Hayward Field, destinations along 17th Avenue and Moss Street, Matthew Knight Arena, and the Romania Lot area east of campus.

These routes are designed to improve campus mobility by providing a short, central loop for quick trips between key destinations and a longer loop connecting outlying areas and parking. They also enhance connections to LTD transit and make it easy to transfer between shuttles.

**Figure 4-2. Near-Term Shuttle Route Concepts**

## LONG-TERM SHUTTLE

Long-term shuttle routes were developed to support and complement future parking garage locations.

### NORTH & WEST GARAGES

The first long-term concept includes three shuttle loops that connect central campus with new parking garages in the northwest part of campus (**Figure 4-3**).

The **Green Loop** would operate primarily on the west side of campus and travel along the campus periphery and through central campus via University Street and 13th Avenue, linking major westside destinations and parking areas.

The **Yellow Loop** would serve the east side of campus and travel through the campus core, connecting eastern parking facilities and destinations with central destinations.

The **Central Campus Loop** would operate around the campus core on University Street, 18th Street, 13th Avenue, and Agate Street, providing key connections to central destinations and the Millrace Garage.

**Figure 4-3. Long-Term Shuttle Route Concepts (North & West Garage Options)**

## SOUTH & EAST GARAGES

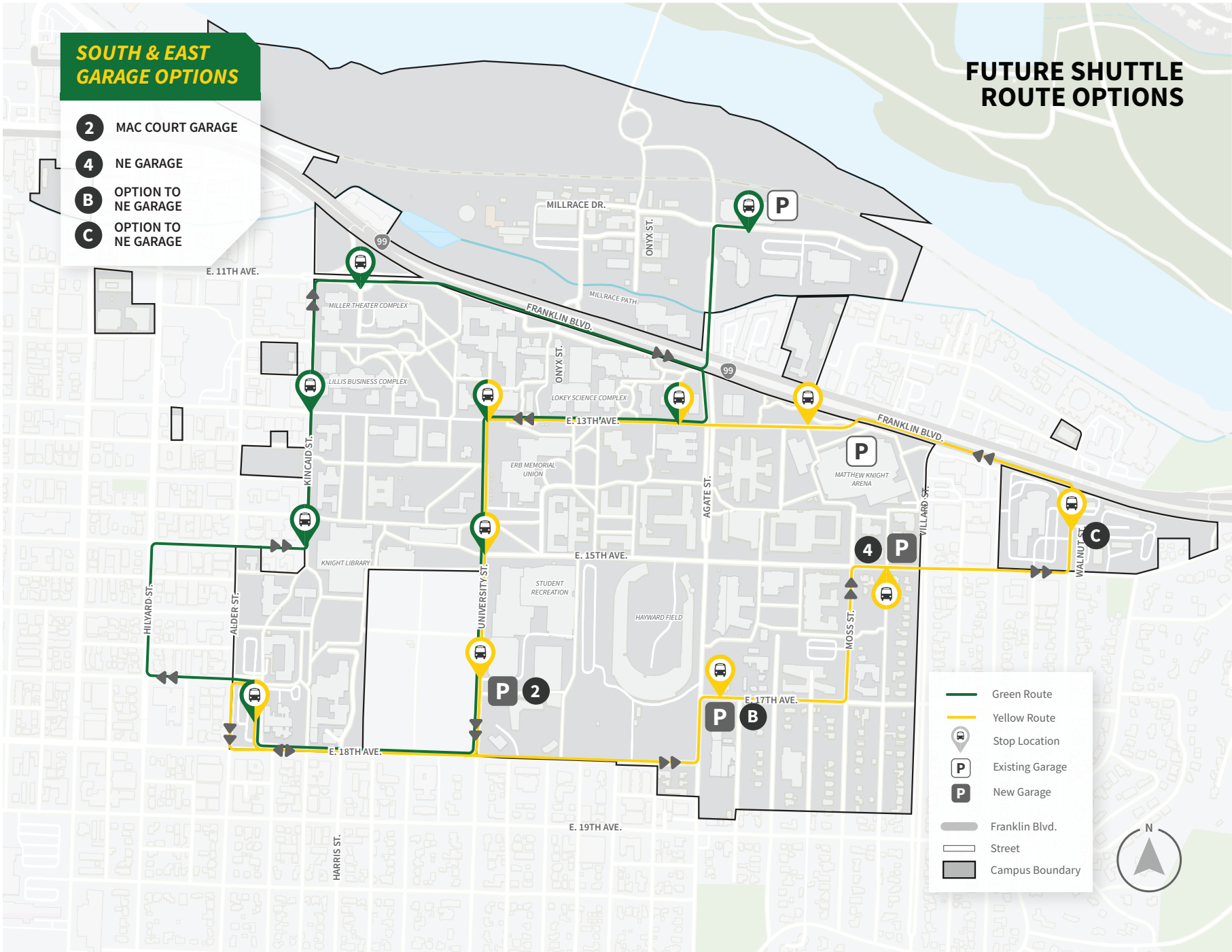
The second long-term shuttle option maintains the Green Loop and Yellow Loop route structure, with each loop serving distinct areas of campus and complementing future south and east parking garage locations (**Figure 4-4**).

The **Green Loop** would serve west campus destinations and travel through central campus north to the Millrace Garage, linking key westside facilities and parking areas.

The **Yellow Loop** would cover east campus destinations and potentially connect to a new parking garage on the east side of campus. Potential sites for a northeast garage include near East Campus Graduate Village, near 17th Avenue and Agate Street, and near the existing Romania lot.

With this option, both the Green and Yellow loops would provide direct connections to major parking areas—Millrace Garage for the Green Loop and potential new south and east campus garage locations for the Yellow Loop—so that users have convenient access to parking and campus destinations.

**Figure 4-4. Long-Term Shuttle Route Concepts (South and East Garage Options)**



# RECOMMENDED POLICIES AND PROGRAMS

Policies and programming solutions play a critical role in supporting UO's transportation goals to enhance safety, sustainability, and accessibility across campus. These strategies complement infrastructure improvements by addressing travel behavior, operations, and coordination within the campus community and with external partners. Recommended policies and programs have been organized into six categories:

**Education/Encouragement**—Promote awareness and incentivize walking, biking, and choosing options other than driving alone.

**Enforcement**—Support safe and efficient campus travel by monitoring and managing compliance with parking and traffic policies.

**Organization & Coordination**—Support effective planning, implementation, and oversight of campus transportation by coordinating across departments, with external partners, and with ongoing programs.

**Engineering**—Support safe, accessible, and consistent campus infrastructure by applying context-sensitive design standards and best practices, including compliance with ADA accessibility requirements and universal design principles.

**Transportation Options**—Expand and coordinate a variety of travel choices—including active transportation, shuttles, transit, micromobility, and shared-ride programs—to improve convenience, accessibility, and connectivity across campus.

**Monitoring & Evaluation**—Collect data, track performance, and assess outcomes to inform decision-making and continuously improve campus transportation programs.

To support the specific projects identified in the following sections, an Infrastructure Toolkit is provided in Appendix E to support understanding and decision-making related to walking and biking infrastructure treatments.

## EDUCATION/ENCOURAGEMENT STRATEGIES

| | STRATEGY | ENTITY | SOURCE OF STRATEGY |
|---|---|---|---|
| 1 | Establish incentives for students who do not apply for a parking permit. (See also Monitoring and Evaluation 1.) | Transportation Services | N/A |
| 2 | Explore partnerships with Uber and Lyft to provide deals for students or during major events. | Transportation Services, Uber, and Lyft | N/A |
| 3 | Continue offering UO Bike Program educational courses, services, and rentals. Explore expanding educational offerings—such as Learn-to-Ride and Safe Cycling curricula—and consider integrating them in credit-bearing courses such as physical education classes. | UO Outdoor Program | Current programs |
| 4 | Encourage carpooling and vanpooling (for commutes over 20 miles) with priority parking. (See Transportation Options 12.) | Transportation Services, LTD | N/A |
| 5 | Work with student organizations to expand events and programming to encourage active transportation (e.g., Transportation Day, Duck Days, IntroDUCKtion, Bike Month, and Walktober). | Transportation Services, student organizations | N/A |
| 6 | Develop an "Access Scholarship Program" to subsidize or otherwise support transportation-related costs for students with financial need. | Transportation Services, UO Basic Needs Program | University of Washington (UW), Oregon State University (OSU), University of California–Davis (UC Davis), and Portland Community College (PCC) |
| 7 | Identify opportunities to shift class schedules to off-peak travel times. | Transportation Services, Administration | UW, OSU, UC Davis, and PCC |
| 8 | Share trip planning information and resources with potential students during the admissions process. | Transportation Services, Admissions | UW, OSU, UC Davis, and PCC |
| 9 | Coordinate with Campus Planning and Facilities Management (CPFM) to include or retrofit select academic buildings with showers and locker rooms for students and faculty who bike or use micromobility. | Transportation Services, CPFM | UW, OSU, UC Davis, and PCC |
| 10 | Continue to expand branding and marketing opportunities with consistent messaging and appearance for all campus transportation-related information and services. | Transportation Services | UO TS Strategic Plan 2020–2025 |
| 11 | Work with local businesses to provide daily services on or near campus to encourage shorter, non-driving trips by students. | Transportation Services, City, and business community | UW, OSU, UC Davis, and PCC |
| 12 | Offer commute counseling and advising for commuting UO staff and students. | Transportation Services | N/A |

## ENFORCEMENT STRATEGIES

| | STRATEGY | ENTITY | SOURCE OF STRATEGY |
|---|---|---|---|
| 1 | Regularly monitor, evaluate, and adjust citations and appeals process as needed. | Transportation Services | UO TS Strategic Plan 2020–2025 |
| 2 | Regularly monitor, evaluate, and adjust contractor and service vehicle parking as needed. | Transportation Services | UO TS Strategic Plan 2020–2025 |
| 3 | Regularly monitor service vehicle activity and parking relative to class change period policies. | Transportation Services, UO PD | N/A |
| 4 | Continue metered parking program with revenues supporting Transportation Services programs. | Transportation Services | Current Program |

## ORGANIZATION & COORDINATION STRATEGIES

| | STRATEGY | ENTITY | SOURCE OF STRATEGY |
|---|---|---|---|
| 1 | Coordinate with city to assess purpose and function of campus transportation facilities and assign roads based on desired long-term context and use. | Transportation Services, City of Eugene | Existing Conditions Report |
| 2 | Establish clear and on-going funding and responsibilities for the implementation, maintenance, and programming of future public street vacations. Engage with campus groups to solicit programming ideas, art installations, or both. | Transportation Services, CPFM | Existing Conditions Report |
| 3 | Continue Active Transportation Coordinator role. | Transportation Services | UO TS Strategic Plan 2020–2025 |
| 4 | Establish Transportation Options budget for effectiveness. | Transportation Services | UO TS Strategic Plan 2020–2025 |
| 5 | Establish regular coordination meetings or a dedicated coordination team to ensure continued funding, oversight, and consistency for planning, design, construction, and maintenance of transportation and urban design-related projects. | Transportation Services, CPFM | N/A |

## ENGINEERING STRATEGIES

| | STRATEGY | ENTITY | SOURCE OF STRATEGY |
|---|---|---|---|
| 1 | Develop a set of context sensitive UO transportation and urban design standards that are in line with city and national best practices to support design consistency, safety and accessibility, and active transportation. Potential design topics include sidewalk, paths, lighting, intersection design, pedestrianization/street vacations, one- and two-way protected bikeways, bike parking, signage, and EV and micromobility charging stations. | Transportation Services, CPFM | Existing Conditions Report |

## TRANSPORTATION OPTIONS STRATEGIES

| | STRATEGY | ENTITY | SOURCE OF STRATEGY |
|---|---|---|---|
| 1 | Review and refine policies for times when service and other vehicles can enter areas with high active transportation use. | Transportation Services, CPFM | Existing Conditions Report |
| 2 | Develop a Campus Bicycle Wayfinding Plan. | Transportation Services, CPFM | Existing Conditions Report |
| 3 | Monitor the effectiveness of the UO Policy for Bikes and Other Personal Transportation Devices to ensure it meets the needs of campus users and aligns with current technologies and capabilities of micromobility devices. | Transportation Services | N/A |
| 4 | Partner with campus organizations or develop an ongoing program to ensure consistent availability of bike repair tools and stations throughout campus. | Transportation Services | Existing Conditions Report |
| 5 | Continue partnership with LTD to provide LTD Student Pass and Staff Pass. | ASUO, Transportation Services | Current programs |
| 6 | Continue to provide Access Shuttle with ADA-compliant, daytime, pre-scheduled services. | Transportation Services | Current programs |
| 7 | Continue to support Duck Rides Shuttle with on-demand nighttime service for students. | UO PD | Current programs |
| 8 | Continue to provide the Bike Share and Bike Share Ambassadors program with partners. Coordinate with the City of Eugene to explore the potential reintroduction of a scooter share program. | Transportation Services, CPFM, UO Bike Program, Cascadia Mobility, PeaceHealth, City of Eugene | Current programs |
| 9 | Establish a daytime, fixed route shuttle service. Coordinate with the City to identify opportunities for off-campus parking with shuttle access. | Transportation Services | UO TS Strategic Plan 2020–2025 |
| 10 | Research the benefits and challenges of implementing a connected and automated vehicle (CAV) pilot project to supplement existing ride services or create a fixed route shuttle. | Transportation Services | Emerging Technology Examples |
| 11 | Develop a single campus app where faculty, students, staff, and visitors can access information and book transportation services, including externally operated services like LTD bus and PeaceHealth bikeshare. | Transportation Services, LTD, PeaceHealth | Emerging Technology Examples (e.g., mobility as a service) |
| 12 | Continue to promote the Get There Oregon carpool matching program, including transportation options rewards and incentives that exist through the program, to help connect students and staff for shared rides. | Transportation Services, Get There Oregon | N/A |
| 13 | Coordinate with campus departments and employers to establish a flexible, hybrid, or work-from-home policy. | Transportation Services, campus employers, university departments | UO suggestion |
| 14 | Establish mobility hubs that encourage easy transfers between and provide information about transportation options (e.g., combine key shuttle stops, vehicle and bike parking, and charging stations). | Transportation Services, CPFM | UO suggestion |

## MONITORING & EVALUATION STRATEGIES

| | STRATEGY | ENTITY | SOURCE OF STRATEGY |
|---|---|---|---|
| 1 | Conduct reporting on Zonal Parking System. Adjust pricing iteratively to match market rates and help fund future transportation needs. Consider implementing smart traffic management systems to monitor parking management. | Transportation Services | N/A |
| 2 | Conduct student outreach to evaluate impacts of a No-Car policy for first-time freshmen. Consider an expanded incentive program to encourage students from all years who choose not to bring a car to campus. | Transportation Services | UO suggestion |
| 3 | Continue Bike Parking annual count program. Consider expanding program to include periodic multimodal traffic counts, or partnering with the Department of Planning, Public Policy, and Management to collect this data. | Transportation Services, CPFM, UO Housing, Department of Planning, Public Policy, and Management | Current programs |
| 4 | Establish and track performance measure targets, such as mode share, for students, faculty, staff, and visitors. | Transportation Services | UW, OSU, UC Davis, and PCC |
| 5 | Partner with researchers and peer practitioners to explore more sustainable transportation methods. | Transportation Services | UO TS Strategic Plan 2020-2025 |
| 6 | Continue regular reporting of progress toward established Strategic Plan goals. | Transportation Services | N/A |
| 7 | Establish a data sharing platform. Partner with departments or student groups to support ongoing updates by, for example, collecting counts or updating GIS data. | Transportation Services | N/A |
| 8 | Monitor vehicle speeds and origin-destination data through campus. Identify opportunities for traffic calming, wayfinding, or gateway treatments to discourage cut-through traffic. | Transportation Services | Existing Conditions Report |
| 9 | Establish parking ratios aligned with UO's student, staff, and faculty population levels. | Transportation Services | Existing Conditions Report |

# 05

# FUNDING PLAN

*Numerous funding sources and agency partnerships could help UO implement capital transportation projects.*

This chapter provides conceptual capital improvements and potential funding sources to support their implementation. Some of these funding sources are already commonly used, others are available or possible but will require UO action to enact.

Capital improvements are categorized as either corridor improvements or spot treatments. Corridor improvements are intended to produce a multimodal network of campus transportation infrastructure that connects all areas of the campus with facilities that are well-suited to travel modes, activity volumes, and adjacent land uses. Spot treatments either improve the safety, function, and comfort of a conflict area like an intersection or midblock crossing or increase the capacity for intermodal exchanges at places like mobility hubs, bike parking stations, and parking garages.

## What Is a Capital Project?

Capital projects, sometimes referred to as modernization projects, are long-term investments in acquiring, constructing, or improving infrastructure, vehicles, and facilities. Funding for capital projects is separate from operating budgets. The scope of a capital project typically includes new construction and expansion or major rehabilitation of existing facilities.

# CAPITAL IMPROVEMENT PROJECTS

A capital project's purpose and need can influence what funding sources are available. For example, certain federal and state grants are only for safety improvements. Because most recommended investments serve more than one purpose, such as safety and connectivity, multiple funding sources may be possible.

Five project categories have been established for this plan to help organize the purposes of a recommended capital project:

## 1 SAFETY

Virtually every institution and public agency has established safety as a major priority for transportation funding. Federal, state, and local agencies have established specific grants (such as Safe Streets for All grants) and other funding programs to ensure safety projects are planned and implemented.

Many of this plan's recommended improvements seek to improve the safety of campus travel. Intersections, midblock crossings, and other conflict zones are focal points for these investments. Spot treatments and corridor improvements seek to improve safety with solutions that provide better separation (in space, time, or both), delineation, speed management, signing, striping, lighting, or a combination of all of the above.

## 2 CONNECTIVITY & CONTINUITY

Many corridor improvements seek to deliver better connectivity and route continuity throughout campus by creating a consistent facility treatment that guides traveler route choice and behavior. Route continuity ensures that consistent, complete facilities are in place to serve a trip from end to end. When an improvement creates dedicated space for each mode by separation or delineation, it may qualify for safety funding. Development projects (such as those for academics, athletics, housing, or student life) can provide funding to implement corridor improvements but tend to limit those improvements to the site's frontage. Grants that focus on complete streets can be pursued, but local agency funding for corridors in the public right-of-way and state funding for university facilities would be the most common sources to consider.

## 3 OPERATIONAL CAPACITY

Most often, operational capacity on the UO campus comes down to user comfort. Does a person walking feel crowded? Can someone biking ride comfortably? Do drivers experience excessive delay? Intersection and other spot treatments that address these challenges have several potential funding sources. Corridors with constrained segments of pedestrian facilities or inadequate bicycle facilities can draw from a wide array of funding sources. While segments of walkways can be incrementally built or widened through site frontage improvements by the adjacent property owner, bicycle facility improvements will almost always need to be part of a corridor improvement. As such, public agencies tend to lead these improvements using state funds, local capital improvement plans, and grants for bicycle improvements.

## 4 INTERMODAL FACILITIES

Mobility hubs, transit centers, and bike garages are examples of intermodal facilities whose primary purpose is to support non-auto mode choice for some or all campus commutes and intracampus trips. These facilities tend to attract funding that aligns with larger sustainability, carbon reduction, and healthy community values. Several grants, sponsorships, partnerships, and donors are well-suited to these types of investments.

## 5 MOTOR VEHICLE PARKING CAPACITY

Motor vehicle parking, in lots and garages, is a unique transportation asset due to its revenue-generating potential. State funds, sponsorships, developments, and net parking revenues have all been used to help fund these investments.

# AVAILABLE FUNDING

Funding for capital transportation projects on the UO campus is complex. Funding sources vary based on who owns the infrastructure, how it is classified, what type of facility it is, and what type of solution or improvement is being implemented. The purpose, need, and benefit of an investment are all factors in determining funding eligibility.

At least four entities own or operate infrastructure on and/or around campus: UO, the City of Eugene, LTD, and PeaceHealth bikeshare. UO owns pathways, plazas, parking lots and garages, and bike parking. The city owns shared use paths, sidewalks, on-street bike lanes, roadways, and traffic signals. LTD owns bus rapid transit facilities and the UO Station. PeaceHealth owns 23 bikeshare stations within campus or along the periphery.

**Table 5-1** provides an overview of funding sources by their reliability, frequency of use, predictability, and potential uses.

**Table 5-1. Funding Overview**

| SOURCE | RELIABILITY | FREQUENCY OF USE FOR TRANSPORTATION PROJECTS | PREDICTABILITY OF FUNDING | ELIGIBLE FOR CAPITAL PROJECTS |
|---|---|---|---|---|
| **State Funding** | Reliable | Not typically used | Moderate-Low | Yes |
| **Internal Bank Loans** | Reliable | Not typically used | Unknown | Yes |
| **Parking Revenue** | Reliable | Commonly used | High | Yes |
| **Student Fees** | Uncertain | Services only (not capital projects) | Low | No |
| **University Housing Funds** | Reliable (Only as part of housing projects) | Commonly used (site frontage improvements only) | Moderate | Yes |
| **Gift Funds** | Reliable | Sometimes | Low | Yes |
| **Grants** | Variable | Commonly used | Moderate | Yes |
| **Fundraising & Sponsorships** | Reliable | Commonly used | Moderate-Low | Yes |
| **LCOG** | Reliable | Commonly used for projects on campus periphery | High | Yes |
| **City of Eugene** | Reliable | Commonly used for projects on campus periphery | High | Yes |

# CURRENT UO SOURCES

## STATE FUNDING

Legislatively approved bonds, also known as state appropriations, are commonly used to fund public university capital projects in Oregon. Bonds include revenue and general obligation bonds that cover capital, deferred maintenance, and capital renewal projects. The Higher Education Coordinating Committee reviews and prioritizes funding requests from all of Oregon's public universities and then recommends them for legislative approval and bonding authorization on a biennial basis. Universities are required to provide a percentage of the project cost as a match to bond funding. The state legislature also has authority to fund projects directly from the general fund or from lottery proceeds, neither of which incur long-term bond debt.

**Reliability**: Reliable

**Frequency**: Not typically used; likely could fund small transportation improvements tied to building projects

**Predictability**: Moderate–low

**Eligible for Capital Projects**: Yes

## INTERNAL BANK LOANS

The university, through its Business Affairs–Treasury Operations, manages the Internal Bank. One purpose of the bank is to issue loans for capital projects. The term of the loan is determined by the anticipated life of the asset, the interest rate is set for the term of the loan by the university, and payments are due semiannually.

**Reliability**: Reliable

**Frequency**: Commonly used for large capital transportation projects not typically used for transportation projects

**Predictability**: Unknown

**Eligible for Capital Projects**: Yes

## PARKING REVENUE

Annual net revenues from parking operations are available to the UO Transportation Services, which can be used to fund capital projects.

**Reliability**: Reliable

**Frequency**: Commonly used

**Predictability**: High

**Eligible for Capital Projects**: Yes

## STUDENT FEES

ASUO has provided funding for transportation services, but not for capital projects.

**Reliability:** Uncertain

**Frequency:** Never for capital projects

**Predictability:** Low

**Eligible for Capital Projects:** No

## UNIVERSITY HOUSING FUNDS

When housing is constructed on the UO campus, funding for capital projects can include improvements to transportation facilities. This is separate from State-issued bonding.

**Reliability:** Reliable, but only as a part of a housing project (e.g., site frontage improvements)

**Frequency:** Typically for site frontage improvements only

**Predictability:** Moderate

**Eligible for Capital Projects:** Yes

## GIFT FUNDS

The UO often attracts gift funds for capital projects. Occasionally, these projects include transportation-related improvements, such as sidewalks, side paths, or bike racks. Powell Plaza is an example of a capital transportation asset project funded by gifts.

**Reliability:** Reliable

**Frequency:** Only when a need is promoted (typically with a planned improvement)

**Predictability:** Low

**Eligible for Capital Projects:** Yes

## GRANTS

The UO is eligible to directly apply for grants that fund capital projects. Current examples include the Connect Oregon and Innovative Mobility Programs, as well as the Transportation Safety Office grants that are all managed by the Oregon Department of Transportation (ODOT). As a partner with public agencies such as the City of Eugene, LTD, the Lane Council of Governments (LCOG), and ODOT, the university has access to a wide range of federal, state, and regional grant programs that fund capital projects. Most of these grants require a local match. Current examples include State Funded Local Projects, Safe Streets and Roads for All, Oregon Community Paths Program, Multimodal Project Discretionary Grants, Strengthening Mobility and Revolutionizing Transportation Grants, Surface Transportation Block Grants—Urban, Transportation Alternatives (a set-aside), Congestion Mitigation and Air Quality Grants, and Public Transportation Grants.

**Reliability:** Variable, as grant programs are affected by legislative funding bills

**Frequency:** Commonly used

**Predictability:** Moderate, but project must be competitive

**Eligible for Capital Projects:** Yes

## FUNDRAISING & SPONSORSHIPS

The university often uses fundraising and sponsorships to fund capital projects.  Most often, the transportation improvements are a part of a larger site development/redevelopment effort.

**Reliability:** Reliable

**Frequency of Use:** Typically, in partnership with capital projects for other departments

**Predictability of Funding:** Moderate- Low

**Eligible for Capital Projects:** Yes

## FUNDING PARTNER SOURCES

Public agencies, private enterprises, and not-for-profit entities offer additional funding opportunities. Public agencies with right-of-way or assets adjacent to campus are responsible for funding and maintaining facilities. Private enterprises that have development interest on or near campus create opportunities for building or improving campus transportation infrastructure. Not-for-profit partners, such as PeaceHealth, are often willing to help fund projects and services that align with their mission and benefit the campus community.

### LANE COUNCIL OF GOVERNMENTS

As the metropolitan planning organization for the region, LCOG receives and administers federal funds for planning and improving transportation facilities and services. Funding sources include the Surface Transportation Block Grants—Urban, Transportation Alternatives (a set-aside), and Congestion Mitigation and Air Quality program, among others. The UO would need to partner with an eligible public agency to pursue these opportunities.

**Source:** Reliable

**Frequency:** Commonly used

**Predictability:** High, but projects must be competitive

**Eligible for Capital Projects:** Yes

### CITY OF EUGENE

Because the City of Eugene has jurisdiction over many public rights-of-way in and around the UO campus, it has authority and responsibility for funding the provision, operation, maintenance, and repair of these facilities. City funding for capital projects comes from a variety of sources, including the General Fund, Transportation System Development Charges, General Obligation Bonds, Local Improvement Districts, its portion of the State Highway Fund, Statewide Transportation Improvement Funds, grants administered by ODOT, Federal Highway Administration taxes, Federal Transit Administration Capital Funds, and Better Utilizing Investments to Leverage Development Grants.

**Source:** Reliable

**Frequency:** Commonly used

**Predictability:** High, but projects must be competitive

**Eligible for Capital Projects:** Yes

## POTENTIAL NEW FUNDING SOURCES

Several new funding sources may exist within the UO system.

### UO TRANSPORTATION SYSTEM DEVELOPMENT CHARGE

Although system development funds exist for certain campus utilities, none are currently available for transportation. Such a fund would allow Transportation Services to better:

- **Plan** a complete system of facilities that serve the campus, as it grows and evolves, and reasonably estimate the contribution each future campus development should make to fund transportation improvements.
- **Budget** and allocate the cost to develop the campus transportation system in alignment with the strategic plan and the master plan.
- **Program** project timing, phasing, and funding to minimize the need for segmentation, leverage available resources, and minimize construction impacts.
- **Implement** projects in a timely and cost-effective manner.

### UO STUDENT TRANSPORTATION FEE

Some colleges and universities use a student transportation fee to provide facilities and services aimed at student retention and success. Service examples include guaranteed ride home programs, on-demand ride services, micromobility services, campus shuttles, and transit passes. Implementing this kind of funding program could increase the amount of revenue that could be set aside for capital projects.


# 06 LOOKING FORWARD

*This plan will provide a values-based foundation that UO can use to work toward its vision of a safe, sustainable, and connected campus.*

This Campus Transportation Plan will guide strategic transportation investments, policy decisions, and infrastructure improvements over the next 20 years and beyond. It will help Transportation Services work toward the shared vision of a safer, accessible, more sustainable, and better-connected campus. This chapter provides implementation considerations for the recommendations identified in this plan.

## NEXT STEPS

### CONDUCT ADDITIONAL STUDIES

For each identified corridor, the campus shuttle, and the parking garage alternatives, a detailed study should be undertaken to identify:

- Specific solutions
- Opportunities for phased implementation
- Funding opportunities
- Project partnerships

For corridors owned by the City of Eugene, city involvement in the planning process will be critical to successful implementation.

### START WITH LOW-COST SOLUTIONS

For project locations under UO authority, early implementation of low-cost solutions that do not preclude longer-term projects will help build momentum, demonstrate progress, and improve safety and accessibility.

### CONNECT POLICIES AND PROGRAMS WITH RESPONSIBLE GROUPS

Each policy and program recommendation in this plan includes an identified responsible entity. Each recommendation should be evaluated by that recommended entity to determine what operational support, staffing, and administrative coordination is needed to move forward. These efforts may require cross-departmental and in some cases, outside organization collaboration to move forward.

# LIVING DOCUMENT

This plan will be a living document, adaptable to changing needs, emerging technologies, and evolving campus priorities. Regular updates, performance monitoring, and continued engagement with students, staff, faculty, and agency and community partners will help the plan remain relevant and effective. By staying grounded in its guiding principles of safety, universal access, continuity and clarity, visionary thinking, sustainability, and serving all users, UO can create a transportation system that supports its academic mission and enhances the quality of life for everyone who interacts with campus.

# APPENDIX

# A

# PLAN REVIEW SUMMARY

# B

# PUBLIC ENGAGEMENT MATERIALS

# C

# EXISTING CONDITIONS MEMORANDUM PHASE I

# D

# EXISTING CONDITIONS MEMORANDUM PHASE II

# E

# INFRASTRUCTURE TOOLKIT