



ANNUAL REPORT 2024 - 2025



UNIVERSITY OF
OREGON

Transportation
Services

MESSAGE FROM THE DIRECTOR



Reflecting on this past year, I am reminded of the tremendous effort the Transportation Services team put forth in taking on new tasks, tackling tough problems, and remaining flexible in a dynamic campus environment. I am pleased to be able to highlight in this report our successes and continued efforts to provide services to our campus community.

July 1st, 2025, was a momentous date for our team. On this day, Transportation Services officially took full responsibility for the University Motor Pool program in Glenwood. This first day was a success because of consistent energy, collaboration, and tenacity to build a brand-new program for the University of Oregon. We were also fortunate and grateful to have had incredibly supportive

partners at Oregon State University, who collaborated closely with us to phase out their prior operations and provide us with the time needed to transition to our own, independent program. The Motor Pool program today boasts a brand-new fleet of vehicles, including 12-passenger vans, hybrid minivans, all-wheel-drive SUVs, and hybrid sedans. Our goal this coming year is to continue to build our campus customer base and continue to grow the program. We look forward to providing you and your team this resource!

Our Transportation Services field team continued to help improve aging infrastructure this year by coordinating much-needed pavement repair in lots around campus. Our Duck Rides team launched a new rider app this past academic year as well, which generated an astounding 150% increase in evening shuttle rides, bringing more efficiency and use of this important service. Other accomplishments this year included continued progress on the campus-wide Transportation Plan; the launch of two parking garage feasibility studies, expanded rides on our Access Shuttle, and much more.

As our department has grown this year, I'm grateful and excited to have welcomed new talent to our team, including Bryne Hagstrom, Motor Pool Manager; Kim Hutchens, Duck Rides APA; Jay Hagel, Field Generalist; Melissa Shannon, Shuttle Program Manager; Christina Beland, Motor Pool Office Specialist; and Jeff Hammond, Motor Pool Automotive Mechanic. Collectively, we are pleased to present you with this Annual Report and look forward to the year ahead together!

Sincerely,

Dave Reesor
Director of Transportation Services

A handwritten signature in dark ink that reads "Dave Reesor". The signature is written in a cursive, flowing style.

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ABOUT US

Transportation Services Strategic Plan 2020 - 2025

The strategic plan guides programs, investments, and overall customer service for the department. It contains a mission statement that provides a foundation for goals, objectives, and actions taken by the department. Throughout this report, the strategic plan forms a framework for evaluating department success in eight primary goals.

Mission Statement

UO Transportation Services provides access, mobility, and parking services in support of the campus.

Goals

Customer Service – Creating value for our customers and stakeholders, both on- and off-campus.

Equity – Assuring equitable access and travel options for all users.

Fiscal Responsibility – Identifying sources and uses of funds which create value for stakeholders.

Safety and Efficiency – Supporting a transportation network which moves people and goods through campus efficiently while protecting needs of vulnerable populations.

Sustainability – Reducing our direct environmental impacts while facilitating the reduction of carbon-intensive modes in support of university sustainability goals.

Innovation – Serving as a leader in campus mobility by leveraging creative partnerships, programs, and services as well as emerging technologies.

Congestion Reduction – Reducing congestion in the campus core through investments, curb management, and pricing which shift auto parking to the periphery.

Asset Management – Assuring that transportation assets on campus are in a state of good repair.

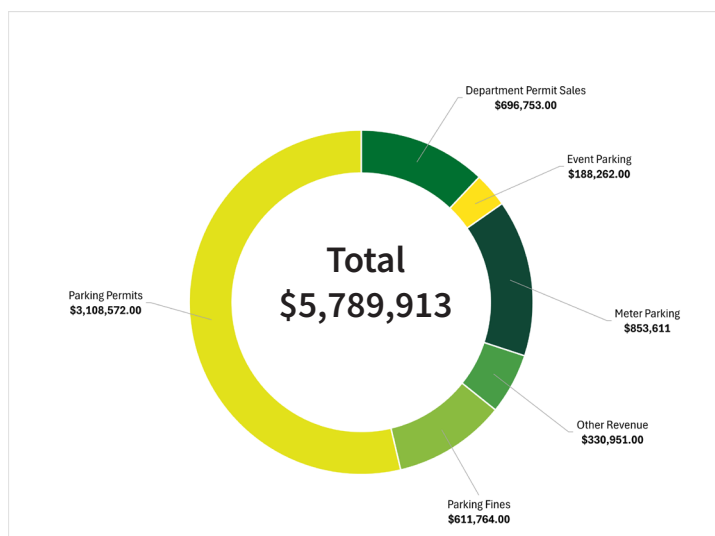


FUNDING

As an auxiliary unit, Transportation Services must bring in enough revenue to cover its expenses. Only the relatively small Access Shuttle portion of the budget continues to be supported by the UO General fund. Duck Rides operations are budgeted separately from the rest of the department, in part because the evening shuttle program is fully funded through student I-Fees, which are allocated by the Associated Students of the University of Oregon (ASUO) leadership each year. The vast majority of department revenue comes from parking permits. Other sources of revenue for the department include hourly pay-to-park spaces (recorded as 'meter parking' below), event parking, department vehicle spaces, and parking citations. Revenue

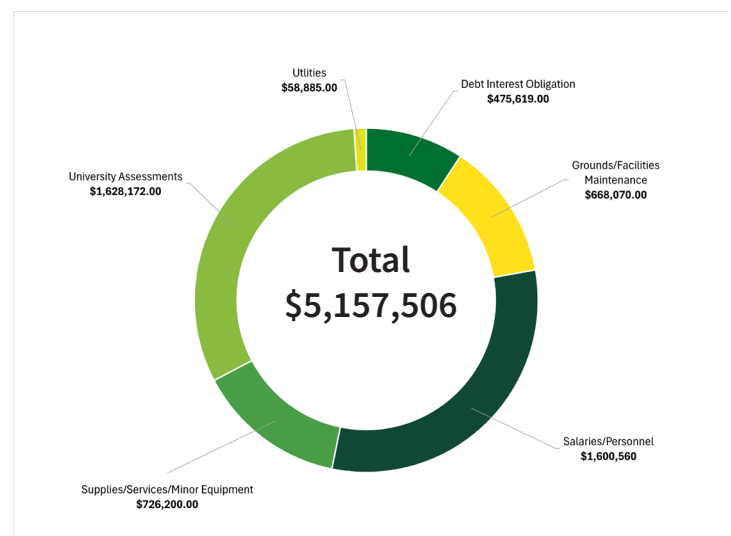
from citations is less than that of most other categories. Any excess department revenue each year is placed into a plant fund for future capital infrastructure modernization projects and maintenance. In FY 2025, operating revenues and expenses increased over FY 2024. Operating revenue increases in FY 2025 are attributed to an increase in parking permits sold, department permits sold, and increases in metered parking revenue and parking fines. The changes in expenses are largely attributed to Transportation Services taking ownership of the University Motor Pool and the associated costs, such as fleet procurement and infrastructure upgrades.

FY 25 Operating Revenues



FY 25 Operating Expenses

Excluding Depreciation



TRANSPORTATION OPTIONS

Outreach and Education

Transportation Services' Active Transportation Coordinator earned a League Cycling Instructor certification in September 2025, which will increase the department's capacity to educate and support cyclists on campus. Transportation Services led and participated in over 30 different outreach events at UO during 2024-2025. Highlights include the following:

Transportation Day – This fall-term event moved to the EMU Green and increased awareness of community transportation options for returning students and employees.

Duck Days and IntroDUCKtion – Prospective and incoming students learn about the transportation options available at UO. It is emphasized that they do not need to bring a car to campus.

May is Bike Month and Walktober – These county-wide celebrations in May and October promote cycling and pedestrian travel and highlight the collaboration between campus and regional transportation partners: UO Bike Program, City of Eugene, Cascadia Mobility, Shift Community Cycles, and Lane Council of Governments. In May 2025, Transportation Services piloted a Commute Challenge for several UO departments and organized the third Filmed By Bike Film Festival at UO in Straub Hall.

Bikes and Friends Commuter Club – Since January 2025, Transportation Services, the Bike Program, and Office of Sustainability have organized monthly social events and provided resources for anyone interested in commuting to UO using active transportation.



Transportation Options Highlights for 2024 – 2025

In 2025, UO partnered with the City of Eugene to implement the Large Employer Trip Reduction project, an effort to reduce drive-alone trips for large employers across Oregon. Transportation Services conducted focus groups at UO to gather feedback on programs and policies that could decrease drive-alone rates. The team is implementing targeted employee outreach, identifying website enhancements, and producing a best-practices toolkit for other large employers in the region. In 2024, Transportation Services led the effort to renew UO's Gold-Level Bicycle Friendly University certification.

E-Bike Lending Library – In 2024, Transportation Services added four new e-bikes to the existing e-bike lending library, increasing the fleet to 12 bikes. The program has served over 150 participants since April 2023, several of whom have since purchased their own e-bikes.

Car Share – UO renewed the contract with Zipcar to continue providing campus car rentals for students and staff. In 2025, an EV car share option from Go FORTH will also be available on campus.

Funding Bike Initiatives - Transportation Services continues to donate abandoned bicycles to the UO Bike Program for repair by student mechanics. Each bicycle comes with a discounted bike helmet and bike lock funded by Transportation Services. Other cycling initiatives funded by Transportation Services include the PeaceHealth Rides bike share Student Ambassadors Program, bike share UO employee discount, and UOPD's bike registration and bike lock upgrade event.

UO Uber Night Rides and Healthcare Rides – The Associated Students of The University of Oregon (ASUO) continued their contract with Uber to provide students with late night mobility. A new Healthcare Rides program launched in 2024, providing fully subsidized Uber rides to regional health care providers. Transportation Services administers the program on behalf of ASUO.

Shared Mobility Working Group –

Transportation Services continues to meet quarterly with regional mobility partners to coordinate transportation funding, planning, and programming efforts. This group includes Cascadia Mobility (operator of PeaceHealth Rides bike share), Lane Transit District, City of Eugene, Oregon Department of Transportation, ASUO (student government), Better Eugene Springfield Transportation, and Lane Council of Governments.

Infrastructure Improvements – Additional enclosed bike parking was added around campus for commuters, and the Agate Street bike lane is now protected with a painted buffer and bollards. To accommodate the increased use of privately owned e-devices on campus, Transportation Services worked with UO Housing to install charging for e-devices in exterior bike cages at several residence halls. The university plans to designate additional e-device charging locations in the future.



EVENT MANAGEMENT

Supporting Special Events

Transportation Services continues to support a wide range of campus events by offering event coordinators multiple parking options, including reserved spaces, daily guest permits, and garage parking validations. In coordinating event parking, special care is taken to balance event needs with the daily parking requirements of faculty, staff, students, and departments.

Although event demands fluctuate, annual patterns remain consistent in both timing and location. Areas such as A-Central, B-East, University Street, and the 13th Avenue Garage regularly experience increased demand when the Career Center, Enrollment Management, Residence Halls, Jane Sanders Stadium, Hayward Field, and Matthew Knight Arena host events. In particular, events at Matthew Knight Arena often necessitate clearing all vehicles from the 13th Avenue Garage to accommodate attendees.

This year, Transportation Services partnered with UO Finance and Administration Shared Services to streamline financial recordkeeping and transaction processes. This collaboration enhances efficiency and accuracy in billing for events, ensuring improved service for our campus customers.

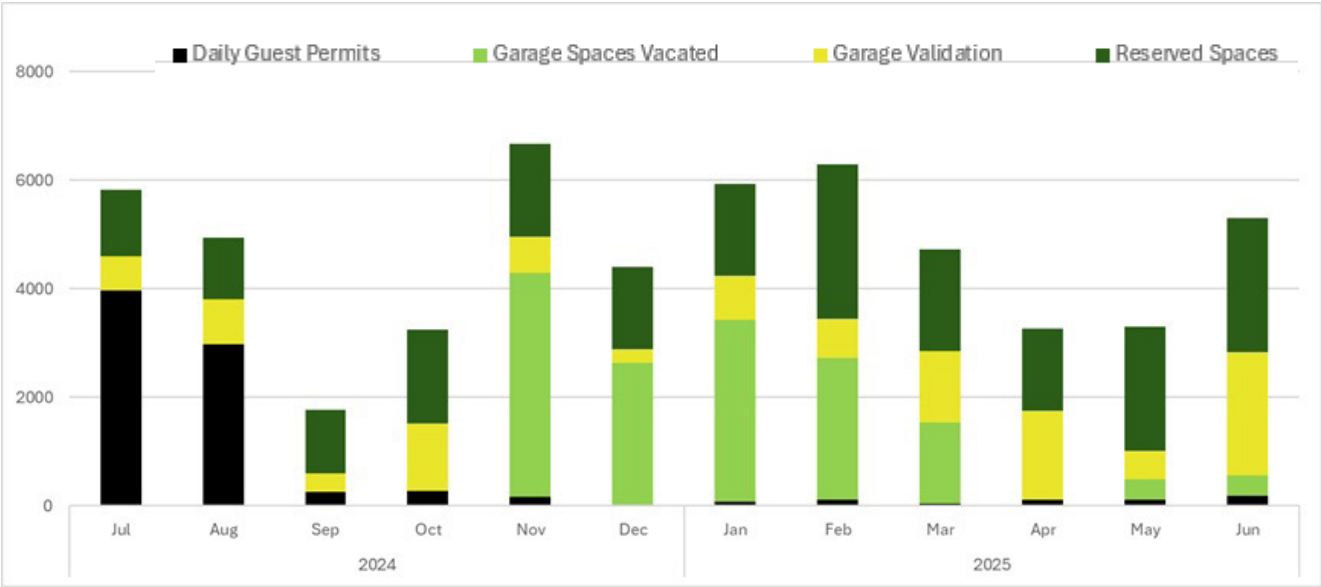
21,147
Spaces Reserved

14,960
Garage Validations

8,324
Guest Permits Claimed

11,225
Garage Spaces Vacated

Special Events by Month, 2024- 2025





SHUTTLE PROGRAMS

Access Shuttle

The Access Shuttle provides accessible-on-campus-transport free of charge to University students, faculty and staff. The Access Shuttle operates from 7:30am-5:30pm, Monday-Friday all year long, except for university recognized holidays.

This service is critical for individuals with mobility constraints. The Access Shuttle offers pre-scheduled rides and on-demand rides.

A dedicated dispatching app was implemented during Fall Term 2025 for the Access Shuttle. The new app better serves our riders by reducing confusion between the Access Shuttle and Duck Rides when scheduling rides. This will lead to better performance and service overall to our fellow university community members.

In the 2024-2025 academic year, Access Shuttle rides increased 29.5% from 2023-2024, with the total

5,285

Access Shuttle Rides

With additional staff and a third accessible Access Shuttle vehicle (gifted by ASUO), as well as the new dedicated dispatching app, we hope to continue and improve on the service the shuttle provides while meeting increased demands for a safe, reliable and accessible ride service.



Duck Rides

Duck Rides provides safe, accessible, reliable, and free transportation to students, faculty and staff at the University of Oregon. Duck Rides operates from 6pm-12am 7 nights a week while school is in session.

In the 2024-2025 academic year, Duck Rides provided 42,076 rides, a 131.8% increase from the 2023-2024 count of 18,153 rides. Duck Rides saw a tremendous increase of 146.8% in average riders per night, from 77 from 2023-2024 to 190 for 2024-2025.

The launch of a dispatching app has helped Duck Rides improve efficiency to meet the ever-increasing demands for rides, as well as providing an easy-to-use format for ride requests and scheduled rides alike. The addition of four new E-Transit all electric passenger vans has added to the ability of Duck Rides to meet programmatic needs while lowering the program's carbon footprint in support of the university's climate action goals. Duck Rides continues the trend of program improvement by leveraging administrative

42,076

Rides Given

190

Average Riders per Night

and professional staff to lead vehicle operation and professional development training for all drivers. Duck rides still primarily uses student drivers to serve other students. The program will continue to evolve and match the increasing demand for safe and reliable transport for Universi-



TRANSPORTATION PLAN

Transportation Plan

The University of Oregon Transportation Plan is a comprehensive long-term strategy aimed at enhancing accessibility, fostering campus vibrancy, and promoting sustainable travel options including walking, biking, and transit use. Our goal is to support safe and efficient travel needs while effectively coordinating development efforts with the surrounding community. The UO Transportation Plan will provide the university a long-range transportation capital project list, sustainable travel options, programs, and services that help campus meet its sustainability goals while best meeting the travel challenges and opportunities of tomorrow.

Working with a team of planning consultants, the university community, and the broader community the University of Oregon Transportation Plan will serve as a tool to help establish a continuing framework to guide strategic growth and development. This plan focuses on promoting alternative transportation options, reducing single-occupancy vehicle trips, and enhancing pedestrian and bicycle infrastructure. By prioritizing walking, biking, public transit, and carpooling, the plan aims to reduce traffic congestion, improve air quality, and create a safer campus for everyone.

In 2025, the project team conducted significant partner and community engagement, sharing the results of the existing conditions review and some initial proposals for addressing challenges identified on campus. The project team held a third Transportation Plan Leadership briefing and met with the Transportation Plan Committee in early 2025. Additional outreach included multiple presentations to the UO Campus Planning Committee, meetings with neighborhood associations, including Fairmount Neighborhood Association, South University Neighborhood Association, City of Eugene's University Area Planning committee, as well as a presentation to the Eugene Active Transportation Committee.



The Transportation Plan will be completed in late 2025. Key features of the plan include:

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.

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

Pedestrian Safety: Implement measures such as improved crosswalks, traffic calming techniques, and enhanced lighting to ensure the safety of pedestrians on campus.

Parking Management: Incorporate innovative parking management strategies, including pricing incentives for carpooling and electric vehicle charging stations. Reduce the demand for parking spaces and promote sustainable transportation options.

Transit Enhancements: Leverage partnerships with local transit agencies to enhance bus travel.

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

Agate Street Corridor Study

In response to input received while conducting community outreach for the UO Transportation Plan and the Next Generation Housing Plan, UO Transportation Services has initiated an Agate Street Corridor Study. The Agate Street Corridor Study will identify potential improvements to the corridor from 13th Avenue to 18th Avenue, including the size and type of walking, biking, and motor vehicle facilities to provide. The improvements identified in the Agate Street Corridor Study will be recommendations from UO for the City of Eugene to consider.

A key element of the Agate Street Corridor Plan is to determine what, if any, changes could be made to the traffic control at the 15th Avenue/Agate Street intersection that would benefit the safety of pedestrians and bicyclists and maintain or improve intersection operations for motor vehicles.

Our goal is to support safe and efficient travel needs while effectively coordinating development efforts with the surrounding community.

AUTOMOBILE PARKING MANAGEMENT

Permits Issued 2024 - 2025

Zonal parking permits are priced based on parking location and demand. The system manages demand through permit allocation and pricing incentives to increase the likelihood of quickly locating parking in an expected area. Parking permits are available on a daily, 30-day and academic term basis, and the quantity of parking permits available for each zone is based on parking spaces and observed parking usage in the area. Advance renewal options for term permits ensure continued access to preferred locations, and waitlists assist customers seeking permits in sold-out zones. This system allows Transportation Services to better manage parking demand and more efficiently use parking spaces throughout campus, while also providing additional pricing options to customers.

Monitoring and Adjustment

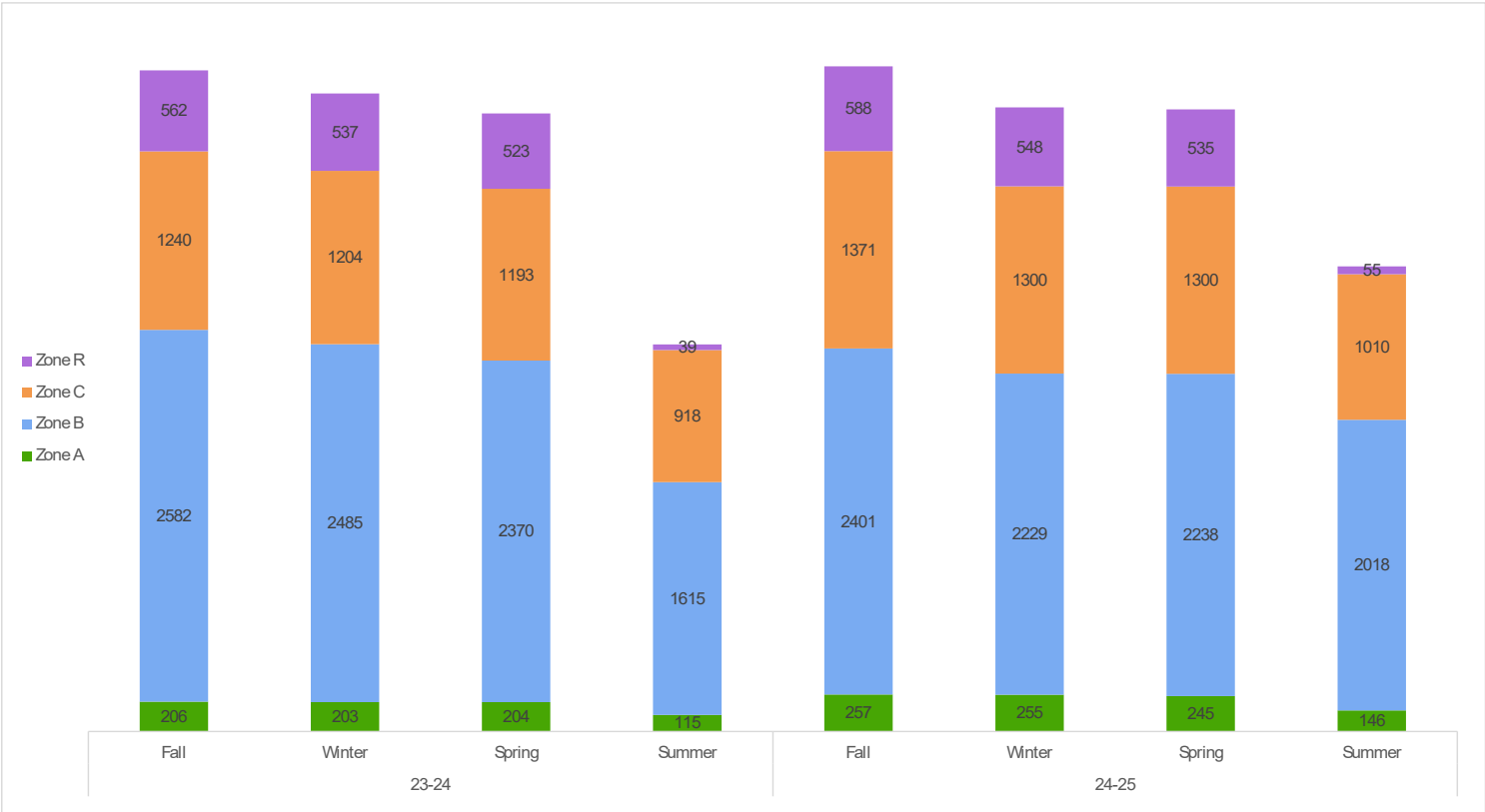
Transportation Services closely monitors several measures to evaluate parking lot occupancy and makes adjustments on a regular basis in order to maximize the scarce resource of parking on campus. These measures include:

- Permits available in each zone
- Lot and zone occupancy
- Waitlist size
- Customer feedback

7988

Lot Counts

Permits Active by Zone in Week 4 of Term



Parking Garage Feasibility Studies

In alignment with the UO Campus Plan and current and anticipated parking demands, Transportation Services continues to explore expansion of parking options on the periphery of campus to meet the needs of students, employees and visitors into the future.

A number of sites have previously been identified in campus plans as potential locations for future parking garages, and additional locations are being considered as part of the Next Generation Housing Plan, and Transportation Services' own recommendations. These potential sites include existing surface parking lots, and lots on campus that are expected to be redeveloped in the future. Of the potential sites, three were removed from consideration due to land and right-of-way constraints, or mutually exclusive future uses already being planned. Ultimately two sites were selected for further feasibility studies, which have been initiated.



Motor Pool

On July 1, 2025, the University of Oregon launched the internally-managed UO Motor Pool. The move was a transition from a long term arrangement in which OSU managed a motor pool operation that served UO and other public agencies. After OSU retracted its service back to Corvallis, Transportation Services engaged the campus community and drew on extensive research, use records, and financial modeling to develop the new UO Motor Pool model. The change enables the university to modify and expand the service to meet future expectations.

Frequent motor pool users include academic departments, researchers, club sports programs, student groups and event organizers, and vehicle needs range from single-day use to months at a time, on urban or off-road terrain.

The fleet includes:

Six Toyota Corolla Hybrid sedans.

Four Toyota Sienna minivans.

Six Ford all-wheel drive Escapes.

Four Ford F-150 trucks (two with canopies).

Twenty-one Ford 12-passenger Transit vans.

FIELD MANAGEMENT

2024 - 2025 Parking Citations

The following list illustrates the continued types of parking violations that are eligible for citations on campus.

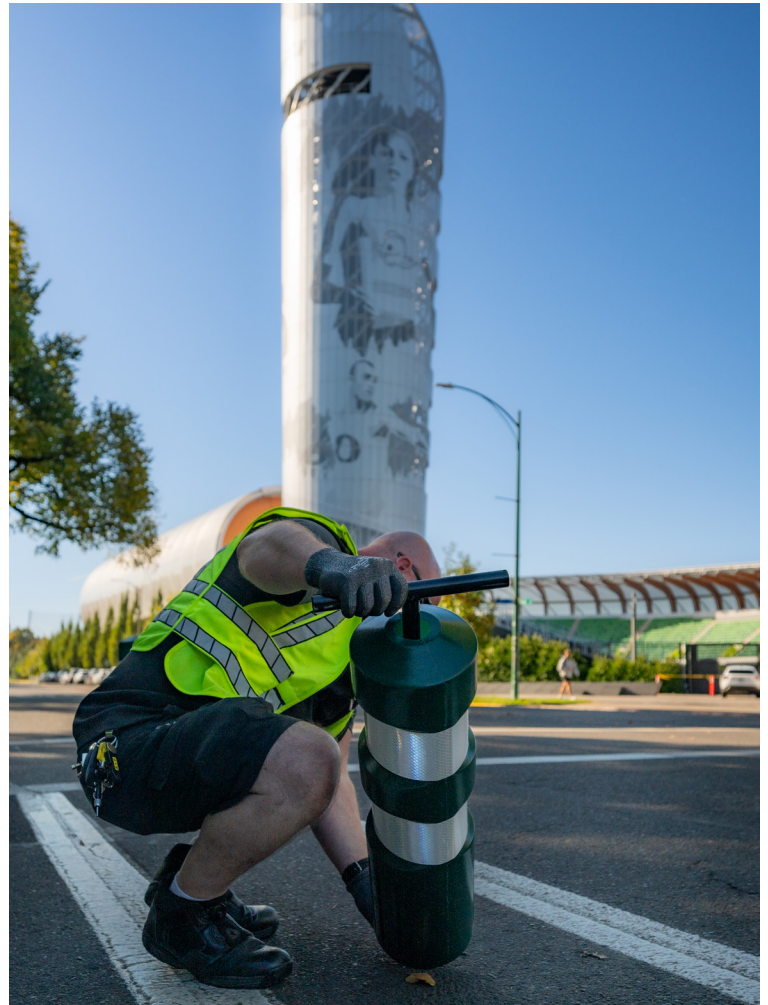
Permit Violations – This category includes failure to obtain a permit and having the wrong permit for the zone in which the vehicle is parked.

Time Violations – Includes expired hourly pay-to-park sessions and parking for longer than the posted time in a loading zone or other short-term parking area.

Restricted Parking – This category encompasses parking in a location or at a time that is restricted, such as reserved spaces, ADA spaces, and overnight parking in lots not designated for overnight parking.

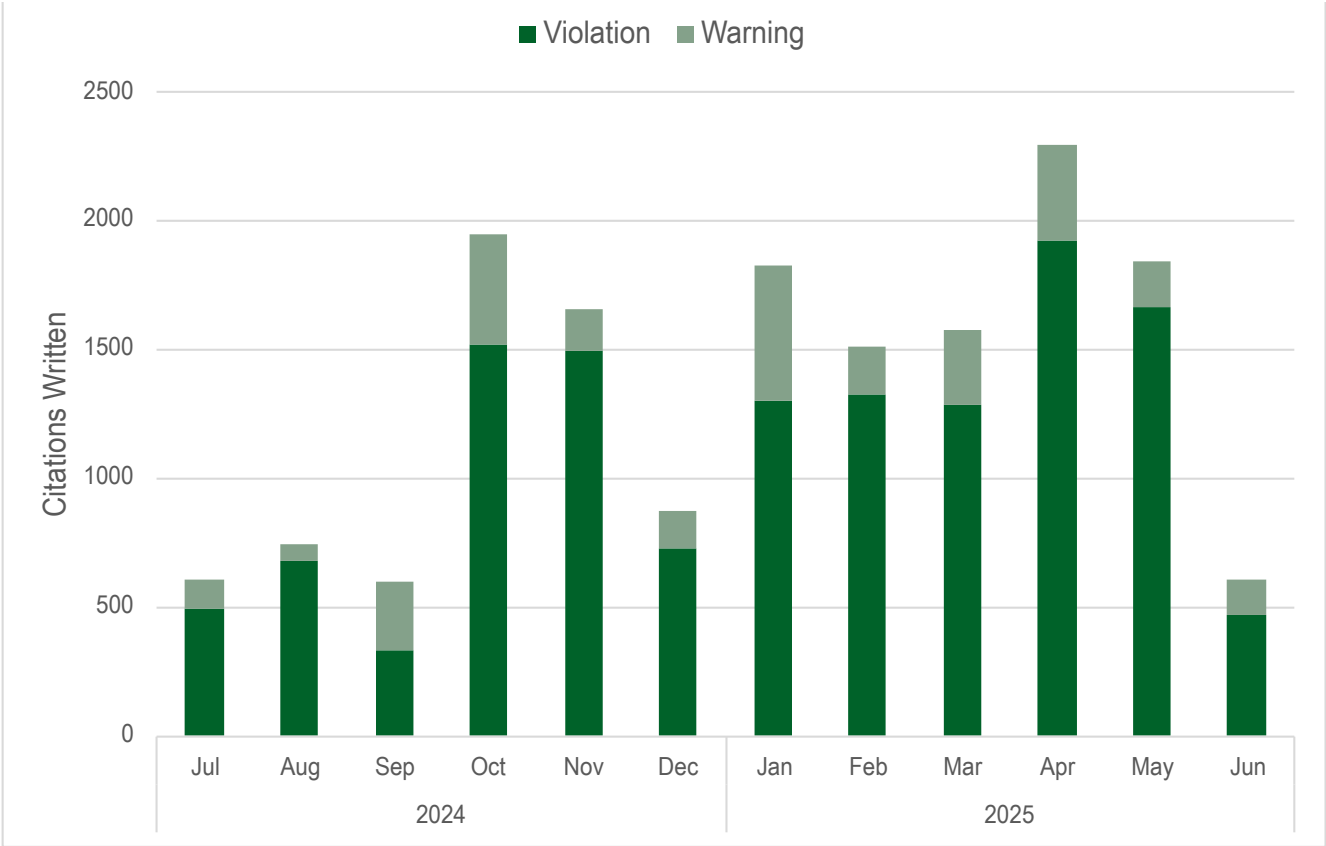
Improper Parking – Violations for parking where there is no parking space, for blocking entrances, or parking in front of fire hydrants.

Other – Various administrative violations such as boot warnings or tow fees.



Education and Enforcement

Enforcement is a necessary mechanism to ensure that rules are followed and permit holders have access to parking. Transportation Services uses two primary types of citations to accomplish this: a warning citation that documents a violation occurred, and a fine which varies based on the severity of the violation. At the beginning of each academic year and following longer breaks, Transportation Services field staff typically issue a limited number of warning citations in lieu of fines. Warnings, along with lot signs, campus maps, and the Transportation Services website, help educate people about parking on campus.



STRATEGIC GOALS

Goal 1 – Customer Service

Provide efficient and effective customer service

1A	Department staff communicates actions early, often, and clearly to campus stakeholders	1.1	Develop department Annual Report, published at the beginning of each academic year	Recurring
		1.2	Update department website on an annual basis	Recurring
		1.3	Diversify outreach tactics (e.g. email, university-wide publications, presentations, etc.)	Recurring
		1.4	Create email lists for various customer segments (e.g. permit holders, ADA user groups, event coordinators, etc.)	* Recurring
		1.5	Create “Transportation Advisory Group” to provide relevant recommendations	Upcoming
1B	Customers are heard and understood	1.6	Routinely engage in cross-department meetings, events, and programs to seek stakeholder input	Recurring
		1.7	Conduct annual customer service survey, representing a diversity of customer input	Complete
1C	Prioritize parking and travel needs of students, staff, and faculty	1.8	Implement Contractor Parking Zone in underutilized, periphery lots, and establish a permit cap	Complete
		1.9	Measure, evaluate, and adjust service vehicle parking supply and demand	Complete
1D	Citation appeals are evaluated in a timely and thorough manner	1.10	Implement new citation appeals criteria and Citation Appeals Board Bylaws	Complete
		1.11	Citation appeals are reviewed and completed within a three-week period	Complete
1E	Campus events are supported with parking and transportation operations	1.12	Update staffing and decision protocol for after hours parking and transportation support	Complete
		1.13	Collaborate with event organizers to advertise and promote transportation options	Recurring
		1.14	Update events validation with implementation of new parking management software	Complete
1F	Re-evaluate, map, and plan for visitor parking	1.15	Place visitor parking in high demand locations with high turnover rates	Complete

Goal 2 – Equity

Create an equitable transportation system that reduces travel barriers to and through campus

2A	Campus destinations are accessible to all customers	2.1	Develop ADA Accessibility Plan with inventory of conditions, evaluation of compliances, implementation timeline, and prioritization of projects	In Progress
		2.2	Coordinate Pavement Management Study to assess conditions and prioritize ADA improvements	In Progress
		2.3	Evaluate access shuttle demand and adjust available hours based on projected need	Recurring
		2.4	Work with UOPD to build accessible transport options into evening shuttle programs	Complete
		2.5	Collaborate with VP of Equity & Inclusion to facilitate vehicle-to-building assistance	In Progress
		2.6	Include accessibility questions on annual commute survey to better understand needs	Complete

2B	Offer a variety of parking location and price options	2.7	Develop a Zonal Parking System that provides demand-based parking price options	Complete
		2.8	Parking Zones should include appropriate target ratios to manage supply and demand	Complete

Goal 3 – Fiscal Responsibility

Plan and operate a fiscally responsible transportation system

3A	Fees, fines, and other revenue sources adequately fund existing operations, assist in funding capital projects, and systematically expand transportation options to reduce parking demand	3.1	Conduct studies (e.g. Pavement Conditional Analysis) to budget capital improvements	* Recurring
		3.2	Communicate in Annual Report how revenue is prioritized and spent	Recurring
		3.3	Evaluate funding for all transportation-related services and make recommendation to campus leadership regarding efficient and effective use of funds and other resources	Recurring
		3.4	Adjust fees, fines, and rates annually to approach market rate while reducing demand	Complete
		3.5	Evaluate all transportation-related services on campus, including those not managed by Transportation Services, for potential operational efficiency improvements	Complete
		3.6	Evaluate long term, reliable funding and operation efficiencies with UOPD and other campus partners for daytime and evening shuttle program	Complete
		3.7	Collaborate with CPFM to monitor and adjust parking replacement fees charged to projects	Recurring

Goal 4 – Safety and Efficiency

Provide a safe and efficient transportation network through campus

4A	Provide safe travel options to vulnerable commuters, including people with ADA needs and those who walk and bike to campus.	4.1	Coordinate with UO Safety and Risk Services to identify key transportation corridors in need of lighting and other risk-reduction measures	In Progress
		4.2	Collaborate with VPFA to secure long-term, reliable fixed-route shuttle funding	In Progress
		4.3	Launch day-time, fixed route campus shuttle if sustainable funding is secured	In Progress
		4.4	Collaborate with UO Bike Program to create campus Bike Safety Program that educates students, staff, and faculty on best practices	In Progress
4B	Timely and efficient delivery of goods	4.5	Establish clear route-finding and loading zones for delivery vehicles through improved signage as well as pavement and curb markings	Complete

STRATEGIC GOALS

Goal 5 – Sustainability

Promote and facilitate sustainable travel options aligned with campus-wide goals

5A	Increase transportation option programs and capital investments that support sustainable travel	5.1	Evaluate utilization of EV charging spaces and project future levels of demand	In Progress
		5.2	Update carpool program to include incentives that encourage program participation	Complete
		5.3	Partner with carshare providers to promote alternative travel options from campus	Complete
		5.4	Engage with new students and employees through booths at events and orientations	Recurring
		5.5	Investigate potential park and ride sites and implement park and ride services for travel to and from campus, either through owned and operated services or third-party partnerships	Complete
		5.6	Collaborate with UO Office of Sustainability to create a registry of campus-owned vehicles for the purposes of GHG measurement and future emissions-reduction programs	In Progress

Goal 6 – Innovation

Support campus travel with creative use of technology, communication, programs, and incentives

6A	Pilot new transportation programs and initiatives on campus	6.1	Collaborate with partner agencies to launch and integrate RideAmigos on campus	Complete
		6.2	Work with ride-hailing companies to coordinate safe operations on campus	Recurring
		6.3	Coordinate with City of Eugene and other stakeholders to pilot shared micromobility	Complete
6B	Use technology to aid in the convenience and efficiency of travel and parking options	6.4	Implement new Parking Management software which includes license plate recognition technology	Complete
		6.5	Improve parking hardware technology as funding becomes available	Complete
		6.6	Purchase and install digital signage which displays parking availability in garages	Upcoming
		6.7	Monitor and establish policy for emerging modes and mobility technology (e.g. personal e-scooters)	Complete
6C	Establish campus transportation hub	6.8	Study and identify location of a future intermodal transportation hub on campus	In Progress
6D	Serve as a campus transportation research lab	6.9	Routinely engage with faculty and students on projects that explore new transportation efficiency ideas, methods, and infrastructure	Recurring

Goal 7 – Congestion Reduction

Reduce congestion to and through campus

7A	Provide parking outside campus core	7.1	Coordinate with Campus Planning to identify and evaluate campus periphery locations for surface and/or structured parking lots	In Progress
7B	Establish pavement and curb management standards	7.2	Designate industry standard colors, signage, and logos	Complete
		7.3	Create clearly marked pickup and drop-off areas to reduce unnecessary congestion	Complete
7C	Conduct multimodal traffic counts	7.4	Coordinate with regional partner agencies to gather annual bike and pedestrian counts	Recurring
7D	Balance overnight and commuter parking demand	7.5	Primarily place overnight resident parking in periphery lots and place cap on permits	Complete
		7.6	Communicate with new students, staff, and faculty to promote modes that reduce parking demand	Recurring

Goal 8 – Asset Management

Assure that transportation assets remain in a state of good repair and functionality

8A	Identify and evaluate transportation capital project needs	8.1	Collaborate with CPM to conduct a Pavement Management Study to evaluate conditions and identify measures to increase longevity and prioritize improvement	In Progress
		8.2	Update Campus Transportation Master Plan to identify 20 year infrastructure and operational needs based on travel patterns, congestion, and parking supply and demand	In Progress
8B	Bicycle and other personal transportation device assets are adequately planned for, maintained, and organized	8.3	Evaluate campus bike parking utilization on an annual basis identify future needs	Recurring
		8.4	Identify parking facilities for e-scooters and other small personal transportation devices	Complete
		8.5	Explore solutions for final distribution of bicycle (and other personal transportation device) impounds	Complete
		8.6	Coordinate with UO Bike Program to routinely evaluate and replace bicycle repair station tools	Complete

* Denotes a task that changed status in the last year.

Goals are defined in the Transportation Services Strategic Plan 2020 - 2025. Transportation Services will engage in a comprehensive review and update of the Strategic Plan in 2025.

2025-2026 PRIORITIES

To assist with prioritization of tasks and initiatives, department leadership routinely revisits its 2020-2025 Strategic Plan to help determine each year's departmental priorities. Transportation Services has developed a robust list of strategic priorities this year. Each priority listed below is purposefully placed at equal value to other, concurrent, departmental priorities. As the year progresses, emphasis on these priorities may ebb and flow depending on available resources and other daily commitments the department has.

Adopt Transportation Plan

Finalize and adopt Transportation Plan.

Parking Garage Feasibility Studies

Complete UO parking garage feasibility studies, including financial scenario planning to explore funding needs for the next needed structure.

E-Device Parking and Charging

Collaborate with University partners to seek grant opportunities to further fund e-mobility device storage, parking, and charging options on campus.

State of Good Repair

Repave parking lots and streets that have been identified as high-priority areas this past year; continue prioritizing other locations for implementation the following year.

ASUO Collaboration

Identify opportunities for further collaboration with ASUO to better understand and meet student transportation needs.

Agate Street Corridor Study

Launch and complete a detailed study of the Agate Street Corridor.

Strategic Plan Update

Continue process of updating the five year strategic plan to guide future projects and determine department priorities.

ADA Transition Plan

Collaborate with University partners to develop ADA Transition Plan.





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