



**LANE TRANSIT DISTRICT  
BOARD OF DIRECTORS MEETING**

**Wednesday, March 18, 2015**

**5:30 p.m.**

**Eugene Public Library**

**Bascom-Tykeson Room**

**100 W. 10<sup>th</sup> Avenue, Eugene**

**A G E N D A**

Page No.

- I. CALL TO ORDER
- II. ROLL CALL  
Grossman\_\_\_\_ Pierce \_\_\_\_\_ Gillespie \_\_\_\_\_ Yeh\_\_\_\_\_
- Wildish \_\_\_\_\_ Necker \_\_\_\_\_ Vacant \_\_\_\_\_
- III. PRELIMINARY REMARKS BY BOARD PRESIDENT ( 5 minutes)
- IV. COMMENTS FROM THE GENERAL MANAGER ( 2 minutes) 5
- V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA ( 2 minutes) 6
- VI. BOARD CALENDARS ( 5 minutes) 7
- VII. EMPLOYEE OF THE MONTH – APRIL 2015 ( 5 minutes) 8
- VIII. RECOGNITION OF G4S PUBLIC SAFETY OFFICER ( 5 minutes) 9
- IX. AUDIENCE PARTICIPATION
- ◆ *Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.*
  - ◆ *Citizens testifying are asked to limit testimony to three minutes.*
- X. PUBLIC HEARING: 2015 ANNUAL ROUTE REVIEW (30 minutes) 10
- A. Staff Presentation  
[Tim Simon]
  - B. Opening of Public Hearing by Board President

- C. Public Testimony
  - ◆ *Each speaker is limited to three (3) minutes.*
- D. Closing of Public Hearing
- E. Staff Comments
  
- XI. ITEMS FOR ACTION AT THIS MEETING 47
  - A. Consent Calendar ( 1 minute)
    - 1. Minutes of the February 18, 2015, Regular Board Meeting (Page 48)
    - 2. Budget Committee Nomination (Page 54)
  
  - B. Central Lane Scenario Planning – Draft Preferred Scenario (15 minutes) 57  
[Tom Schwetz, Kristin Hull]
  
  - C. LTD Pension Plan Trustee Appointment ( 2 minutes) 76  
[Ron Kilcoyne]
  
- XII. ITEMS FOR INFORMATION AT THIS MEETING
  - A. Board Member Reports (10 minutes) 79
    - 1. Meetings Held
      - a. Main Street Projects Governance Team – February 19 & 24
      - b. Lane Council of Governments (LCOG) Board of Directors - February 26
      - c. EmX Steering Committee - March 3
      - d. Metropolitan Policy Committee (MPC) – March 5
      - e. LTD Board Service Committee – March 9
      - f. Lane Area Commission on Transportation (LaneACT) – March 11
      - g. LTD Pension Trusts – March 16
      - h. LTD Board Human Relations Committee – March 16
      - i. Accessible Transportation Committee – March 17
    - 2. No Meeting/No Reports
      - a. LTD Board Finance Committee
      - b. Eugene Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan (TSP)
      - c. Governor’s Oregon Passenger Rail Leadership Council
  
  - B. 2015 Legislative Update (10 minutes) 82  
[Edward McGlone]

C. 2014 Business Commute Challenge Report [Cammie Harris, Theresa Brand]	(10 minutes)	93
D. Smart <i>Trips</i> Main Street Program Update [Cody Franz, Theresa Brand]	(10 minutes)	121
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G. Monthly Performance Reports (respond if questions) [Ron Kilcoyne]		189
H. Monthly Grant Report (respond if questions) [Todd Lipkin]		193
I. Monthly Department Reports (respond if questions)		199
XIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING		205
A. FY 2015 Service Recommendation (April)		
B. Purchasing Policy Revisions (April)		
C. Environmental and Sustainability Management System Update (April)		
D. Website Design and Implementation (April)		
E. Egan Warming Center (April)		
F. Capital Improvements Program (April/May)		
G. Joint Meeting with Eugene City Council (May)		
H. Long-Range Financial Plan (May)		
I. Safe Routes to School Strategic Plan (June)		
J. TransitStat Update (June)		
K. Budget Committee Appointment		

XIV. EXECUTIVE SESSION PURSUANT TO ORS 192.660 (2)(i), to (60 minutes) 206  
review and evaluate the employment-related performance of the  
LTD general manager.

XV. ADJOURNMENT

**The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-6100 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).**

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** COMMENTS FROM THE GENERAL MANAGER

**PREPARED BY:** Ron Kilcoyne, General Manager

**ACTION REQUESTED:** None

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**BACKGROUND:**

This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.

**ATTACHMENT:** None

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\GM Comments.docx

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** ANNOUNCEMENTS AND ADDITIONS TO AGENDA

**PREPARED BY:** Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** None

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**BACKGROUND:**

This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements or to suggest topics for current or future Board meetings.

**ATTACHMENT:** None

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\announcesum.docx

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** BOARD CALENDARS

**PREPARED BY:** Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** Board member communication regarding participation at LTD and community events and activities.

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**BACKGROUND:**

Board members are asked to coordinate the Board Activity Calendars with their personal calendars for discussion at each Board meeting. Updated Board Activity Calendars are sent separately for Board members.

Board members also are asked to contact Jeanne Schapper with any changes in availability for LTD-related meetings and events, and to provide their winter and spring vacation dates.

**ATTACHMENTS:** The link to Board activity calendars is provided separately to Board members.

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\Calendar of Events Summary.docx

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** APRIL EMPLOYEE OF THE MONTH

**PREPARED BY:** Jeanne Schapper, Executive Office Manager/Clerk of the Board

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### BACKGROUND:

**April Employee of the Month:** Customer Service Representative (CSR) Gail Beasley is the recipient of the April 2015 Employee of the Month (EOM) award.

Gail began work for the District in 1995 and this year celebrates 20 years as a CSR at LTD. Gail is a past recipient of the EOM award, a past member of the Safety Committee, and has received three Monthly Value awards.

Gail approaches her job every day with care and sincere compassion for her customers as was highlighted in her recent EOM nomination. Gail was nominated for the Employee of the Month award by a customer who had left her bicycle on a bus and was very impressed with the manner in which Gail handled the matter. Forgotten bicycles are a part of everyday life on a transit system, and LTD has protocols in place to maximize recovery of lost bicycles. Of course, Gail followed protocol to the letter; however, this customer was quite inspired by Gail's refreshing attitude and exemplary customer service skills that she displayed during the unfortunate incident.

When asked to comment on Gail's selection as Employee of the Month, Accessible and Customer Services Manager Cosette Rees said:

It is my pleasure and honor to recognize Gail Beasley as our April 2015 Employee of the Month.

Gail epitomizes the spirit of Customer Service. Often under pressure, Gail provides our customers exceptional service with a smile. She is friendly and caring, often going the extra mile to help riders. Whether it's reuniting a customer with a lost item, taking the time to ensure first-time riders have all the tools they need to successfully ride the system, or asking if there's anything else she can help them with at the end of a conversation, Gail cheerfully and professionally represents the District with heart.

Gail will be the first person to tell you that everyone at the Customer Service Center (CSC) provides excellent service, and she's right. However, because she is so humble, she won't tell you how she personally brings her passion and compassion to contribute individually and to the CSC Team to provide superior service each and every time she interacts with our customers. But, as her manager, I am happy to!

### AWARD:

Gail will attend the March 18, 2015, meeting to be introduced to the Board and to receive her award.



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** RECOGNITION OF G4S PUBLIC SAFETY OFFICER

**PREPARED BY:** Ron Kilcoyne, General Manager

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### **BACKGROUND:**

G4S Public Safety Officer Jake Carpenter was presented with the Award of Distinction for Valor on March 12. Mr. Carpenter was honored by the G4S Portland office for his actions during a non-LTD involved shooting in the Four Corners area last month. Jake serves LTD as the mobile patrol officer.

Jake will attend the March 18, 2015, meeting to be introduced to the Board and to be recognized for his outstanding professionalism.

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** PUBLIC HEARING: 2015 ANNUAL ROUTE REVIEW

**PREPARED BY:** Tom Schwetz, Planning and Development Manager

**ACTION REQUESTED:** Conduct a public hearing on the 2015 Annual Route Review

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### BACKGROUND:

Lane Transit District evaluates its routes on an annual basis. This process concludes in the spring when the LTD Board of Directors adopts a service plan for the coming fiscal year.

To date, Service Planning staff have met twice with the Service Advisory Committee, which is a staff committee composed of drivers, Operations, Marketing, Customer Service and Planning staff. In addition, these proposals have been presented to and discussed by the Board Service Committee. The public outreach process has included presentations to Eugene's Neighborhood Leaders Council, the Good Earth Home and Garden Show, and University of Oregon Off-Campus Housing Fair; and two days at the Eugene Public Library and at the Customer Service Center lobby engaging riders. Materials have been available to the general public and to our riders through social media and the District's web page. More than 560 surveys have been completed, and a number of comments have been provided in writing or via e-mail.

Based on feedback and staff analysis, the proposal that is summarized in the following chart is the package of service proposed for adoption. A description of the changes follow and will be presented during the Board meeting presentation on March 18, 2015. A second public hearing is scheduled for Monday, April 6, 2015, beginning at 5:30 p.m. Staff will consider making modifications to the current Annual Route Review proposal based on public comment and/or Board direction after these two public hearings. The final recommendation will be presented to the Board at its regular meeting on Wednesday, April 15, 2015.

### 2015 Annual Route Review Recommendations:

- Service Span – Passengers expressed interest in bus service running later in the evening so that they can use the service for nontraditional work schedules and recreational purposes. Staff are purposing to extend service by approximately one hour during the weekday on core routes. Trips also are being added to certain core routes during weekend service so that all the times match.
- Frequency (Routes #41/43) – Passengers expressed interest in running buses more often on key corridors. The Highway 99, Barger, and West 11<sup>th</sup> and 13<sup>th</sup> Avenue corridor was selected to provide 15-minute service during the busiest travel times of the day for routes #41 and #43. During the a.m. peak, three trips will be added to Route #41, resulting in a trip every 15 minutes from 7:00 – 8:30 a.m. During the p.m. peak, three trips will be added to Route #43, resulting in a trip every 15 minutes from 3:40 – 5:15 p.m. This improvement will help the District provide more frequent, safe, and reliable service.

- Frequency (Routes #51/52) – Passengers expressed interest in running buses more often on key corridors. A combined 15-minute frequency will be achieved along the River Road corridor during the majority of the day by adding four trips to routes #51 and #52. This improvement will help the District provide more frequent, safe, and reliable service.
- System Maintenance – Strategic trips will be added that will help alleviate crowded buses and improve schedule adherence for the following routes: 27, 33, 40, 41, 43, 66, and 67
- VA Service – Route #12 Gateway will be extended to serve the new Veterans Administration clinic on Chad Drive and the new call center. This extension will create new crosstown connections with routes #66 and #67 and to other destinations in LTD's system.

Change Category	Description	Routes	# of Trips	Cost
Span	Increase weekday night service to run later and make all core routes start and end at the same time on weekends	EmX, 11, 12, 13, 24, 28, 36, 40, 41, 43, 51, 66, 67	20	\$364,000
Frequency	Increase frequency to provide faster, safer, and more reliable service	41, 43	6	\$164,000
	Increase frequency to provide faster, safer, and more reliable service	51, 52	4	\$108,000
System Maintenance	Add service to alleviate crowded buses and improve schedule adherence	27, 33, 40, 66, 67	7	\$126,000
Total			37	\$762,000

Changes in service would be effective September 6, 2015.

**ATTACHMENTS:** 1) Annual Route Review Public Input, Beginning July 1, 2014  
 2) 2015 Annual Route Review Community Input Survey

**PROPOSED MOTION:** None


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# ANNUAL ROUTE REVIEW CUSTOMER INPUT

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*July 1, 2014 – March 11, 2015*

Route	Comments
EmX	<p>Good evening, I hope that you are having a wonderful day. Yesterday as I was walking onto the platform at Walnut Station I noticed a car in the EMX only lane. The driver's window was down so I let her know that it wasn't a turn lane. I asked if she would like help and proceeded to ask the car at the front of the proper lane if the driver could go ahead of him at the light. I told the first driver it was fine, and made sure she did not go before the light turned green. I noticed LTD put up signs to help ensure pedestrian safety when crossing the EMX line, but for some out of town people (and locals) the lack of a turn lane may need to be more clearly marked further back from the light. Some of the other intersections along the line are extremely confusing (i.e. Agate Station) due to the EMX line.</p> <p>Your consideration of this matter is greatly appreciated.</p> 
EmX	<p>I would love it if the westbound EmX would consistently let its passengers off at the platform on 11th instead of pulling around to the platform on 10th. That can add a minute and a half to the trip, and it's the bumpiest part of the ride.</p> <p>1:30 might not sound like a lot of time, but it feels like eternity when you're undulating over the raised crosswalks, yielding to traffic on Olive, and waiting for the light on 10th... while all I want to do is get off the bus!</p> <p>Thanks for hearing my feedback.</p>
EmX Increase span	<p>I rely on EmX as a back-up route to work at Riverbend Hospital (I usually ride my bike to work), so it would help if on Saturday and Sunday EmX service from</p>

	downtown Eugene started early enough to get me to work before 7 a.m. (I would have to arrive by about 6:50 a.m. to be able to be on the job at 7)
EmX on River Road	BRING EMX TO RIVER ROAD!
Increase in Service Frequency – EmX & Route 11	<p>The possible increase in running times of the EMX and 11 on Sundays would be extremely beneficial to the community. It makes it hard to travel on Sundays due to the limited times each bus runs. And in certain parts of Springfield, these are the only two buses in the area. It makes it especially difficult for myself, being that on Sundays I cannot get to work via LTD, unless I arrive nearly two hours early since the EMX stops running so early in the evening.</p> <p>Any increase in times the buses run, would be greatly helpful to myself and the community.</p>
Emx & Thurston	I think there should be a emx out Thurston. I think personally there should be a emx out all highly traveled areas. And a light rail from Portland to Roseburg be nice lol
8X	<p><b>Sent:</b> Thursday, September 18, 2014 8:30 AM  <b>To:</b> General E-Mail Box  <b>Subject:</b> PLEASE BRING BACK THE AM 8X!!!!!!!!!!!!!!!!!!!!!!</p>
8X	<p>Hello Mr. Yeh, My name is Ed Griffin - years ago when LTD had some budget issues they discontinued all of the 8x route times. I have let LTD know thru the years by email and calls that they should bring back the 8x AM route. The 8x AM route always had good ridership - workers and students trying to get to downtown Eugene and the U of O from east Springfield/Thurston/and Mckenzie areas. The 8x PM routes never did have very many riders and I can understand getting rid of those routes. I have talked to many bus drivers this last year and they all have encouraged me to let LTD know because services are being added. Also they have said they have had a lot of riders say the 8x AM route was great. The 8x AM route was and could be again a great resource for the eastern Springfield areas communities - a very, very efficient route for a lot of riders trying to get to work or college in a timely manner in the AM during the work week. Please bring back the 8x AM route! Thanks, Ed.</p>
11 Thurston	<p><i>I understood that route 11 would be expanded to have service on Jasper Road to serve the local school and Relief Nursery. Has that been accomplished? I see the problems, but this area is very underserved and deserves to have service as we are taxed the same as every other resident only we get no benefit.</i></p>

<p>Route 11 – increase in span</p>	<p>I'm so glad that you are interested in hearing input from your riders. I ride LTD to work 4 or 5 times every week. And unfortunately, my shift ends at midnight. If there was a bus running the #11 route after 12am my ridership would double. Also, I have a co-worker that experiences the same difficulties as I do trying to get home after work (she works the days I have off), and also rides the #11. I don't know if this is the type of feedback that is helpful, but it is a problem that I have been dealing with, and financially it has been a strain at times. I will continue to be a grateful rider if the route keeps the same time schedule, because paying for a taxi once per day is much better than paying twice a day.....</p>
<p>VA Clinic/Route 12</p>	<p>VA service:        I fully support providing service to the new VA clinic. As someone who worked on that project, the need for better bus service was a major concern expressed by the VA and the community.</p>
<p>Route 12</p>	<p>I like the idea of providing service to the VA center. ..very beneficial.</p>
<p>Routes 12 &amp; 66</p>	<p>This was something I have been waiting for since moving just north of Crescent Ave. I work at PeaceHealth, but taking the bus just wasn't an option, due to not having an easy connection. Plus having a connection to Gateway mall will be really nice. Thank you for considering making the change.</p>
<p>Routes 12 &amp; 66</p>	<p>This is a great idea! I can't count the number of times I have had to taken the 67 back to Eugene Station from the Chad Dr area, then take the 12 to the Gateway area. I really hope to see this implemented.</p>
<p>Route 12/66&amp;67</p>	<p>The proposal enters Chad heading west and eventually enters Crescent heading east. I question where the stops on crescent will be. There is an area on the north side at Crescent Village that was supposed to be a dedicated bus stop (possibly EMX). If you go further north and turn west on Crescent and then east on Chad you would be able to build a stop at Crescent village - add a much needed left turn onto Chad and build a stop at the vet center on the south side or a middle of road stop. A much better direction to serve the 450 plus new units coming into the Crescent village area.</p>
<p>Route 17 Increase service frequency</p>	<p>I would also love to see the 17 run a little bit longer it stops running right before i get off of work and I have to walk a mile and a half to get home because no other buses run were I live</p>

Route 24/Span of Service	Regarding the #24 Donald: It would be great to see a little longer service into the night on Sundays. Also, if possible, providing more frequent service until about 10 pm (Mon-Sat) would help (every ½ hr rather than on the hour).
Route 24 – Increase in Service Span	I commute to Royal Caribbean from South Eugene. The earliest scheduled time the 24 hits 29th and Willamette is a bit later than I need. On the way home, if I take the emx, I walk up the street, because it's safer than waiting downtown. Thx!
Route 27 – more frequency	As long as you're reconfiguring some routes, how about adding a few more downtown-bound morning trips to this route. If I don't catch the 9 AM bus (too early), there isn't another one until almost 1 PM. There used to be service on the hour to downtown.
Route 27	Add a trip at 10:40 a.m. and weekends
Route 27	Could you possibly increase the 27 line? We have no bus service between 9 a. m. and 1 p.m. Very difficult to make doctor's appointments and generally take care of our needs during the day.
27 Fairmount	Please, why has the number 27 Fairmount bus become entirely useless? I know of many in this neighborhood, many unable to ride bikes or hike to an EMX station, who would love to be able to rely on a local bus for transportation but no longer can because of being stranded by the 27's irregular schedule and two and three-hour down times in the middle of the day and no weekend service. Please be aware, for many in this community, EMX will never replace a GOOD local bus service.
28 Hilyard & 82 LCC departure times	Twice now I have gotten onto the 82, in order to go to the school where I work 2 day a week (not summer). The first time, I realized it in time, switched busses. The second time I didn't notice for about 10-15 min – then the driver showed me where to catch to 28 in a few minutes (very helpful). Today, (summer) – I was going neither place (only 36); but I was in the area and noticed the 28 and the 82 leave simultaneously at 12:10. Well well!! All by themselves, too! Anyway – it made me think that if they changed a little it would not be able to confuse – simplest (illegible – wd?) be not in same line? I do notice, looking in the R.D., that they <u>only</u> choose the same hour at 12:10. However...



<p>28 Hilyard</p>	<p>Thank you for contacting Lane Transit District. Thank you for taking the time to fill out a customer input form about being left at the bus stop on 13<sup>th</sup> near Willamette Street. I am sorry that happened to you and that you were late for class. I did want to let you know that there is a #76 trip that arrives 4 minutes later and that might be an option for you to take in the future if this happens again. Unfortunately, we only have a limited amount of articulated buses to use and they are being used by other trips in need. Also, Route 28 is not set-up to have an artic on it. The Bay that Route 28 departs from at the Eugene Station cannot accommodate an articulated bus and it is becoming increasing harder to find places for our existing articulated buses in the station. The bus stops for the entire route 28 would also have to be evaluated to see if they could accommodate a 60 foot bus as well. I will continue to monitor this trip. We do have notices placed at the apartment complex on Willamette Street near 12<sup>th</sup> encouraging our customers to ride Route 76.</p>
<p>28 Hilyard</p>	<p>In response to your 2015 request for ideas for route modifications, I would like to suggest that LTD make a small change to Route 28. This route currently goes south on Hilyard Street and jogs over to West Amazon Drive at E. 36th Place. I suggest that the connection to West Amazon Drive be made further south at E. 38th Ave. or E. 39th Ave. or Place (via Dillard Road at E. 39th Ave.)</p> <p>The reason for this is that there are two good sized churches at the intersection of Hilyard St. and Dillard Road/39th Ave. that would benefit from more convenient bus service.</p> <p>The two churches are:          Episcopal Church of the Resurrection, 3925 Hilyard St.          Unity Church, 3912 Dillard Rd.</p> <p>Currently, bus riders to these churches need to walk from 36th Place. The walk from 36th to 39th isn't long, but it is long enough to be a deterrent to riding the bus. The sidewalk along that portion of Hilyard is not easy to use. On the east side there is no sidewalk in some locations. On the west side pedestrians share the sidewalk with bicyclists and park users.</p> <p>I can see no disadvantage to making this change. As a frequent Route 28 rider, I know that not many passengers get off the bus on West Amazon Drive between 36th and 39th.</p> <p>I think many people would appreciate the route change. These are environmentally conscious congregations, and reducing car usage is a priority for them. In addition, the Episcopal Church of the Resurrection has a special ministry to people who are homeless, and those needing those services usually do not have cars.</p>

Route 33	<p>I would like to see an expanded route for #33 going all the way up Chambers to the edge of town – or- the return of Route 422                  It would also be useful to have the 33 or 36 bus leave downtown station at 8:10 so those of us who get off work at 8:00 (and not a minute earlier) could catch a bus and not have to wait until 8:45 after a long day at work.</p>
Routes 33 & 73	<p>I didn't see some routes/areas listed for input, so I'm providing it here:</p> <p>With the traffic calming measures on Crest, many of us lost a VERY significant bus line.                  Now, folks living at the top of the hills would ride their bikes, but they can't get back up the hill at the end of the day.                  Also, with school choice, and the development of charter schools many kids are traveling LTD to get to school. Now, most people not on the 4J bus drive their kids.</p> <p>PLEASE CONSIDER RE-ESTABLISHING A ROUTE to the top of the south hills, along Crest AND Chambers (extending routes #33, #73 or both).</p> <p>Currently, the 4J school bus goes up Chambers to Crest, then down Crest – why can't LTD follow this route?</p> <p>Please consider extending route 33 to do a short extension and come to the top of chambers (it could do a small loop on Loraine Hwy to Em Ray back to Chambers)                  Many folks have a hard time carrying groceries (etc.) up the steep hill.</p>
36 W. 18th and 24 Donald	<p>How about more frequent routes on The 36 and 24. I work swing shift and when I get off at 7 pm or later I have to wait 45 minutes to catch the 24 and also for the 36 depending on what time I get off. Also more lighting at some of your stops 18th and Polk is a good example of a stop that needs more lighting</p>
Route 36 Increase service span	<p>Hi, I work early in the morning (6am) and I live in Route 36 line. If it ran earlier, I would be able to use the bus to get to work. I enjoy riding the bus and would definitely buy more monthly passes or 3-month passes. Myself and a few of my coworkers who work early lime I do would nightly benefit from it. Plus I may be moving and earlier service would be amazing. I see the morning buses pretty packed, would help with that.</p>
Route 36- Increase in Service Span	<p>I live along the 36 route, and increased service times, especially earlier and later on weekends would make a big difference in how much I am able to utilize LTD. Those of us who use the bus most often are probably not the 9-5 M-F professionals that the current service times seem geared to. I myself work the night shift, and often my shift starts at midnight. I also work weekend shifts, but</p>

	can rarely use the bus at those times because the service does not go late enough or start early enough.
Routes 36 & 43	Earlier service times for the 36 & 43 serving Denabo and 11th would be beneficial to my work schedule. And 15 minute service to West 11th and Barger would also be helpful.
Route 40	Add an earlier trip on Saturdays
INCREASE IN SERVICE FREQUENCY- West Eugene Routes	<p>I most definitely am in support of increased bus service from downtown Eugene to west Eugene especially if this means more frequent early morning departures of what is currently Route 40.</p> <p>During the work week, Route 40 leaves from Eugene Station only every 30 minutes in the early morning/pre-work hours. For people like me traveling from the south side of town trying to get to Bethel in order to work, this schedule just isn't sufficient. More frequent early morning departures of Route 40 would be incredibly helpful.</p> <p>Thank for the chance to comment on your service.</p>
Route 40 - Increase in Service Span	As a passenger who often needs to arrive by 7am via the 40 to West Eugene near Winco coming from my home on Kinsrow, I would greatly appreciate being able to access earlier busses.
INCREASE IN SERVICE SPAN – 41 & 43	<p>I use the 41 &amp; 43 regularly and find I can't get leave early enough to allow time to catch another bus or walk where I need to be at 7am. Also, if you do anything in town that ends after 7pm and want to catch the 43 home later in the evening and miss one, you have to wait for another bus for an hour. "Curfew" then starts at 10:45 as there are no buses after that. not sure what the passenger count is on those late buses. Also, all of this will change with EMX service begins but not sure how the 40/41/43 connections will be, but likely it will be similar issues.</p> <p>Tom Schneider</p>
Route 43 & Span of Service	<p>I was wondering if there was going to be a bus that will connect people from the bethel danebo area to the new emx line at the Target/Walmart station? Also It would be great if the 43 ran every 15 mins throughout the whole day instead of just the few hour windows that are indicated on your survey. Earlier starting time of all routes would be great as well, there is a huge population of people that have to be at work by 6 am that rely on ltd and unfortunately have a hard time using your service because many of your routes start so late. Thank you Kara Hubbard</p>

Route 51	<p>I would like to see later hours for Route 51 on Sunday, as often there are events on Sunday out River Road that I can go to on the bus, but then have to rely on "the kindness of strangers" to get home. I appreciate that it goes as late as it does on weekdays.</p> <p>Not sure what other additions you are considering - in general I find the service appropriately convenient. Oh, I see the every-15-minute proposal, which could be useful at certain times of the day, though it already happens part of the day. I don't ride it often enough to know which times might need more frequent service.</p>
Route 51	<p>The modified routing will make it easier to get downtown for a typical work schedule that starts at 8:00 a.m. without arriving late or planning to arrive much earlier.</p>
Route 51 Increased Frequency	<p>The increased frequency on Route 51 will make getting to the bus on time easier (or missing it resulting in less of a time penalty).</p>
Route 51	<p>Yes...lots of people crowd those buses for work and school. Earlier buses would allow the working individual to not have to ride an overcrowded bus and run the risk of being late for work.</p>
Route 51 Increase service span	<p>As someone in the River Road area, whose family uses LTD service, I do support an increase in service hours for all the proposed routes, especially the #51.</p>
Route 51/52 – Increase in Service Frequency	<p>More frequency on River Road routes allows riders to take better advantage of the routes that already have good frequency... Employees and students at UO and LCC have great connections downtown, but the mismatched times on our home connections discourages ridership. This seems (in my schedule) to be worse on home bound routes... At times I'll end up waiting downtown for more than 1/2 hour. Sometimes you just can't make it to the perfect bus, so if we had more frequency, riders could relax knowing that another is coming along soon enough...</p>
Route 51 & 52	<p>Just wanted to write to support the idea behind and extended service span for Route 51 in Santa Clara. In addition, I would like to advocate that the 52 also be expanded. As a downtown worker needing to get to Eugene Station by 8 a.m., I'm frustrated that the 7:30 am 51 bus (which used to get me to Eugene Station by 8) now arrives at 8:10. Normally, I could arrive 10 minutes earlier to catch the</p>

	<p>52 on the other side of River Rd, but it starts its route further down the line during that time period. This means that my only option is to catch a 7am 51 bus.</p> <p>I'm also puzzled as to why it takes 25 minutes to get home (in 5pm) traffic on the 51 but it takes 40 minutes to come in during the morning? I really miss 30 minute service from River Rd to Eugene Station. What I don't or wouldn't miss is the back pain (not making this up, I have a bad back) incurred daily because there is no place to sit on the 51 until RR station because of all the high school kids.</p>
Route 52	Add an earlier trip on Saturday
52 Irving	I talked to Arlene Morgan (530-410-7999) who would like to have bus service to her Church that they are in the process of building. It is the old Eagles building near Northwest Express way and Irving. I told her that we would add it to our ARR.
Increase in Service Frequency – Routes 51, 52, 55	My family and I live in the River Road neighborhood, and use the LTD service regularly. Therefore, we support an increase in service frequency to the River Road area.
55 North Park	<p>I am a non-driver who lives on North Park, and works directly downtown. For obvious reasons I was pretty excited to see the alterations being made to route 55. I am hopeful that the changes made will increase ridership on this route but I'm disappointed to share with you that the new route, despite passing directly by my home twice an hour has managed to become virtually useless to me.</p> <p>While previously the 55 started running early enough to make a river road connection that would get me downtown by 6:50 AM, the new start time means that my choices are to either walk a mile to catch an earlier bus, be late to work, or to forgo riding LTD at all. I've been choosing the latter option. I am finding the timing getting home again to be just as awkward, though that is not as big a problem since I have more flexibility there. I know that I am just one rider, and it is of course impossible to please everyone with this type of public service but I hope that you will consider extending the hours on this route to offer earlier service soon because until then I will just be a friendly neighbor rather than a patron.</p>
55 North Park	I would love to see 55 have at least Saturday services. It's so difficult to get anywhere on the weekend when you have to walk over a mile to get to a bus stop.
66 VRC/Coburg	<p>Im simply writing this email to give feedback as a person who works everyday with two jobs and can't afford a car. I ride the bus every day and use the 66 every day. We NEED a 6 am bus and a bus that comes every 15 mins not every 30 mins. Im tired of being bombarded with people and still not make it to work on</p>

	<p>time. I know ltd can afford an extra bus because I see the amount of people that use this particular route every day and it is NOT a small number. I really hope this feedback both helps and can get you to consider new options for the 66 route.</p>
<p>66 VRC/Coburg Rd</p>	<p>I really do not want a response to this letter just want someone to make note that the 66 is overcrowding at 630 and 730 am now and Ive never seen it like this. A double long bus is needed for this route even if its only for a few times a day but this is getting little ridiculous. Ignoring this route only makes it worse and its obvious that this route is the ignored route. Pleastake note of this and try to do something about the overcrowding. If you choose not to I will politely continue to email and will have my friends to the same bc we all deal with thus. As a person who pays 50 bucks a month to ride the bus I feel my voice to be heard. Again please do not respond to thus enail if you are going to respond with the generic "we do our best" attitude towards the situation. I dont need to be reassured I just need to see progress</p>
<p>VRC to UO Campus</p>	<p>Andy, over the past couple of months we have been interviewing customers and retailers about things they like and dislike at VRC and one consistent answer we hear is that they students living on campus want a direct bus connection to VRC. Many of the students that we talk to say that it's easy for them to get to the lame mall (Gateway) but it can take them more than hour and half to get from campus to VRC so they chose not to go or wait for friends with cars to take them. If they had a direct line between campus and the center they said they would be more likely to make more trips to the center each month. Retailer also saying the same thing but their reasons are that they are having problems recruiting UofO students to work our here because it's difficult to get to VRC and most don't feel safe going home late at night through the Eugene station.</p> <p>Over the past three years we have notice that student traffic is way down from the days LTD provided the Breeze to VRC. IS there anything that can be done to provide limited direct service to VRC from Campus?</p> <p><b>Thanks,</b></p> <p><b>Rob McOmie   Senior Property Manager</b></p>
<p>Increase in Frequency – 66/67</p>	<p>Yes, increasing service along Goodpasture Island Road to 15 minutes (now it is 30 minutes) during weekday mornings and evenings would be great! I take 66 and 67 to and from work everyday, and increasing the frequency would be a great service.</p>
<p>Increase in Service</p>	<p>I am a disabled rider and I live on Bailey Lane, between Oakway Center and Sheldon Plaza. I use the bus for all transportation needs and frequently travel to</p>

<p>Frequency – Routes 66/67</p>	<p>points along Coburg Road and Goodpasture Island Road. Right now I only have the 66 and 67 to to choose from and they run approximately every 30 minutes.</p> <p>The 66 and 67 route times also overlap each other between Oakway and Sheldon so I do NOT have the option to catch the opposing bus if I miss the one I want.</p> <p>I would appreciate having more frequent routes as I often end up at my destination 25 minutes early in order to not be 5 minutes late. Also, to have a more frequent window of time to catch the bus should I miss the one I want would save me so much stress and worry if the bus or I are running late!</p> <p>Thank you for accepting input from your riding community and I look forward to increased route times for the 66 and 67.</p>
<p>Routes 66 &amp; 67</p>	<p>66 and 67 still overcrowding on weekends. We need a bigger bus please! Its just very stressful working on weekends as it is must my bus ride be so dramatic? Please help!</p>
<p>Route 67</p>	<p>It would be great to eliminate the gap in service that currently exists between the 6:30 PM and 7:45 PM departures of bus 67 from downtown on weekdays and Saturday.</p> <p>Also, as someone who's taken bus 28 to use Ridgeline Trail (and bus 25 when that was still running), I was disappointed to see the removal of the stop at Martin Street and Canyon Drive, which was the closest stop to any Ridgeline trailhead. I usually run on Ridgeline Trail, and having the closest stop that much further from the trailhead can make be the difference between catching the bus and missing the bus.</p>
<p>73 UO/Willamette</p>	<p>I'm a rider of bus 73, I get on at Amazon Station at 8:10am. I would like to suggest getting a long bus for that route. By the time I get on, its standing room only and then we pick up about 15 more at around 22<sup>nd</sup> street and by the time the whole bus gets off (mostly South Eugene High School students) you can't even move to get off the bus! Also the bus on days M,T, T, F has been running 3 minutes because of the crowd. On Wednesday (SEHS late start) the bus is on time and I can actually sit down.</p> <p>Not sure what the solution is, but it is clearly way too crowded and I can't rearrange my work schedule at the UO to get on a later bus.</p>
<p>91 McKenzie Bridge</p>	<p>I have been commuting to and from work, from my home (Hwy 126 - between Leaburg and Vida) to downtown Eugene, five days a week, since May 2012. I ride the 91 bus that leaves McKenzie River Ranger Station via Hwy 126 at 6:14 AM and is scheduled to arrive at the Eugene Station at 7:51 AM. My starting</p>

time for work is 8:00 AM and my work address is 99 E Broadway. After arriving at the Eugene station I walk approximately two and half blocks from the Eugene Downtown LTD Station.

Arriving on time to the Eugene Station was not an issue, until about five to six months ago, when the 91 bus first started arriving late, to pick me up from my bus stop. At first, it was happened approximately once every couple of weeks, but lately, the bus is late a minimum of one time per week and/or sometimes more often. Below I have captured my text messages to my manager, starting on September 3, 2014, of me notifying my manager that my bus is going to arrive late, which means I will be late to work. I'm only sorry I deleted all the previous text messages (before 9/3/14) to my manager regarding the bus running behind schedule there would be more to show you. LTD must maintain a log of late arrivals for each bus.

Wed., 9/3/2014 – Bus way late today.

Tues., 9/23/2014 – New bus driver. I'll be late.

Wed., 9/24/2014 – Bus is running a little late.

Wed., 10/1/2014 – Bus is running late.

Mon., 10/27/2014 – Bus is running really late. I will be there! (Bus was 20 minutes.)

Tues., 11/4/2014 – Bus late. Again.

I was on vacation from October 8 to October 24, so I was not riding the bus, or I'm sure there would be several more text messages to my manager, that the bus would be late.

Please Note: The arrival lateness of the 91 Bus is not just affecting me, it is affecting many other riders as well. Many other riders are missing their connecting buses at both the Springfield and Eugene Stations. One morning, one passenger shared with me that she was very concerned that she was going to be late for her doctor appointment and she was hoping she would still get to see her doctor.

Why is this happening? I believe the ridership on the 91 may be up a little. This route offers many challenges and I think it is one of the longest routes that LTD provides bus service to. I don't know exactly what has recently changed to cause the 91 to run behind as often as it is. I do know that bus drivers have to intentionally speed to make up time which is not acceptable or safe. I also heard that recently a 91 bus driver was ticketed for speeding. The bus drivers must feel pressure to maintain the bus schedule, but should not have to speed to adhere to the schedule.

I would like to offer a workable solution, which I cannot take credit for. This solution came from another 91 rider that who like me is frustrated from arriving late to work. This rider's solution sounded very do-able to me and I am hoping that LTD will please review it carefully and really consider it. This solution would



	<p>be very easy to implement and cost effective too, and with a two week notice to the public, could go into effect quickly.</p> <p>The solution would be to modify the schedule for the 91 Bus to leave the Eugene Station at <b>4:37 AM</b>, instead of <b>4:47 AM</b> (a ten minute difference) and then have the 91 leave the McKenzie River Ranger Station via Hwy 126 at <b>6:04 AM</b>, instead of <b>6:14 AM</b> (again, just a ten minute difference) and adjust all of the bus stop pick-up times to reflect the ten minute early start time. This additional ten minutes will certainly help and maybe prevent the 91 from always running behind and arriving late to the Springfield and Eugene Stations.</p> <p>Because the 91 arrives late, it is negatively impacting people/riders who are commuting to: work, high school, college, and important doctor appointments, causing them to be late. By adjusting the schedule to start ten minutes early, it could alleviate this issue 99% of time. Do please consider this solution and please implement it!</p> <p>My question to LTD is: Would LTD, as an organization, want their employees to arrive late to: work, scheduled training, scheduled classes, and business meetings?</p> <p>Please share my concern and suggested solution with LTD management and board members, and please seriously consider this solution. Just ten minutes would make a world of difference to many, many riders, and I'm sure it would take some pressure off of the 91 bus drivers too.</p> <p>Sincerely and frustrated by arriving late to work,</p>
Route 92	More service to Lowell/Dexter/P.Hill + Saturday service requested
Route 92	Add weekend Service to Lowell
93 Veneta	<p>The UofO and LCC college students here in Veneta are very concerned about the #93 bus schedule and their safety! The giant gap in services between the morning &amp; afternoon runs is leaving these young students stuck downtown for hours after morning classes. They don't feel safe hanging out at the Downtown Station from 9:40am to 1:40pm waiting for a bus home! If they don't have classes until noon, these students are having to go into Downtown hours before class starts just to be on time. These same students are having trouble getting home if they work after class too since the buses stop running so early.</p> <p>This morning one of the girls is stuck Downtown since 11am and still waiting for the #93 Veneta bus! Are more trips going to be added to this route now that school has started?</p>
93 Veneta	The UofO and LCC college students here in Veneta are very concerned about the #93 bus schedule and their safety! The giant gap in services between the

	<p>morning &amp; afternoon runs is leaving these young students stuck downtown for hours after morning classes. They don't feel safe hanging out at the Downtown Station from 9:40am to 1:40pm waiting for a bus home! If they don't have classes until noon, these students are having to go into Downtown hours before class starts just to be on time. These same students are having trouble getting home if they work after class too since the buses stop running so early.</p> <p>This morning one of the girls is stuck Downtown since 11am and still waiting for the #93 Veneta bus! Are more trips going to be added to this route now that school has started?</p>
93 Veneta	<p>Just tonight my granddaughter got stuck after work. She rode the bus from school at LCC to work at the Valley River Center &amp; got off work at 6pm, well guess what, the last bus for Veneta left the Downtown Station before she got there so she was stuck Downtown &amp; had to call someone to come get her all the way from Veneta. Not a cool place for a young woman to be stuck after dark waiting for a ride! Tomorrow &amp; the next day she works until 7 so she will have to rely on the kindness of friends &amp; neighbors again.</p> <p>I personally had to turn down a good job in Eugene due to the limited bus schedule to &amp; from Veneta, the last bus in the evening from Eugene to Veneta leaves too early. It's not just about my family though, some of our friends have had to give up jobs for lack of reliable bus transportation to and from Veneta. The residents of Veneta can't get to and from school or work with the limited schedule of the 93 bus.</p> <p>Please help us!</p>
Route 95	More service; later, more midday, Sat/Sun service
Route 95	There are several people who work along that portion of the route...taking it out would not be a good choice.
Route 95	Get rid of Prairie Rd. Loop. It takes too much time. Add mid-morning weekday trip – like 9:30 a.m. Hopes the new hospital will generate enough ridership to support the extra trip.
Route 96	Add trip later than 5:40 on Weekdays. Add weekend service.
INCREASE IN SERVICE SPAN-Route 98	My main bus is 98 Cottage Grove, myself and many others would like to see later bus especially on Saturdays. Some of us only have the LTD system for transportation and would like to be able to enjoy a night out such as Oregon Football games but with the last bus on Saturday being 5:33 p.m. there is no point in going to the games and supporting our Ducks. I would love to see more routes from Eugene to Cottage Grove.

Route 98	A (1) nighttime route exclusively to cottage grove, possibly to just the CG Walmart for the drivers sake, would greatly add to your riders(posting for the new route and then some , cut down on crime in cottage grove, add to the total customers and gross income for 'business' in Eugene, and be greatly appreciated by hundreds.
Route 98	Fix mid-afternoon gaps on weekdays. More weekend runs
Route 98	More service on Sundays. Mid-day and around existing A< and PM trips.
98 Cottage Grove	For about three years now i've wanted and spoke with around 20 other people who also think it would be awesome and very useful if we had a midnight bus going to cottage grove so people could enjoy some of Eugene's nightlife without staying the whole night in Eugene. Anything with that idea in mind would be wonderful,
Airport Service	Any more consideration for service to airport? Last study appears to have been in 1997!  Looking forward to your reply.
Airport Service	Please do extend bus service to the Eugene airport. Put small vans on, do something creative. It's crazy that in all these years there has not been adequate bus service there. Honestly, any third-world country would have done it long ago.
Airport Shuttle	Airport Shuttle: I fully support adding the shuttle. I know serving the airport in the past has not proved successful, but I appreciate LTD trying again. Seems like this approach, while not the most convenient, may be more fiscally supportable. Let's see if it works. If not, at least you tried.
Airport Connector	Not sure that would be cost effective. Trial run should be in order on a temporary basis to see if it would be worth the time and cost.
Airport Connector Service	Subject: PROPOSED AIRPORT CONNECTOR SERVICE  Great idea
Airport Service	I want to see this happen. My only problem is I would use it only a couple of times a year. But it would make it easier on my wallet to fly out of EUG, and save

	lots of travel time. Also most of my flights are very early when you add the 2 hour block before takeoff requested by the airport. So the first bus and shuttle would need to leave very early. It would be good to promote this idea to everyone in town, maybe a mass mailing.
Airport Service	This is a wonderful idea! Maybe expand e.m.x. Out there
Airport Connector Service	Love the idea of connecting LTD to the airport. Challenges I see are the infrequency of #95 service, do times of that service roughly match the departure and arrival times of the majority of flights coming and going from the airport, and designing a level on-off platform for moving luggage from the #95 and the shuttle service.
Airport Service	Good Idea I would use it 2-3 times per year.
Airport Service	Think it's a good idea. A lot of those people and staff don't want to pay for a taxi. Plus it would help the industry get more reliable help..
Airport Connector	Yes, please create. Much needed and appreciated.  Would ride 3-4 times/year.
Airport Service	Yes, being able to take the bus to the Eugene airport would be a great service, and would allow me to save allot more money, and I would be able fly out of Eugene much more often because I'm not worried about parking fees, cab fees or how to get a ride.
Airport Service	Please make taking the bus to the airport a reality! Thanks! We are way overdue, and currently it costs about \$20 for a taxi one way! Every ½ hour would be best, but starting at every hour would be a great start, at least for the very early morning hours/flights/workers!
<b>Increase in Span and Frequency</b>	
Increase in Service Span	I also left my thoughts in favor of more frequent routes which includes a more complete description of my personal use of the bus system, suffice to say that I am a disabled rider that uses the bus for all transport needs and I live along the 66 & 67 routes.

	<p>I would very much appreciate an increased time span for routes as I cut my evening activities short in order to catch the 66 &amp; 67 home at least two hours earlier than would be ideal for me to complete my daily errands. Part of this time constraint lies in repeated trips home to drop off goods between work, school, and shopping as I can carry so much! That said, to have the freedom to travel later in the evening would be a great change to my transportation needs.</p> <p>Thank you for accepting input from your riding community. I look forward to increased time spans for routes 66 &amp; 67.</p>
<p>Increase in Service Span-later buses</p>	<p>I think a lot of the busses should run later. Or at least after a certain time have one a hour. Its hard for closing staff that ride the bus keep finding rides home... There's been plenty of nights I've myself have walked across town because the bus didn't run and couldn't find a ride. Let me tell ya It sucked. The streets are scary sometimes and some routes I won't even consider because they are dark and a lot of crime.</p>
<p>Increase in Service Span</p>	<p>I believe more frequent buses will cut down in overloads and holds at the station.</p>
<p>Increase in Service Span</p>	<p>I am very pleased to hear that ltd is considering extending service times. As someone who has worked in the service industry I have worked some very non traditional shifts. My wife and I don't own a vehicle so we have to rely on the bus, bikes, or walking for our transit.</p> <p>I have had to be at work at 4:30 am and have not got done with my shift as late as 11:45pm while working at Starbucks. I now work in hotels in the Gateway area and a very common shift in the evening is 3pm to 11pm. It is impossible for me to get home on the bus going from Gateway and Beltline to my home at 22nd and City View.</p> <p>I would like to see more late night buses going deeper into the night. Not all of the routes that you have listed but 5 or 6 of them that would cover as much of the metro population as possible. For instance, if the 66 and 67 and EmX are extended out then not the 12 as only the Harlow section is not doubled up.</p> <p>Adding an 11:45 bus and even a 12:45am bus to some of these key routes would help people get home from the bars as well and could keep some people from drinking and driving, or being in an unsafe situation late at night. If I can provide any more input please let me know.</p>
<p>Increase in Service Span</p>	<p>Later on Fridays and Saturdays          Earlier Monday through Friday</p>

Increase in Service Span	I have to be at Riverbend Med. Center by 6:30 from Willamette Christian Center P&R. I get off at 15:15. I would love a bus that did that. I would love a Park and Ride somewhere in West Eugene that goes to Riverbend! We used to have a P&R to Sacred Heart University District. I would like one again!
Increase in Service Span	I would like to see earlier times on Sat and Sun for the #24 Donald
Increase in Service Frequency	I would like to see more frequent buses along Coburg Road
Increase in Service Frequency	More buses...happier customers. Especially during peak traffic hours
Increase in Service Frequency	This would be great!
<b>MISC.</b>	
Seneca-Oakpatch (Prior #30)	<p>I'm wondering what happened to the #30 Bus Route.</p> <p>I think it's too bad that Bus is not still running as it was very popular for people in my area for getting to Fred Meyer and as it stands, we no longer have a direct route to do our shopping. Walking on 11th Ave has never been a joyous event, and there are many people on my street (Oak Patch Road) who could use a service like the #30 used to provide.</p> <p>Older people, women with small children, students, lots of people living in this area whom I think miss that Bus.</p> <p>What would one need to do to create a petition (?) to the LTD to consider bringing back a bus into Seneca Station from our area?</p> <p>As far as I'm concerned you could save money cutting off the Warren Loop on the #76, since I have never seen more than one or two people at any time using that part of the #76 ride, and use it to re-fund the #30.</p>
Beltline Express	<p>I want to submit this idea to greatly improve service for many of your users.</p> <p>Please consider installing a Beltline Express route, directly connecting Gateway to Barger (or even west 11th) with stops at River Road and Coburg Rd.</p> <p>Currently, if you're near Gateway and need to go to River Road/Santa Clara, it takes nearly 2 hours! You have to Ride to Eugene Station 1st to transfer to the Santa Clara bus. It makes no sense! Point A and B are like 7 minutes away from each other! It's very discouraging.</p>

<p>Mohawk Valley Service</p>	<p>I live out in the Mohawk Valley on Donna Road just off Marcola Street near milepost number 9 in Springfield. I have been out here a few years and I also work for UO-my question is why is there no bus service out this way?</p> <p>I have heard that there was service out here quite sometime ago but that was discontinued for unknown reasons? The demographics in the area have changed considerably and there are many more young families and people that wish to use alternative transportation to get into town. I have a number of colleagues who also work for UO as well as LCC who live out here, in addition to other neighbors who would gladly take the bus into town if it were available. there are also a number of people who also come out this way to use the Springfield country club and to visit friends.</p> <p>Given LTD provides services all the way out to the McKenzie ranger station, Veneta, Cottage Grove and a number of other areas that are substantially further away than the Mohawk Valley in Springfield, I would kindly ask that LTD would consider extending service out to this area, at least on a trial basis.</p> <p>There are several roads and places e.g. Mohawk General store, Donna Road in general, and the Marcola store to suggest just a few places where bus service could be routed and also turn safely, school buses drive this area all the time.</p> <p>When I lived in town, I always took the bus into work and also Saturday market and other shopping excursions, it would be really nice if we out here also had that opportunity rather than always drive.</p> <p>I very much appreciate you taking the time to read and consider my request. I'm also happy to provide other neighbor's information or they could contact you in support of my questions and request if needed.</p>
<p>The Child Center Service                  Marcola Road,                  between 42<sup>nd</sup>                  and Camp                  Creek</p>	<p>1. Our client-base is consistently around 1200 children/families across programs and sites.</p> <p>The main campus, at 3995 Marcola serves 90% of our clientele at any given time.</p> <p>The Child Center's hours of service are typically from 8am to 6pm M-F, however we do offer extended after-hour and Crisis services as well.</p> <p>2. Some school districts do provide transportation for children who are enrolled in our Therpeutic Day Treatment Programs (On-Site and School-Based), but do not for any type of appointments or additional services.</p> <p>I hope that answers your initial questions and please let me know if there's anything else I can help with.</p>
<p>Sunday Service</p>	<p>LTD should consider extending the Sunday schedule to run later routes. The are many of us here in Eugene and Springfield who ride LTD and work schedules that run into the later hours of Sunday. I believe that most of us wouldn't mind paying a higher fair on Sunday evenings in return for having that service</p>

<p>Safety/Injuries</p>	<p>These comments came from a very unhappy women who did not give her name. She said she has been injured on our buses several times and that we refuse to pay her medical expenses. Said she is going to start coming to our Board Meetings.</p> <ul style="list-style-type: none"> <li>• Buses should have seatbelts</li> <li>• Walkers should be secured on the buses</li> </ul> <p>Every stop should have a bench seat at it for disabled customers</p>
<p>Service to Florence</p>	<p>we live in Walton, when will service to FLorence start up again? There was a RAX bus many years ago. We have many friends around here who would use the bus also, especially as we are not getting any younger and the road to Eugene, and Florence can be pretty nasty in inclement weather</p>
<p>General comments</p>	<p>Get rid of the hub system!!          Use Downtown, Spfd station, and River Rd as existing SUBSTATIONS. Expand Gateway, W11th Fred Meyer, Amazon, LCC into SUBSTATIONS. Have dedicated buses that run in those areas from those substations and a connecting route or two. That would allow more frequent service, increased route coverage, increased rural coverage, conservation of fuel and resources, and best of all not taking 3-4 hours out of your day wasted on LTD's current inefficient and often redundant routes. Run the Emx on single lines only. Cut the Gateway short so it goes Riverbend and reruns. Make a rout along Main between Spfd Station and Thurston. Maybe a route up and down River Rd. And a route up and down W11th only. Having to come an go all they way downtown IS SUCH A WASTE OF TIME!!! BTW LTD, Lane County, and City of Eugene. Can you explain why you consistently refuse to listen to riders who for years have been asking for this more efficient routing??? Eugene is TOO BIG for the Single Hub System. AND why did you not take the opportunity to increase the accessibility and safety of bike paths at the North side of West 11th??? The majority of W11th area riders are on that North side and DO NOT have interconnected bike paths or easy and safe entrances from the North bike path that runs parallel to W11th onto local streets such as Bertlesen, Beltline, or to business. There are several safe easy entry/exit points on the south side and more planned. LTD please start planning for ease of use and efficiency. Ridership will also skyrocket. The ONLY people who use ltd now are students and people who have no choice.</p>
<p>Ads on buses</p>	<p>I'm a regular bus rider, and I'm experiencing problems with the ads. I had larger than life faces and printing looking back at me through the windows during my #91 bus ride today.</p> <p>I realize having ads plastered all over the buses bring in additional revenue, but it also shows no respect for the users of public transportation.</p> <p>And if you're looking to attract more people to ride the bus, please at least eliminate ads covering the windows so we can all clearly see outside the bus!</p>

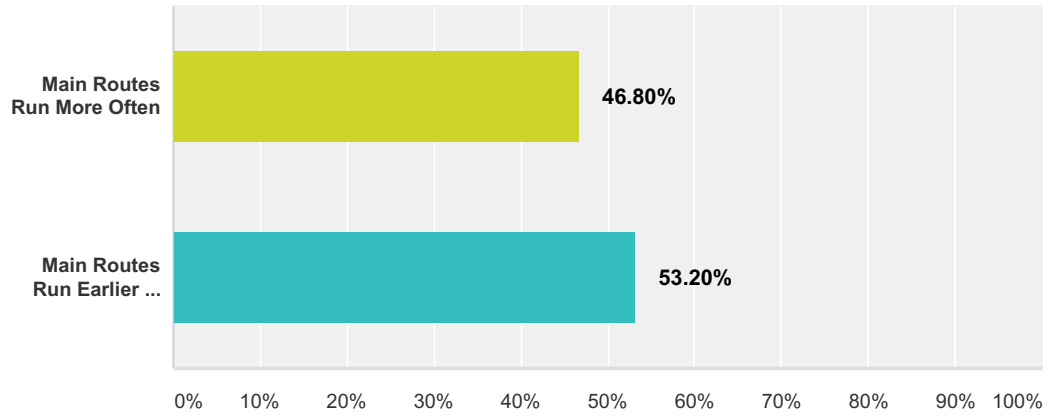


Diamond Express	Wants LTD passes to be usable on Diamond Express Service.
Bus stops	Add a bus stop at 30 <sup>th</sup> and Onyx and one at Spring Blvd.
Rhody Express Connection	Add Florence Service.
Malabon Elementary School bus stop	<p>Please consider re-establishing a route and bus stop that serves Malabon Elementary school on Taney Street, just north of Marshal.</p> <p>In the past, a bus stopped in front of the school. This line was important for many kids, especially transient homeless kids who maintained enrollment at Malabon, but moved throughout the city.</p> <p>Currently the school is being re-built, and a large playing field is planned where the current school is.</p> <p>The time is ripe for getting a route back here. A bay could be added to the ball field plan, or at least an on-street stop could be added easily.</p> <p>Please consider the equity in this request as many poor people rely on these services.</p> <p>Thank you for your great work!</p>

Q:\SP&MARR\2015\Public Input July 1, 2014 - June 30, 2015\ARR Public Input Beginning July 1, 2014.docx

**Q1 Which is better for the community; more frequent service on main routes or main routes running later or earlier?**

Answered: 562 Skipped: 0

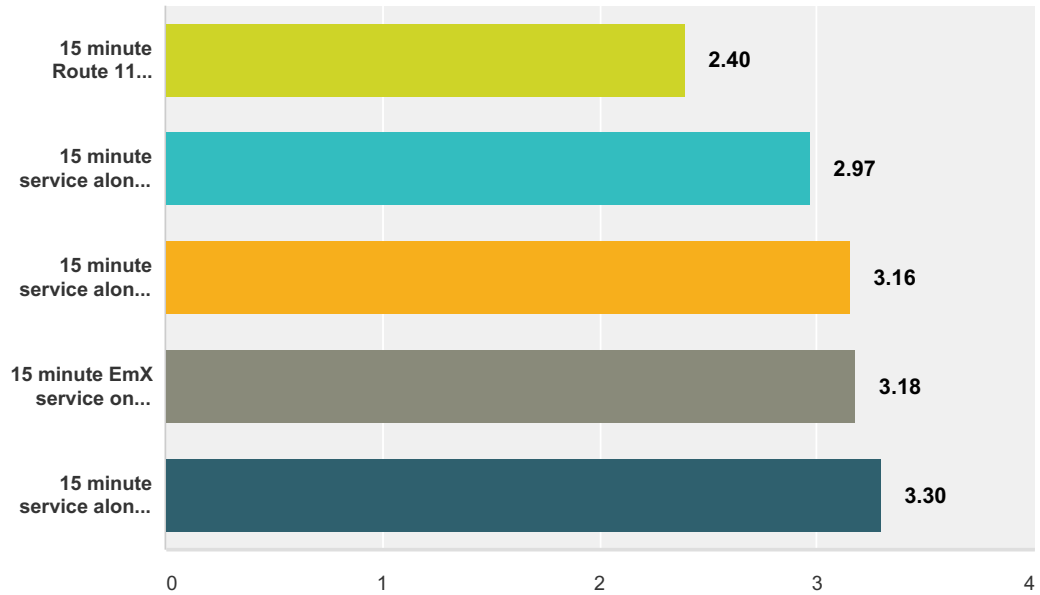


Answer Choices	Responses
Main Routes Run More Often (1)	46.80% 263
Main Routes Run Earlier or Later (2)	53.20% 299
<b>Total</b>	<b>562</b>

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	2.00	1.53	0.50

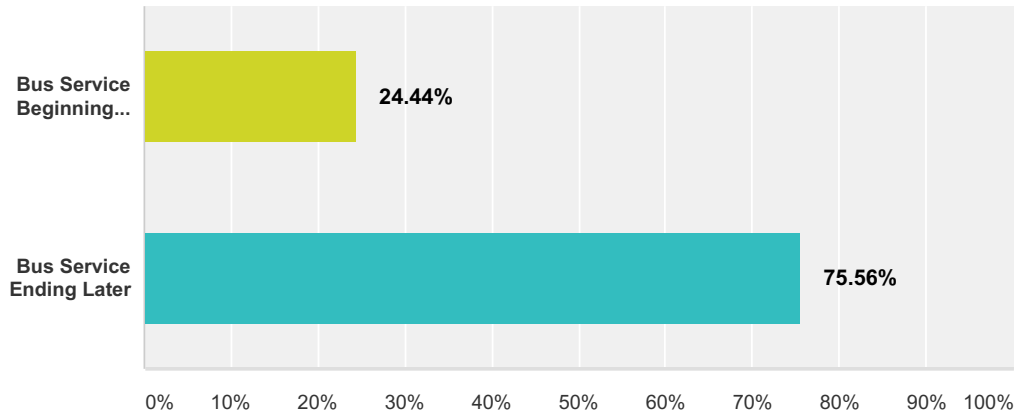
**Q2 Rank the following frequency increases in order from most beneficial to the community to least beneficial.**

Answered: 500 Skipped: 62



**Q3 If the service span was increased, which would benefit the community more?**

Answered: 491 Skipped: 71

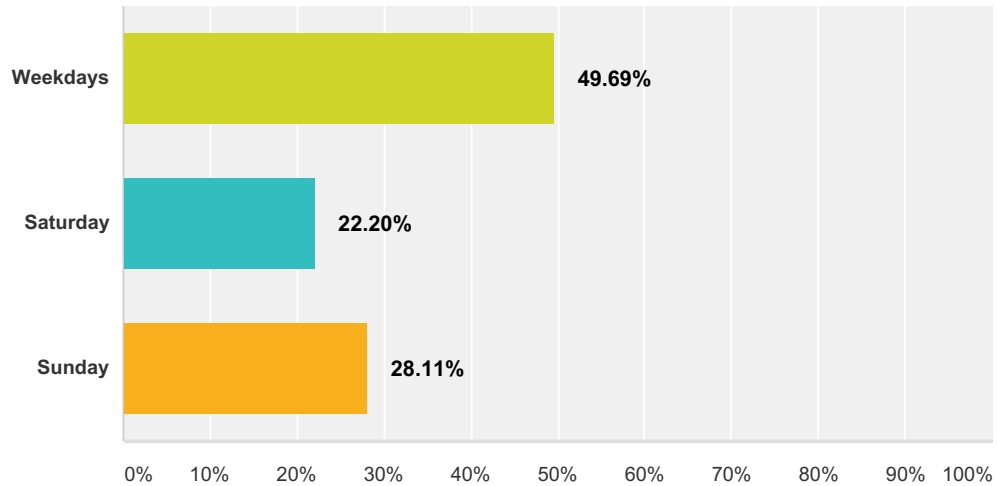


Answer Choices	Responses
Bus Service Beginning Earlier (1)	24.44% 120
Bus Service Ending Later (2)	75.56% 371
<b>Total</b>	<b>491</b>

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	2.00	1.76	0.43

**Q4 If the service span was increased, which days would benefit the community most?**

Answered: 491 Skipped: 71

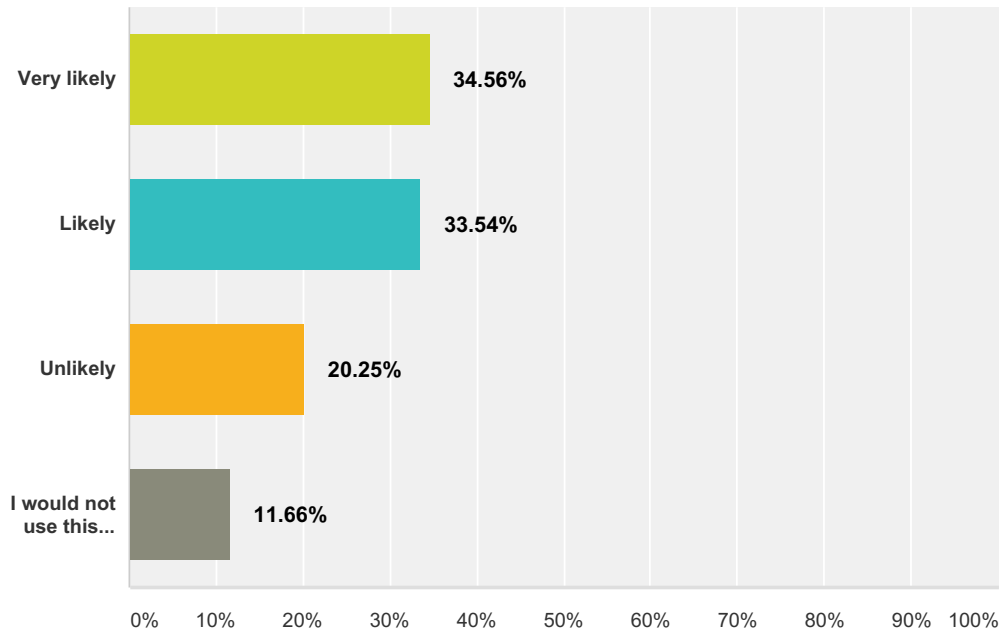


Answer Choices	Responses
Weekdays (1)	49.69% 244
Saturday (2)	22.20% 109
Sunday (3)	28.11% 138
<b>Total</b>	<b>491</b>

Basic Statistics				
<b>Minimum</b> 1.00	<b>Maximum</b> 3.00	<b>Median</b> 2.00	<b>Mean</b> 1.78	<b>Standard Deviation</b> 0.86

**Q5 LTD is exploring creating an airport connector. This connector will allow individuals to take Route 95 and connect to a shuttle service to the airport. How likely would you be to use this service to reach the airport?**

Answered: 489 Skipped: 73

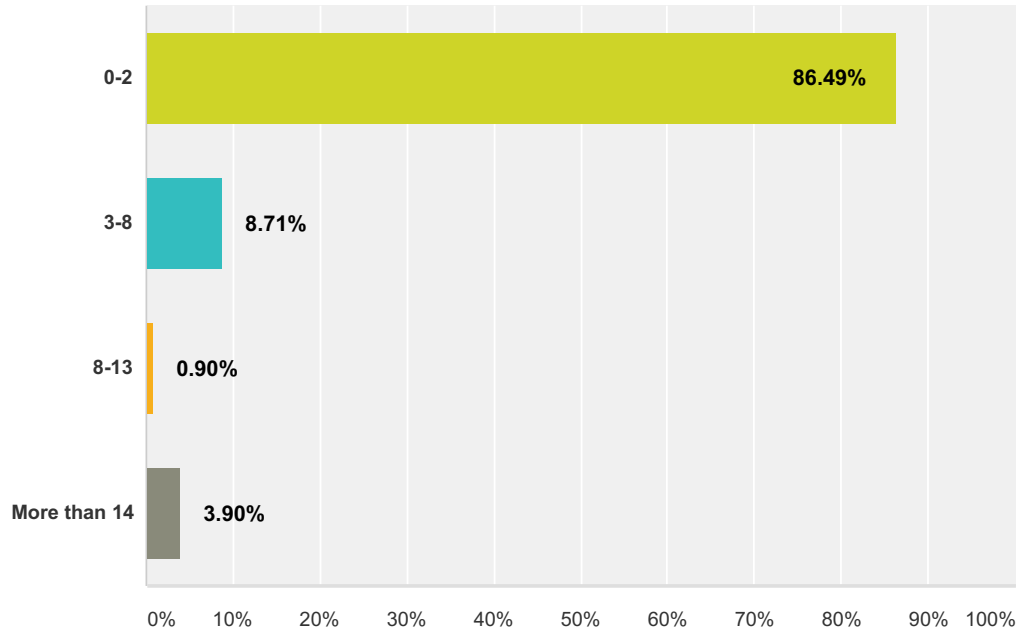


Answer Choices	Responses
Very likely (1)	34.56% 169
Likely (2)	33.54% 164
Unlikely (3)	20.25% 99
I would not use this service. (4)	11.66% 57
<b>Total</b>	<b>489</b>

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	4.00	2.00	2.09	1.00

**Q6 How many times a month do you think you would utilize this service to get to or get home from the airport?**

Answered: 333 Skipped: 229

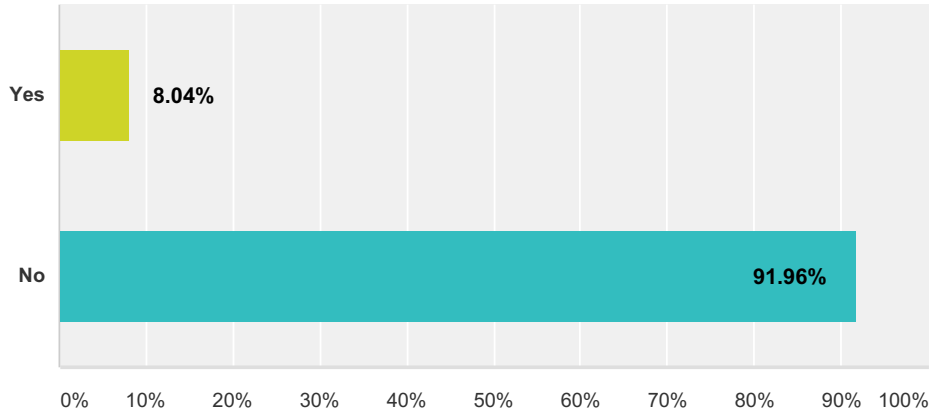


Answer Choices	Responses
0-2 (1)	86.49% 288
3-8 (2)	8.71% 29
8-13 (3)	0.90% 3
More than 14 (4)	3.90% 13
<b>Total</b>	<b>333</b>

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	4.00	1.00	1.22	0.65

### Q7 Do you currently ride Route 95?

Answered: 485 Skipped: 77



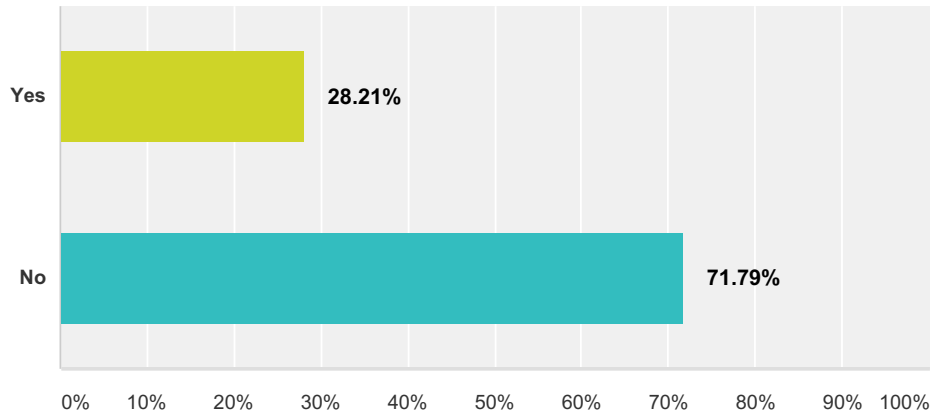
Answer Choices	Responses
Yes (1)	8.04% 39
No (2)	91.96% 446
<b>Total</b>	<b>485</b>

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	2.00	1.92	0.27



### Q8 Do you currently get on or off the bus along Prairie Road Loop?

Answered: 39 Skipped: 523

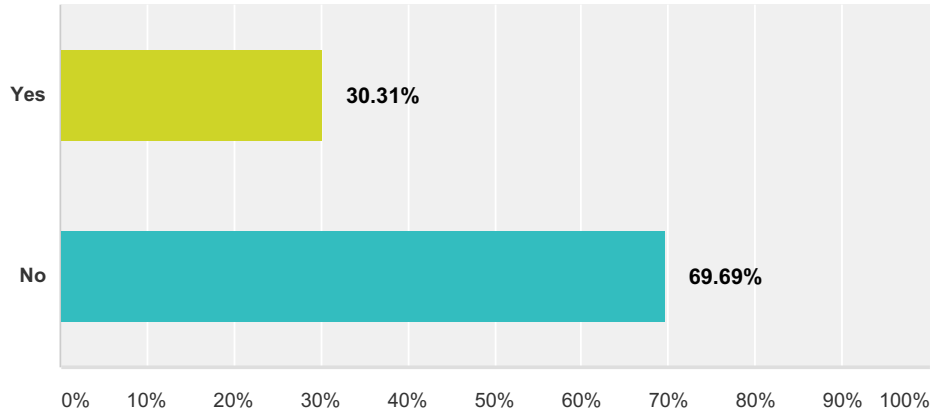


Answer Choices	Responses
Yes (1)	28.21% 11
No (2)	71.79% 28
<b>Total</b>	<b>39</b>

Basic Statistics				
<b>Minimum</b> 1.00	<b>Maximum</b> 2.00	<b>Median</b> 2.00	<b>Mean</b> 1.72	<b>Standard Deviation</b> 0.45

### Q9 Do you currently ride Route 51?

Answered: 485 Skipped: 77

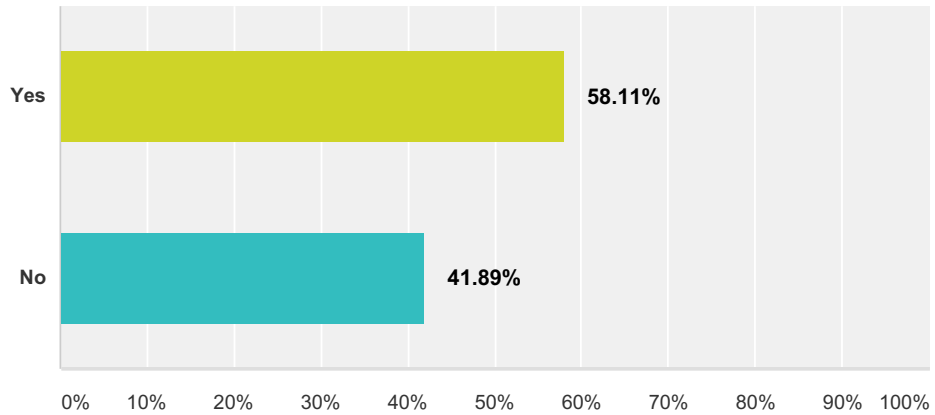


Answer Choices	Responses
Yes (1)	30.31% 147
No (2)	69.69% 338
<b>Total</b>	<b>485</b>

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	2.00	1.70	0.46

### Q10 Do you ride Route 51 between 6:30 and 9:30 a.m.?

Answered: 148 Skipped: 414

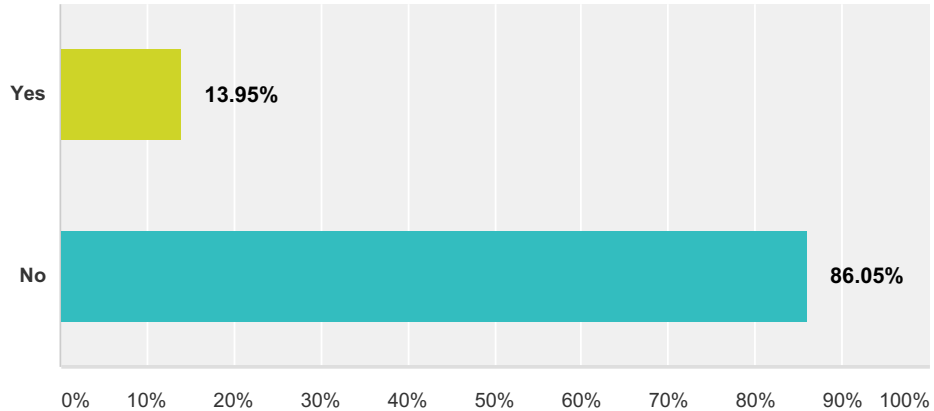


Answer Choices	Responses
Yes (1)	58.11% 86
No (2)	41.89% 62
<b>Total</b>	<b>148</b>

Basic Statistics				
<b>Minimum</b> 1.00	<b>Maximum</b> 2.00	<b>Median</b> 1.00	<b>Mean</b> 1.42	<b>Standard Deviation</b> 0.49

**Q11 If all trips for Route 51 between 6:30 and 9:30 a.m. departed Eugene Station 10 minutes earlier, would this have a negative effect on your normal travel?**

Answered: 86 Skipped: 476

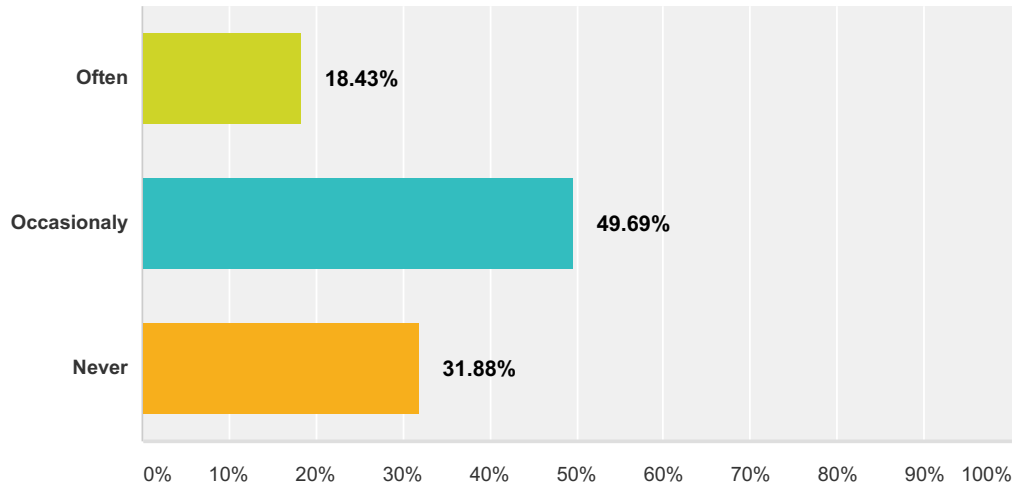


Answer Choices	Responses	Count
Yes (1)	13.95%	12
No (2)	86.05%	74
<b>Total</b>		<b>86</b>

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	2.00	1.86	0.35

**Q12 How often do you think you will use this new connection?**

Answered: 483 Skipped: 79



Answer Choices	Responses
Often (1)	18.43% 89
Occasionally (2)	49.69% 240
Never (3)	31.88% 154
<b>Total</b>	<b>483</b>

Basic Statistics				
<b>Minimum</b> 1.00	<b>Maximum</b> 3.00	<b>Median</b> 2.00	<b>Mean</b> 2.13	<b>Standard Deviation</b> 0.70

**Q13 Enter name to win a Kindle.**

Answered: 381 Skipped: 181

Answer Choices	Responses	
Name	100.00%	381
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City / Town	0.00%	0
State / Province	0.00%	0
ZIP / Postal Code	0.00%	0
Country	0.00%	0
Email	96.33%	367
Phone	94.23%	359

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** CONSENT CALENDAR

**PREPARED BY:** Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** Approval of Consent Calendar items

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**BACKGROUND:**

Issues that can be explained clearly in the written materials for each meeting, and that are not expected to draw public testimony or controversy, are included in the Consent Calendar for approval as a group. Board members can remove any items from the Consent Calendar for discussion before the Consent Calendar is approved each month.

The Consent Calendar for March 18, 2015, consists of:

- 1) Approval of the Minutes of the February 18, 2015, Regular Board Meeting
- 2) Appointment of Jody Cline to LTD Board Budget Committee

**ATTACHMENTS:**

- 1) Minutes of the February 18, 2015, Regular Board Meeting
- 2) Nomination Form for Jody Cline to the LTD Board Budget Committee

**PROPOSED MOTION:** I move that the Board adopt the following resolution:

LTD Resolution No. 2015-006: It is hereby resolved that the Consent Calendar for March 18, 2015, is approved as presented.

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MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

Wednesday, February 18, 2015

Pursuant to notice given to *The Register-Guard* for publication on February 12, 2014, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held a regular board meeting on Wednesday, February 18, 2015, beginning at 5:30 p.m., at the LTD Board Room, 3500 E. 17<sup>th</sup> Avenue, Eugene, Oregon.

Present: Gary Wildish, President  
Carl Yeh, Vice President  
Julie Grossman, Secretary  
Ed Necker, Treasurer  
Gary Gillespie  
Angelynn Pierce

Ron Kilcoyne, General Manager  
Jeanne Schapper, Clerk of the Board  
Lynn Taylor, Minutes Recorder

Vacant: Position 3

**CALL TO ORDER/ROLL CALL:** Mr. Wildish convened the meeting and called the roll.

**PRELIMINARY REMARKS BY BOARD PRESIDENT:** Mr. Wildish said that he felt the trip to Washington, D.C. last week had been productive.

**COMMENTS FROM THE GENERAL MANAGER:** Mr. Kilcoyne remarked that the vacant Board position was not likely to be filled until March 2015. He said that the Federal Transit Administration (FTA) had recently issued apportionments for Fiscal Year (FY) 2015, and it included the remaining \$51 million for the West Eugene EmX Extension project.

**ANNOUNCEMENTS AND ADDITIONS TO THE AGENDA:** Mr. Wildish announced that a third executive session would be added to the agenda.

**BOARD CALENDARS:** Mr. Kilcoyne reviewed upcoming events for the months of March, April, and May. He noted that former LTD Board member Greg Evans would be the emcee for the Freedom Fund Dinner on February 27. He asked Board members to contact Ms. Schapper if they wished to attend. He added that the March 18 Board meeting would be held at the Eugene Library.

**EMPLOYEE OF THE MONTH — MARCH 2015:** The Board recognized Operations Supervisor Rick Thompson as the March 2015 Employee of the Month.



Mr. Wildish thanked Mr. Thompson for his service and commitment to LTD's mission and presented him with a certificate of appreciation, a check, and a pin commemorating his award. Mr. Thompson thanked the Board for his award and said that he enjoyed the opportunity to help people and that he appreciated having the support and flexibility to meet customers' needs.

**AUDIENCE PARTICIPATION:** Mr. Wildish explained the procedures for offering comments to the Board.

**Josef Siekiel-Zdzienicki**, Eugene, expressed disappointment that trees were being cut down along sections of the West Eugene EmX Extension corridor before full funding was received for the project. He said that it appeared in the current financial report that LTD had gone below the mandated budget reserve. He said that even though the federal government had appropriated the funds, LTD should not proceed until it actually received the funds. He said that he had participated in the Jefferson-Westside Neighborhood tree inventory and found that the landscape was now very naked in sections of the corridor.

**Bob Macherione**, Eugene, representing Our Money, Our Transit (OMOT), apologized for irritating an LTD employee at a previous meeting. He expressed concern about the composition of the City of Springfield's stakeholder advisory committee for the Main Street-McVay Highway study. He said that he did not feel that the committee consisted of the general public because it included Mike Eyster, former LTD Board president, and a representative of the Wildish Land and Development Company, which he felt was a conflict of interest. He said he felt that OMOT was not acknowledged for bringing true, honest facts to the table. He said that even though revenues had gone up, no service had been restored.

**EXECUTIVE (NON-PUBLIC SESSION):** Mr. Wildish announced that the Board would now meet in executive session pursuant to ORS 192.660(2)(h), to consult with counsel concerning legal rights and duties regarding current litigation or litigation likely to be filed; ORS 192.660(2)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions; and ORS 192.660(2)(f), to consider information or records that are exempt by law from public inspection.

**MOTION** Mr. Yeh moved that the LTD Board of Directors meet in Executive Session pursuant to ORS 192.660(2)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions. Ms. Pierce provided the second. Discussion: It was clarified by Mr. Wildish that the Board would meet in executive session pursuant to the three ORS stated earlier.

**VOTE** The motion was approved as follows:

AYES: Gillespie, Grossman, Necker, Pierce, Wildish, Yeh (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: None

The Board entered Executive Session at 5:46 p.m. LTD staff present during executive session included Service Planning Manager Tom Schwetz, Director of Customer Services and Planning Andy Vobora, Controller Tom Schamber, Director of Administrative Services Roland Hoskins, and Finance Manager/CFO Todd Lipkin. Also present was Attorney Dwight Purdy, Thorp Purdy Jewett, Urness & Wilkinson. Attorney Rafe Peterson, Holland & Knight, joined the meeting by conference call at 5:47 p.m. and left the meeting at 6:00 p.m. Mr. John Brown, Evans, Elder, and Brown, joined the meeting at 6:01 p.m. and left the meeting at 6:30 p.m.

**RETURN TO REGULAR (OPEN) SESSION:** The Board returned to regular session at 6:35 p.m.

**ITEMS FOR ACTION AT THIS MEETING:**

**MOTION Consent Calendar:** Mr. Necker moved adoption of LTD Resolution No. 2015-004: It is hereby resolved that the Consent Calendar for February 18, 2015, is approved as presented. Mr. Yeh provided the second. The Consent Calendar consisted of the Minutes of the January 21, 2015, Regular Board Meeting and the January 28, 2015, Special Board Meeting.

**VOTE** The resolution was adopted as follows:  
AYES: Gillespie, Grossman, Necker, Pierce, Wildish, Yeh (6)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: None

**Pension Funding Policy and Objectives:** Finance Manager Todd Lipkin explained that the Statement No. 67 related to the pension plans themselves and to new accounting and auditing standards. Statement No. 68 related to LTD's financial reporting for pensions; the major change was that the unfunded liabilities for the plan would now be recorded on LTD's books. He said that the statements would put current practices into policies and that they had been discussed with the Board Finance Committee.

**MOTION** Mr. Necker moved that the Board adopt the following resolution: LTD Resolution 2015-005: It is hereby resolved that the Pension Funding Policy and Objectives for the Lane Transit District Salaried Employees' Retirement Plan and the Pension Funding Policy and Objectives for the Lane Transit District Pension Plan for Bargaining Unit Employees are approved as presented. Mr. Yeh provided the second.

Ms. Grossman asked if the Finance Committee had expressed any concerns about the new policies. Mr. Lipkin said that no concerns were raised and that the Committee had discussed strategies for funding pension plans to 100 percent. He said that under the new policies, there were differences in methodologies for funding plans, rates for funding, and reporting. He said that he would provide to the rest of the Board copies of the materials given to the Finance Committee.

Mr. Necker said that the Finance Committee was comfortable with the new policies and that they were consistent with Board direction for the last several years for funding pension plans and reducing unfunded liabilities.

Mr. Lipkin explained the impacts of valuations and assumptions on both plans.

VOTE

The motion was approved as follows:

AYES: Gillespie, Grossman, Necker, Pierce, Wildish, Yeh (6)

NAYS: None

ABSTENTIONS: None

EXCUSED: None

### **ITEMS FOR INFORMATION AT THIS MEETING:**

**Board Member Reports:** Mr. Wildish reported that at the last Metropolitan Policy Committee meeting, Gary Gillespie has been appointed to be the Central Lane Metropolitan Planning Organization's representative to the Oregon Metropolitan Planning Organization Consortium (OMPOC).

**2015 Fare Recommendation:** Director of Customer Services and Planning Andy Vobora stated that although under the District's Fare Policy fares were scheduled to be increased in 2015, staff had recommended to the Finance Committee maintaining the current fare pricing for another year. He said that a summary of the Committee's discussion was included in the agenda packet. The Finance Committee concurred with the staff recommendation and was recommending to the Board maintaining LTD's current fare pricing for FY 2015-2016. He asked for affirmation of the Finance Committee's recommendation.

Mr. Gillespie asked if the 10-ride tickets were popular. Mr. Vobora replied that they had filled the gap created when the District ceased using tokens and were being used at the same level.

Mr. Wildish determined that there was Board consensus to accept the Finance Committee's recommendation.

**American Bus Benchmarking Group (ABBG) Update:** Mr. Kilcoyne stated that LTD is a member of the ABBG, which is composed of 17 transit districts, and is a model for collecting data and comparing performance to that of other transit agencies to identify areas of strength and areas where improvement is needed. He said that the ABBG focuses on creating a process for continuously collecting standardized data and measuring, comparing, and understanding the performance of organizations. It also facilitates the sharing of knowledge and best practices among ABBG members.

Mr. Kilcoyne said that data was collected on a wide range of performance categories, including:

- Organizational growth and improvement
- Customer focus

- Internal processes
- Financial performance
- Safety
- Environmental sustainability

Mr. Kilcoyne used a series of slides to illustrate how LTD compares to other transit districts in several areas under each of the performance categories. He noted that LTD has high performance in ridership, but also high costs as compared with other districts. He said that data was collected annually, and the process was managed by the Imperial College in London, which had established benchmarking groups around the world. The ABBG is the first to target transit systems in the United States. He added that ABBG data is used in LTD's strategic planning activities to target areas for improvement.

Ms. Grossman said that it would be interesting to see comparisons from year-to-year.

Mr. Gillespie commented that it appeared that LTD's maintenance per mile and maintenance training costs were higher, but passenger injuries were much lower than most of the other districts. He said that he felt that was a reasonable trade-off.

Mr. Kilcoyne said that higher costs were not necessarily a negative; it indicated what the District was focused on. He said that the question was if the investment added value to the District. He said that LTD tended to be ranked toward the top in areas such as safety, on-time performance, and other customer-related factors.

Mr. Wildish asked if ABBG provided cross-agency technical assistance. Mr. Kilcoyne said that was the primary purpose of the organization.

**Monthly Financial Report:** Mr. Lipkin clarified that LTD invests in areas relating to quality of service and value to the public, which is reflected in performance. He said that ABBG provides a forum for peer assistance that is very helpful for staff.

Responding to questions posed to staff during the January Board meeting, Mr. Lipkin reported that the District had 3,204 vendors in its system, with 810 of those active within the last two years. He said that of 100 new vendors, only one was a disadvantaged business enterprise (DBE). He said that there were very few DBE vendors in the community and that it was a stringent process to become DBE certified.

In response to a question from Mr. Gillespie, Mr. Lipkin said he believed that the District had an overall goal of 3 to 4 percent DBE vendors.

Mr. Lipkin reported that the Accessible Transportation Committee had approved the Grant Committee's recommendations for allocation of \$4.7 million in Special Transportation Fund and 5310 Elderly and Disabled Fund money over the next two fiscal years. Those dollars would fund a variety of accessible transportation programs.

Mr. Lipkin said that the current trend was for increasing payroll tax receipts; and while the take-backs for overpayment would continue to have an impact throughout the fiscal year, receipts were still ahead of projections.

In response to a question from Ms. Grossman, Mr. Lipkin said that the discrepancy in state-in-lieu funds appeared to be a timing issue related to the University of Oregon's payments.

**Board Committee Assignments:** Mr. Wildish stated that this was an addition to the evening's agenda. Assignments were reviewed and finalized.

**2015 Annual Route Review Update:** Mr. Gillespie commented that he had participated in one of the sessions and found it to be very productive. He added that he was interested in taking a survey in front of the library and asked how many online surveys had been completed.

Marketing Manager Russ Arnold said that more than 300 online surveys had been completed to date, and staff was contacting the library about conducting surveys in the foyer. He said that staff also would conduct surveys at the Springfield Station. He said that the response was somewhat lower this year, likely due to the fact that there were no service reductions being proposed.

Mr. Wildish observed that survey responses in previous years had a significant impact on decisions related to route adjustments.

Mr. Vobora said that a full summary would be provided to the Board during the March 18 meeting and public hearing.

**Performance Reports:** There were no questions or comments.

**Monthly Grants Report:** There were no questions or comments.

**Monthly Department Reports:** There were no questions or comments.

**ADJOURNMENT:** Mr. Wildish adjourned the meeting at 7:33 p.m.

LANE TRANSIT DISTRICT:

ATTEST:

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Julie Grossman  
Board Secretary

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Jeanne Schapper  
Clerk of the Board

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Lane Transit District  
P. O. Box 7070  
Springfield, Oregon 97475

(541) 682-6100  
Fax: (541) 682-6111

**CONSENT CALENDAR ITEM:  
LTD BOARD BUDGET COMMITTEE NOMINATION**

March 18, 2015

**Background:**

The LTD Board Budget Committee is composed of the seven members of LTD's Board of Directors and seven community members who are nominated and approved by the Board and serve for three-year terms. The non-Board Budget Committee members must reside within the District's service boundaries, but are not required to live in the same subdistrict as the Board member making the appointment.

Board Member Ed Necker is nominating Jody Cline to a new three-year term, which will expire on January 1, 2018. The nomination form for Ms. Cline is attached. Also attached is a list of Budget Committee members showing the term expiration date for each and the nominating Board member.

**Attachments:**

- 1) List of 2015-16 Budget Committee Members
- 2) Nomination Form for Jody Cline

**Recommended Action:**

The Board is asked to approve this nomination in the Consent Calendar presented for approval by the Board at the March 18, 2015, Board meeting.

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## LANE TRANSIT DISTRICT BUDGET COMMITTEE MEMBERS

(FY 2015-2016 Budget)

*Note: Budget Committee members are not required to live in the same subdistrict as the nominating Board member.*

SUBDISTRICT	NOMINATING BOARD MEMBER	TERM EXPIRATION	BUDGET COMMITTEE MEMBER	TERM EXPIRATION
1	Angelynn Pierce	12/31/16	Dwight Collins	1/01/16
2	Carl Yeh	12/31/16	Terry Smith	1/01/17
3	Vacant	12/31/14	Vacant	1/01/15
4	Ed Necker	12/31/17	Jody Cline	1/01/18
5	Gary Gillespie	12/31/17	Edward Gerdes	1/01/16
6	Gary Wildish	12/31/18	Jon Hinds	1/01/17
7	Julie Grossman	12/31/16	Dean Kortge	1/01/17



Lane Transit District

LANE TRANSIT DISTRICT
NOMINATION FOR BUDGET COMMITTEE

BUDGET COMMITTEE APPOINTMENT QUALIFICATIONS: ORS 294.336

Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body. . . . (5) The appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members' terms ends each year.

Board Member: Ed Necker
Date of Nomination: March 18, 2015
Term of Budget Committee Appointment: March 18, 2015 Effective Date January 1, 2018 Term Expiration Date
Approved by Board: Date

NOMINEE'S NAME: Jody Cline
Home Address: 5546 Charles Way, Eugene, OR 97402
Telephone Number: 541-517-7554
Business Address: LCOG Senior & Disability Services; 1015 Willamette Street, Eugene, OR 97401
Telephone Number: (541) 682-4432
PREFERRED MAILING/DELIVERY ADDRESS: LCOG
Occupation: Director, Senior and Disability Services
Brief statement of nominee's background that is relevant to budget committee appointment:
I work with consumer advocates, community partners, elected officials, and other stakeholders to promote quality services to seniors and people with disabilities. I am familiar with budget creation and management. In addition, I am interested in transportation options for vulnerable adults.



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** CENTRAL LANE SCENARIO PLANNING – DRAFT PREFERRED SCENARIO

**PREPARED BY:** Tom Schwetz, Planning and Development Manager

**ACTION REQUESTED:** Provide Advice on Draft Preferred Scenario

### BACKGROUND:

In 2009 the Oregon Legislature passed the Jobs and Transportation Act (House Bill 2001). The Jobs and Transportation Act requires that local governments in central Lane County conduct scenario planning and cooperatively select a “preferred scenario” that accommodates planned population and employment growth while achieving a reduction in greenhouse gas (GHG) emissions from passenger vehicles. The preferred scenario is composed of strategies in seven policies areas, which are described in Attachment 1. With the preferred scenario, the region could expect a 20 percent per capita reduction in GHG emissions from light vehicles over 2005 levels, meeting the state’s reduction target for the region. The region can expect about a 3 percent reduction in per capita emissions if current plans and policies are implemented (the “reference scenario”).

### Providing Advice on the Draft Preferred Scenario

The region is now at the point in the process where Lane County and the cities of Coburg, Eugene, and Springfield will cooperatively select a preferred transportation and land use scenario. As structured, the LTD Board will play an advisory role in this decision-making process.

The Draft Preferred Scenario Report is attached. The preferred scenario is composed of a balanced mix of seven broad strategies as illustrated in Figure 1. The preferred scenario recommends making major investments in the transit system to achieve an increase in per capita transit service and in ridership. Analysis conducted for the scenario planning process indicates that transit investments are one of the most effective means of reducing GHG emissions. There are seven specific transit strategies included in the preferred scenario. The strategies include:

Transit Strategy No. 1: Support a stable source of funding for transit capital investments.

Transit Strategy No. 2: Support a stable source of funding for transit operations and maintenance.

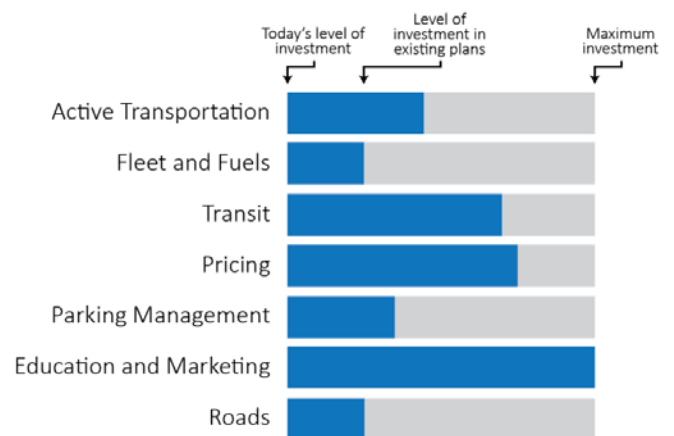


Figure 1

Transit Strategy No. 3: Support full implementation of the Frequent Transit Network (FTN) described in LTD's Long-Range Transit Plan.

Transit Strategy No. 4: Encourage new development along FTN corridors.

Transit Strategy No. 5: Improve transit access by focusing bicycling, walking, and safety improvements near transit stops and enhancing options for linking biking and transit trips.

Transit Strategy No. 6: Support increased service frequencies and support expanded service hours.

Transit Strategy No. 7: Improve rider experience.

In its advisory role, the Board may want to consider providing comments in the following areas:

1. Advice on the feasibility of the transit element of the preferred scenario
2. Advice on the community livability benefits of implementing the preferred scenario
3. Register any thoughts and concerns about moving forward (for example raising concerns about funding)

### Scenario Transit Element Feasibility

The seven transit strategies included in the preferred Scenario are all generally supportive of, and consistent with, LTD's Long-Range Transit Plan. The preferred Scenario expresses the level of transit service in terms of miles of transit per capita. In 2010 LTD provided 13 miles of transit per capita. In the 2035 reference case (essentially a 20-year extrapolation of existing conditions), LTD is forecast to provide 18 revenue miles per capita – a 38 percent increase over 2010 levels. This is relatively similar to LTD's experience over the last 20 years. Looking back over the 20-year period between 1991 and 2011, LTD increased its revenue miles of transit per capita by 34 percent. The reference case transit service level is estimated to generate a 43 percent increase in ridership over 2010 levels.

The 2035 preferred scenario would envision a significant increase in revenue miles of service per capita over 2010 levels. This scenario assumes approximately a doubling of per capita service levels from 2010. The preferred scenario transit service level is estimated to generate a 160 percent increase in ridership over 2010 levels.

The feasibility of the transit element of this scenario obviously rests on the financial resources available for operational purposes. In a context where this level of transit was deemed necessary to achieve GHG reduction in the Eugene-Springfield area, it could be reasonably assumed to be necessary in other parts of the state, and likely the country as a whole. From that standpoint, the scenario's transit element may only be feasible with a partnership involving significant state and federal assistance.

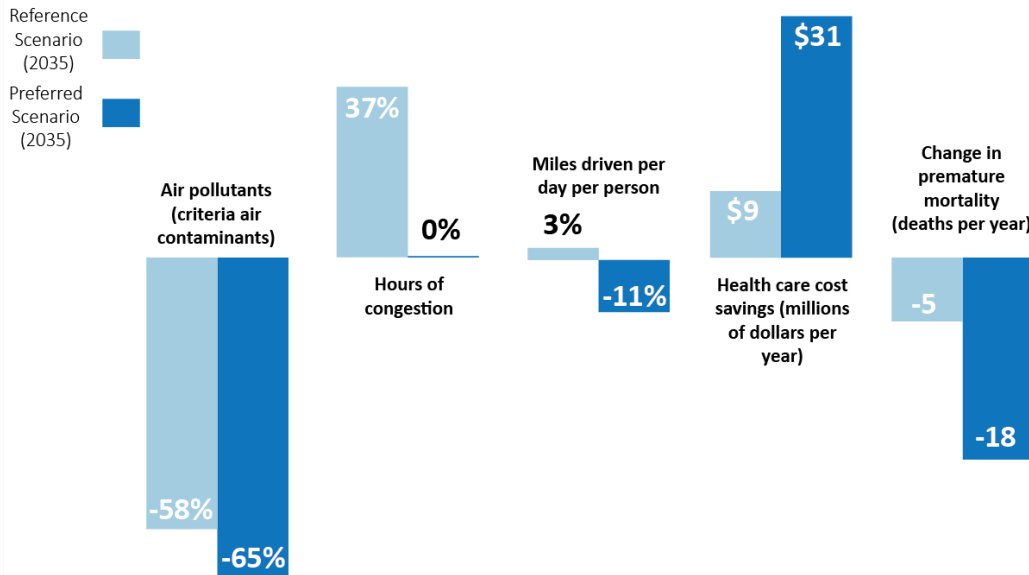
It should also be noted that the analysis conducted for the scenario planning process has been done at a high level. While it assumes a doubling of service is needed to generate the ridership projected, more detailed ridership analysis would be conducted using more sophisticated modeling tools to assess what level of service would be required to generate the necessary ridership levels.

### Community Livability Benefits of Implementing the Preferred Scenario

Much of the primary livability benefits of the Preferred Scenario stem from the safety and health benefits. These are summarized in the diagram below. The preferred scenario would significantly improve public health outcomes across the region as compared with today. Chronic disease, premature death, and health care costs would all decline due to more residents using active transportation modes such as cycling and walking. Some of this benefit also comes from residents driving less, and, therefore, experiencing fewer crashes.

Air quality would improve, with common air pollutants decreasing by two-thirds as compared to today. Per capita GHG emissions would decrease significantly. Emissions would decrease significantly due to improved fuel efficiency, new vehicle technologies, and transportation fuels becoming less carbon intensive. Additional policy actions included in the preferred scenario would reduce emissions even further.

Other livability benefits of the preferred scenario stem from potential equity outcomes. Equity outcomes would be dependent on how policies and strategies might be implemented. For example, if cycling and walking facilities are constructed in low-income parts of the region, equitable access to active transportation is likely to improve. Pricing and parking strategies included in the preferred scenario can have neutral effects on equity if mitigation measures, such as ensuring access to transit, are implemented



Thoughts and Concerns on Moving Forward

Based on the Board’s discussion, staff will incorporate board comments into a memo summarizing the discussion. This memo will be provided to Lane County and the cities of Coburg, Eugene and Springfield who will cooperatively select a preferred transportation and land use scenario.

- ATTACHMENTS:**
- 1) Central Lane Scenario Planning - Draft Preferred Scenario
  - 2) Draft LTD Board Advice on Central Lane Scenario Planning Draft Preferred Scenario

**PROPOSED MOTION:** I move the following resolution:

Resolution No. 2015-007: Be it resolved, that the LTD Board of Directors approves the Advice on Central Lane Scenario Planning Draft Preferred Scenario, as described in the attachment.

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\Central Lane Scenario Planning AIS 031815.doc

March 5, 2015

# CENTRAL LANE SCENARIO PLANNING

## DRAFT preferred scenario for review and discussion

Kristin Hull

Ryan Farncomb

Josh Roll

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### The preferred scenario

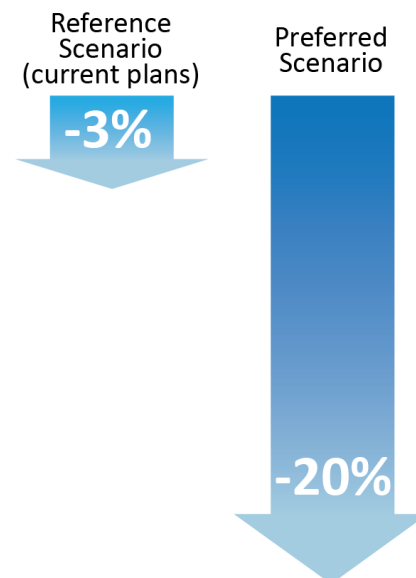
In 2009, the Oregon Legislature passed the Jobs and Transportation Act (House Bill 2001). The Jobs and Transportation Act requires the local governments in central Lane County to conduct scenario planning and cooperatively select a “preferred scenario” that accommodates planned population and employment growth while achieving a reduction in greenhouse gas emissions from passenger vehicles. The preferred scenario is comprised of strategies in seven policies areas, described below. With the preferred scenario, the region could expect a 20% per capita reduction in greenhouse gas emissions from light vehicles over 2005 levels, meeting the state’s reduction target for the region. The region can expect about a 3% reduction in per capita emissions if current plans and policies are implemented (the “reference scenario”).

The local governments – Lane County and the cities of Coburg, Eugene and Springfield – are not required to implement the preferred scenario.

This memo outlines preferred land use and transportation strategies for the region that will inform future local and regional decision making. The strategies contained in the preferred scenario are intended to be flexible and should be reconsidered over time. The strategies are not intended to be directive and are not regulatory.

This memo is organized around seven strategy areas: active transportation (bicycling and walking), transit, fleet and fuel changes, pricing, parking management, education and marketing, and roads. It describes the recommended level of action in each area and some potential strategies that could support the recommended level of action. Keep in mind that each local government could choose

#### How much does the preferred scenario reduce greenhouse gas emissions?



different strategies in each category to reach the recommended level of action.

These strategies would not be implemented in a vacuum – strategies influence and enhance each other. For example, strategies that encourage greater transit use also encourage more walking, resulting in greater public health benefits. Encouraging drivers to switch to other travel modes only works if they have viable options, meaning robust transit, walking, and bicycling infrastructure is needed.

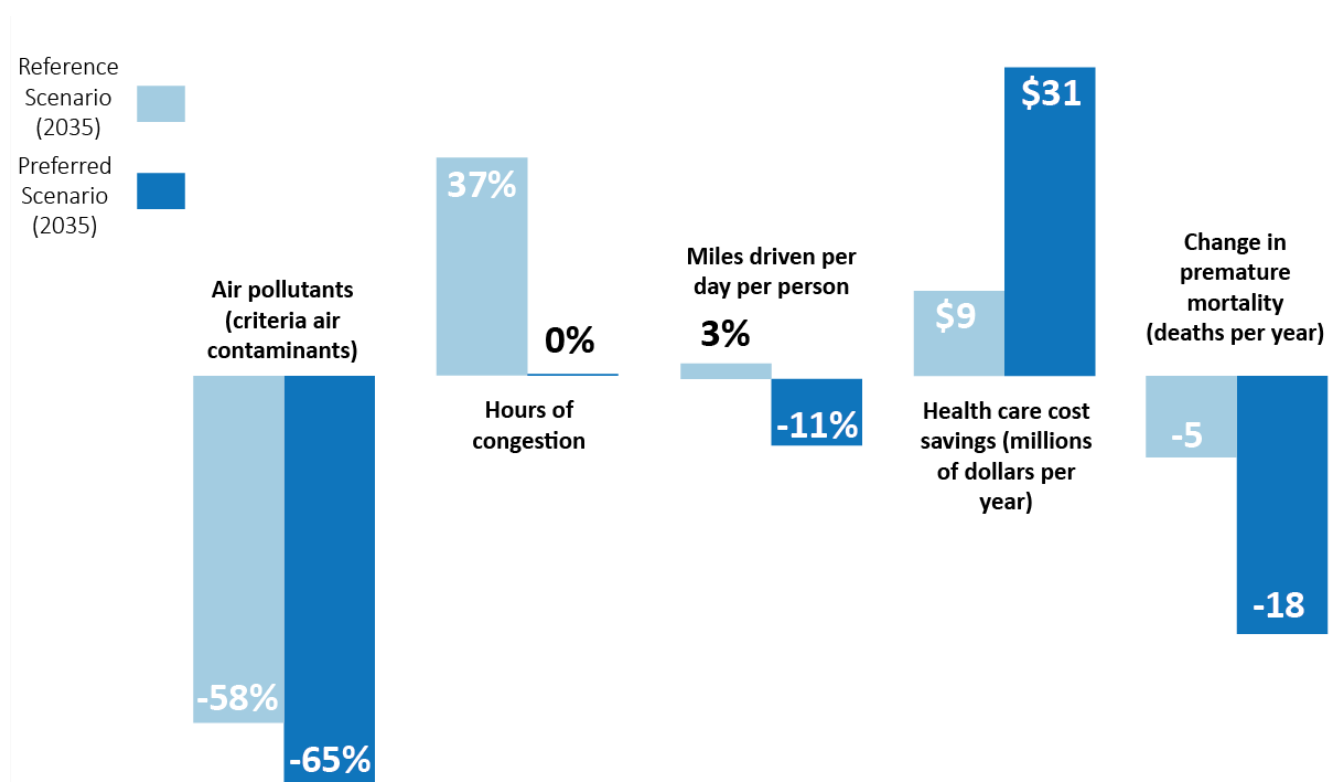
## Preferred scenario outcomes

The preferred scenario would help the region make progress in several different regional goal areas. The preferred scenario is compared to both current conditions and a “reference scenario.” The reference scenario represents what is expected to occur if existing plans and policies are implemented. The reference scenario makes significant progress toward regional goals. The preferred scenario would make further gains in the goal areas listed below.

### Public health

The preferred scenario would significantly improve public health outcomes across the region as compared to today. Chronic disease, premature death, and health care costs would all decline

#### Change as compared to today



due to more residents using active transport modes, like cycling and walking. Some of this benefit also comes from residents driving less and therefore experiencing fewer crashes.

## **Transportation**

Even with a 25% expected increase in population over the next 20 years, with the preferred scenario, congestion would not increase over today's condition. Freight delay would be less with the preferred scenario than with the reference scenario. The number of miles driven per person, on average, would decrease by about 11% over today.

## **Air quality and greenhouse gas emissions**

Air quality would improve, with common air pollutants decreasing by two-thirds as compared to today. Per capita greenhouse gas emissions would decrease significantly. Emissions would decrease significantly due to improved fuel efficiency, new vehicle technologies and transportation fuels becoming less carbon intensive. Additional policy actions included in the preferred scenario would reduce emissions even further.

## **Economy**

Time lost to congestion would stay about the same as today, but would decrease as compared to the reference scenario. Household driving costs, as a percentage of income, would stay about the same as today. Freight delay would be less than in the reference scenario. The preferred scenario could save more than \$50 million in annual fuel expenses. With no petroleum production or refining facilities in the region or the state, it is possible that much of these saving would stay in the local economy.

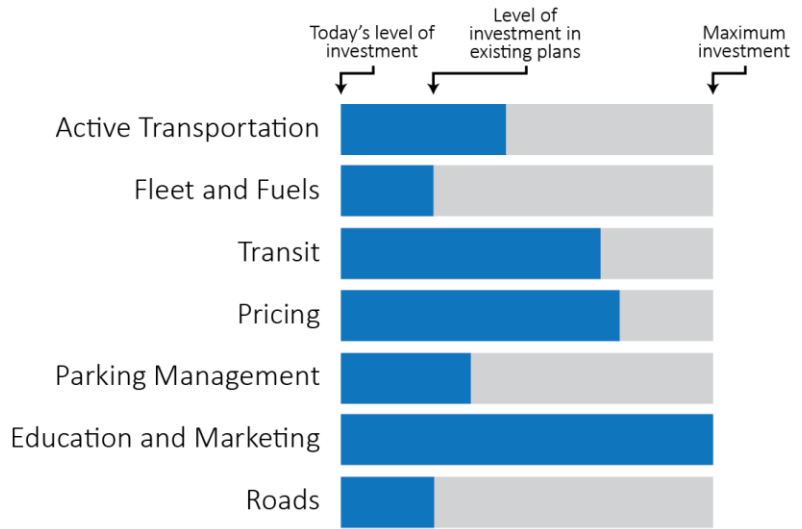
## **Equity**

Equity outcomes would be dependent on how policies and strategies might be implemented. For example, if cycling and walking facilities are constructed in low-income parts of the region, equitable access to active transportation is likely to improve. Pricing and parking strategies included in the preferred scenario can have neutral effects on equity if mitigation measures – like ensuring access to transit – are implemented

## **A balanced approach**

The preferred scenario represents a balanced approach toward investment in seven policy areas. The preferred scenario is most aggressive in “education and marketing” strategies, which are

relatively inexpensive, but magnify benefits from investments in other areas like active transportation and transit. The preferred scenario assumes modest investment in roadway optimization strategies which feature strongly in current plans and policy. Investment in other strategies lies in between these two. The preferred scenario does not rely too heavily on any one policy area, but is instead a realistic and balanced mix of



investments that would make significant progress toward regional goals. With “roads,” “parking management,” and “fleet and fuels,” the investment level corresponds to the level of investment already included in existing state or local plans. The other strategies include investment beyond existing plans. A recommended level of investment for each strategy area and individual strategies supporting that level of investment are described in the following sections.

## Active transportation: Invest beyond existing plans

### Emissions reduction effectiveness



Bicycling and walking (along with other “active” ways of getting around) are important ways for residents of central Lane County to get around the region. Eleven percent of regional trips are made by bicycling and walking today. The preferred scenario calls for a major

increase in active transportation. Changing demographics including lower car ownership rates among Millennials may contribute to this shift. However, the magnitude of change called for in the preferred scenario will require behavior change as well as new infrastructure and creative uses of fixed rights-of-way. For this reason, education and marketing strategies may be as important as active transportation strategies in achieving the levels of biking and walking envisioned in the preferred scenario.

### *Active transportation strategy #1: Build bicycling and walking projects in local 20 year plans.*

The recently updated Coburg and Springfield Transportation System Plans and the Eugene Pedestrian and Bike Master Plan includes biking and walking investments. To achieve the biking and walking mode shift envisioned in the preferred scenario, the 20 year plans for biking and walking improvements would need to be fully implemented. Special focus should be directed toward “separated” bicycle facilities, like cycle tracks and off-street paths. These types of facilities are the most comfortable for riders to use.

### *Active transportation strategy #2: Dedicate a larger share of local transportation dollars to constructing and maintaining biking and walking projects.*

Currently, less than 5% of regional transportation funds are spent on biking and walking projects that are not associated with a roadway project. To fully implement local plans, additional funding would need to be spent on biking and walking projects. In addition to capital funding to build new infrastructure, local governments will also need to identify additional funding for maintenance and operations of active transportation facilities. This may require identifying new funding sources, using a greater share of existing funds for biking and walking projects, or

expanding existing programs like ConnectOregon that fund multimodal projects. Depending on the funding source, this may mean working with state officials to remove barriers to using





some kinds of transportation funding on active transportation projects.

***Active transportation strategy #3: Implement a bike share program.***

To provide residents with more transportation choices, particularly for short trips, the region could implement a bike share program. Bike share programs enable more people to choose bicycling for some trips by providing easy access to bikes in areas where bike trips might make sense because parking is tight or distances are short.

***Active transportation strategy #4: Developer incentives to construct high quality bike and pedestrian infrastructure.***

As new areas are developed, Eugene, Springfield, Coburg and Lane County could choose to require or encourage (through incentives) developers to build high quality bike and pedestrian infrastructure like off-street paths, cycle tracks, buffered/protected bike lanes and wide sidewalks in new master planned areas.

***Active transportation strategy #5: Expand Safe Routes to Schools programs.***

Safe Routes to Schools programs encourage students to bike and walk to school. Currently, Eugene and Springfield partner with Eugene 4J School District, Bethel School District and Springfield School District to encourage students to choose active options for getting to and from school. With this strategy, local governments would expand this program by supporting partners in applying for Safe Routes to Schools grants, constructing infrastructure projects that make biking and walking near schools safe, or increasing funding for Safe Routes to Schools programs in the region.

***Active transportation strategy #6: Encourage development of healthy, walkable neighborhoods.***

Local land use plans call for the development of healthy, walkable neighborhoods where residents can meet many of their daily needs by walking or biking. Local governments can encourage development of these types of neighborhoods consistent with their current comprehensive plans through developer incentives such as tax exemptions, reduced parking requirements, restructured system development charges, and density bonuses.

**Active transportation: What would it take?**

The preferred scenario calls for a major increases – between 3 and 5 times current rates – in biking and walking in all cities in the region. Achieving this would require a combination of new biking and walking facilities and supportive programs to educate people about active transportation opportunities and make active modes more convenient. It will also require creative use of available rights-of-way to accommodate all road users. Achieving these increases may benefit from availability of emerging technologies like e-bikes.

## Fleet and fuels: Invest in existing plans

### Emissions reduction effectiveness



A key strategy for reducing light-duty vehicle fuel consumption and subsequent GHG emissions is for the vehicle fleet become more fuel efficient. Federal fuel efficiency standards have already increased fuel economy and will continue to do so into the future. Advanced vehicle technologies like electric and plug-in electric are making up a greater share of vehicle sales each year. This trend is being supported by a multi-state effort which includes Oregon through the Multi-State Zero Emissions Vehicle Action Plan<sup>1</sup>. In addition, the state of Oregon's Low Carbon Fuel standard seeks to decrease the carbon intensity of conventional gasoline and diesel fuel helping to reduce emissions.

## Transit: Invest beyond existing plans

### Emissions reduction effectiveness



The communities of central Lane County benefit from accessible, frequent, and convenient transit service. Transit service provided by the Lane Transit District (LTD) is more productive than most of its peer agencies. Improving transit service provides many community benefits. As part of the preferred scenario, Lane County and the cities of Coburg, Eugene and Springfield recommend making major investments in the transit system to achieve an increase in per capita transit service and in ridership.

### ***Transit strategy #1: Support a stable source of funding for transit capital investments.***

As state and federal dollars become scarcer, LTD may need to rely more heavily on local sources of revenue for major capital investments. Federal grant funding is becoming more competitive, meaning LTD may need to provide up to 50% matching funds for capital projects (instead of 10 or 20%). If implemented, the local governments in the region would support LTD in identifying a stable source for future capital funding.

<sup>1</sup> <http://www.deq.state.or.us/aq/orlev/>

***Transit strategy #2: Support a stable source of funding for transit operations and maintenance.***

The payroll tax, in addition to fare revenue, funds most of LTD’s operations and maintenance costs. To achieve the level of transit ridership envisioned in the preferred scenario, LTD would need a stable, sustainable source of funding beyond the current payroll tax. If implemented, the local governments in the region would support LTD in identifying a stable source for future operations and maintenance funding.



***Transit strategy #3: Support full implementation of the Frequent Transit Network (FTN) described in LTD’s Long Range Transit Plan.***

LTD’s “Frequent Transit Network” consists of transit routes with service frequencies of every 15 minutes or better all day, have service at least 16 hours of the day, and other distinct features. The FTN is the backbone of LTD’s system, providing high-quality, high-frequency service. To achieve the level of transit ridership envisioned in the preferred scenario, LTD would need to implement the FTN as illustrated in Figure 1. This includes seven EmX lines and improved transit service on other high performing routes as well as redesigned local transit service.

***Transit strategy #4: Encourage new development along FTN corridors.***

Eugene and Springfield each have existing policies that support employment and residential development along the FTN. To encourage redevelopment in these areas and to achieve needed densities to support increased transit and commercial services, Eugene and Springfield could provide incentives such as tax exemptions, reduced parking requirements, restructured system development charges, and density bonuses for new housing, retail or employment in designated corridors. Both cities are already implementing many of these strategies. Additionally, design considerations like wide sidewalks, landscaping, street lighting, and others contribute to successful transit streets. These programs and design considerations are likely to encourage walking and biking as well as transit use.

***Transit strategy #5: Improve transit access by focusing bicycling, walking, and safety improvements near transit stops and enhancing options for linking biking and transit trips.***

For transit service to work in the region, residents need safe access to transit stops on foot or bike. Local governments can support this access by focusing bicycling and walking investments such as new bike facilities, wayfinding signage, sidewalks, and improved pedestrian crossings near transit stops. LTD and local governments can also work together to enhance opportunities for community members to link biking and transit trips by offering secured bike storage at transit stops or more capacity for carrying bikes on buses. Integrating bike share programs with transit can also help bridge the “last mile” for transit users.

**Transit strategy #6: Support increased service frequencies and support expanded service hours.**

LTD currently has limited weekend and evening service on many routes and operates some routes with limited frequency. With this strategy, local governments would support LTD in identifying building partnerships to support transit, and identifying funding sources for transit operations to allow for new routes and increased service hours and frequencies.

**Transit strategy #7: Improve rider experience.**

Transit amenities like comfortable shelters, real time traveler information and electronic fare collection can make transit use easier and more comfortable. Other strategies, like adequate lighting, improve rider perceptions of safety. Local governments can support LTD in improving rider amenities by creating land use codes that allow LTD to place shelters along routes and supporting other LTD initiatives.

## Pricing: Invest beyond existing plans

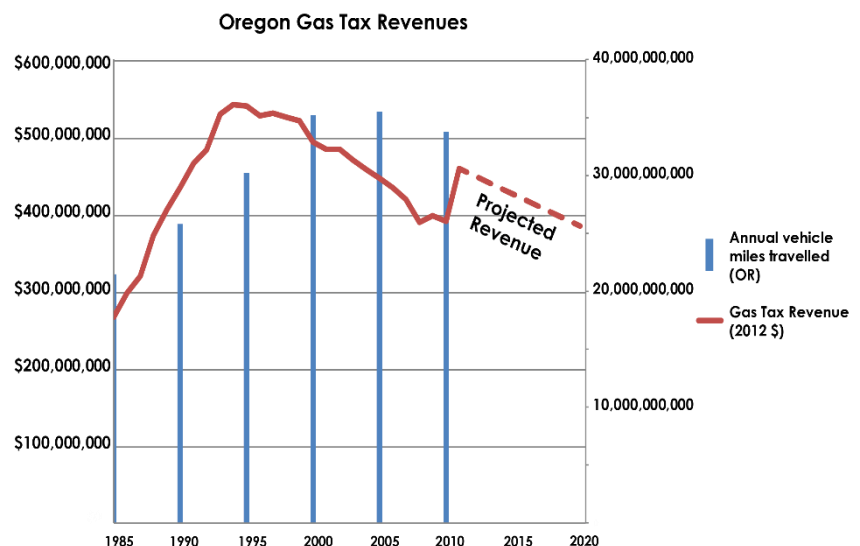
**Emissions reduction effectiveness**



Changing the way residents pay for driving by charging a different combination of taxes and fees could provide increased revenue for investing in the multimodal transportation system. The central Lane County region, along with most other jurisdictions in Oregon and the US, have long relied on federal and state revenues to fund

construction of the transportation system. However, revenues from both sources (which in large part come from user fees like fuel taxes) are stagnating or declining. Funds for operating and maintaining the system are even more constrained.

New vehicle technologies like plug in hybrid and electric vehicles become more common, traditional user fees like fuel taxes will become less viable and less equitable. Restructuring the way we pay for maintaining and improving the transportation system can support the investments that would be required to realize the preferred scenario. In addition to enhancing revenues, restructuring



transportation user fees can also encourage drivers to use other transportation modes for more of their trips, and can ensure that everyone pays for their use of the transportation system. The preferred scenario envisions a gradual change from the existing gas tax to a vehicle miles traveled fee as well as new taxes and fees that provide additional local revenues to pay for transportation projects. Parking pricing is considered separately as its own strategy.

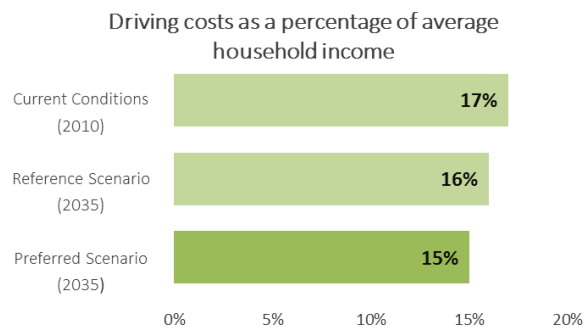
***Pricing strategy #1: Support state efforts to implement a vehicle miles traveled fee.***

The State of Oregon has been exploring a vehicle miles traveled fee through the Road Use Charge program. While local governments in the region cannot implement a vehicle miles traveled fee, they can support the state’s implementation efforts.

***Pricing strategy #2: Support Lane County’s efforts to raise the vehicle registration fee.***

Counties, under Oregon law, are able to enact a local vehicle registration fee. Lane County should seek an increase in the vehicle registration fee to increase funds available for maintenance and operation of the region’s transportation system. As of late 2014, all local governments in the region have endorsed an increase in the county’s vehicle registration fee.

***Pricing strategy #3: Support the private sector in fuller roll-out of pay-as-you-drive insurance.***

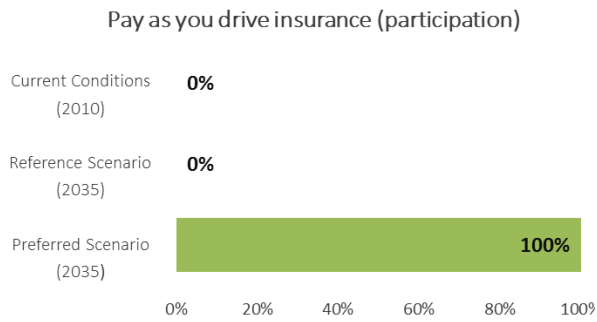


Pay-as-you-drive (PAYD) insurance is a newer form of automotive insurance that bases premiums on miles traveled instead of charging customers a lump sum each month. This flexibility allows drivers an incentive for choosing non-driving options resulting in cost savings for people who drive fewer miles.

***Pricing strategy #4: Support increases in the state and local fuel tax.***

**Pricing: What would it take?**

Without changes to the current fuel tax system and rate, Oregon will have less to invest in our transportation system in the future. Introduction of a vehicle miles traveled fee is one way of maintaining a user fee for our roadways as electric and plug-in hybrid cars become more ubiquitous on the state’s roadways.



While replacing the state and local gas tax with a vehicle miles traveled fee is a long-term goal, local governments should support increases to the state fuel tax including indexing the state fuel tax to inflation. In addition, local governments should consider increasing local fuel taxes and indexing local fuel taxes to inflation to increase funding for roadway operations and maintenance.

# Parking management: Invest in existing plans

## Emissions reduction effectiveness



Managing parking for both commuters and for other trips (like shopping downtown) is an effective tool for making more efficient use of the limited parking supply and reducing the need for additional parking. Parking management is implemented through local development codes.

Managing parking works best when used in a complementary fashion with other strategies; it is less effective in areas where transit or bicycle and pedestrian infrastructure is lacking. The preferred scenario envisions managing parking consistent with existing plans.

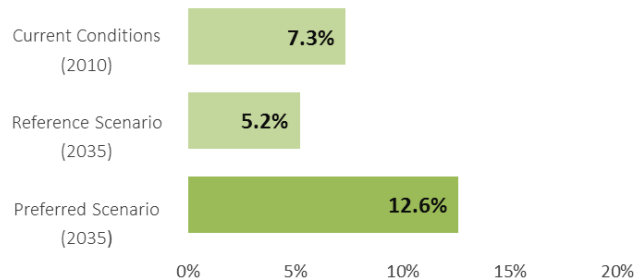
### ***Parking management strategy #1: Increase fees for long-term parking in some areas.***

Commuters already pay to park in downtown Eugene and the area around the University of Oregon. Eugene and Springfield may choose to expand the areas where commuters pay to park or to raise parking fees for publicly owned parking.

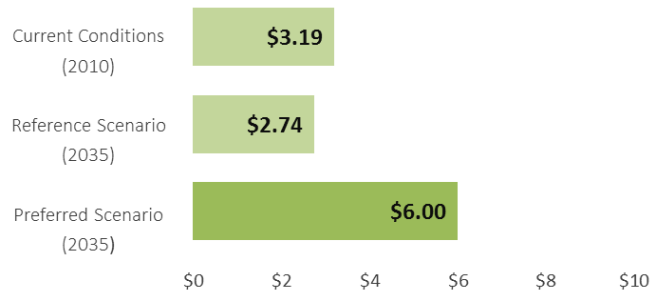
### ***Parking management strategy #2: Allow developers greater flexibility in providing parking.***

Local governments generally require developers to provide on-site parking for new development. Local governments may choose to revise development codes to remove minimum parking requirements or to encourage developers to decouple parking costs from rent costs for both residential and commercial properties. These changes would allow developers to respond to market demand for parking and reward households and businesses that do not need parking.

Work trips with charged parking



Average daily parking costs



## Education and marketing: Invest beyond existing plans

*Emissions reduction effectiveness*



Education and marketing programs are effective ways to change driver behavior and to make other investments, such as those in transit and active transportation, more effective. Education and marketing programs could include workplace commuting programs, individual marketing programs (like

SmartTrips), as well as encouraging expansion of car sharing programs. Other education programs will encourage “eco driving” practices (like keeping tires inflated and accelerating slowly from stops) to reduce vehicle fuel consumption and emissions.

### ***Education and marketing strategy #1: Expand individual marketing programs like SmartTrips.***

Eugene and Springfield have already launched effective SmartTrips programs. These programs could be expanded to more households and possibly targeted to new populations like Spanish-speaking households.

### ***Education and marketing strategy #2: Support eco driving practices.***

Eco driving practices like choosing low rolling resistance tires, keeping tires properly inflated, choosing to drive the household’s most efficient vehicle for most trips, and accelerating slowly from stops all help to reduce emissions. The local governments in the region can support widespread adoption of these practices through education and marketing campaigns.

#### **Education and marketing: What would it take?**

With the preferred scenario more than half of households and employees would participate in trip reduction programs. This would require expanding programs as well as improving the effectiveness of those programs.

### ***Education and marketing strategy #3: Expand car sharing in the region.***

Many residents need access to a car for some trips. Expanded car sharing, implemented by the private sector, could reduce the need for vehicle ownership and encourage residents to use biking, walking, transit and ridesharing for more trips. Expanded car sharing could include support for peer-to-peer car sharing or for traditional car sharing in dense areas.

### ***Education and marketing strategy #4: Expand participation in workplace commute reduction programs.***



Workplace commute reduction programs can include incentives for walking, biking and taking transit to work, or encouraging compressed work weeks or telecommuting. The region can support businesses in expanding workplace commute reduction programs by providing information to employers and possibly incentives to employers that participate.

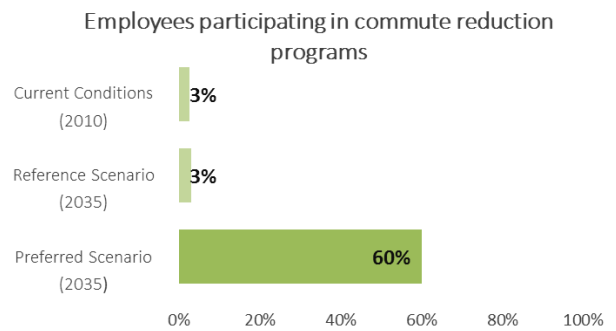
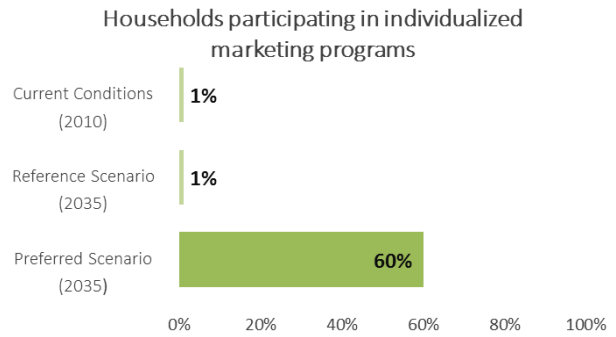
***Education and marketing strategy #5: Expand transit pass program.***

Currently, 65% of LTD riders have some sort of transit pass or pay an otherwise reduced fare. Transit pass programs are an effective way to increase transit ridership. For example, youth passes promote transit use habits that make them more likely to be adult transit riders. Local governments can support expanded transit pass programs by supporting residential pass programs or student pass programs.

***Education and marketing strategy #6: Support implementation of the Regional Transportation Options Plan and the state’s Transportation Options plan.***

The Regional Transportation Options Plan defines regional goals and strategies to support walking, biking, transit, ridesharing.

The state’s Transportation Options plan sets a similar policy context for state support of transportation options. Local governments can support these plans by adopting supportive policies in transportation system plans, funding projects and programs to support transportation options and encouraging employees to explore alternatives to driving alone to work.



**Roads: Invest in existing plans**

**Emissions reduction effectiveness**

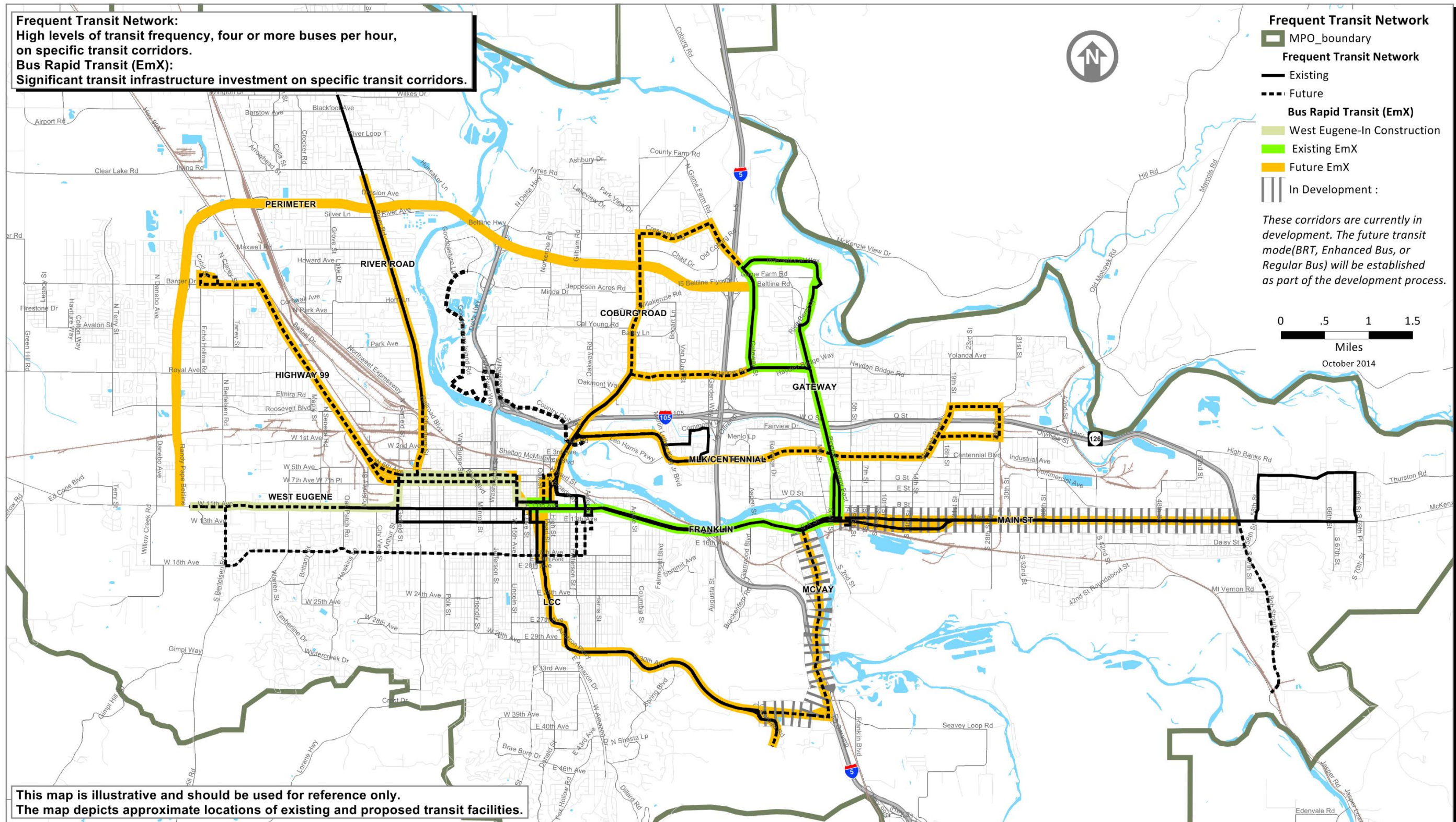


Many people in the region will continue to get around primarily by driving. State, regional and local transportation plans call for optimizing the existing transportation system before expanding roadways in the region. The preferred scenario calls for implementing these existing plans and implementing roadway optimization projects such as:

- Installing ramp meters on limited access highways
- Improving intersections by replacing signals with roundabouts or linking signals to allow for better traffic flow
- Managing access from private properties to arterial roadways
- Improving incident response to reduce congestion

Figure 1. Current frequent transit network

## Bus Rapid Transit System Development Status



## Draft

### LTD Board Advice on Central Lane Scenario Planning Draft Preferred Scenario

#### Scenario Transit Element Feasibility

We find that the seven transit strategies included in the preferred scenario are all generally supportive of, and consistent with, LTD's Long-Range Transit Plan. The 2035 preferred scenario would envision a significant increase in revenue miles of service per capita over current levels.

The feasibility of the transit element of this scenario rests on the financial resources available for operational purposes. In a context where this level of transit was deemed necessary to meet state-wide objectives in the Eugene-Springfield area, it could be reasonably assumed to be necessary in other parts of the state, and likely the country as a whole. From that standpoint, the scenario's transit element may only be feasible through a partnership involving significant state and federal assistance.

#### Community Livability Benefits of Implementing the Preferred Scenario

In a number of policy areas, the preferred scenario calls for investments beyond existing plans. As a result, there are a number of community livability benefits that extend from the implementation of the preferred scenario. As noted in the Preferred Scenario Report:

- The preferred scenario would significantly improve public health outcomes across the region as compared with today.
- Air quality would improve, with common air pollutants decreasing by two-thirds as compared to today. Per capita greenhouse gas emissions would decrease significantly.
- The preferred scenario could save more than \$50 million in annual fuel expenses.
- Other livability benefits of the preferred scenario stem from potential equity outcomes.

These are important outcomes to pursue. A number of the policy areas described in the preferred scenario come with a recommendation to "Invest beyond existing plans." Given the importance of these outcomes, the analysis in the preferred scenario document raises a question as to whether we are under-investing in our future.

We note that the report makes the point that "equity outcomes would be dependent on how policies and strategies might be implemented." For example, if cycling and walking facilities are constructed in low-income parts of the region, equitable access to active transportation is likely to improve. Pricing and parking strategies included in the preferred scenario can have neutral effects on equity if mitigation measures, such as ensuring access to transit, are implemented.

Whether it is this scenario or other regional strategies, implementation of a regional strategy should have equity at its heart. One thing that we should take away from this effort should be the importance of being thoughtful and collaborative in the implementation of a balanced set of strategies with the objective of improving the equity, health, and prosperity of the region.

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** LTD PENSION PLAN TRUSTEE APPOINTMENT

**PREPARED BY:** Ron Kilcoyne, General Manager

**ACTION REQUESTED:** Adopt Resolution Appointing Roland Hoskins as Trustee for LTD Salaried Employees' Retirement Plan

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**BACKGROUND:**

The Lane Transit District director of administrative services has historically been a Trustee on the Board of Directors for the Lane Transit District Salaried Employees' Retirement Plan. Former Administrative Services Manager Mary Adams' retirement and subsequent resignation have resulted in the need to appoint a new Trustee. LTD Director of Administrative Services Roland Hoskins has agreed to serve as Trustee.

**ATTACHMENTS:**

- 1) LTD Resolution No. 2015-008
- 2) Mary Adams Resignation as Trustee

**PROPOSED MOTION:**

I move approval of Resolution No. 2015-008, a Resolution Appointing Roland Hoskins as Trustee of the LTD Salaried Employees' Retirement Plan, to succeed Mary Adams as Trustee, and reappointing the other Trustees appointed by LTD (Ron Kilcoyne and Gary Gillespie), as stated in the attached Resolution.

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LTD Resolution No. 2015-008

RESOLUTION PROPOSED FOR ADOPTION BY THE  
BOARD OF DIRECTORS OF LANE TRANSIT DISTRICT  
AT THE MARCH 18, 2015, MEETING

By adopting the following resolution, the LTD Board would appoint Roland Hoskins as Trustee of the LTD Salaried Employees' Retirement Plan, to succeed Mary Adams as Trustee, and would reappoint the other Trustees appointed by LTD (Ron Kilcoyne and Gary Gillespie for the Retirement Plan):

Effective immediately:

Roland Hoskins is appointed as a Trustee under the Trust Agreement dated August 18, 1999, for the Lane Transit District Salaried Employees' Retirement Plan, as successor Trustee of Mary Adams, who has resigned as a Trustee. Ron Kilcoyne and Gary Gillespie are reappointed as Trustees under the Trust Agreement for the Retirement Plan. After these appointments, the Trustees under the Trust Agreement for the Retirement Plan are Ron Kilcoyne, Gary Gillespie, and Roland Hoskins.

RESIGNATION AS TRUSTEE

To: Lane Transit District  
Ron Kilcoyne  
Gary Gillespie

I resign as a Trustee under the Trust Agreement dated August 18, 1999, for the Lane Transit District Salaried Employees' Retirement Plan. I assign to the other Trustees under the Trust Agreement all moneys, securities, and other property of the Fund under the Trust Agreement that are in my custody. This resignation and this assignment are effective at the time the appointment of my successor as Trustee under the Trust Agreement is effective.

SIGNED \_\_\_\_\_, 2015.

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Mary Adams

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** BOARD MEMBER REPORTS

**PREPARED BY:** Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** None

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### BACKGROUND:

Board members have been appointed to Board committees and to the Metropolitan Policy Committee (MPC), the Lane Council of Governments (LCOG) Board of Directors, and, on occasion, to other local, regional, or national committees. Board members also present testimony at public hearings on specific issues as the need arises. After meetings, public hearings, or other activities attended by individual Board members on behalf of LTD, time will be scheduled on the next Board meeting agenda for an oral report by the Board member. The following activities have occurred since the last Board meeting:

### MEETINGS HELD:

Board members may take this opportunity to report briefly on any one-on-one meetings they have held with local officials or other meetings that they have attended on behalf of LTD.

1. **Main Street Projects Governance Team:** This committee was formed to provide informed direction and collaborative decision making to support the Main Street-McVay Transit Study and four other concurrent projects along Main Street in Springfield. Board Members Gary Wildish and Angelynn Pierce serve as LTD's representatives on this committee. The Team met on February 24 to review the final recommendations of the Stakeholder Advisory Committee (SAC) for the Main Street-McVay Transit Study. The Governance Team concurred with the SAC recommendations and advanced the recommendations to the Springfield City Council and the LTD Board.
2. **Lane Council of Governments (LCOG) Board of Directors:** LTD Board Member Carl Yeh represents LTD on the LCOG Board of Directors as a non-voting member. The LCOG Board meets five times a year. At the February 26 meeting, the Board received presentations on LCOG orientation. Also at the meeting, the Board received information on the Second Quarter Fiscal Report, the Senior and Disability Services Annual Informational Report, and feedback from the Appreciation Dinner. Additionally, the Board took action on approval of the Food for Lane County Contract for Metro Meals on Wheels.
3. **EmX Steering Committee:** The EmX Steering Committee generally meets every two months and is composed of Chair Carl Yeh, Board Members Julie Grossman and Gary Gillespie, members of local units of government, and community representatives. At the March 3 meeting, the Committee received information on the role that transit is playing in the Central Lane Scenario Planning Project. Also at the meeting, the Committee received a presentation about LTD staffs' visit to FTA Region X to discuss a system-level approach to corridor development; discussed transit modes and service levels; and received information on the West Eugene EmX Extension. Additionally, two Committee members volunteered to participate on the Sounding Board for the system-level study (currently referred to as the *Key Corridor Study*).

4. **Metropolitan Policy Committee (MPC):** Board Member Gary Wildish and Board Member Gary Gillespie are LTD's MPC representatives, with Board Member Julie Grossman serving as an alternate. MPC meetings are held on the first Thursday of each month. At the March 5 meeting, the Committee adopted a resolution amending the Metropolitan Transportation Improvement Program (MTIP) to approximately \$50 million of the FTA 5309 Small Starts funds for the West Eugene EmX Extension; ODOT staff provided an update on the All Roads Transportation Safety (ARTS) grants; had a discussion with Committee members about the Main Street-McVay Project; and received a project update on the West Eugene EmX Extension.
5. **LTD Board Service Committee:** The Board Service Committee is composed of Chair Ed Necker and Board Members Gary Gillespie and Angelynn Pierce. Meetings are scheduled on an as-needed basis. At the March 9 meeting, the Committee reviewed proposed 2015-16 Annual Route Review service adjustments.
6. **Lane Area Commission on Transportation (LaneACT):** In 2009 the Oregon State Legislature directed Lane County to develop an Area Commission on Transportation (ACT). Commission membership includes representatives from Lane County, cities within the county, Lane Council of Governments, and LTD, meeting on the second Wednesday of the month. Board President Gary Wildish serves as LTD's representative on this Commission. At the March 11 meeting, ODOT staff provided information on the Highway 126 West Safety Task Force, Statewide Transportation Improvement Program and Transportation and Growth Management Project Implementation and Funding, and Transportation System Plans' completion statuses. The ACT also received an update on the United Front trip, the 2015 Legislative Session, and the status of the City of Eugene Transportation System Plan.
7. **LTD Pension Trusts:** LTD's two pension plans (one for ATU-represented employees and one for administrative employees) are each governed by a board of trustees. The Pension Trustees generally meet three times a year. LTD Board Member Gary Gillespie serves as a trustee for both plans. The March 16 meeting agenda indicated that trustees would receive reports from the investment consultant and the actuary.
8. **LTD Board Human Relations Committee:** The Board Human Relations Committee is composed of Chair Gary Gillespie and Board members Julie Grossman and Gary Wildish, and generally meets on the second Tuesday of the month. The March 10 meeting was canceled. At its March 16 meeting, the Committee met in executive session to review and evaluate the performance of the LTD general manager.
9. **Accessible Transportation Committee (ATC):** The 16-member ATC is composed of both consumers and providers who are interested in transportation services for people with disabilities, people with low incomes, and older adults. The Committee meets six to seven times per year on the third Tuesday of the month. Board Member Ed Necker was appointed to the ex officio position representing the LTD Board on this committee. The March 17 meeting agenda was not available in time for inclusion in this agenda item summary.

#### **NO MEETINGS HELD:**

1. **LTD Board Finance Committee:** The Board Finance Committee is composed of Chair Gary Wildish and Board Members Carl Yeh and Ed Necker. Meetings are scheduled on an as-needed basis. The Committee last met on February 4; the next meeting has not been scheduled.



2. **Eugene Transportation Community Resource Group (TCRG) for the Eugene Transportation System Plan (TSP)**: The TCRG includes community members who have an interest in transportation issues in the City of Eugene. Board Member Ed Necker represents LTD on the TCRG. The Group last met on January 13; the next meeting has not been scheduled.
3. **Governor’s Oregon Passenger Rail Leadership Council**: Governor Kitzhaber created a leadership council of officials from the Willamette Valley to advise the governor and the Oregon Transportation Commission on a preferred alignment for intercity passenger rail improvements. LTD Board Member Gary Gillespie represents LTD on the Leadership Council, with LTD General Manager Ron Kilcoyne serving as alternate. The Council last met on December 15, 2014; the next meeting has not been scheduled.

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** 2015 LEGISLATIVE UPDATE

**PREPARED BY:** Edward McGlone, Government Relations Manager

**ACTION REQUESTED:** None

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### BACKGROUND:

The Oregon Legislature convened into session on Monday, February 2. Lane Transit District (LTD) is involved in a number of legislative projects, including multiple pieces of legislation to fund youth transit passes, a statewide transportation funding package, and efforts to fund elderly and disabled transit services.

The general managers from LTD, TriMet, Rogue Valley Transportation District, and Salem-Keizer Transit testified before the House Transportation and Economic Development Committee in early March to share the state of transit in Oregon. Presenters focused on how transit helps individuals be independent, grows local economies, and has a need for stable state funding. The State of Oregon provides approximately 3 percent of statewide transit operating funds while the national average is 24 percent. On Wednesday, March 11, the House Transportation and Economic Development Committee held a hearing on LTD's youth pass program as well as another proposal to fund youth transit passes. Legislators were very interested in the concept and appeared supportive of the program. The Chair of the committee will convene an in-session workgroup to combine the multiple proposals and attempt to pass legislation.

Kate Brown was sworn in as Oregon's new governor following the resignation of Governor John Kitzhaber under a cloud of alleged scandal. Governor Brown has retained key transportation staff advisers, including Karmen Fore, and has indicated a desire to continue moving forward with Governor Kitzhaber's previous efforts to develop a long-term vision for Oregon's transportation infrastructure.

**ATTACHMENT:** 2015 Regular Session Bill Summary Report, provided by Lobby Oregon

**PROPOSED MOTION:** None

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LTD

<a href="#">HB 2008</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	2/9/15
<b>Summary:</b>	Increases Oregon minimum wage rate in graduated steps through 2017.		
<b>Comments:</b>	Minimum Wage Increase		
<b>Status:</b>			
1/16/15	H - Referred to Business and Labor.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 2009</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	2/9/15
<b>Summary:</b>	Increases Oregon minimum wage rate in graduated steps to \$15 per hour by 2018.		
<b>Comments:</b>	\$15 Minimum Wage		
<b>Status:</b>			
1/16/15	H - Referred to Business and Labor.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 2082</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	1/12/15
<b>Summary:</b>	Imposes tax on each fuel supplier and utility based on amount of carbon in carbon-based fuel that is sold by fuel supplier to consumers in state or that is used to produce carbon-generated electricity supplied by utility to consumers in state.		
<b>Comments:</b>	Carbon tax		
<b>Status:</b>			
1/16/15	H - Referred to Energy and Environment with subsequent referral to Revenue, then Ways and Means.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 2086</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	1/12/15
<b>Summary:</b>	Imposes fee on fossil fuel or fossil fuel-generated electricity to be paid by vendors.		
<b>Comments:</b>	Carbon tax		
<b>Status:</b>			
1/16/15	H - Referred to Energy and Environment with subsequent referral to Revenue, then Ways and Means.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 2192</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	1/14/15
<b>Summary:</b>	Repeals sunset on provisions related to low carbon fuel standards.		
<b>Comments:</b>	Low Carbon Fuel Standards		
<b>Status:</b>			
1/16/15	H - Referred to Energy and Environment.		
1/12/15	H - First reading. Referred to Speaker's desk.		

Lobby Oregon  
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 Bill Summary Report

<a href="#"><u>HB 2236</u></a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#"><u>Bill Info</u></a>	No Position	0	1/13/15
<b>Summary:</b>	Directs moneys to city transit agencies from state agency assessments used to provide public transportation services.		
<b>Comments:</b>	Transportation Dollars from State Agencies		
<b>Status:</b>			
2/25/15	H - Public Hearing held.		
1/16/15	H - Referred to Transportation and Economic Development with subsequent referral to Ways and Means.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#"><u>HB 2237</u></a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#"><u>Bill Info</u></a>	No Position	0	1/13/15
<b>Summary:</b>	Requires transportation network company to maintain insurance policy to cover private passenger motor vehicle when vehicle's registered owner or designated operator actively participates as driver with transportation network company.		
<b>Comments:</b>	Private Passenger Insurance		
<b>Status:</b>			
1/16/15	H - Referred to Transportation and Economic Development.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#"><u>HB 2272</u></a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#"><u>Bill Info</u></a>	No Position	0	1/13/15
<b>Summary:</b>	Increases tax on motor vehicle fuels.		
<b>Comments:</b>	Fuel Tax		
<b>Status:</b>			
1/16/15	H - Referred to Transportation and Economic Development with subsequent referral to Revenue.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#"><u>HB 2274</u></a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#"><u>Bill Info</u></a>	No Position	0	2/9/15
<b>Summary:</b>	Changes name of Multimodal Transportation Fund to Connect Oregon Fund.		
<b>Comments:</b>	Connect Oregon Name Change		
<b>Status:</b>			
1/16/15	H - Referred to Transportation and Economic Development.		
1/12/15	H - First reading. Referred to Speaker's desk.		
<a href="#"><u>HB 2275</u></a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#"><u>Bill Info</u></a>	No Position	0	2/9/15
<b>Summary:</b>	Changes name of Multimodal Transportation Fund to Connect Oregon Fund.		
<b>Comments:</b>	Connect Oregon Name Change #2		
<b>Status:</b>			
1/16/15	H - Referred to Transportation and Economic Development.		
1/12/15	H - First reading. Referred to Speaker's desk.		

Lobby Oregon  
 2015 Regular Session  
 Bill Summary Report

[HB 2287](#)

	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	1/13/15
<b>Summary:</b>	Authorizes issuance of lottery bonds for transportation projects funded from Multimodal Transportation Fund.		
<b>Comments:</b>	Lottery Bond Funding		
<b>Status:</b>			
1/16/15	H - Referred to Transportation and Economic Development with subsequent referral to Ways and Means.		
1/12/15	H - First reading. Referred to Speaker's desk.		

[HB 2550](#)

	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	1/12/15
<b>Summary:</b>	Increases fuel tax and motor carrier taxes.		
<b>Comments:</b>	Increases gas tax		
<b>Status:</b>			
1/16/15	H - Referred to Revenue.		
1/12/15	H - First reading. Referred to Speaker's desk.		

[HB 2553](#)

	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	1/12/15
<b>Summary:</b>	Creates Task Force on Extending the Westside Express Service Commuter Line to Salem.		
<b>Comments:</b>	TF on Westside commuter line to Salem		
<b>Status:</b>			
1/16/15	H - Referred to Transportation and Economic Development with subsequent referral to Ways and Means.		
1/12/15	H - First reading. Referred to Speaker's desk.		

[HB 2612](#)

	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	Oppose	2	3/5/15
<b>Summary:</b>	Requires mass transit districts to resolve through binding arbitration certain disputes about fault.		
<b>Comments:</b>	Lawsuits against transit districts		
<b>Status:</b>			
3/11/15	H - Public Hearing and Work Session scheduled.		
1/16/15	H - Referred to Judiciary.		
1/12/15	H - First reading. Referred to Speaker's desk.		

[HB 2639](#)

	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	Support	1	1/13/15
<b>Summary:</b>	Funds free transit passes for secondary school students residing in service area of Lane Transit District.		
<b>Comments:</b>	LTD's school bus pass pilot		
<b>Status:</b>			
3/11/15	H - Public Hearing scheduled.		
2/27/15	H - Public Hearing cancelled.		
1/16/15	H - Referred to Transportation and Economic Development with subsequent referral to Ways and Means.		

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 2015 Regular Session  
 Bill Summary Report

1/12/15 H - First reading. Referred to Speaker's desk.

**HB 2646**

<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
No Position	0	2/19/15

**Bill Info**  
**Summary:** Makes failure of employer to grant employee unpaid parental leave to attend certain school-related activities unlawful employment practice.

**Comments:** Unpaid Parental Leave  
 It appears that the HB only excludes CBAs if they provide the benefit, ours does not so it would apply. We would not discipline an employee for taking time off for going to a conference etc. but it would count against the employees attendance record. The HB says that they cannot be disciplined for that specific occurrence but is not clear whether the absence can be counted as an occurrence under a broader attendance policy or is it like FMLA/OFLA where it cannot be counted against the employee for attendance policy purposes. I would not be in favor of this but if they need to do it, they should add this to the state wide sick leave laws that they are pushing through and quit nickel and diming employers with other leave laws.

**Status:**  
 2/20/15 H - Public Hearing held.  
 1/16/15 H - Referred to Business and Labor.  
 1/12/15 H - First reading. Referred to Speaker's desk.

**HB 2740**

<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
Neutral	3	1/13/15

**Bill Info**  
**Summary:** Changes name of Multimodal Transportation Fund to Connect Oregon Fund.

**Comments:** Connect Oregon name change

**Status:**  
 1/16/15 H - Referred to Transportation and Economic Development.  
 1/12/15 H - First reading. Referred to Speaker's desk.

**HB 2826**

<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
No Position	0	2/2/15

**Bill Info**  
**Summary:** Removes entering or remaining unlawfully in public transit vehicle or public transit station as manner of committing crime of interfering with public transportation.

**Comments:** Unlawful Entering or Remaining in Transit

**Status:**  
 2/6/15 H - Referred to Judiciary.  
 2/2/15 H - First reading. Referred to Speaker's desk.

**HB 2858**

<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
Neutral	3	2/3/15

**Bill Info**  
**Summary:** Includes transit pass costs as approved transportation costs for purpose of State School Fund distributions.

**Comments:** Transit passes paid in State School Fund

**Status:**  
 3/5/15 H - Public Hearing held.  
 2/11/15 H - Referred to Revenue.  
 2/4/15 H - First reading. Referred to Speaker's desk.

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<a href="#">HB 2979</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	2/13/15
<b>Summary:</b>	Funds free, or reduced-fare, transit passes for students attending public secondary schools and increased transit service in vicinity of public secondary schools.		
<b>Comments:</b>	\$20M student bus pass		
<b>Status:</b>			
3/11/15	H - Public Hearing scheduled.		
2/20/15	H - Referred to Transportation and Economic Development.		
2/13/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 2995</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	2/13/15
<b>Summary:</b>	Requires transportation network company to maintain insurance policy to cover private passenger motor vehicle when vehicle's registered owner or designated operator actively participates as driver with transportation network company.		
<b>Comments:</b>	Uber insurance		
<b>Status:</b>			
2/20/15	H - Referred to Transportation and Economic Development.		
2/13/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 3062</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	Support	2	2/20/15
<b>Summary:</b>	Exempts prepaid transportation cards from Uniform Disposition of Unclaimed Property Act and related statutes.		
<b>Comments:</b>	Prepaid transit cards LTD moving toward electronic fares		
<b>Status:</b>			
3/10/15	H - Public Hearing and Possible Work Session scheduled.		
2/27/15	H - Referred to Consumer Protection and Government Effectiveness.		
2/20/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 3105</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	Support	1	2/23/15
<b>Summary:</b>	Appropriates moneys from General Fund to Department of Transportation for passenger rail programs and for transportation programs and services for elderly individuals and individuals with disabilities.		
<b>Comments:</b>	E & D \$		
<b>Status:</b>			
3/2/15	H - Referred to Transportation and Economic Development with subsequent referral to Ways and Means.		
2/23/15	H - First reading. Referred to Speaker's desk.		
<a href="#">HB 3198</a>	<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
<a href="#">Bill Info</a>	No Position	0	2/27/15
<b>Summary:</b>	Provides that funds held in trust by mass transit district for purpose of paying post-employment benefits other than pensions are not surplus funds and may be invested in accordance with standard of judgment and care for investment of investment funds set forth in ORS 293.726.		

Lobby Oregon  
 2015 Regular Session  
 Bill Summary Report

**Comments:** Investment of surplus funds

**Status:**

3/5/15 H - Referred to Business and Labor.  
 2/27/15 H - First reading. Referred to Speaker's desk.

[HB 3256](#)

**Position**      **Priority**      **Date Input**

[Bill Info](#)      No Position      0      2/27/15

**Summary:** Establishes Infrastructure Matching Fund to allow Department of Transportation to provide grants for transportation projects.

**Comments:** ODOT Infrastructure Matching Fund

**Status:**

3/5/15 H - Referred to Transportation and Economic Development with subsequent referral to Ways and Means.  
 2/27/15 H - First reading. Referred to Speaker's desk.

[HB 3302](#)

**Position**      **Priority**      **Date Input**

[Bill Info](#)      No Position      0      3/3/15

**Summary:** Provides for annual adjustment of motor vehicle fuel taxes by percentage equal to percentage by which ratio of gallons of motor vehicle fuel sold in state to motor vehicles registered in state decreased from previous accounting period.

**Comments:** OTF Package  
 Index's gas tax; \$100M for Connect Oregon

**Status:**

3/6/15 H - Referred to Transportation and Economic Development with subsequent referral to Revenue.  
 2/27/15 H - First reading. Referred to Speaker's desk.

[HB 5040](#)

**Position**      **Priority**      **Date Input**

[Bill Info](#)      No Position      0      1/14/15

**Summary:** Appropriates moneys from General Fund to Department of Transportation for biennial expenses.

**Comments:** ODOT Budget

**Status:**

1/29/15 H - Assigned to Subcommittee On Transportation and Economic Development.  
 1/16/15 H - Referred to Ways and Means.  
 1/12/15 H - First reading. Referred to Speaker's desk.

[HJR 0010](#)

**Position**      **Priority**      **Date Input**

[Bill Info](#)      No Position      0      1/14/15

**Summary:** Proposes amendment to Oregon Constitution allowing Legislative Assembly to impose taxes on carbon emissions for purpose of funding reductions in carbon emissions and carbon fuel use.

**Comments:** Carbon tax amendment

**Status:**

1/16/15 H - Referred to Energy and Environment with subsequent referral to Revenue, then Rules.  
 1/12/15 H - First reading. Referred to Speaker's desk.

[SB 0167](#)

**Position**      **Priority**      **Date Input**

[Bill Info](#)      No Position      0      2/9/15

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**Lobby Oregon  
2015 Regular Session  
Bill Summary Report**

**Summary:** Allows taxicab driver to use mobile communication device while driving.

**Comments:** Taxi Cab Cell Phone Use

**Status:**

3/3/15 H - First reading. Referred to Speaker's desk.  
 3/2/15 S - Third reading. Carried by Beyer. Passed. Ayes, 18; nays, 12--Bates, Burdick, Dembrow, Devlin, Gelser, Monnes Anderson, Monroe, Prozanski, Riley, Rosenbaum, Shields, Steiner Hayward.  
 2/26/15 S - Recommendation: Do pass.  
 2/26/15 S - Second reading.  
 2/23/15 S - Public Hearing and Work Session held.  
 1/20/15 S - Referred to Business and Transportation.  
 1/12/15 S - Introduction and first reading. Referred to President's desk.

**SB 0177**

**Position Priority Date Input**

**Bill Info** Oppose 2 3/3/15

**Summary:** Requires registration of certain bicycles.

**Comments:** Bicycle Registration

**Status:**

1/20/15 S - Referred to Business and Transportation.  
 1/12/15 S - Introduction and first reading. Referred to President's desk.

**SB 0270A**

**Position Priority Date Input**

**Bill Info** No Position 0 1/15/15

**Summary:** Reallocates moneys for transportation projects listed in Oregon Jobs and Transportation Act of 2009.

**Comments:** Reallocation of Transportation Act Money

**Status:**

3/5/15 H - First reading. Referred to Speaker's desk.  
 3/4/15 S - Third reading. Carried by Girod. Passed. Ayes, 30.  
 3/3/15 S - Carried over to 03-04 by unanimous consent.  
 3/2/15 S - Second reading.  
 2/26/15 S - Recommendation: Do pass with amendments. (Printed A-Eng.)  
 2/23/15 S - Public Hearing and Work Session held.  
 1/20/15 S - Referred to Business and Transportation.  
 1/12/15 S - Introduction and first reading. Referred to President's desk.

**SB 0324A**

**Position Priority Date Input**

**Bill Info** No Position 0 1/15/15

**Summary:** Repeals sunset on provisions related to low carbon fuel standards.

**Comments:** Repeals Sunset on Low Carbon Fuel Standards

**Status:**

3/4/15 H - Motion to substitute Minority Report for Committee Report failed. Ayes, 25; Nays, 35--Barker, Barnhart, Barton, Boone, Buckley, Clem, Doherty, Evans, Fagan, Frederick, Gallegos, Gomberg, Gorsek, Greenlick, Helm, Holvey, Hoyle, Keny-Guyer, Komp, Lininger, Lively, McKeown, McLain, Nathanson, Nosse, Piluso, Rayfield, Read, Reardon, Smith Warner, Taylor, Vega Pederson, Williamson, Witt, Speaker Kotek.

**Lobby Oregon  
2015 Regular Session  
Bill Summary Report**

- 3/4/15 H - Motion to postpone indefinitely failed. Ayes, 25; Nays, 35--Barker, Barnhart, Barton, Boone, Buckley, Clem, Doherty, Evans, Fagan, Frederick, Gallegos, Gomberg, Gorsek, Greenlick, Helm, Holvey, Hoyle, Keny-Guyer, Komp, Lininger, Lively, McKeown, McLain, Nathanson, Nosse, Piluso, Rayfield, Read, Reardon, Smith Warner, Taylor, Vega Pederson, Williamson, Witt, Speaker Kotek.
- 3/4/15 H - Passed. Ayes, 31; Nays, 29--Barker, Barreto, Bentz, Boone, Buehler, Davis, Esquivel, Gilliam, Hack, Hayden, Heard, Huffman, Johnson, Kennemer, Krieger, McKeown, McLane, Nearman, Olson, Parrish, Post, Smith, Sprenger, Stark, Weidner, Whisnant, Whitsett, Wilson, Witt.
- 3/4/15 H - Motion to rerefer to Energy and Environment failed. Ayes, 25; Nays, 35--Barker, Barnhart, Barton, Boone, Buckley, Clem, Doherty, Evans, Fagan, Frederick, Gallegos, Gomberg, Gorsek, Greenlick, Helm, Holvey, Hoyle, Keny-Guyer, Komp, Lininger, Lively, McKeown, McLain, Nathanson, Nosse, Piluso, Rayfield, Read, Reardon, Smith Warner, Taylor, Vega Pederson, Williamson, Witt, Speaker Kotek.
- 3/4/15 H - Third reading. Carried by Vega Pederson.
- 3/3/15 H - Recommendation: Do pass.
- 3/3/15 H - Minority Recommendation: Do pass with amendments and be printed B-Engrossed.
- 3/3/15 H - Second reading.
- 2/26/15 H - Public Hearing and Work Session held.
- 2/24/15 H - Public Hearing held.
- 2/18/15 H - First reading. Referred to Speaker's desk.
- 2/18/15 H - Referred to Energy and Environment.
- 2/17/15 S - Motion to refer to the Committee on Finance and Revenue failed. Ayes, 12; nays, 18--Bates, Beyer, Burdick, Dembrow, Devlin, Edwards, Gelser, Hass, Johnson, Monnes Anderson, Monroe, Prozanski, Riley, Roblan, Rosenbaum, Shields, Steiner Hayward, President Courtney.
- 2/17/15 S - Third reading. Carried by Beyer. Passed. Ayes, 17; nays, 13--Baertschiger Jr, Boquist, Ferrioli, Girod, Hansell, Johnson, Knopp, Kruse, Olsen, Thatcher, Thomsen, Whitsett, Winters.
- 2/17/15 S - Motion to substitute Minority Report for Committee Report failed. Ayes, 12; nays, 18--Bates, Beyer, Burdick, Dembrow, Devlin, Edwards, Gelser, Hass, Johnson, Monnes Anderson, Monroe, Prozanski, Riley, Roblan, Rosenbaum, Shields, Steiner Hayward, President Courtney.
- 2/17/15 S - Motion to indefinitely postpone failed. Ayes, 12; nays, 18--Bates, Beyer, Burdick, Dembrow, Devlin, Edwards, Gelser, Hass, Johnson, Monnes Anderson, Monroe, Prozanski, Riley, Roblan, Rosenbaum, Shields, Steiner Hayward, President Courtney.
- 2/17/15 S - Vote explanation(s) filed by Kruse.
- 2/12/15 S - Second reading.
- 2/11/15 S - Minority Recommendation: Do pass with different amendments. (Printed A-Eng. Minority)
- 2/11/15 S - Recommendation: Do pass with amendments. (Printed A-Eng)(not concurring Olsen, Thomsen.)
- 2/4/15 S - Public Hearing and Work Session held.
- 2/2/15 S - Public Hearing held.
- 1/20/15 S - Referred to Environment and Natural Resources.
- 1/12/15 S - Introduction and first reading. Referred to President's desk.

**SB 0414**

**Bill Info**

**Summary:**

**Position      Priority      Date Input**

No Position      0      2/24/15

Permits employee of contracting agency that conducts cost analysis or determines feasibility of procurement, or exclusive representative of employee's bargaining unit, to seek judicial review of cost analysis or determination.

**Comments:** From a contracting standpoint, I do not believe the new law would apply to us. ORS 279B.030, 033, and 036 address cost analysis and feasibility requirements for ensuring that the cost of contracting out for services is more economical than having the same services performed by employees of the agency. These statutes permit an Oregon agency to contract out if a feasibility study shows that it is not feasible for employees to perform the same work – and they describe the requirements for performing the required cost analysis and/or feasibility study.

BUT, special districts, to include mass transit districts like LTD, are not subject to these cost analysis and feasibility study statutes [ref. ORS 279B.030(3)(c)].

So I do not believe the new SB 414 would impact us directly for procurement purposes. It could, however, result in indirect impacts that could stem from other agencies having to go through judicial review of their processes. Those impacts could include delays in executing contracts with other agencies if their resources were being absorbed under these requirements. Contractors could also be impacted if their ability to work with affected agencies is threatened, and that could impact competition and pricing to LTD during procurements. Overall, I would think any impacts would be pretty minor to LTD.

-Mary Talentinow

**Status:**

2/18/15 S - Public Hearing held.  
 1/20/15 S - Referred to Workforce.  
 1/12/15 S - Introduction and first reading. Referred to President's desk.

[SB 0454](#)

[Bill Info](#)

Position	Priority	Date Input
No Position	0	2/9/15

**Summary:** Requires all employers to implement paid sick time for employees.

**Comments:** Mandatory Sick Leave

**Status:**

2/16/15 S - Public Hearing held.  
 1/20/15 S - Referred to Workforce.  
 1/12/15 S - Introduction and first reading. Referred to President's desk.

[SB 0454](#)

[Bill Info](#)

Position	Priority	Date Input
No Position	0	1/14/15

**Summary:** Requires all employers to implement paid sick time for employees.

**Comments:** Mandatory Sick Leave

**Status:**

2/16/15 S - Public Hearing held.  
 1/20/15 S - Referred to Workforce.  
 1/12/15 S - Introduction and first reading. Referred to President's desk.

[SB 0610](#)

[Bill Info](#)

Position	Priority	Date Input
No Position	0	2/10/15

**Summary:** Increases Oregon minimum wage rate in graduated steps to \$15 per hour by 2018.

**Comments:** Minimum Wage - \$15

**Status:**

2/10/15 S - Introduction and first reading. Referred to President's desk.

2/10/15 S - Referred to Workforce.

**SB 0629**

<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
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No Position	0	2/12/15
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**Summary:** Establishes Oregon Right to Rest Act.

**Comments:** Homeless - Right to Rest

**Status:**

3/12/15 S - Public Hearing Scheduled.

2/12/15 S - Referred to Human Services and Early Childhood.

2/12/15 S - Introduction and first reading. Referred to President's desk.

**SB 0682**

<b>Position</b>	<b>Priority</b>	<b>Date Input</b>
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No Position	0	2/19/15
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**Summary:** Increases Oregon minimum wage rate to \$10.75 on January 1, 2016.

**Comments:** \$10.75 Minimum Wage

**Status:**

2/20/15 S - Referred to Workforce.

2/19/15 S - Introduction and first reading. Referred to President's desk.

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** 2014 BUSINESS COMMUTE CHALLENGE REPORT

**PREPARED BY:** Cammie Harris, Business Commute Challenge Coordinator, and  
Theresa Brand, Transportation Options Manager

**ACTION REQUESTED:** None. Information Only.

---

### **BACKGROUND:**

The Business Commute Challenge (BCC) is a region-wide, week-long challenge that encourages employees of businesses in the region to try a different transportation mode for their commute. The event is held in mid-May to coincide with International Bike Day. Each day of the challenge highlights a different transportation mode such as Transit Day, Carpool Day, etc. The event was initially created by the City of Eugene in the 1990s to assist with the City's goal of reducing vehicle miles traveled in Eugene, and the event has grown with each succeeding year. Over time, employees working in Springfield and Coburg expressed interest in having the Challenge be open to all employees working within the Metropolitan Planning Organization (MPO) area. With this in mind, Point2point assumed the leadership of the program in 2010.

Point2point supports the Lane MPO regional goals of reducing carbon emissions, promoting active transportation, and reducing congestion. Leadership in a region-wide event such as the Business Commute Challenge aligns with these goals. In addition, fun and interesting challenges, such as the BCC, can assist with educating local travelers on overcoming barriers to choosing transportation options beyond driving alone.

Point2point leads the effort for the BCC in partnership and close cooperation with local businesses, local cities, Lane County, and Oregon Department of Transportation. Additionally, the cities of Springfield and Eugene provide some funding for the Challenge.

### **2014 Business Commute Challenge Results:**

The 2014 Business Commute Challenge had 1,932 participants, representing 175 work teams in the region. There were 68,987 miles saved (miles not driven alone) in one week, equaling 70,234 pounds of CO<sub>2</sub> that was not emitted into the atmosphere.

During April and May, there were a number of BCC-related events offered within the region. These events engaged hundreds of people who were excited about participating in choosing different modes of transportation such as transit, biking, walking, and carpooling.

Lane Transit District staff also participated in the 2014 Business Commute Challenge. LTD's Team, "Team Elite Fleet," came in second place in the "Over 300" employee team category.

**SIX-MONTH POST-SURVEY:**

Both before and after the event, participants were asked how often they drove alone, walked, biked, used transit, carpooled, or teleworked. At six months, after the close of the event, a survey was conducted and distributed to all 2014 participants via e-mail. There was a 7.3 percent reduction in how often participants drove alone, while averaging a 3.5 percent increase in the frequency of alternative mode use. This switch of transportation modes and frequency can indicate that the BCC is not just about acquiring new participants in order to change their travel behaviors, but also about helping reinforce prior participant behavior. The end goal is to increase the total number of people using different transportation mode choices, besides driving solo, for the full five days of their weekly commute.

Participants were asked if the current weather conditions affected how often they currently use alternative modes, and 28 percent said “Yes.” This suggests that during other times of the year, this mode shift could be higher.

**ATTACHMENT:** 2014 Business Commute Challenge Report

**PROPOSED MOTION:** None.

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# 2014 Business Commute Challenge Report

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## History of the Business Commute Challenge

The Business Commute Challenge was developed in 2000 and was coordinated by the City of Eugene Transportation Options Program. The Challenge was a weeklong event for Eugene-only businesses, and took place every October. There was a designated “Challenge Day,” and the total number of participants and mileage were counted for that one day.

Over the years, more employees and employers from the neighboring City of Springfield wanted to participate. The regional Transportation Options Advisory Committee recommended that the Business Commute Challenge should become a regional program. Point2point, the regional transportation options program for the central Lane area, was selected as the lead agency. As a result, the Business Commute Challenge event transitioned from the City of Eugene’s Transportation Options Program to Point2point in 2010. The Business Commute Challenge won a Creative Excellence Award at the International Association for Commuter Transportation Conference in 2004 and the Transportation Options Program of the Year award from the Transportation Options Group of Oregon (TOGO) at the 2011 Oregon Public Transportation Conference.

## About the Point2point Program



Point2point is the regional transportation options program and is a part of Lane Transit District (LTD). Point2point’s regional partners include the City of Eugene, City of Springfield, City of Coburg, Lane Council of

Governments, Lane County, Lane Transit District, and the Oregon Department of Transportation. Point2point began in 1995 as Commuter Solutions at Lane Transit District, when the primary focus was on the work commute trip, building transit ridership, working with schools, and starting a regional carpool program.

In 2009 Commuter Solutions changed its name to Point2point to encompass all trips and expand its efforts to areas beyond the work and school commute. Point2point is a full service transportation options program that helps people get from point A to point B. The program serves an area of 123.4 square miles with a population of 240,000, who drive 3.0 million miles a year! (*Central Lane Metropolitan Regional Transportation Plan, December 2011*)

## Introduction to the Business Commute Challenge

The award winning Business Commute Challenge (BCC) is an annual, weeklong, friendly competition among local area businesses and provides a fun opportunity for employees to rethink their commute to work. The event encourages the discovery of new ways to commute to work other than driving alone by choosing to walk, bike, bus, carpool, or telework. The event is about driving less, saving money, exploring active/healthy transportation choices, and team building.

The 2014 Eugene-Springfield Business Commute Challenge was held May 10 -16 and concluded with a Wrap-up Party on May 22. The weather was sunny all week and in the low 70's, except for Saturday which had slight precipitation.

Participants had the opportunity to win prizes, have fun with co-workers, and help reduce carbon emissions all at the same time. The event drew 1,932 participants representing 175 business/work teams. In one week, the participants walked, biked, bused, carpoled, and teleworked 68,987 miles, saving 70,234 pounds of carbon dioxide from being released into the atmosphere.

Teams competed against one another and employee team members logged their commutes online at the [www.commutechallenge.org](http://www.commutechallenge.org) website.

Each Team Captain received a BCC Team Kit in a compostable bag that included a BCC T-Shirt and filled with incentives, coupons, and information to help encourage their teammates to participate in the event. The kits were delivered to the Team Captains by walking, bicycling, bus, or trip chaining. The City of Springfield Bicycle and Pedestrian Advisory Committee members volunteered and delivered kits along with a new bicycle courier company, Cascadian Courier Collective who donated more than 8 hours of their delivery time.



A different commute mode was highlighted each day of the Challenge with an event related to that mode. See page 13 for event details.

At the end of the Challenge, participants who logged at least one trip were eligible to win from more than 130 donated prizes via a random drawing. Prizes and donations were donated by 61 local area businesses, with a market value of \$19,810. Items varied from award winning maps and a Travoy Bike Trailer from Burley Design, to gift cards from local breweries and restaurants. Participants also had an additional opportunity to win \$50 worth of tokens valid at our local farmer's market by completing a "Ticket to Win It" prize drawing slip at each Business Commute Challenge event they attended.

Major Business Commute Challenge partners were: City of Eugene, City of Springfield, KEZI 9 News, LTD, Clif Bar, Arriving By Bike™, and Paul's Bicycle Way of Life.



Daily event sponsorship partners were:

- Green Lane Sustainable Business Network, a membership organization providing education, resources, networking, and marketing for sustainability, sponsored the 2014 BCC Preview Luncheon.
- The City of Eugene sponsored the BCC Commute Fashion Show at a senior community center on the riverbank bike path and a breakfast event at the local DeFazio Bike/Ped Bridge.
- Pacific Cascade Federal Credit Union, a local credit union, sponsored the Eugene BCC Poker Walkabout for the third year in a row and sponsored the first Springfield BCC Poker Walkabout.
- Lane Transit District sponsored Transit Day with a breakfast at the downtown transit station and a "Drive the Big Rig" event held at LTD's main campus.

Business Commute Challenge Media Sponsor KEZI 9 News, provided extensive coverage of BCC related events. There were two on-air interviews, five live coverage pieces were done for BCC events, and their morning anchor emceed the Wrap-up Party. The 2014 commercial was updated and aired more than 50 times.

On May 22, five days after the conclusion of the event, a 2-hour Wrap-up Party was held at the City of Eugene's Atrium Building Courtyard in downtown Eugene. City of Eugene Mayor Kitty Piercy, Lane Transit District General Manager Ron Kilcoyne and Springfield Bicycle and Pedestrian Advisory Committee Chair, Rick Dunivan addressed the audience of 125 attendees. KEZI 9 News Morning Anchor, Sean Cuellar, emceed the event with weather and a BCC related trivia contest.

The BCC has a Twitter account and a Facebook fan page that provided participants the opportunity to stay connected to information and discussions pertaining to the event. It was a place to acknowledge team sign-ups and organizations that donated prizes. The Twitter account and Facebook page is active year-round, allowing members to share commuting stories and keep communication open about transportation choices.

The BCC Staff consisted of representatives from the Cities of Eugene and Springfield, an intern from the University of Oregon, and two staff members from Point2point, the region's transportation options program and BCC lead agency.

# What Was New for the 2014 Business Commute Challenge

## A New Look

After three years with the same BCC branding, a new “look” was created for the 2014 BCC in order to increase effectiveness of the marketing. A marketing and outreach plan was created to direct our efforts to increase participation by 500 employees. Marketing materials were created for mailings and face to face meetings with targeted organizations. While 20 new organizations were garnered through the new marketing plan, the outreach effort to increase overall BCC participation was not as successful as hoped.

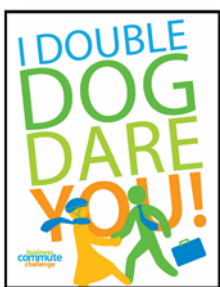
## Springfield Business Commute Challenge Poker Walkabout

The Springfield Business Commute Challenge Poker Walkabout was held in downtown Springfield, Oregon. Pacific Cascade Federal Credit Union, a local credit union, sponsored the Springfield BCC Poker. In addition, downtown organizations consisting of the City of Springfield Historical Museum, a new bike shop, gift shop, art shop, and a carshare car were part of the event. NEDCO/Sprout, the local neighborhood economic development organization hosted the lunch at their venue. The 70 participants visited each “Walkabout Stop” to receive a poker playing card to make-up their poker hand. The top three hands won gift cards to local restaurants. Each “Walkabout Stop” provided goodies, coupons, and prizes to all participants. A local yogurt shop one the route has a plastic replica of The Simpsons in front of their store that included a fun “Ay Caramba” stop where participants could have their picture taken with The Simpsons.



*When a participant was asked what their favorite part of the Walkabout was they replied “Going into some great new businesses that I’d never been in before! It was also great seeing lots of happy people walking around in downtown Springfield!”*

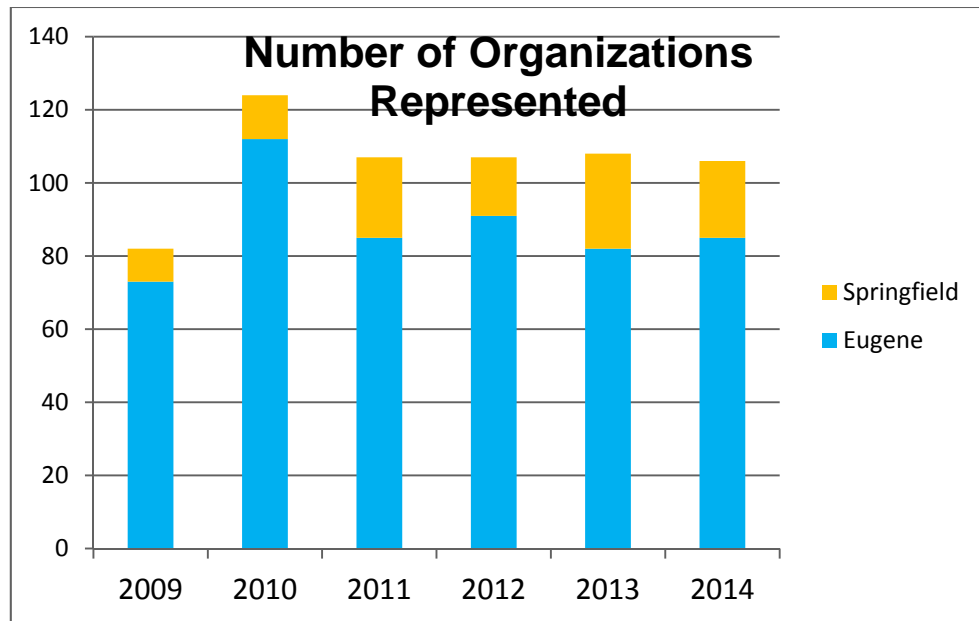
## “I Double Dog Dare You!” Card



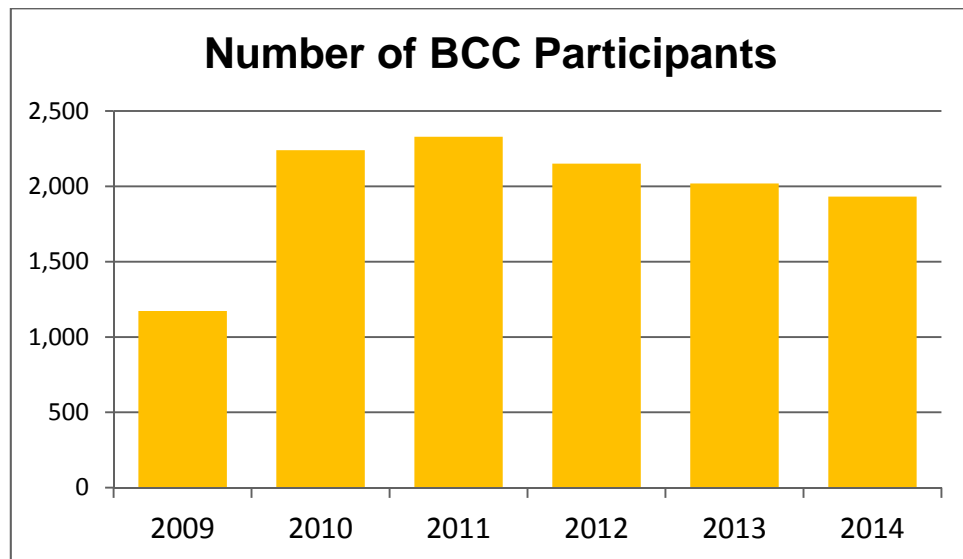
In prior years, participants have asked for ways to challenge other participants or businesses. The “I Double Dog Dare You” card was created and distributed in the Team Captain Kit and on the website as a downloadable item. Participants could complete the card, mark what the challenge is and what the “bet” would be, then give it to the person/business being challenged. Challengers were asked to post the challenge at #I double dog dare you. We did not see a large response to this effort.

# Business Commute Challenge Statistics

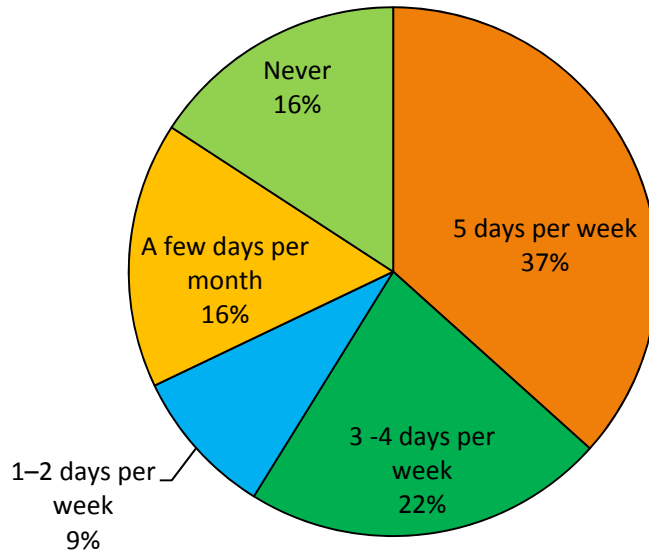
Statistics are compared to previous years when possible.



*Forty-one (41) of the total participating organizations are a part of the Point2point employer programs.*

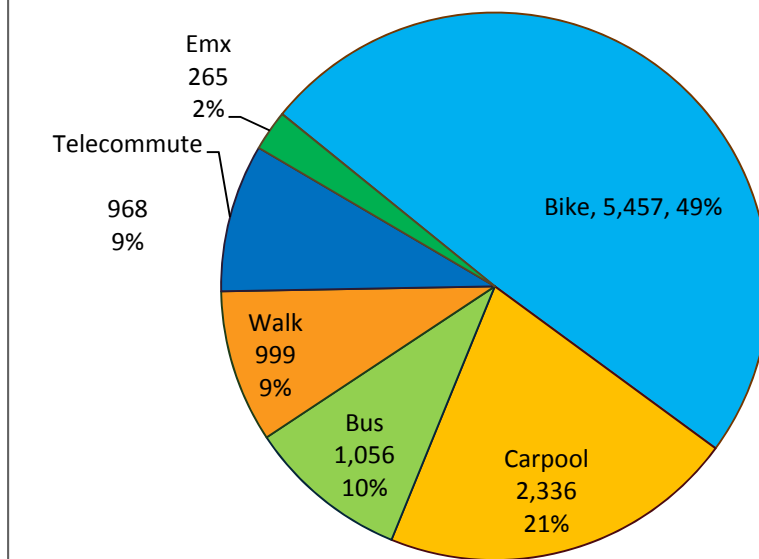


## Frequency of Transportation Modes Pre-BCC



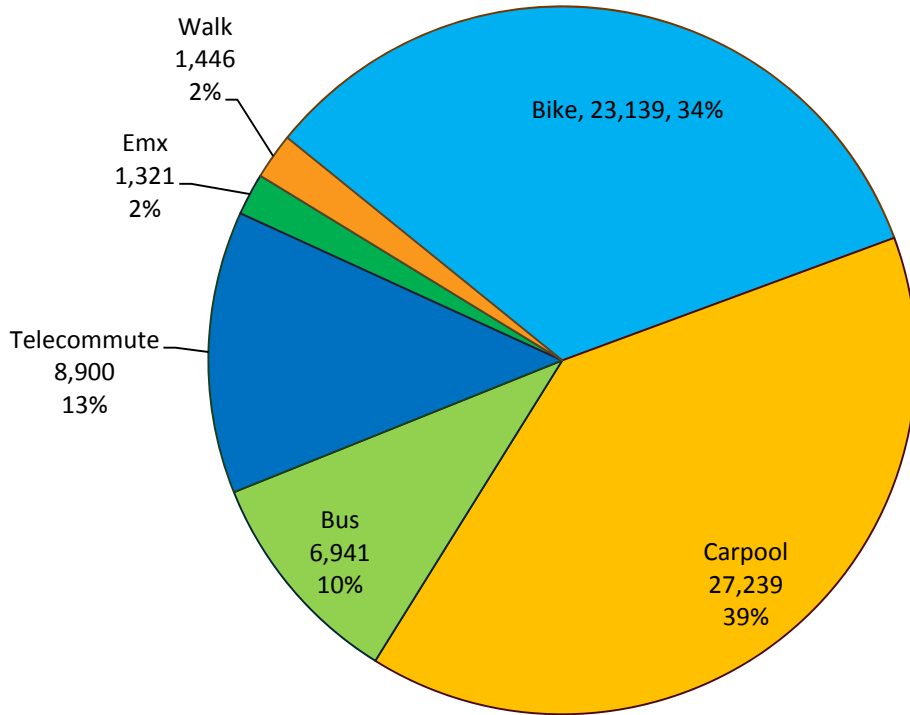
*Registrants were asked at registration how often they currently walk, bike, bus, pool, or click to work.*

## Total Number of Trips Reported





## Total Number of Miles Logged



# Business Commute Challenge Media & Outreach Summary

## Television

- KEZI 9 News – Audience: 500,000
  - Two live, in-studio interviews on the morning news with the BCC Coordinator
  - Three live event stories including coverage and interview at the Wrap-up Party
  - 2014 BCC commercial ran 50 spots, beginning three weeks prior to the event
  - 100 Live Well Network spots
  - Three online rotating banners on the KEZI 9 News website page
    - Business Commute Challenge is coming
    - See what the Challenge is all about
    - See video on why others take the Challenge
  - Business Commute Challenge logo on ticker scroll on KEZI 9 News
  - “Wakeup & Win” contest each week-day (5) the week before the Challenge

## Articles

- Lane Transit District *Bus Talk* article (Audience: 2,800)
- City of Eugene’s *In-Motion* e-Newsletter (Audience: 1,800)
- Eugene Chamber of Commerce Newsletter
- Springfield Chamber of Commerce Newsletter
- City of Coburg Community Newsletter
- Greater Eugene Area Riders Newsletter

## Presentations

- City of Springfield Bicycle and Pedestrian Advisory Committee
- Green Lane Sustainable Network (Audience: 30 businesses)
- Employee Transportation Coordinator (ETC) and 2013 BCC Team Captain Luncheon (Audience: 34 attendees representing 4,500 employees )
- Lane Transit District Board of Directors

## Social Media & Media

- Facebook fans: 1,358 (49% increase from 2013)
- Twitter-@BizComChallenge: 53 followers
- Six press releases were sent out to 80 media sources and individual contacts

## Others

- Event poster in LTD buses for one month (Audience: estimated 700,000+ monthly boardings)
- Promoted at Eugene Earth Day Event (Audience: 2,000)
- KRVM 91.9 radio promoted the Business Commute Challenge with a daily public service announcement spot four weeks prior to the BCC. (Audience 36,000+)

## BCC Events

### Team Captain Thank-You Luncheon

A BCC Preview Luncheon was held two months prior to the 2014 Challenge to introduce businesses to the challenge and prepare them for participation. Previous BCC Team Captains, Point2point's Employee Transportation Coordinators, and interested parties were invited. The 32 attendees were provided with information about what was new for 2014, event materials, along with ideas on how to promote the BCC to their teammates.

### Kick-off Event

A Kick-off event was held on May 1 for all registrants and businesses who were interested in joining the BCC. There were 125 attendees who stopped by for a quick snack and drink, and to take a spin on the "Cycle Wheel" to win prizes. Registered Team Captains were encouraged to pick up their BCC Team Captain Kits and any additional materials they may need.



### BCC Commute Fashion Show

Staff from the City of Eugene's Campbell Adult Community Center, located in Skinner Butte Park on the South Willamette River bike path, hosted the annual BCC Commute Fashion Show the week prior to the BCC. Information about the BCC was handed out and KEZI 9 News covered the event and interviewed attendees. Walkers and bikers showed off their commute "style" by stepping onto the red carpet while the "Paparazzi" took their picture. Their picture was e-mailed to them and was shared on Facebook. A local neighborhood bike shop provided free bike tune-ups.



*"Thank you for organizing these fun and ecologically responsible events." AR*

## Eugene BCC Poker Walkabout

The 3rd Annual Eugene Business Commute Challenge Poker Walkabout was held in downtown Eugene on Walk Day. Pacific Cascade Federal Credit Union, a local credit union, sponsored the BCC Poker event and was a "Walkabout Stop" for the third year in a row. In addition, seven downtown businesses consisting of a local carshare company, advertising agency, massage center, pastry kitchen, dry goods retail shop, community college, and a hotel, sponsored a "Walkabout Stop". The 92 participants visited each "Walkabout Stop" to receive a poker playing card to make-up their poker hand. The top three hands won gift cards to local restaurants. Each "Walkabout Stop" also provided goodies, coupons, and prizes to all participants.

*"I enjoyed a beautiful day out in my home town, strolling with a friend and meeting other community active folks."*



Quote from one of the "Stops: - *"This was a wonderful event for us today, thank you so very much for including our store PH in your Business Commute Challenge Poker Game stop over. We had fun and looks like we had 90 people pass through our store with big smiles on their faces!"*

## Transit Day Breakfast Event

The Transit Day Breakfast Event was held at Lane Transit District's Next Stop Center in Downtown Eugene. Local businesses donated organic fruit, nuts, and juices for participants to enjoy on their commute. Also participants had the opportunity to play "Fare Box Fling" to win prizes.

Lane Transit District donated 2,000 day passes which were distributed in the Team Captain kits. During the Challenge, Transit/EmX riders reported 1,321 one-way trips, saving over 8,262 miles.

## “Drive the Big Rig”- Early Registration Contest

This event continues to be a big hit for the third year in a row. In order to avoid last minute registration, Team Captains who registered their team within the first two weeks of registration were entered into a drawing to have lunch and the opportunity to drive an LTD bus (“The Big Rig”) through a simple course. Two teams were randomly selected and were allowed to invite their CEO and 10 teammates along for the ride. The “Drive the Big Rig” event was well attended by media.



*“I’m very excited to get a chance to drive something which is literally big enough to hold our board meetings!” said Denise Ghazal, President of the Greater Eugene Market of Pacific Continental Bank. But it’s also a chance to illustrate and celebrate the Business Commute Challenge and the many ways employees can commute to work and reduce their vehicle trips.”*

## Bike Events

City of Eugene Breakfast at the Bridges was held on Tuesday, May 13, 2014

City of Springfield Wheels by the Willamette was held on Friday, May 16, 2014

Two bicycle events were held on the Springfield and Eugene bicycle paths. Bike riders and walkers were able to stop by for treats, a free bike tune-up, and to get safety information. Bicyclists reported over 23,240 miles for the week. Springfield Bicycle Pedestrian Advisory Committee members helped staff the Springfield event.



City of  
City of Springfield



Eugene

*“I enjoyed the event and it’s always nice to be around people who are enthusiastic about getting around by something other than driving alone.”*

## BCC Wrap-Up Party

To thank everyone who participated and donated their time and prizes, the BCC team held an Ice-Cream Sundae Wrap-up party at the City of Eugene's Atrium Courtyard in downtown Eugene on Thursday, May 22, 2014.

City of Eugene Mayor Kitty Piercy, Lane Transit District General Manager Ron Kilcoyne and Springfield Bicycle and Pedestrian Committee Chair Rick Dunivan addressed the audience of 125 attendees. KEZI 9 News Morning Anchor, Sean Cuellar, emceed the event with a BCC and weather related trivia contest, and presented the team awards. Participants were encouraged to come by and visit, have fun, and pick up their prizes. Coconut Bliss, a local business donated the dairy-free ice-cream for the event



## Slip Us Your Slipper Picture

If a participant teleworked any day of the event week, they were encouraged to send in a picture of their favorite slippers to be entered into a drawing. In the past, several slipper pictures were received, but this year didn't receive any.

## Wake Up & Win

The BCC and KEZI 9 News gave away five Wakeup & Win prize bags for their daily "Wakeup & Win" morning contest winners the week before the Business Commute Challenge. The prize baskets included a free WeCar membership, and a mode related item.

*"Transit day made me figure out the bus schedules and try the bus. It's surprising how big a barrier not knowing how to do something is, even if it is simple. It was a really good exercise."*

## Survey Results

One week after the conclusion of the Business Commute Challenge, a satisfaction survey was emailed (via Constant Contact) to 2014 BCC participants. The survey was developed to collect feedback and gauge the success of the event from individuals and team captains. The following information outlines the results of the 2014 BCC Follow-Up Surveys.

### Team Captain Post-event Survey

Sixty-seven (67) of the 175 BCC Team Captains responded (38%).

- On a scale of 1-5, with 5 being higher, Team Captains rated their experience as Team Captain was an average of 4
- Team Captains were asked if they received internal support for the BCC (respondents were able to select more than one option)
  - Twenty-four percent received support from upper management
  - Twenty-nine percent received support from their Health and Wellness or Green Team and/or HR Department.
  - Sixty percent said that they did it all on their own
- The most useful items (for the second year in a row) in the BCC Team Captain Kit were coupons from local businesses and the BCC Calendar of Events. The BCC poster and giveaways were close behind, along with the Eugene/Springfield bike map.
- Team Captain suggestions on what could make their job as Captain easier:
  - More incentives
  - Basic communication templates
  - Prizes for Team Captains
  - Pre BCC Workshops
- Twenty-two Team Captains chose to be year-round ambassadors and join our Employee Transportation Network. They will receive Point2point emails, event invitations, and press releases related to transportation options.

## Participant Post-event Survey

- 415 people responded to the survey
- 53 percent found that the BCC was a positive team building experience for their team/organization.
- Respondents typical commute:
  - Drove Alone: 29%
  - Bike: 30%
  - Bus/EmX: 12%
  - Carpool: 10%
  - Walk: 6%
  - Telework: 29% (an increase of 23% from 2013)
- As a result of the BCC, most of the respondents tried a new way to work:
  - Bike: 31% - a 5% increase from 2013
  - Bus/EmX" 21% - a 3% increase from 2013
  - Carpool: 23% - a 7% increase from 2013
  - Walk: 11% - a 1% increase from 2013
  - Telework: 7% - a 2% increase from 2013
  - Continued to drive alone: 1% a decrease of 5% from 2013
- Eighty-three percent (83%) of respondents found the communications from the BCC Team to be informative and helpful.
- Eighty-eight percent (88%) plan on participating in next year's BCC.

Respondents were asked for comments on the 2014 Challenge and if they had any suggestions for future events.

- Have more events everywhere and at different times especially west of Eugene.
- More large prizes and incentives were a common request.

*"Our office has increased the number of people who bike, bus, or carpool to work through the BCC. A number of our employees never tried it until they has a nice reason to – which the BCC provides..."*

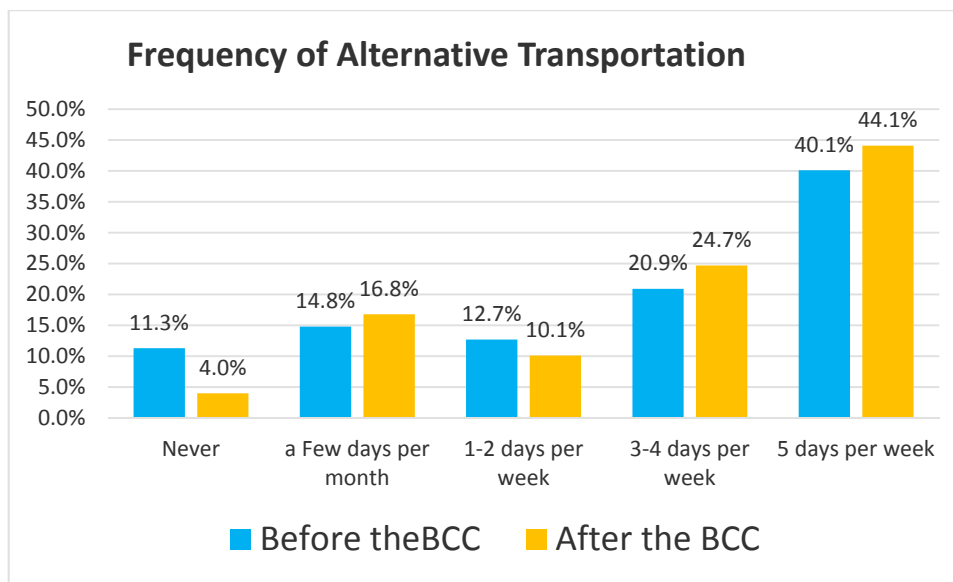


## Participant Six-month Post-Survey

Six months after the conclusion of the 2015 BCC, a follow-up survey was conducted to determine the effectiveness of the event in regards to changing travel behaviors. The survey was emailed on 12/1/14 to all participants. There were 344 responses (21%).

Participants were asked how often they drove-alone, walked, biked, used transit, carpooled, and teleworked before the participating in the event and currently. As shown in the chart below, there was a 7.3 percent reduction in how often they drove alone, with an average of 3.5 percent increase in frequency of use. This indicates that the BCC is not just about acquiring new participants to change their travel behaviors, but also to reinforce prior participant behavior and increase their frequency of use.

When asked if the current weather conditions affected how often they currently walk, bike, bus, or carpool for their commute, 28 percent said yes. This suggests that at other times of the year, this mode shift could be higher.



### 3-year Comparison on Reported Mode Shift

Frequency of Alternative Mode Use Per 6-month Post-BCC Survey	2012	2013	2014
Never (always drove alone)	-5.7%	-3.7%	-7.3%
a few days per month	0.3%	0.0%	2.0%
1-2 days a week	1.5%	0.0%	-2.7%
3-4 days per week	0.3%	1.0%	3.8%
5 days per week	4.1%	3.1%	4.0%

When participants were asked if they felt that there was value in continuing this program in order to encourage employees to try other modes for their commute, 92 percent said yes.

# Financial Summary

2014 Business Commute Challenge Budget	
<b>Direct Revenue</b>	
Event Sponsorships	1,300
City of Eugene	2,000
City of Springfield	500
<b>Total Cash Revenue</b>	<b>3,800</b>

<b>Direct Expenses</b>	
Website - LCOG (upgrades and "reset")	2,460
Marketing costs (media and miscellaneous)	5,493
Miscellaneous	1,166
Purchased Incentives (T-shirts, awards, buttons)	2,525
Food& Beverages	1,270
Point2point Staff Time	47,058
<b>Total Direct Expenses</b>	<b>59,972</b>
<b>Total Cost After Revenue</b>	<b>55,992</b>

Estimated In-kind donations for 2015 BCC	
KEZI 9 News - match donation for media coverage	4,500
Estimated prize donations	22,360
<b>Total In-kind Donations</b>	<b>26,860</b>

## Conclusions and Lessons Learned

The 2014 Business Commute Challenges number of organizations and individual participation rate has been approximately the same for the last four years, yet there is consistently an average of 800 new participants.

Each year, the number of participants who have already been using commuting options are trying other modes to get to work in increasing numbers.

The BCC follow-up survey highlighted that the BCC did a good job of reaching new audiences, enhancing tried and true events, and implementing new ones. The BCC is a great way to energize the employee community to use a healthier and more sustainable commute mode to get to work.

Sixty percent of Team Captains said that they did the recruitment and encouragement for their team on their own with little or no support from upper management. There needs to be more support and recognition or prizes for Team Captains. For the 2015 BCC, there will be a more robust Team Captain assistance with pre-made emails, schedule, and ideas to make it easier for them to market it within their company.

The BCC shows that there isn't a singular type of employee or organization that transportation does not touch. There were teams from hospitals, architecture firms, railroad companies, and school districts. The BCC is an opportunity to unite everyone in a common goal.

There were 780 first-time participants this year and 37 percent (714) registrants whose normal commute mode was drive-alone. The social media outreach was enhanced by a Facebook contest initiated by our media sponsor that increased our Facebook fans by 448 (49%) and the @BizComChallenge Twitter account added 7 new followers. The Facebook and Twitter accounts were linked together so when a Facebook post was made, it automatically sent out a Tweet which helped manage the Twitter account.

Eighty-three percent (83%) of respondents found the communications from the BCC Team to be informative and helpful.

Sixty-one (61) local businesses stepped up to the plate by donating food, prizes, and coupons for the 2014 Challenge valued at \$19,800.

The third annual Eugene BCC Poker Walkabout was a huge success with 90 attendees. Seven business sponsors were secured for the event. Due to exposure to potential new customers when being a walkabout stop, many of the businesses want to be included again in the 2015 event. To allow newer businesses to be a part of future Walkabouts, a process will need to be put in place to allow for equity.

We also found that there are many employees whose organization does not want to create a team, but they would like to participate as an individual. In 2014, a "Catch-all" team called the

Outliers was created for those participants. There were 24 individuals who registered for the Outliers and were eligible for the daily and random prize drawings. The team was not eligible to win a team prize.

While the BCC is not the only way to encourage commuters to try sustainable transportation for commuting to work, it represents an extremely effective and fun tool to accomplish this goal.

Point2point will seek a major sponsor for 2015 to offset the costs associated with the BCC and continue to evaluate and improve the Business Commute Challenge.

## BCC “mini” Challenge

Winter is the season when many commuters park their bikes, shelve their walking shoes, and cozy back into their cars with heaters and defrosters. Winter commuting poses unique challenges that can be minimized and/or overcome with a little bit of education and encouragement.

The first Winter BCC “mini” Challenge was held in 2013 in response to requests from people wanting more transportation option related events throughout the year. It was a successful event and we repeated it for 2014.

The 2014 event was held January 15-17. To promote the winter challenge, two “Warming Hut” events were held the week of the event at Lane Transit District’s two transit stations; Downtown Eugene and Springfield.

- “Get layered”- Handmade polar fleece neck warmers (gaiters) were given to the first 50 attendees at each hut, who signed a pledge form to participate in the mini challenge.
- “Get lit”- Display of different types of reflectors and lighting. Safety posters were available about biking at night. Blinking lights were distributed to all attendees.
- “Get warm” - *Warming huts*: Soup, hot chocolate with *mini* marshmallows, and *mini* treats were provided at both events.

Participants had the option of reporting one of the three days of the “mini” Challenge. A special web registration (Constant Contact) and event information page was added to the parent website [www.commutechallenge.org](http://www.commutechallenge.org), where participants could learn more about solutions to their winter commuting challenges. The second annual BCC “mini” Challenge had 260 participants (132 which were new to the “mini” Challenge), a 25% increase over last year. They saved over 2,890 single occupancy vehicle miles in one day.

# Examples of Marketing Materials

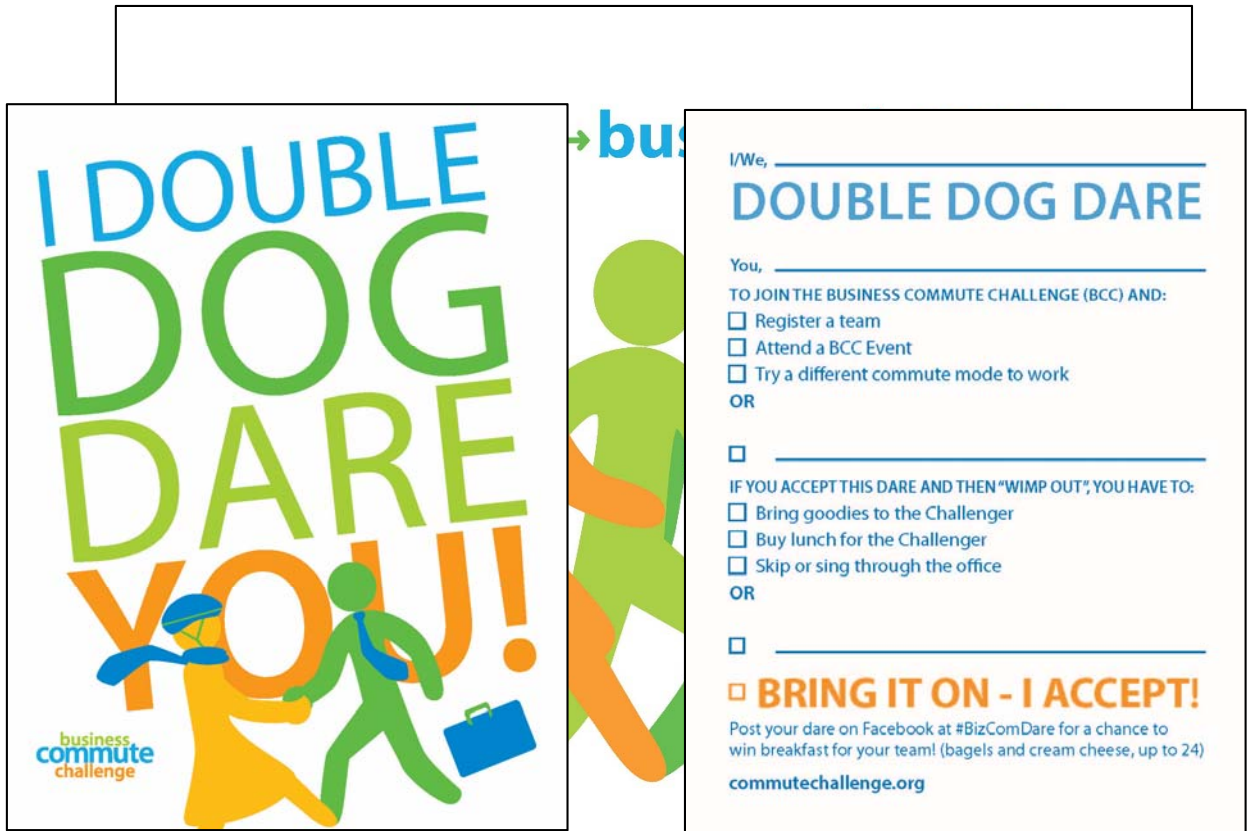


Figure 1 - Graphics at Downtown Transit Station

Figure 2 - Event poster distributed to businesses

Many thanks to our  
Walkabout "Stop" sponsors:



City of Springfield  
225 Fifth St.



Cycle Logical  
329 Main St.



Enterprise CarShare  
Fifth and Main St.



Haven  
349 Main St.



NEDCO - SPROUT!  
590 Main St.



Pacific Cascade FCU  
1190 Mohawk Blvd.



Springfield Museum  
590 Main St.



Vino & Vango  
236 Main St.



Springfield BCC Poker Walkabout  
Thursday, May 15, 2014



#bccwalkabout

The Poker Walkabout  
is sponsored by "The Big Dog,"  
Pacific Cascade Federal Credit Union



## Thank you for joining the *first-ever* Springfield BCC Poker Walkabout!

### Thursday, May 15

11:30 a.m. - 1:30 p.m.

- It takes about 45 minutes to visit all of the "Stops"
- You only need 5 cards to create a poker hand, but the more cards you pick-up, the better your chances are to have a winning hand.
- If you trek to the Springfield City Hall and Vino & Vango "Stops," you will receive an additional Ticket-to-Win-it
- Stretch with Tyler Burgess of Walk-With-Me, Eugene's Walking GURU, at the bottom of the steps of Springfield City Hall! She will show you the way.
- Fun Stop! Have your picture taken with the Simpsons! (555 Main St.) No card issued here.

**Anytime before 1:30 p.m.**

- Be back at NEDCO/Sprout to turn in your best poker hand.
- The top three poker hands (according to the Standard Poker Hand Ratings) will win.
- Our "dealers" will be available to assist you in determining your best hand.
- Even if you don't think you have a winning hand, please turn in your cards and envelope to be eligible for the "second chance drawing!"

**You need not be present to win!**  
Winners will be notified by Friday, May 16.

**We \*Heart\* Our Sponsors!**

The 2014 Business Commute Challenge is sponsored by:

- 1 City of Springfield  
225 Fifth St.
- 2 Enterprise CarShare  
Fifth and Main St.
- 3 Haven -  
home garden gift  
349 Main St.
- 4 Nedco - Sprout  
418 A St.
- 5 Pacific Cascade FCU  
Inside Sprout at 418 A St.
- 6 Springfield Museum  
590 Main St.
- 7 Cycle Logical  
329 Main St.
- 8 Vino & Vango  
236 Main St.

9 **FUN STOP!**  
Have your photo taken with the Simpson's 555 Main St. No card issued here. (Courtesy of Sweety's)

*All Who Wander Are Not Lost but... if you are, call Marcla at 541-501-1280*

Figure 3 - Springfield Poker Walkabout Map

# SIGN-UP TO WIN!

commutechallenge.org

business commute challenge

may 10-16

Figure 4 - Transit Ad



The advertisement is a horizontal banner. The left half has a blue background with white text. The right half has a white background with a colorful logo and text. The logo depicts four stylized figures in orange, green, and blue, each carrying a briefcase. Below the logo, the text 'business commute challenge' is written in a sans-serif font, with 'business' in green, 'commute' in blue, and 'challenge' in orange. Below that, the dates 'may 10-16' are written in green.

**SIGN-UP TO  
WIN!**  
commutechallenge.org

business  
commute  
challenge  
may 10-16

Figure 4 - Transit Ad



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** SMARTTRIPS MAIN STREET PROGRAM UPDATE

**PREPARED BY:** Cody Franz, Transportation Options Coordinator, SmartTrips, and Theresa Brand, Transportation Options Manager

**ACTION REQUESTED:** None. Information only.

**BACKGROUND:**

**Program Summary:**

The Smart Trips individualized outreach and education program targeted 4,269 residents in Springfield's Main Street neighborhood from 28<sup>th</sup> Street to 48<sup>th</sup> Street. The program aimed to increase awareness of transportation options, promote pedestrian and bicycle safety, and increase the use of alternative transportation modes, while reducing the drive-alone mode share. This program was a success, resulting in a 7.5 percent reduction of drive-alone trips and an increase of transit and carpool trips by 4.0 percent and 2.5 percent, respectively. This decrease in drive-alone trips corresponded to an estimated reduction of 3,995 Single-occupancy Vehicle (SOV) miles per day, representing 3,212 lbs. of CO<sub>2</sub>, which can result in an annual reduction of 1,444,000 SOV miles and 1,173,000 lbs. of CO<sub>2</sub><sup>1</sup>.

	Estimated Vehicle Miles Traveled (Per Person)		Estimated Vehicle Miles Traveled (In Target Area)		Estimated Vehicle Miles Reduced In Target Area	Estimated Carbon Dioxide Emissions Reduced (in Pounds)
	Pre-Program	Post-Program	Pre-Program	Post-Program		
Daily	7.47	6.54	31,890	27,935	3,955	3,212
Annual	2,727	2,388	11,639,910	10,196,201	1,443,709	1,172,555

Well received in the Main Street neighborhood, the program garnered positive feedback with an overwhelming number of participating households indicating that they valued the customized information packets, locally tailored events, and other encouragement materials and services. One participant shared, "This summer we went as a group using the free passes to go to Willamalane Park. It enabled the boys to take their bikes that I would not have been able to transport there otherwise."

<sup>1</sup> Carbon dioxide emission reductions are estimated based on VMT reduction calculations, as well as emission rates from the 2008 EPA Report 420-F-08-024, "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks."

The program was funded by a Flex Fund 2 Program grant that was awarded by the Oregon Department of Transportation. The Main Street Program was the second of two successive-year programs in Springfield that came out of this funding.

**Key Program Outcomes:**

- Participants reported that they had a change in their social habits and had better access to information, which included information about travel safety and about their options at the conclusion of the program.
- Increased transportation mode shift from drive-alone trips to carpool and transit trips, which can contribute to community health. A number of studies have shown that transit can enhance health by increasing the amount of walking that the participant does on each end of the trip (an average of 20 minutes per day).
- The program garnered the highest participation rate to date in the Springfield Smart *Trips* programs coming in at 12.3 percent, with 526 residents (of the 4,269 total households) participating by ordering customized travel kits.
- Staff engaged more than 1,500 residents through events and transportation information deliveries during the Main Street Program, which corresponded to approximately one third of the households in the target area.
- At the conclusion of the program, 93 percent of the post-program survey respondents reported that they were “somewhat likely” or “very likely” to continue their new travel patterns in the future.
- More than 82 percent of the post-program survey respondents reported that they believe there is value in Springfield continuing to run Smart *Trips* programs in the future.
- Staff distributed pedestrian and bicycle safety information and materials, including more than 500 bicycle lights and more than 400 reflective bands, to Springfield residents.

**Next Steps:**

Staff are preparing to launch the Smart *Trips* Main Street Residential Program in the neighborhoods near Main Street from 48<sup>th</sup> to 62<sup>nd</sup> streets. This summer’s program will launch on June 1, 2015. This program is being implemented in coordination with the other Main Street projects.

**ATTACHMENT:** Smart *Trips* Main Street Final Report

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\SmartTrips Update - LTD Board 2015.docx



# Smart *Trips*: Main Street

## Final Report 2014



# SmartTrips Main Street Final Report

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## SmartTrips Introduction

SmartTrips is a comprehensive program designed to reduce drive-alone trips and increase biking, walking, and public transit in a targeted geographic area. This program incorporates an innovative and highly effective individual outreach methodology, which hand-delivers packets of information to households or businesses that wish to learn more about their transportation options including transit, walking, bicycling, carpooling, and carsharing. Individuals can receive information specially tailored to their own unique needs. The program features biking and walking maps and other information, as well as organized activities that get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures. SmartTrips results have shown repeated reductions in drive-alone trips by giving people customized information about travel choices and offering opportunities to try these new choices in a safe, free, and fun way.

## SmartTrips History

SmartTrips is a locally, regionally, and nationally recognized individualized outreach and education program that directly promotes available transportation options to residents and employees within a defined target area. The 2006 Eugene Residential Pilot TravelSmart, upon which SmartTrips is modeled, demonstrated more than a 9 percent reduction in vehicle miles traveled (VMT) and an 18 percent increase in the use of environmentally friendly modes. Since 2003, Portland has targeted over 350,000 residents and 20,000 employees, and has consistently seen more than a 5-13 percent reduction in drive-alone trips. The City of Eugene received an Environmental Protection Agency (EPA) onetime grant to provide SmartTrips to four Eugene neighborhoods during the summers of 2010 and 2011.

Individualized outreach offered by SmartTrips programs is a core element of the region's long-term transportation options strategy. Unlike new infrastructure projects that rely on system modernization, SmartTrips programs are designed to be a preservation strategy that works within the existing transportation framework to highlight existing transportation options. To date, more than six SmartTrips programs have influenced travel behavior throughout the Lane Metropolitan area, most recently with the Main Street program.



## SmartTrips Main Street Overview

The SmartTrips individualized outreach and education program targeted residents along Main Street from 28<sup>th</sup> Street to 48<sup>th</sup> Street, representing 4,269 households, in Springfield, Oregon. The program complemented efforts by the City of Springfield, in partnership with Oregon Department of Transportation (ODOT) and Lane Transit District (LTD), to improve the Main Street corridor. Analysis has demonstrated that the target neighborhood has good transit service and walking/bicycling infrastructure, and includes local destinations such as pedestrian-friendly neighborhood businesses, parks, schools, and community centers. The program aimed to promote bicycle and pedestrian safety along with all other transportation options available to the community through intensive outreach targeting households and employees.

The SmartTrips Main Street program was a success, resulting in a 7.5 percent reduction of drive-alone trips and an increase of transit and carpool trips by 4.0 percent and 2.5 percent. This decrease in drive-alone trips corresponded to an estimated reduction of more than 1,444,000 vehicle miles traveled (VMT) and 1,173,000 pounds of carbon dioxide emissions in the targeted area per year.

Figure 1: Main Street Target Area



## Goals

The primary goals of the Main Street program reflect the *SmartTrips* regional approach to:

- Reduce vehicle miles travel (VMT) and drive-alone trips
- Reduce carbon emissions from driving trips
- Increase walking, biking, and transit trips
- Increase community health and safety
- Increase the awareness of travel options
- Establish new long-term sustainable travel behaviors

## Program Co-Benefits

- Fewer cars on neighborhood streets
- Higher levels of physical activity
- Higher level of awareness and acceptance of transportation options, resulting in greater mobility and choice
- Awareness and utilization of existing resources from Point2point, LTD, and other community organizations
- Decreased reliance on the automobile, thus reducing family transportation costs
- Increased community interaction and neighborhood pride
- Increased ridership on transit
- Improved air quality



“This summer we went as a group, using the free passes to go to Willamalane Park. It enabled the boys to take their bikes that I would not have been able to transport there otherwise.”



## Program Elements

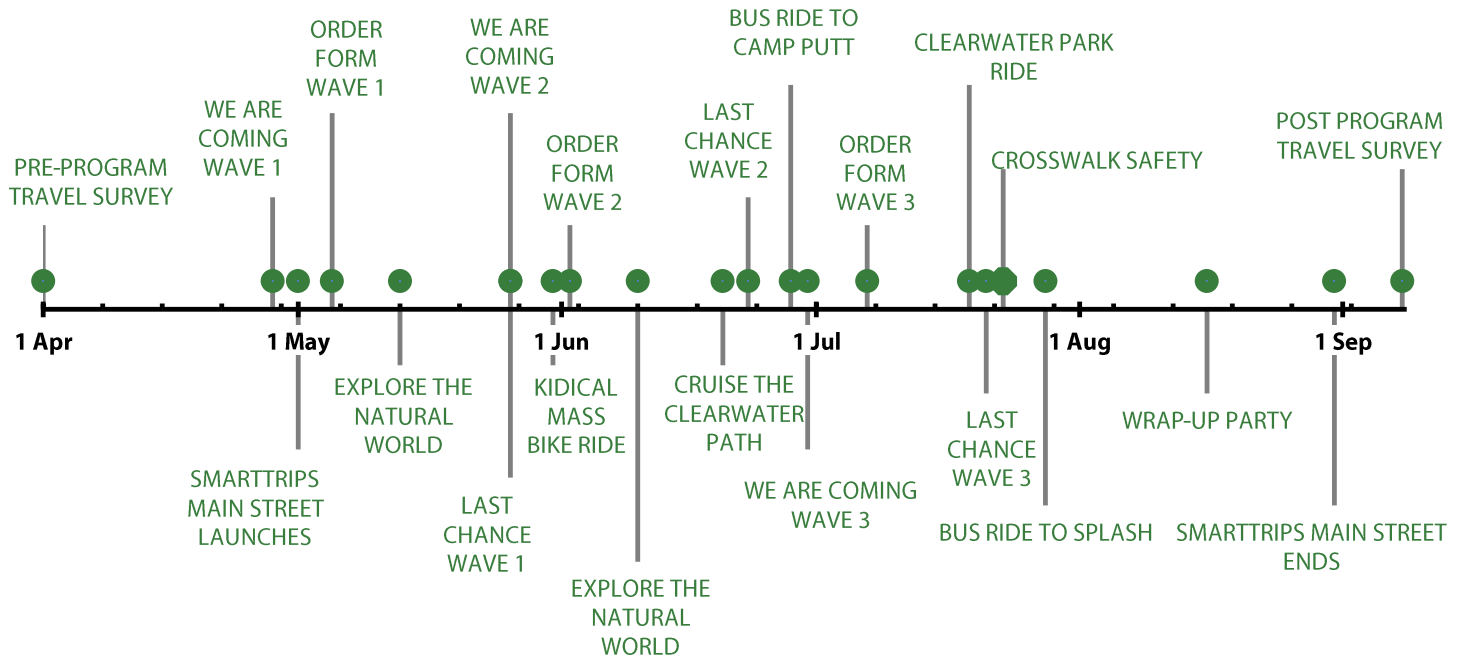
The *SmartTrips* Main Street program invited residents to order a customized travel kit containing local transportation information such as neighborhood maps with biking, walking, and transit routes and brochures. In addition to the customized information, the program hosted numerous community outreach events such as a guided bike ride and an event-based bus trip. Project staff extended the program's reach to the broader community at local events with travel information and advice on available transportation options in and around Springfield and the region.

The program provided materials and services to residents in the target area in the following ways:

- Customized travel kits: All target area residents received a mailing offering customized information and supportive materials that could be ordered online or via postage-paid, mail-in order form. Participants could choose travel tools with information on walking, biking, and transit services along with a choice of one of two free rewards. Each travel kit was home delivered via bicycle to illustrate a viable transportation option in the area and reinforce the program's purpose.
- Newsletters: Interested residents received four newsletters with transportation options information, available resources, and an up-to-date calendar of program events.
- Events: The program hosted guided bicycle rides, transit events, and safety education events to address real or perceived barriers to transportation options use. All events were open to any Springfield resident. Staff also appeared at other community events to offer information and advice on the use of transportation options.
- Email communications: Periodic email updates were sent to participants who submitted an email address.
- Website: The *SmartTrips* Springfield website included an online order form for customized packets, event listings, electronic versions of materials, links to helpful resources, and general program news and information: [www.SmartTripsSpringfield.com](http://www.SmartTripsSpringfield.com).
- Social Media: Staff posted daily Facebook and Twitter updates with tips, news, resources, and promotion of upcoming events. *SmartTrips'* Facebook page added 140 new "likes" during the Main Street program, a 66 percent increase.

Other communications: Use of available communication networks such as City of Springfield and local online event calendars, assisted in the promotion of upcoming *SmartTrips* events. Additional outreach included event flyer distribution at local businesses and public buildings with announcements in *The Register Guard*. During the program's duration, target area households that had not yet ordered a travel kit received a reminder postcard with information on how to order a customized packet and join the program.

## Program Timeline 2014



## Program Partners

The SmartTrips program reflects strong regional partnerships between LTD, Point2point, the City of Springfield, and the ODOT. The program benefitted greatly by the involvement of other local agencies, organizations, and businesses including:

- Lane Council of Governments (LCOG)
- Alta Planning + Design Consulting Team
- City of Springfield
- City of Springfield's Bicycle and Pedestrian Committee (BPAC)
- City of Eugene's Transportation Options Program
- Willamalane Park and Recreation District
- Oregon Department of Transportation Safety Division
- Springfield Public Library
- Eugene, Cascades and Coast Adventure Center
- Point2point SchoolSolutions
- Hutch's Bicycle
- Springfield Safe Routes to School

## Program Funding and Expenses

The Regional *SmartTrips* program received funding through an ODOT Flexible Funds II grant and reflects ODOT's evolution toward a solution oriented transportation system and the development of intermodal solutions rather than focusing primarily on highways. ODOT awarded the grant to increase safety for pedestrians and cyclists as well as increase local awareness of transportation options in the region. The budget for the *SmartTrips* Main Street program was \$114,060. The program leverages material coordination at a regional level ensuring cost savings for all three areas; Bethel, Hayden Bridge, and Main Street. This includes logo, materials, website development, design and printing of materials (such as the neighborhood maps and cycling guides), coordination and event publicity, and staff time.

## Packet Materials and Deliveries

A total of 4,269 households in the target area received order forms for customized information packets by mail, with 526 residents placing orders via online, mail, or by phone (see appendix). This represents a 12.3% participation rate.

Figure 2: Survey Response Summary

Packet Materials and Deliveries	
Program	<i>SmartTrips</i> : Main Street
Dates	May 1 - Aug 31
Target Area Households	4269
Number of Packets Requested	526
Participation Rate	12.3%

Participants could select travel tools and information on walking, biking, and transit services according to their interests. When completing the order form, participants could choose between two free gifts such as a *SmartTrips* BPA-free, metal water bottle or a *SmartTrips* reusable shopping bag. Specific materials delivered to residents included a thank you letter, an events calendar, a Springfield by Cycle Guide, a Main Street Neighborhood Walking, Biking, and Transit Map, and a *SmartTrips* for SmartKids Youth Activity Book. Other materials provided were from the City of Springfield, Willamalane Park and Recreation District, the Eugene, Cascades and Coast Adventure Center, LTD, and ODOT.

"This was a great program, me and my family were motivated by it using public transit and carpool more!"

In addition, the following materials were also available to order:

### **Walking Kit**

- Pedestrian Crosswalk Information - including how to navigate through the Pioneer Parkway roundabout, flashing signals, and the pedestrian hybrid beacons
- Digital Pedometer
- Weekly Walking Logs

### **Biking Kit**

- Eugene-Springfield Bike Map
- Springfield by Cycle Guide
- Oregon Bicycle Manual
- Be Seen at Night – Guide to Riding Your Bike at Night
- How to Put Your Bike on the Bus
- Red Flashing Light

### **Transit**

- Lane Transit District Rider's Digest
- One week (5) free LTD day passes

### **Rewards**

- Metal water bottle (BPA free)
- Reusable Shopping Bag

### **Accessibility**

- Travel Training Brochure - a service to help older adults learn the LTD bus system
- EZ Access Brochure - information about products and services for older adults and people with disabilities
- RideSource Brochure – complimentary paratransit service for the elderly and people with disabilities who are unable to use an LTD bus.

### **Children**

- *SmartTrips* for *SmartKids* Youth Activity Book
- Point2point SchoolSolutions Brochure
- A Perfectly Fitted Bicycle Helmet Guide
- Reflective Slap Bracelet

### **Other Options**

- Valley Vanpool Brochure
- Drive Less Connect Flyer
- Enterprise Carshare Flyer
- Willamalane Park and Recreation District Brochure
- Eugene, Cascades and Coast Adventure Center Brochure

### **Materials also available in Spanish included:**

- Main Street Walking, Biking, and Transit Map
- Pedestrian Crosswalk Information
- Oregon Bicycle Manual
- Eugene-Springfield Bike Map
- Lane Transit District's Rider's Digest
- *SmartTrips* for *SmartKids* Youth Activity Book
- A Perfectly Fitted Bicycle Helmet Guide

"It helped me and my son get motivated to ride the bus. I haven't ridden a bus in years."

Figure 3: Percentage of Participants Ordering Each Item

	Amount Ordered	% of Share
<b>Rewards</b>		
Water Bottle	396	70%
Reusable Shopping Bag	116	22%
<b>Biking</b>		
Biking Kits	378	72%
Flashing Lights	429	81%
<b>Walking</b>		
Walking Kit	397	75%
Pedometer	444	84%
<b>Transit</b>		
Rider's Digest	243	46%
Bus Passes	386	73%
<b>Accessibility</b>		
RideSource	82	15%
Travel Training	70	13%
EZ Access	127	24%
<b>For Children</b>		
SmartKids Activity Book	182	19%
Reflective Slap Bracelet	272	52%
Perfectly Fitted Helmet	158	30%
SchoolSolutions Brochure	138	26%
<b>Other Options</b>		
Drive Less Connect Carpool Brochure	69	13%
Enterprise CarShare Brochure	59	11%
Vanpool Brochure	50	9%
Willamalane Brochure	159	30%
Eugene, Cascade Coast Adventure Center	176	33%

## Events

The SmartTrips staff hosted fun, free outreach events designed to encourage residents to try walking, biking, or transit including:

### Explore the Natural World:

Resident were invited on a walk to explore the beautiful Middle Fork Path on the Willamette River. Local naturalist Dennis "Whitey" Lueck lead the group on a two-hour stroll discussing native plants, birds, animals, and much more along the way.



### Springfield Kidical Mass Bike Ride:

Staff and Springfield Safe Routes to School partnered together for the first-ever Springfield Kidical Mass Bike Ride. Families joined us for a bicycle ride from Willamalane Center to Volunteer Park. At the park, we enjoyed our picnic lunches and played around the park. Riders were treated to snow cones which was a perfect way to cool off on a sunny Saturday afternoon. Residents also received travel and safety information to help them get around their neighborhood on foot, by bike, or via transit.

### Explore the Natural World:

A group of curious nature lovers joined staff for a nature walk on the Middle Fork Path along the Willamette River. Local naturalist Daphene Sampson led the group on a two-hour stroll discussing native plants, birds, animals, and much more along the way.

### Cruise the Clearwater Path:

City of Springfield Transportation Planner David Reesor led a group on a slow paced, 5-mile bicycle ride along the Willamette River. Before the cruise, riders were treated to free bike tune-ups courtesy of Hutch's Springfield Bicycle Shop. The group stopped half-way through the ride to enjoy refreshments and conversation. It was a perfect evening filled with fun, sun, and biking!



### **Hole in One! Bus Ride:**

Staff invited residents to join them on a bus ride to Willamalane's Camp Putt Adventure Golf Center. Participants were able to just sit back, relax, and let LTD do the driving to the family fun golf outing. Participants learned how easy it was to get to recreation events without the use of a car.

### **Clearwater Park Ride:**

Staff partnered with Willamalane to host a bicycle ride along the Clearwater Path. Seve Ghose, Willamalane's new Deputy Superintendent, led the family-friendly bike ride from the Clearwater Park to Dorris Ranch. Before the ride, participants were treated to free bike tune-ups courtesy of Hutch's Springfield. Mr. Ghose led the group on a slow paced, 5-mile ride along the Willamette River.

Local naturalist, Daphene Sampson, helped us identify different birds along the path.



### **Cross Walk Safety:**

Springfield Transportation Planning Engineer Michael Liebler led a walk along Main Street discussing and demonstrating how to use the NEW rapid flashing beacon pedestrian crossings going in along Main Street.

### **Ride the Wave:**

Staff invited residents to join them on a bus ride to Willamalane's Splash! at Lively Park. Staff provided lunch and admission to the water park. Participants learned how easy it was to get to a recreation event outside their neighborhood without the use of a car.



### **Wrap up Party:**

Staff invited SmartTrips Main Street participants to join them for an afternoon of free activities for all ages at Willamalane Sport Complex. This fun-filled afternoon included rock climbing, an obstacle course, games, food, and prizes! Party-goers were eligible to enter a raffle for prizes like a new bicycle helmet, Fitbit Flex, and more.

Additional community events where SmartTrips staff were present:

- Willamalane's Sizzlin' Summer Showcase
- Marketplace@Sprout
- Wheels by the Willamette
- Willamalane's Movies in the Park
- Storytime at the Springfield Library

The table below summarizes outreach events during the household program. Note that some community events were not organized by SmartTrips staff, but they provided a perfect avenue for connecting with Springfield families.

Figure 4: Event Calendar

Event	Date	Participants	Event Leader
Explore the Natural World	5/13/2014	28	SmartTrips
Sizzlin' Summer Showcase	5/17/2014	400	Willamalane
Springfield Kidical Mass Bike Ride	5/31/2014	24	SmartTrips
Marketplace@Sprout	6/6/2014	25	NEDCO
Explore the Natural World	6/10/2014	20	SmartTrips
Cruise the Clearwater Path	6/19/2014	12	SmartTrips
StoryTime at Springfield Library	6/25/2014	25	Springfield Public Library
Hole in One! Bus Ride	6/28/2014	10	SmartTrips
Wheels by the Willamette	7/8/2014	50	City of Springfield
Movies in the Park	7/18/2014	150	Willamalane
Clearwater Park Ride	7/19/2014	12	SmartTrips
Cross Walk Safety	7/23/2014	0	SmartTrips
Splash! Ride the Wave	7/27/2014	9	SmartTrips
Marketplace@Sprout	8/1/2014	100	NEDCO
Wheels by the Willamette	8/7/2014	20	City of Springfield
Wrap Up party	8/16/2014	150	SmartTrips
<b>Total</b>		<b>1035</b>	

*Thank you for helping make people aware of alternative ways to travel and the beauty and ease of walking/cycling in our area! Efforts like this are much needed to increase awareness of what is in place for us to take advantage of!"*



## Post-Program Qualitative Feedback

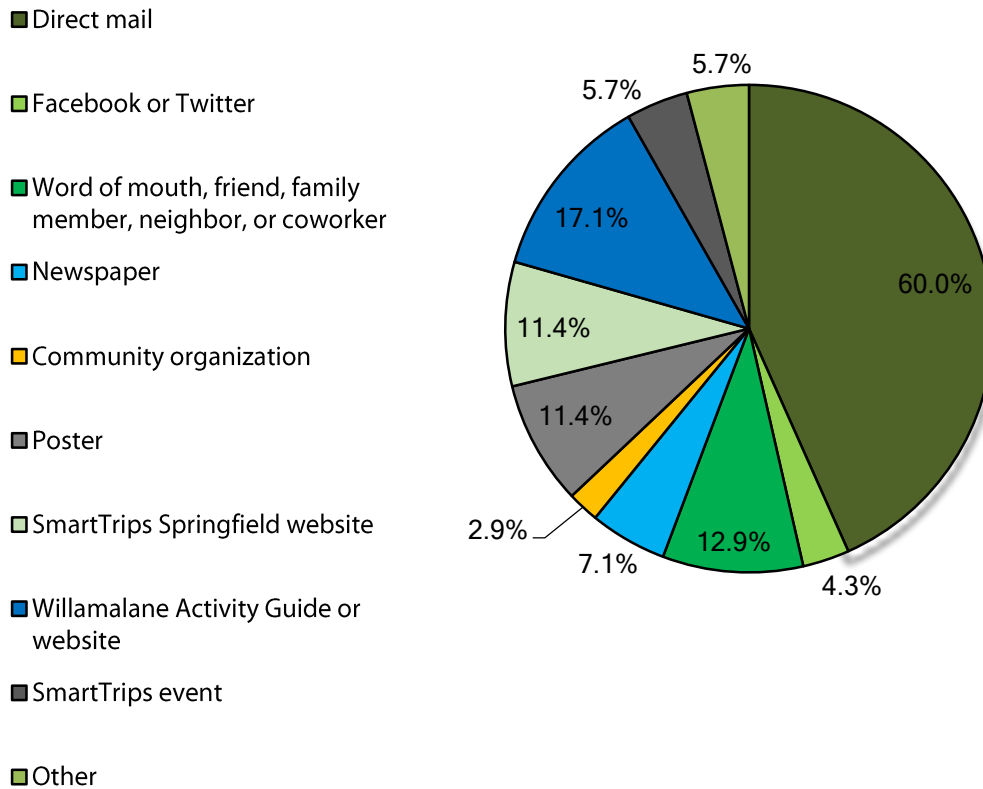
Following the closing date of the Main Street program, an invitation to complete an online post-program feedback survey was sent to all SmartTrips participants on the program's email list. The post-program feedback survey asked participants about their experience with the program, including how they first heard about the program, how useful they found the events and packets of materials, and the degree to which the program motivated them to change their behavior. See Appendix for the survey instrument. With 70 of the original 252 participants on the email list responding to the survey, the post program survey experienced a 27 percent response rate.

## Findings – Post-Program Feedback

The survey asked participants how they first heard of the SmartTrips program; responses are shown in figure 5. The majority of respondents learned about the program through the direct mailings, including both the initial order form and the reminder postcards.

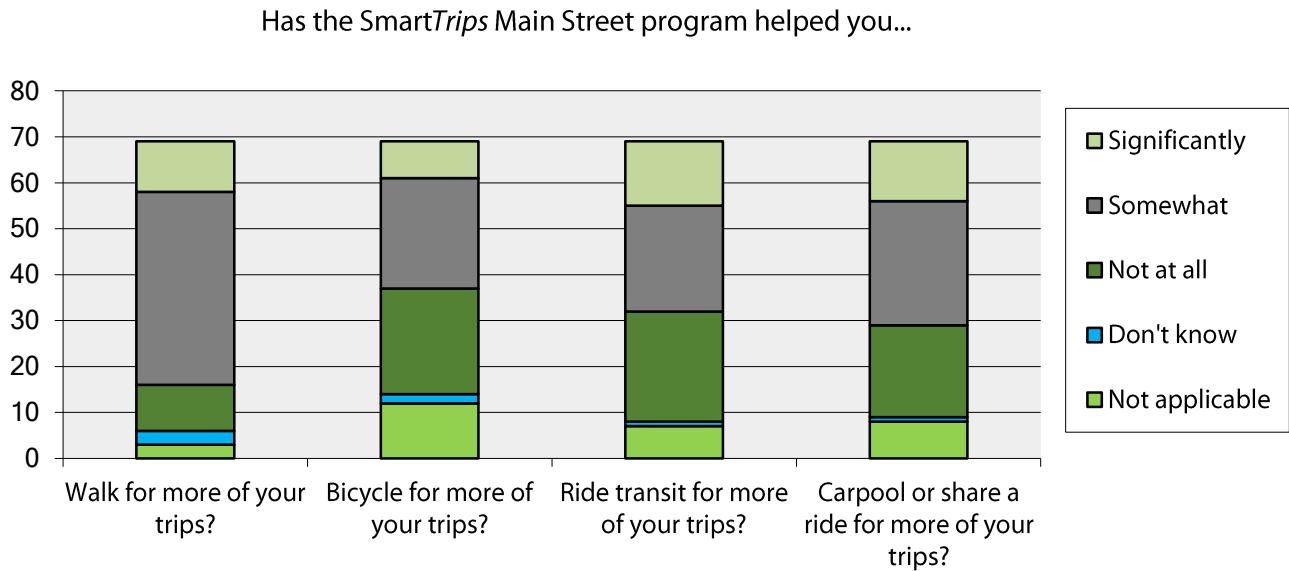
Figure 5:

Where did you hear about the SmartTrips Main Street program?  
Check all that apply.



The survey asked participants if the SmartTrips program motivated them to walk, bike, or take transit more instead of driving; the responses are shown below. Participants from both communities reported similar behavior change; in total, more than 60 percent of the respondents indicated that SmartTrips did motivate them to walk, bike, and take transit more.

Figure 6:



Better weather ranked highest as the factor that would have helped participants reduce more trips (36 percent) during the program. Of those factors that could be controlled, safer bike and walking routes and better transit service were noted as improvements that would make a difference.

The survey also asked participants about their overall satisfaction with the program and if there was value in continuing the program. Almost all respondents agreed there was value in continuing the program and they were very satisfied with their experience. Responses are shown in figures 7 and 8.

Figure 7:

Overall, how satisfied were you with the SmartTrips Main Street program?

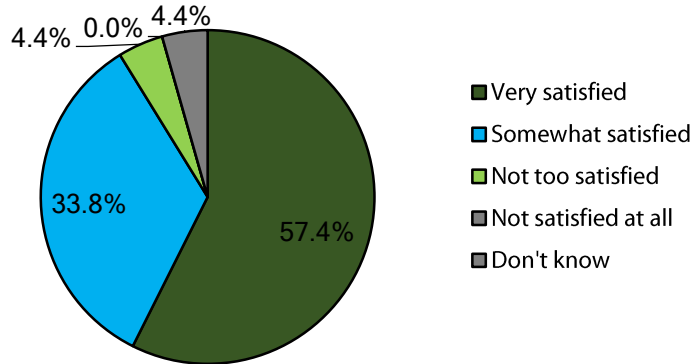
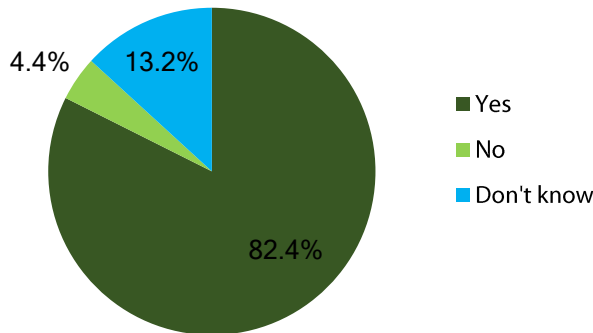


Figure 8:

Do you think there is value in continuing the SmartTrips Springfield program?

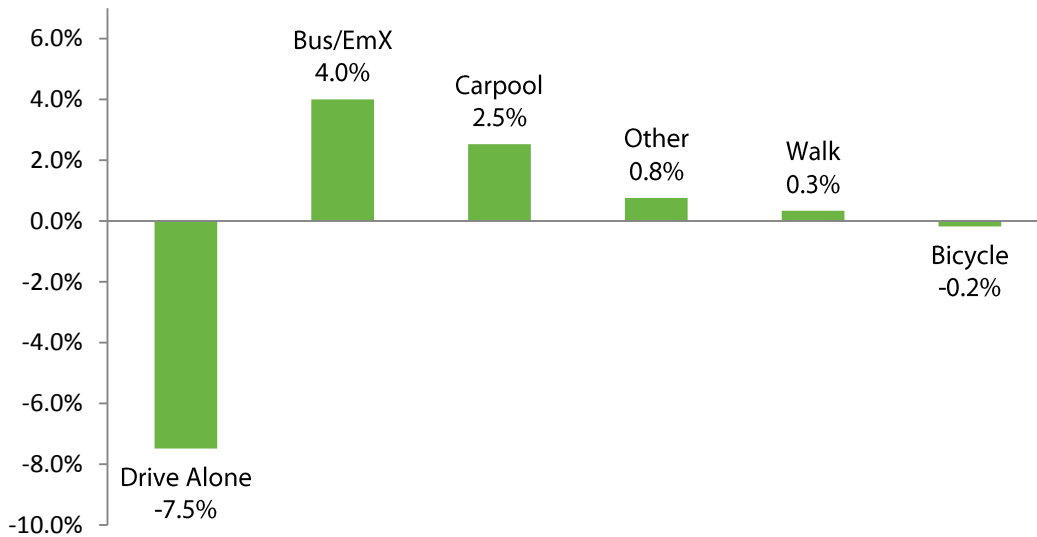


## Program Travel Behavior Evaluation

### Overview

Two mailed travel surveys were administered to all target area residents before and after the 2014 *SmartTrips: Main Street* program in order to measure changes in mode share over the course of the program. The survey results show a 7.5 percent reduction in drive-alone mode share in the target area, with corresponding increases of 4.0 percent and 2.5 percent in transit and carpool mode share, respectively. The mode shift between the pre-program survey and post-program survey is shown in the following chart. Based on a continuing reduction in drive-alone trips, it can be estimated that residents of this target area will travel nearly 1,444,000 fewer vehicle miles annually, resulting in a reduction of nearly 1,173,000 pounds of carbon dioxide emissions annually.

### SmartTrips: Main Street - Target Area Mode Shift



The proportion of respondents stating that they think they are driving less than they were six months ago increased from 15 percent prior to the program to 21 percent following the program, indicating that a greater proportion of people are driving less often. Likewise, a smaller proportion of people are driving more often. This may indicate that residents of the target area are changing their travel behavior even if the travel diary results do not indicate a dramatic change.

Finally, the survey results demonstrate strong support for transportation options and healthy, environmentally friendly lifestyles. Of the respondents who reported an opinion, 97 percent agreed somewhat or strongly that improving or maintain their health is important; 84 percent agreed that they would like to reduce their environmental impact; 84 percent agreed that it is a good idea for the City of Springfield to help residents walk and bike more; and 65 percent agreed that they would like to drive less. More detailed analysis and results are presented in the following sections.

### Methodology

To evaluate the effectiveness of the 2014 SmartTrips: Main Street program in reducing drive-alone trips, the project team conducted pre- and post-program travel surveys to measure mode share in the target area. Surveys were mailed to all 4,269 target area households (not just those who participated in the program). As shown in the next table, 335 and 304 individuals responded to the pre- and post-program surveys, respectively. The following table shows a summary of the survey response rates.

## Survey Response Summary

	Pre-Program Survey	Post-Program Survey
Mail Date	April 1, 2014	September 8, 2014
Number of Surveys Mailed	4,269	4,269
Number of Completed Surveys	335	304
Response Rate	7.8%*	7.1%*

*\*Surveys were mailed to the attention of "Resident" and were not returned if invalid. For this reason, the response rate is likely lower than if those undeliverable surveys had been returned and removed from the total number of surveys mailed.*

The survey included a one-day trip diary, stated preference questions regarding the respondent's personal travel behavior and attitudes, and basic demographic questions. The pre-program survey was mailed on April 1, 2014, prior to any program press or outreach, and the post-program survey was mailed to the same households on September 8, 2014, following the completion of all program activities and packet deliveries.

The trip diary portion of the survey asked respondents to log all the trips they made the previous day. A trip was defined as each time an individual left one place and arrived at another place. For example, if a person left home and walked to the post office, then walked home, that corresponds to two trips. Mode shift results presented in this section are based on that trip diary data from both the pre- and post-program travel surveys.

The mode shift calculated from the survey data is used to estimate daily and annual vehicle miles traveled (VMT) reductions among target area households. This calculation is made by multiplying the average number of trips made by each person per day for a particular trip purpose by the drive-alone mode share for that purpose and by the corresponding average trip distance as estimated by the Lane Council of Governments from the 2009 Oregon Household Activity Survey (OHAS). To determine an average trip distance, the trip diary survey categories were matched with trip type categories from the OHAS as shown in the following table. Average trip distances for school and college were combined as a weighted average based on the proportion of students enrolled in preschool through grade 12 and college, respectively, using 2008-2012 American Community Survey data for the City of Springfield. Because trip diaries were returned for all seven days of the week, annual VMT reductions are based on 365 days, which assumes that the trip diaries represent an average day, whether it be a weekday, weekend, work/school day, or holiday. The resulting calculated VMT per person for all trip purposes is aggregated to represent the entire target area.

### Trip Purpose and Behavior Summary

Travel Survey Trip Purpose	Comparable Oregon Household Activity Survey (OHAS) Trip Purpose	Average Trip Distance Based on OHAS (miles)	Average Number of Trips Made Per Day by Respondents		Share of Trips	
			Pre-Program	Post-Program	Pre-Program	Post-Program
Work	Work	4.46	0.45	0.43	13.2%	14.7%
School	School/College	3.25 (Weighted avg.)	0.05	0.13	1.5%	4.3%
Shopping/Errand	Shopping	2.65	1.24	0.89	36.3%	30.1%
Other	Other	3.14	0.74	0.71	21.8%	24.0%
Returned Home	N/A (weighted avg. of other trip purpose types)	3.17	0.93	0.80	27.2%	26.9%
<b>ALL TRIPS</b>	<b>N/A</b>	<b>3.45</b>	<b>3.40</b>	<b>2.96</b>	<b>100.0%</b>	<b>100.0%</b>

Sources: 2009 Oregon Household Activity Survey, 2008-2012 American Community Survey (U.S. Census Bureau), SmartTrips: Main Street pre- and post-program surveys

## Survey Respondent and Target Area Demographics

Survey respondents were asked their age category, as well as whether they have access to a motor vehicle or a bicycle most days. The survey was also offered in English and Spanish. The following section summarizes these survey respondent demographics.

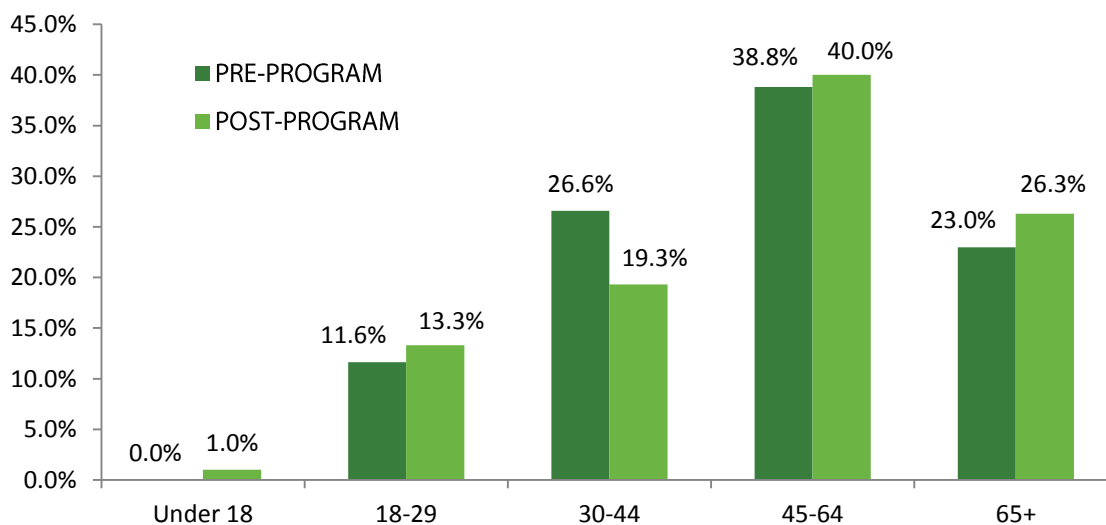
The vast majority of survey respondents, 93 percent and 89 percent in the pre- and post-program surveys respectively, reported having access to a car, truck, or SUV most days. About half, 53 percent and 51 percent in the pre- and post-program surveys respectively, reported that they have access to a bicycle most days.

The survey was offered in both English and Spanish. Nearly all surveys were completed in English (98.3 percent and 99.5 percent, respectively). Five residents completed the Spanish version of the surveys, four in pre-program and one in the post-program.

The distribution of age of the respondents remained fairly constant between the pre- and post-program surveys, as shown in the following chart. It is worth noting that the respondents are somewhat younger than the respondents from the 2013 Hayden Bridge target area surveys, which is consistent with overall neighborhood demographics. The next chart compares the reported age of all adult survey respondents (both pre- and post-program) with 2010 Census data for the entire program target area. Respondents/residents under the age of 18 were removed from the sample since they were not the target of the survey and therefore are not fairly represented in the survey data.

Overall, the survey respondents are older than the target area as a whole. This is common for surveys, but is a promising suggestion with respect to the impact of the program, as younger people are typically more likely to use or try using transportation options, whereas it can be more difficult to encourage older adults to change their travel behavior. In other words, the survey results show a compelling mode shift in the desired direction, despite reaching older adults.

### Age of Survey Respondents



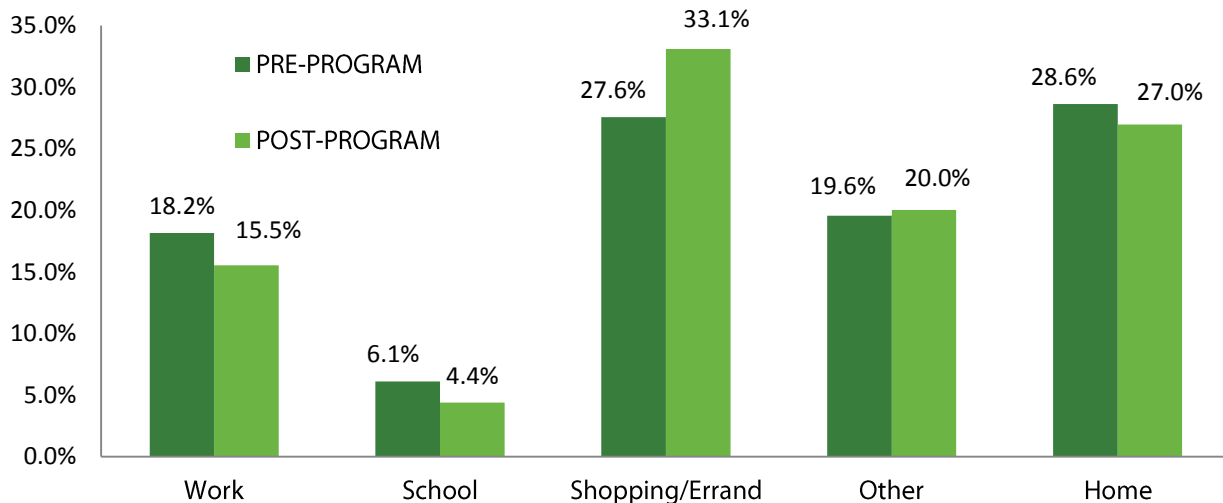
## Travel Diary Results

### Trip Purpose

The average number of daily trips for survey respondents was 3.6 in the pre-program survey and 3.2 in the post-program survey, both of which are within a normal range. Each trip was attributed one of five purposes or destinations: work, school, shopping/errand, other, or home. The following chart shows the distribution of trip purpose reported by respondents in the pre- and post-program surveys. It is worth noting that the proportion of shopping trips increased between the two surveys, but the reasons are unknown. This change in trip purpose may have some effect on travel choices.

### Overall Trip Purpose

(As Reported in Pre- and Post-Program Surveys)



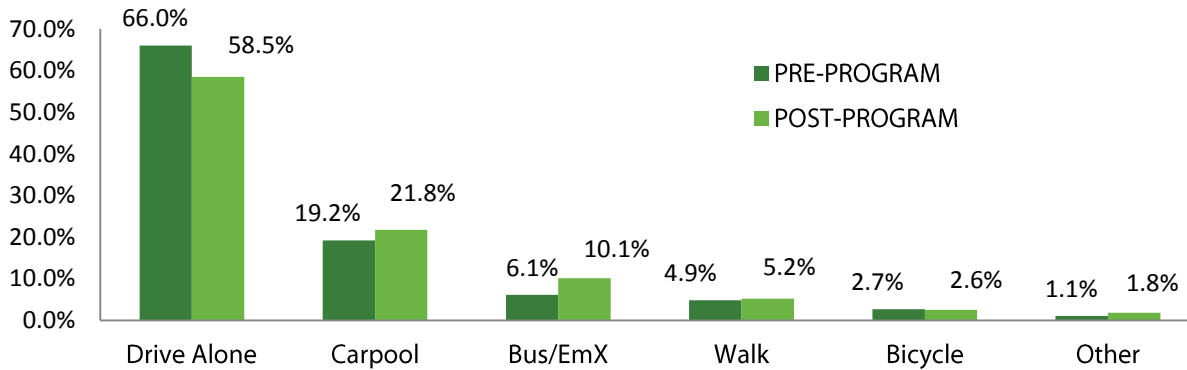
### Mode Share and Shift

In addition to trip purpose, survey respondents reported the primary mode used for each trip taken. The following chart shows the share of trips made by each mode in the pre- and post-program surveys, and the subsequent chart shows the mode shift in the target area based on those self-reported trip diaries.



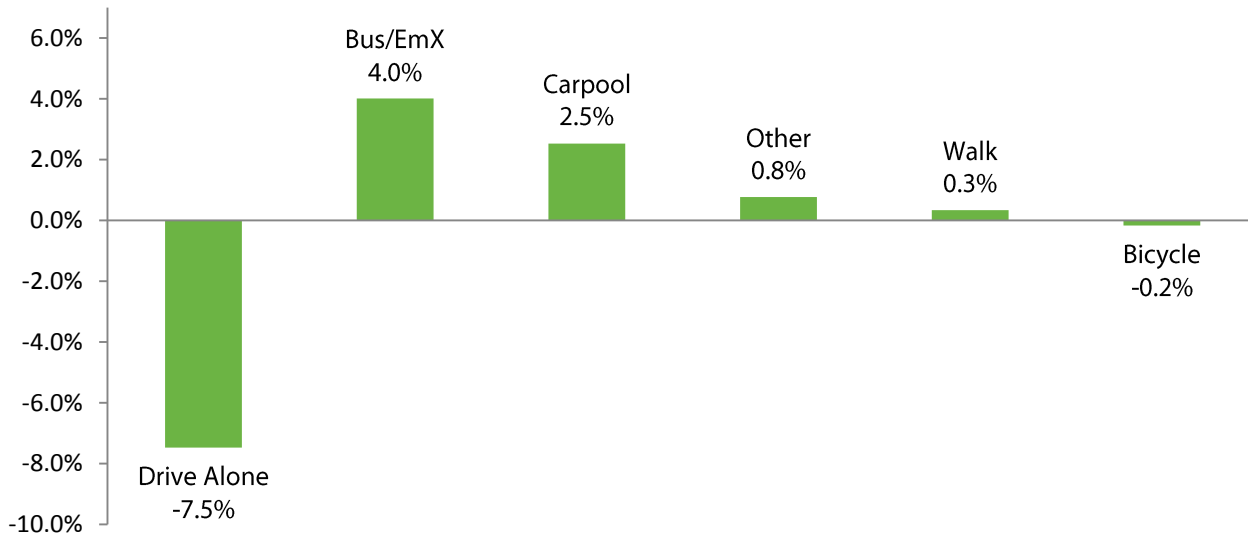
## Overall Trip Mode Share

(As Reported in Pre- and Post-Program Surveys)



## Mode Shift

(As Reported in Pre- and Post-Program Surveys)

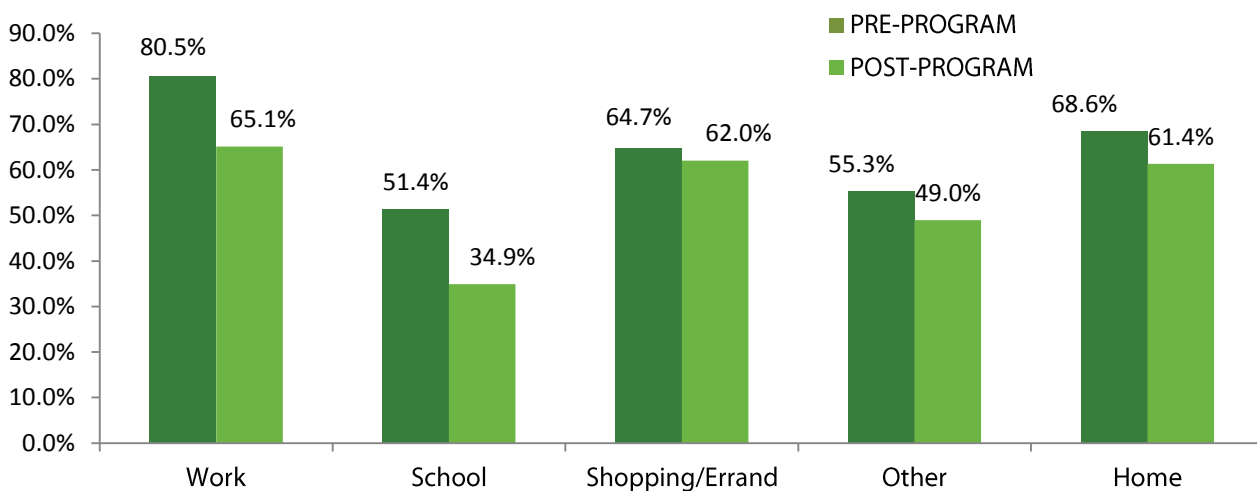


Reported drive-alone mode share dropped 7.5 percent, while transit mode share increased 4.0 percent, and carpooling increased 2.5 percent. Other modes (such as motorcycles and skateboards) increased 0.8 percent and walking increased 0.3 percent. Bicycle mode share reportedly decreased by a very small amount (0.2 percent).

## Mode Shift by Trip Purpose

For a better understanding of travel behavior in the program area, mode shift can be evaluated by trip purpose. The following chart shows drive-alone mode share by trip type, before and after the program. Drive-alone mode share dropped most dramatically for school trips, a mode shift of 16.5 percent. All other trip purposes also saw a reduction in drive alone mode share ranging from 15.3 percent down to 2.6 percent. For trips that returned home, we are unable to evaluate the purpose for leaving home in the first place because of the methodology of the survey, but the vast majority of those trip purposes are captured in the “to” trips (all of the other trips) recorded in the survey.

## Drive Alone Mode Share by Trip Purpose



## Program Impact on Vehicle Miles Traveled (VMT) and Carbon Dioxide Emissions

Based on the demonstrated reduction in drive-alone trips, it is estimated that program area residents will continue to drive 3,955 miles less per day following the program, which can be extrapolated to a reduction of 1,443,709 vehicle miles annually. This annual VMT savings translates to a reduction of 1,172,555 pounds of carbon dioxide emissions per year, as shown in the following table.

## Vehicle Miles and Carbon Dioxide Emissions Reduced

	Estimated Vehicle Miles Traveled (Per Person)		Estimated Vehicle Miles Traveled (In Target Area)		Estimated Vehicle Miles Reduced In Target Area	Estimated Carbon Dioxide Emissions Reduced (in Pounds)
	Pre-Program	Post-Program	Pre-Program	Post-Program		
Daily	7.47	6.54	31,890	27,935	3,955	3,212
Annual	2,727	2,388	11,639,910	10,196,201	1,443,709	1,172,555

*Carbon dioxide emission reductions are estimated based on VMT reduction calculations, as well as emission rates from the 2008 EPA Report 420-F-08-024, “Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks.”*

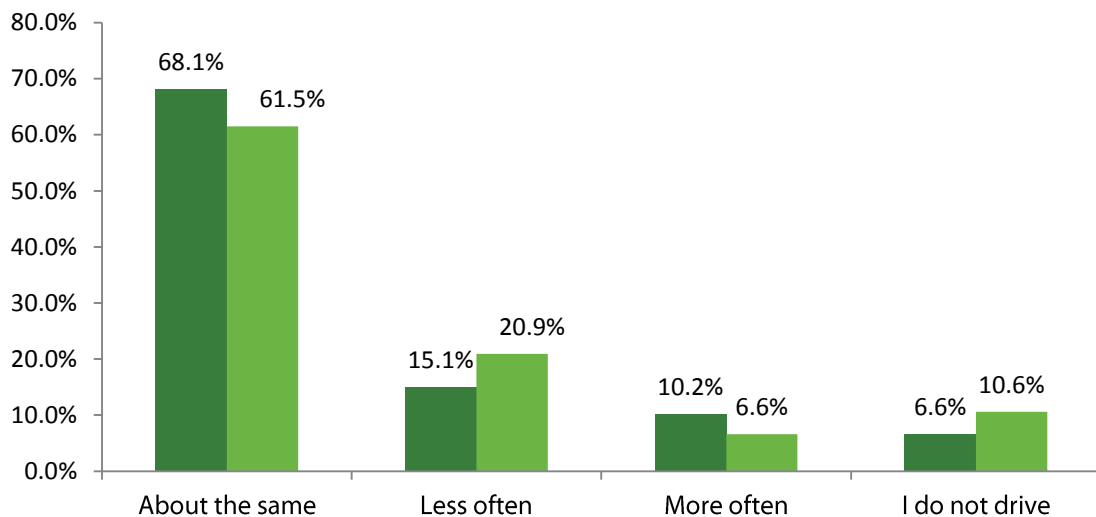
## Stated Preference Results

In addition to the travel diaries, survey participants were asked a series of questions about their travel habits and attitudes. Respondents were asked whether they think they are driving alone to places more often, less often, or about the same number of times each week as they were six months ago. If the respondent answered that they think they are driving less, then they were asked to what they attributed the change. The results from the pre- and post-program surveys are shown in the following charts.

The proportion of respondents stating that they think they are driving less than they were six months ago increased from 15.1 percent prior to the program to 20.9 percent following the program. In other words, a greater proportion of people are driving less often following the program and a smaller proportion of people are driving more often.

### Reported Driving Behavior Compared to Six Months Earlier

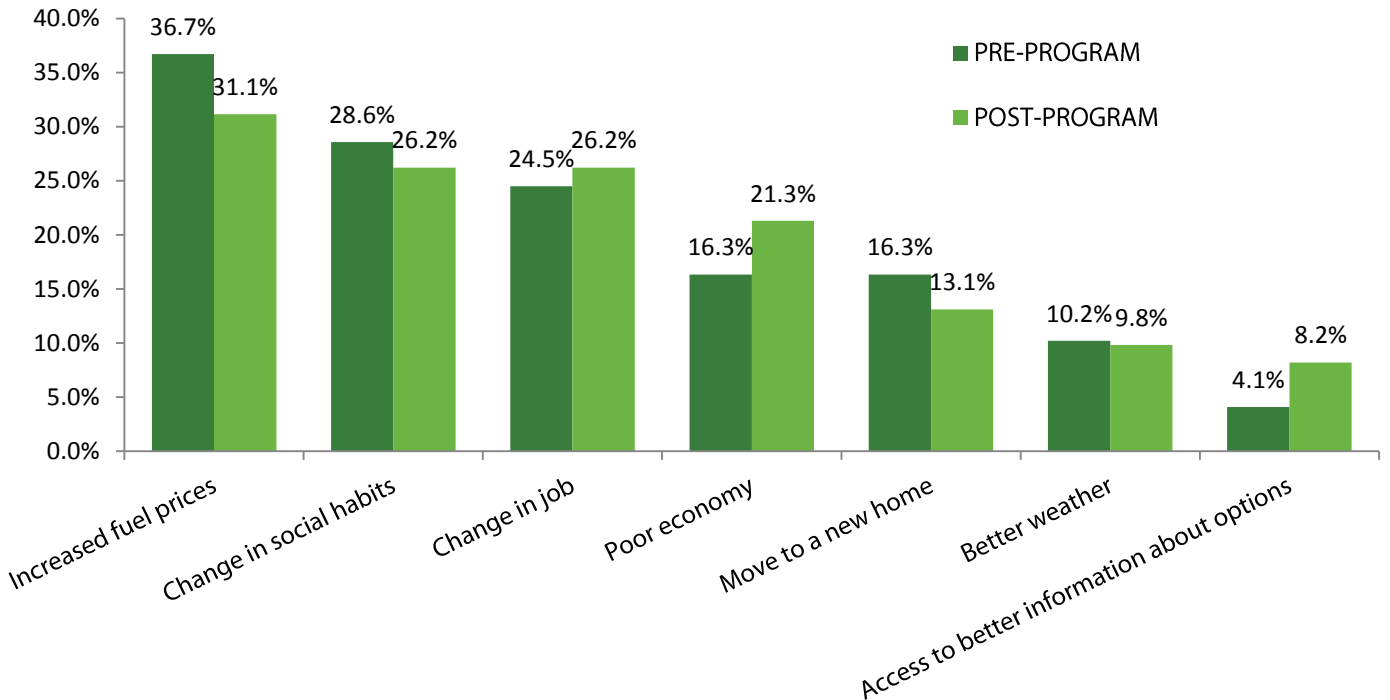
(Responses to the question, "Do you think you are driving alone to places more often, less often, or about the same as you were six months ago?")



When asked about what factors have caused them to drive less, survey respondents pointed to increased fuel prices, changes in social habits, changes in their job, and a poor economy, which is similar to responses from the 2013 Hayden Bridge surveys. It is important to note that the response to this question produced a small sample size, because only those respondents who reported driving less were asked to answer this question. Reporting that access to information about transportation options contributed to less frequent driving doubled between the pre- and post-program surveys; however, it is important to note that the response count increased from just two respondents to six respondents.

### Reasons for Driving Less as Reported by Survey Respondents

(Responses to the question, "If you think you are driving alone less often now, what do you think caused the change?")



Survey participants were also asked a series of questions about their attitudes towards transportation, the environment, and health. In general, the residents of the target area displayed a strong positive agreement with the statements, listed in the table below, demonstrating support for transportation options and healthy and environmentally friendly lifestyles.

The vast majority of pre- and post-program survey respondents agreed that it is a good idea for the City of Springfield to help residents walk and bike more, that they would like to reduce their environmental impact, and that improving their health is important to them. Further, about half of residents responding to the surveys report having a bicycle available to use, indicating that there is not only support but also opportunity for more bicycling among residents. Sixty-five percent of pre- and post-program survey respondents agreed with the statement, "I would like to drive less." Notably, about 8 percent of respondents reported that they do not have any vehicles at their residence, while others may drive very little, which may explain why fewer respondents responded positively to that particular statement. Responses are summarized in the following table.

**Reported Agreement with Attitudinal Questions (of those who reported an opinion)**

Statement	Pre-Program Survey			Post-Program Survey		
	Strongly Agree	Somewhat Agree	Overall Agreement	Strongly Agree	Somewhat Agree	Overall Agreement
I think it is a good idea for the City of Springfield to help residents walk and bike more.	44.9%	38.6%	<b>83.4%</b>	53.6%	30.1%	<b>83.8%</b>
I would like to drive less.	24.8%	39.9%	<b>64.7%</b>	28.5%	36.6%	<b>65.1%</b>
I would like to reduce my environmental impact.	47.3%	35.8%	<b>83.0%</b>	45.0%	39.6%	<b>84.6%</b>
Improving or maintaining my health is important to me.	81.1%	15.3%	<b>96.4%</b>	81.0%	16.3%	<b>97.3%</b>

**Other Factors Affecting Mode Choice**

The primary goal of the *SmartTrips: Main Street* program was to reduce drive-alone trips made by residents of the target area. While the survey results suggest that the program succeeded in reducing driving trips, other factors likely influenced mode choice over the duration of the program, both positively and negatively. Other factors that may have an impact on travel choice include weather, gas prices, target area demographics, and/or construction and infrastructure programs.

## **Lessons Learned**

### **Travel Kit Assembly**

During the program, there are times that are overwhelming with orders and deliveries. The busy times tend to be a week after the order form has been mailed. To make things easier during those challenging times, ensure that the assembly area is organized. Also, it is wise to pre-package as many materials and bags as possible before the order forms are mailed to residents. During slow times, materials should be refilled in order to be prepared for the next wave of orders.

### **Deliveries**

Deliveries can be a very time consuming part of the program. In order to maximize time spent on deliveries, group the orders by addresses that are close together. This will eliminate the need to go from one end of the target area to the other multiple times. The delivery routes should be pre-planned and a delivery map should be prepared.

### **Latino Outreach**

Staff had a difficult time engaging the Latino population in the target area. Staff was able to make some connections with a few Latino residents but was not able to connect with a majority of the population in our area. Staff would like to identify key events or meeting places for *SmartTrips* staff to be available to take travel kit orders directly instead of through the mail or online. This would help to alleviate the fear of sending a government agency their name and addresses.

### **Program Partners**

This is the most important part of the program. There's no such thing as too many partners or sponsors assisting with the program. It is important to find a partner who is trusted and prominent in the target area to reinforce the program's credibility with residents.

### **Events**

Even though staff have planned a fun and interesting event, extra incentives like prize giveaways or raffles are key to ensure that participants attend the events they have previously registered for. The summer months are packed with family friendly events, so events should be enticing and memorable to ensure a good turnout.

## **Acknowledgements**

The SmartTrips Main Street program was supported by many local agencies, organizations, and businesses. We would like to acknowledge the following members of the program team:

### **Lane Transit District**

#### **Point2point**

Cody Franz, SmartTrips Program Coordinator

Theresa Brand, Transportation Options Program Manager

Cammie Harris, Administrative Specialist

Tracy Ellis, Rideshare Program Specialist

Jessica Kessinger, SmartTrips Intern

### **Graphics**

Craig Runyon, Graphic Designer

Karen Kirchhoff, Graphic Designer

### **City of Springfield**

David Reesor, Senior Transportation Planner

Michael Liebler, Planning Engineer

Springfield Bicycle and Pedestrian Advisory Committee (BPAC)

### **Lane Council of Governments**

Ann Terrell, Senior Developer

Joshua Farry, Senior Developer

Tyler Stewart, Senior Developer

Heidi Leyba, Information Systems Manager

### **Alta Planning + Design Consulting Team**

Jessica Roberts, Program Manager

Cathy Cibor, Senior Planner

Hannah Crum, Planner

Kristen Maddox, Planner

### **Others**

We also would like to thank the following program partners and supporters:

Willamalane Park and Recreation District

Point2point SchoolSolutions

Neighborhood Economic Development Corporation (NEDCO)

Oregon Department of Transportation Safety Division

Springfield Safe Routes to School

# Appendix



## Springfield Residential Transportation Survey

Point2point and the City of Springfield are conducting a survey on how Springfield residents get around. Please fill out this survey even if you completed it in the past as we are interested in hearing about your **current** experience and opinions. Take this survey online at [surveymonkey.com/s/PostMainSt](http://surveymonkey.com/s/PostMainSt), or return completed paper version and prize drawing slip in the enclosed postage-paid envelope. All surveys must be completed by **09/26/2014**, and all responses will be kept strictly confidential and anonymous.

### PARTICIPATE AND YOU COULD WIN A \$100 FRED MEYER GIFT CARD!

My Trip Diary for yesterday, \_\_\_\_\_ / \_\_\_\_\_ / 2014  
 Think about yesterday and all the places you went. Fill out the trip diary below for all of the trips you made yesterday, even if it was not a typical day for you. Note: each row should be a one-way trip  
 I made no trips yesterday

	Where did you go? (Pick the best option.)					How did you get there? (If you used more than one way to get there, pick the one that you used for the longest part of the trip.)						
	Work	School	Shopping or Errands	Home	Other:	Drive alone	Carpool	Bus	Walk	Bicycle	Other:	
Sample:	X						X					
Sample:				X							skateboard	
First Trip:												
Next Trip:												
Next Trip:												
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Please rank the following statements according to how strongly you agree or disagree:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Don't Know/ No Opinion	N/A
I think it is a good idea for the City of Springfield to help residents walk and bike more.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like to drive less.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like to reduce my environmental impact.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving or maintaining my health is important to me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you think you are driving alone to places more often, less often, or about the same as you were six months ago? (check one)

More often  
  Less often  
  About the same  
  I do not drive  
  Don't know

---

If you think you are driving alone less often now, what do you think caused the change? (check all that apply)

Change in job  
  Move to new home  
  Change in social habits  
 Better weather  
  Poor economy  
  Increased fuel prices  
  N/A  
 Access to better information about my transportation options  
 Other: \_\_\_\_\_

---

Do you have access to a car/truck/SUV/van most days?  
 Yes  
 No  
 Don't know

---

Do you have access to a bicycle most days?  
 Yes  
 No  
 Don't know

---

What is your age?  
 Under 18  
 18-29  
 30 - 44  
 45 - 64  
 65+

Questions? Contact Point2point at 541-682-6112 or [cody.franz@ltd.org](mailto:cody.franz@ltd.org)





Residential Brochure

**Summer Schedule of Free Events**

**Saturday, July 19, 9:00 a.m. – 12:00 p.m.**  
**Clearwater Park Ride:** Join new Deputy Superintendent, Seve Ghouse on a family-friendly bike ride from Clearwater Park\* to Dorris Ranch. A bike mechanic will be on-site beforehand to check out your bike and answer questions. Along the route stop to learn about flora and fauna, wildlife, and the river from local experts. Refreshments will be provided half way; afterwards riders can continue to Dorris Ranch\* or ride back to Clearwater Park\*. Presented in partnership with Willamalane. Helmets are required to participate.

**Sunday, July 27, 12:00 p.m. – 3:00 p.m.**  
**Ride the Wave!** Feel the breeze as you ride the bus to Splash! at Lively Park\*. Lunch and admission to the facility is provided. Meet at Willamalane Center\* to begin the trip. RSVP at SmartTripsSpringfield.com or call 541-682-6112. Space is limited.

**Wednesday, July 23, 5:30 p.m. – 7:30 p.m.**  
**Cross Walk Safety:** Join Springfield Transportation Planning Engineer, Michael Liebler for a stroll along Main Street. We will be discussing and demonstrating how to use the NEW pedestrian crossings going in along Main Street. Walk will begin at Willamalane Center\* and end at Tyson Park\* where participants can enjoy refreshments. Bring your walking shoes and your questions.

**Saturday, August 16, 12:00 p.m. – 2:00 p.m.**  
**SmartTrips Wrap Up Party:** Come celebrate the SmartTrips Main Street program with us at Willamalane Center\*! This carnival themed party will have food, games, prizes, rock climbing, and much more. Let's send this year's program out with a BANG!

\*Event Locations:  
**Willamalane Center** – 250 S. 32nd St.  
**Clearwater Park** - South end of Clearwater Lane  
**Volunteer Park** - 4350 Mount Vernon Road  
**Splash! at Lively Park** – 6100 Thurston Road  
**Tyson Park** - 3405 E St.  
**Dorris Ranch** - 205 Dorris St.

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 Springfield, OR 97475-0070



**COMING SOON!**

**SmartTrips:  
 Main Street**

**Order Your**

- FREE** Pedometer
- FREE** Flashing Light
- FREE** Water Bottle
- FREE** Bus Passes



**SmartTrips: Main Street**

*SmartTrips provides FREE tools and interactive events to make transportation options fun and accessible for all.*



A **SmartTrips** order form will be coming to you soon, which will offer informative materials to help you travel smart. As a reward for responding, we'll send you a **FREE** gift, like a BPA-free metal water bottle or a reusable shopping bag! Let us help you travel around your neighborhood in comfort and style.

**Questions?**  
 Contact SmartTrips Program Coordinator Cody Franz  
 541-682-6112 | smarttrips@ltd.org  
 Order your travel kit now at SmartTripsSpringfield.com



**Summer Schedule of Free Events**

**Tuesday, May 13, 9:00 a.m. - 11:00 a.m.**  
**Explore the Natural World:** Explore the Middle Fork Path on the Willamette River with Naturalist Whitney Lueck as he discusses the region's noteworthy natural history. Meet by the Clearwater trailhead\* restrooms.

**Sunday, May 18, 12:30 p.m. - 3:30 p.m.**  
**Family Fun Bowling Adventure:** Spare the air and ride the bus for family fun afternoon of bowling at Timber Bowl. Meet at Willamalane Center\* to begin the trip. RSVP at SmartTripsSpringfield.com or call 541-682-6112, space is limited!

**Saturday, May 31, 11:00 a.m. - 1:00 p.m.**  
**Kidical Mass Ride:** Join the SmartTrips team and Safe Routes to School on the FIRST-EVER Springfield Kidical Mass Bike Ride. Pack a picnic lunch for the family, hop on your bikes, and meet us at Willamalane Center\* as we ride through the neighborhood to Volunteer Park\*. Once there, we will eat our lunches, enjoy the sun, and partake in free snow cones. After the picnic, families will ride together back to Willamalane Center.

**Tuesday, June 10, 9:00 a.m. – 11:00 a.m.**  
**Explore the Natural World:** Discover resident birds, trees, and native plants with Willamalane Park Specialist Daphne Sampson. Bring binoculars, a bird identification guide, and questions. Dress for weather and walking on uneven surfaces. Refreshments will be provided. Meet by the Clearwater trailhead\* restrooms. Presented in partnership with Willamalane.

**Saturday, June 28, 9:00 a.m. - 12:00 p.m.**  
**It's a Hole in One!** Just sit back and let LTD do the driving to the family fun golf outing at Camp Putt Adventure Golf Park\*. Meet at Willamalane Center\* to begin the trip. Lunch and one round of golf will be provided. RSVP by June 20 at SmartTripsSpringfield.com or call 541-682-6112. Space is limited!

**Friday, June 20, 5:30 p.m. - 7:30 p.m.**  
**Cruise the Clearwater Path:** Join the SmartTrips team and the Springfield Bicycle and Pedestrian Advisory Committee (BPAC) for a slow paced, 5 mile evening cruise along the Clearwater path. Ride will start and end at Volunteer Park\*. Refreshments will be provided half way. Bike tune-ups will be provided prior to the ride. Helmets are required to participate.

CONTINUED ON THE OTHER SIDE

## Residential Cover Letter



Dear SmartTrips Main Street Neighbor:

Thank you for taking the time to think about how you get around Springfield. It is our hope that providing the information you requested will help you get walking, biking, or on the bus more often!

Throughout the program, we hope you will join us at a variety of free, fun SmartTrips events. Our summer calendar is jam-packed with fun community events, a neighborhood bike ride, and much more. Visit our website for tips on staying active, saving money, and reducing neighborhood traffic.

Please look over your materials and let us know if you or anyone in your household has any questions or comments for us. You can contact me at 541-682-6112.

Remember, swapping just one or two car trips a week for a walk, bike ride, or bus trip is all it takes to reduce neighborhood traffic by 10% and save you money!

Wishing you many SmartTrips,

Cody Franz  
SmartTrips Program Coordinator  
Point2point at Lane Transit District

[www.SmartTripsSpringfield.com](http://www.SmartTripsSpringfield.com)

**Get out of your car, get into the trip.**

**Residential Order Form**

**SmartTrips** provides **FREE** tools and interactive events to make transportation options fun and accessible for all.



As a reward for responding to this **SmartTrips** order form, we'll send you a **FREE** gift, like a BPA-free metal water bottle or a reusable shopping bag! Let us help you travel around your neighborhood in comfort and style.

The **SmartTrips** program runs in the Main Street neighborhood May-August 2014.



**SmartTrips: Main Street**



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 141 EUGENE OR

POSTAGE WILL BE PAID BY ADDRESSEE

POINT2POINT SOLUTIONS  
LANE TRANSIT DISTRICT  
PO BOX 7070  
SPRINGFIELD OR 97475-9802



Printed  
US Postage Paid  
Springfield, OR  
Permit No. 17



**Get your  
SmartTrips  
travel tools here.  
FREE.**

"On behalf of the City of Springfield, I encourage you to take advantage of this free program. By choosing a new option of getting around, you can save time, money, and foster a healthier lifestyle."  
-MAYOR CHRISTINE LUNDBERG

FOLD THIS FORM TO THE BUSINESS REPLY MAIL LABEL FACES OUT TO FIT IN THE GREEN TRIANGLES AND MAIL. POSTAGE FREE.

## Order Form (continued)

### Get your FREE Travel Tools.

Let SmartTrips get you started with the travel tools you need to get walking, biking, and taking transit more often. The Main Street area is full of wonderful parks, local businesses, and close to local bus routes, bike routes, trails, and walkable streets. Let SmartTrips help you get acquainted with it all!

Use the form below or go to [smartrippsspringfield.com](http://smartrippsspringfield.com) to choose whatever you need to get started. Within two weeks of your order, we will specially deliver your materials to you by bicycle. As a bonus, you can choose one of two rewards just for returning your order form (or ordering online). While supplies last!

For more information or questions about SmartTrips Springfield, call Cody Franz at 541-682-6112 or email [smartrips@ltd.org](mailto:smartrips@ltd.org).

### Travel Tools

Check as many as you want

#### WALKING

- Walking Kit includes:
  - \* Pedestrian crosswalk information (Including how to navigate through the Pioneer Parkway roundabout the stutter flash signals, and the pedestrian hybrid beacons)
  - \* Map detailing walking/biking paths and routes in your neighborhood
  - \* Walking Logs (Keep track of your progress)
- Free digital pedometer (Count your steps)
- Hayden Bridge Neighborhood Walking/Biking Map

#### BIKING

- Biking Kit includes:
  - \* Springfield by Cycle: A booklet tailored to the Springfield area with tips and rules of the road
  - \* Oregon Bicycle Manual
  - \* Eugene-Springfield Bike Map
  - \* Be Smart! Be Seen! - Tips on riding at night
  - \* Take Your Bike! - Tips on how to take your bike on the bus
  - \* Map detailing walking/biking paths and routes in your neighborhood
- Free flashing light (Be seen while riding your bike at night!)
- Hayden Bridge Neighborhood Walking/Biking Map

#### TRANSIT

- Lane Transit District (LTD) Rider's Digest
- One week (5 passes) of free LTD bus passes

#### ACCESSIBILITY

- Travel Training: A service for older adults to learn the LTD bus system
- EZ Access: A package of products and services provided by LTD for seniors and people with disabilities
- RideSource brochure

#### FOR CHILDREN

- SmartTrips for SmartKids youth activity book
- School Solutions: How to help your children walk, bike, or carpool to school safely
- "A Perfectly Fitted Helmet" guide
- Reflective Slap Bracelet

#### EVEN MORE TRANSPORTATION OPTIONS

- Driver Less Connect brochure: Join today and earn rewards from SmartTrips
- Information on joining a vanpool or carpool
- Carsharing: Enterprise CarShare program has come to the region
- Willamalane Parks and Recreation Guide
- Eugene, Cascades, and Coast Adventure Center brochure

### REWARD

- Pick your FREE reward (please choose one)
  - Metal water bottle (BPA free)
  - Reusable shopping bag



### Ordene sus Herramientas de viaje.

¡Tienes opciones! ¡Opciones de transporte para hacer viajes inteligente (SmartTrips) en Springfield! Vamos a empezar con las herramientas de viaje que necesitas para caminar, ciclismo, tránsito, y más. El vecindario de Main Street está lleno de parques maravillosos, negocios locales y cerca de las rutas de autobuses, rutas de bicicleta, senderos y caminos transitables. Deja que SmartTrips te ayude familiarizarse con todo!

Utilice el formulario adjunto o visite [smartrippsspringfield.com](http://smartrippsspringfield.com) para elegir lo que necesites para empezar. Dentro de dos semanas de su orden, nosotros entregamos sus materiales a usted sobre bicicleta. Como un beneficio, usted puede elegir uno de dos premios. ¡Mientras duren!

Para más información o preguntas sobre SmartTrips Springfield llame a Cody Franz 541-682-6112 o por correo electrónico [smartrips@ltd.org](mailto:smartrips@ltd.org).

### Las Herramientas de Viaje

Marque los que quiera

#### CAMINAR

- Equipo de Caminar, incluyendo
  - \* Información de cruces peatonales (Incluyendo como navegar por la glorieta de Pioneer Parkway, las luces de señal intermitentes y luces peatonales que emiten destellos intermitentes)
  - \* Mapa que detalla las rutas y caminos para caminar
  - \* Registros de caminata (Mantenga un registro de su progreso)
- Podómetro digital gratis (¡cuente sus pasos!)
- Mapa de Caminar y Andar en Bicicleta de Hayden Bridge

#### CICLISMO

- Equipo de Bicicleta, incluyendo
  - \* Springfield por Bicicleta: Un folleto adaptado al área de Springfield, con consejos y reglas de la calle
  - \* Manual del Ciclista del Estado de Oregon
  - \* Mapa para andar en bicicleta de Eugene-Springfield
  - \* ¡Sea Inteligente! ¡Ver visto! - Consejos para manejar de noche
  - \* ¡Tome su bicicleta! - consejos para llevar la bicicleta en el autobús
  - \* Mapa que detalla las rutas y caminos para caminar
- Luz intermitente Gratis (use en su bicicleta en la noche!)
- Mapa de Caminar y Andar en Bicicleta De Hayden Bridge

#### TRANSPORTE PÚBLICO

- Manual para pasajeros de Lane Transit District
- Un pase para viajar por una semana (5) gratis en LTD

#### ACCESIBILIDAD

- Entrenamiento de Viaje: Un servicio para adultos mayores para aprender sobre el sistema de transporte de LTD
- EZ Access (Acceso fácil): Un paquete de productos y servicios proveídos por LTD para adultos mayores y personas con discapacidades
- Folleto de RideSource

#### PARA NIÑOS

- SmartTrips para SmartKids Libro de actividades juvenil
- Folleto School Solutions: Cómo ayudar a sus niños a caminar, andar en bicicleta o compartir un automóvil a la escuela con seguridad
- Un Casco de Calce Perfecto
- Brazalette Reflectante

#### MÁS OPCIONES DE TRANSPORTACIÓN

- Información para unirse al transporte compartido
- Folleto Driver Less Connect (Te conecta a otras personas en la comunidad para el transporte compartido, participa en el grupo de SmartTrips)
- Carsharing - Automóvil compartido: Enterprise CarShare programa ha llegado al área
- Guía a Parques y Recreación de Willamalane
- Viaja Lane County Folleto

### PREMIO

- Escoge su premio GRATIS (por favor escoge uno)
  - Botella de agua de metal (Sin BPA)
  - Bolsa de compras reusable

Tell us where to deliver your travel tools and reward:

Please print/Por favor escriba

Name/Nombre: \_\_\_\_\_

Address/dirección: \_\_\_\_\_

Phone/teléfono: \_\_\_\_\_

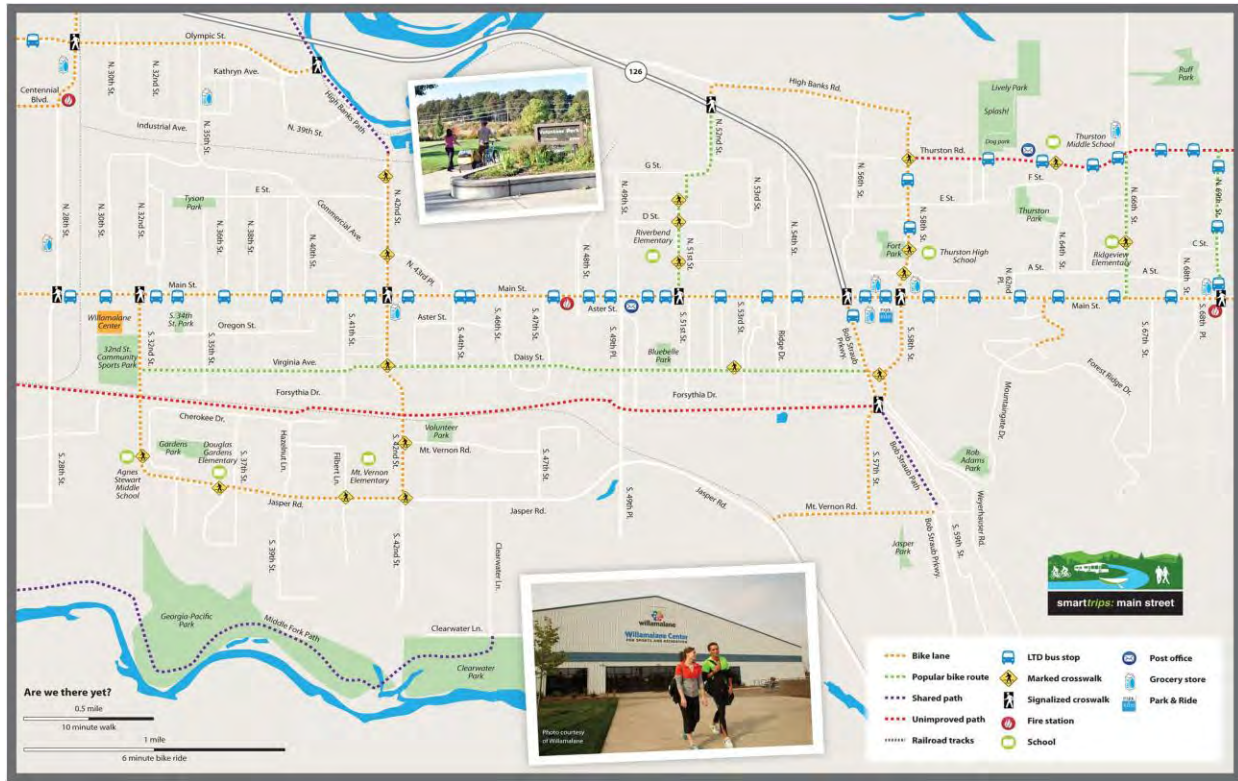
Email/correo electrónico\*: \_\_\_\_\_

\*By providing your email address you agree to receive SmartTrips Springfield updates. Al proporcionar su dirección de correo electrónico se compromete a recibir actualizaciones SmartTrips Springfield.

Díganos a dónde enviar sus herramientas de viaje y su premio:

Questions? Contact Cody Franz at 541-682-6112 or [smartrips@ltd.org](mailto:smartrips@ltd.org).

# Main Street Neighborhood Map



## Main Street Walking, Biking & Transit Map

SmartTrips: Main Street

Point2point PART OF LTD SPRINGFIELD GREGON

### It's a Walk in the Park!

Here's a great half-mile walk between several parks (one mile roundtrip). Sidewalks line the street for the entire duration of this walk. Start at 32nd St. Community Sports Park, pass through Pride Park and end up at Tyson Park. Parking is available in the Willamalane Center shared parking lot.



### Riding Lane Transit District

**Frequent Service:** Route 11 runs east and west along Main Street seven days a week, as often as every 10 minutes during peak travel times. This makes it easy to travel to and from your favorite destinations. Check the timetable for trip details at [ltd.org](http://ltd.org) or pick up a Rider's Digest on a bus or at an LTD station.



**Get Out and About:** Route 91 travels from Thurston Station out scenic Highway 126 to McKenzie Bridge seven days a week, stopping at great hiking locations along the way. Pack a lunch and make a day of it! Check the timetable for trip details at [ltd.org](http://ltd.org) or pick up a Rider's Digest on a bus or at an LTD station.

### Get Somewhere

This is a great bike route that is just over three miles long. Whether you are looking to get somewhere, or just out to enjoy the fresh air and get some exercise, you'll love this ride. There is parking available in the Willamalane Center visitor's lot. Stop for a snack or to shop along the way. If you take 42nd St. north to Main Street, you can stop at Sharky's Pub and Grub, McKenzie Café, Dutch Brothers, or Papa's Pizza. If you take 32nd St. north to Main Street, you can stop at Goodwill or Pizza Hut!

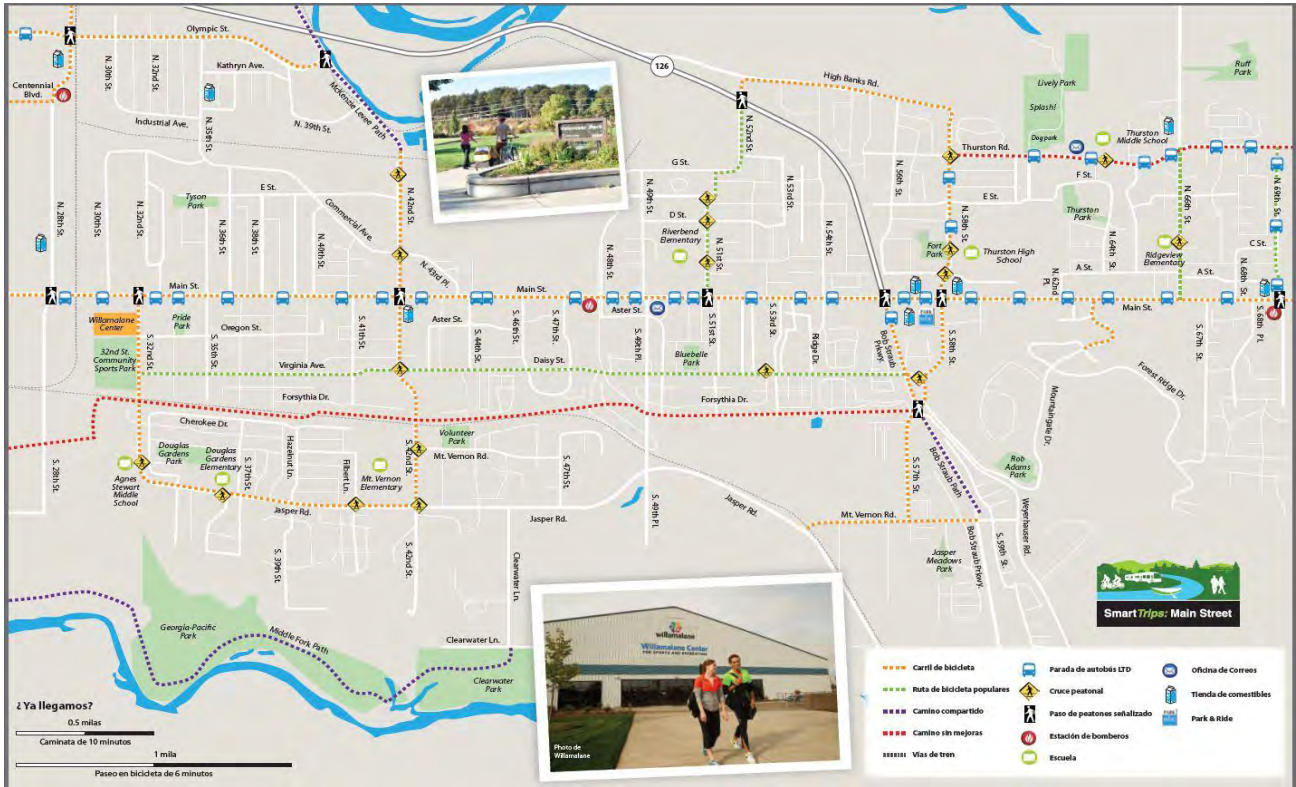


### Explore the Natural World

After years of planning and paving, the last section of the Middle Fork Path is open to the public. The 4-mile-long, 10-foot wide pathway now runs from Clearwater Park all the way to Dorris Ranch. Walkers, cyclists, mobility devices, skateboards, and rollerblades are all welcome on this path! Start at Clearwater Park; the Middle Fork Path trailhead is located to the west of the parking lot. Go check out all the natural beauty this path has to offer!



# Main Street Neighborhood Map Spanish



## Mapa de Caminar, Andar en Bicicleta y Transporte Público de Main Street

**Smart Trips: Main Street**

Point2point A PART OF LTD  
 SPRINGFIELD OREGON

### ¿Un paseo en el Parque!

Aquí le damos una medio milla caminata entre varios parques. ¡Ilay aceras por toda la duración de este paseo. Empezamos en la Community Sports Park (32nd Street) y termina en el Parque Tyson.



### Usando Lane Transit District

**Servicio frecuente:** Ruta número 11 corre este y oeste a lo largo de Main Street, 7 días a la semana; el autobús viaja cada 10 minutos durante servicio alta. Esto facilita viajar fácil y rápido desde sus destinos favoritos. Compruebe el calendario de los detalles del viaje en [ltd.org](http://ltd.org) o recogue un Manual Para Pasajeros (Rider's Digest) en un autobús o en una estación LTD.



**Explora en Autobus:** Ruta número 91 viaja desde la Estación Thurston a la pintoresca McKenzie carretera 126, 7 días a la semana, parando en lugares de gran senderismo por el camino. ¡Empaca un almuerzo y explora el área! Compruebe el calendario de los detalles del viaje en [ltd.org](http://ltd.org) o recogue un Manual Para Pasajeros en un autobús o en una estación LTD.

### Conseguir un lugar

Esta ruta fantástica de bicicleta es poco más de tres millas de largo. Si usted está buscando un lugar, o solo sales para disfrutar el aire fresco y hacer ejercicio, te encantará este paseo. Hay aparcamiento en las áreas de visitantes. Visita el área para conseguir algo de comer o para ir a comprar. O si paseas a 42nd Street norte a Main Street, para y disfruta en Sharky's Pub y Grub, Pizza McKenzie Café, o Papa's Pizza. ¡Si usted lleva 32nd Street norte a Main Street, usted puede parar en las tiendas Goodwill o Pizza Hut!



### Explora el Mundo Natural

¡Peatones, ciclistas, patinetas y patines, o personas en silla de rueda están bienvenidos en este camino! Empezamos en Clearwater Park; el Middle Fork Path sendero se encuentra al oeste del estacionamiento. Siga este camino escénico de 10 pies amplio que pasa por las orillas del Río Willamette. El camino estaba pavimentado recientemente así que trabaja grandes para patines y dispositivos de movilidad. En la actualidad, 2.5 millas de la zona de la ruta se ha completado. ¡Fase II está en camino de ser completa Septiembre de 2013!



**Main Street Events Calendar**

# Spring & Summer Events Schedule

www.smarttripspringfield.com/events

## Smart *Trips*: Main Street

**Saturday, July 19,**  
**9:00 a.m. – 12:00 p.m.**  
**Clearwater Park Ride:** Join new Deputy Superintendent, Seve Ghose on a family-friendly bike ride from Clearwater Park\* to Dorris Ranch. A bike mechanic will be on-site beforehand to check out your bike and answer questions. Along the route stop to learn about flora and fauna, wildlife, and the river from local experts. Refreshments will be provided half way; afterwards riders can continue to Dorris Ranch\* or ride back to Clearwater Park\*. Presented in partnership with Willamalane. Helmets are required to participate.

**Wednesday, July 23,**  
**5:30 p.m. – 7:30 p.m.**  
**Cross Walk Safety:** Join Springfield Transportation Planning Engineer, Michael Liebler for a stroll along Main Street. We will be discussing and demonstrating how to use the NEW pedestrian crossings going in along Main Street. Walk will begin at Willamalane Center\* and end at Tyson Park\* where participants can enjoy refreshments. Bring your walking shoes and your questions.

**Sunday, July 27,**  
**12:00 p.m. – 3:00 p.m.**  
**Ride the Wave!** Feel the breeze as you ride the bus to Splash! at Lively Park\*. Lunch and admission to the facility is provided. Meet at Willamalane Center\* to begin the trip. RSVP at SmartTripsSpringfield.com or call 541-682-6112. Space is limited.

<b>JULY 2014</b>						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 <b>Light of Liberty Celebration</b> – Island Park	5
6	7	8	9	10	11 <b>Springfield SummerFair</b>  <b>Second Friday Art Walk</b>	12 <b>Springfield SummerFair</b>
13	14	15	16	17	18 <b>Movies in the Park</b> – Douglas Gardens Park	19 <b>SmartTrips: Clearwater Park Ride</b>
20	21	22	23 <b>SmartTrips: Cross Walk Safety</b>	24	25 <b>Movies in the Park</b> – Quartz Park	26 <b>Cabela's Family Outdoor Day</b> – Clearwater Park
27 <b>SmartTrips: Ride the Wave!</b>	28	29	30 <b>Summer Concert Series</b> – Dorris Ranch	31		

**Saturday, August 16,**  
**12:00 p.m. - 2:00 p.m.**  
**SmartTrips Wrap Up Party:** Come celebrate the SmartTrips Main Street program with us at Willamalane Center! This carnival themed party will have food, games, prizes, rock climbing, and much more. Let's send this year's program out with a BANG!



## Event Calendar (continued)

# May

**Tuesday, May 13,  
9:00 a.m. - 11:00 a.m.**  
**Explore the Natural World:** Explore the beautiful Middle Fork Path on the Willamette River with Naturalist Whitey Lueck as he discusses the region's noteworthy natural history. Meet by the Clearwater trailhead\* restrooms.

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12:30 p.m. - 3:30 p.m.**  
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**\*Event Locations:**  
**Willamalane Center for Sports and Recreation** – 250 S. 32nd St.  
**Clearwater Park** - South end of Clearwater Lane  
**Volunteer Park** - 4350 Mount Vernon Road  
**Splash at Lively Park** – 6100 Thurston Road  
**Tyson Park** - 3405 E St.  
**Dorris Ranch** - 205 Dorris St.

MAY 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9 Second Friday Art Walk – Downtown Springfield	10 Business Commute Challenge Begins
11 Cyclofemme Ride	12	13 SmartTrips: Explore the Natural World	14	15	16 Business Commute Challenge Ends	17 Sizzlin' Summer Showcase – Willamalane Center
18 SmartTrips: Family Fun Bowling Adventure	19	20	21	22	23	24
25	26	27	28		30	31 SmartTrips: Kidical Mass Ride



# June

**Tuesday, June 10,  
9:00 a.m. - 11:00 a.m.**  
**Explore the Natural World:** Discover resident birds, trees, and native plants with Willamalane Park Specialist Daphne Sampson. Bring binoculars, a bird identification guide, and questions. Dress for weather and walking on uneven surfaces. Refreshments will be provided. Meet by the Clearwater trailhead\* restrooms. Presented in partnership with Willamalane.

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JUNE 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10 SmartTrips: Explore the Natural World	11	12	13 Second Friday Art Walk – Downtown Springfield	14
15	16	17	18	19 National Dump the Pump Day	20 SmartTrips: Cruise the Clearwater Path	21 Summer Solstice Dash & Bash
22	23	24	25	26	27	28 SmartTrips: It's a Hole in One!
29	30					



# Roundabout Brochure

FRONT SIDE  
PAGE  
BRIGHT OR  
ECNWS

Residential Customer

City of Springfield  
Transportation Division  
Public Works Department  
325 Fifth Street  
Springfield, Oregon 97477



SPW-011 Revised Book 9 (06/08)

## PIONEER PARKWAY HAYDEN BRIDGE MARTIN LUTHER KING, JR. PARKWAY

# ROUNDAABOUT

General Information  
and Driving Tips

City of Springfield  
[www.springfieldoregon.info](http://www.springfieldoregon.info)

### BENEFITS OF A ROUNDAABOUT

**Safety**  
Roundabouts are safer than other intersections because they eliminate head-on, right angle, and left-turning traffic crashes. Roundabouts encourage slower speeds and allow for easier decision making. When comparing a roundabout to a signal, studies show that roundabouts provide up to a 90% reduction in fatal crashes, 75% reduction in injury crashes, 30-40% reduction in pedestrian crashes, and 10% reduction in bicycle crashes. Roundabouts improve pedestrian safety by offering short crossings of one-way traffic moving at slow speeds.

**Economy**  
Roundabouts save our citizens money. The City saves because operations and maintenance expenses of roundabouts are less than traffic signals. Drivers save through reduced waiting time and lower fuel consumption. More importantly, our community saves because collisions are less frequent and much less severe, reducing insurance cost, medical cost, and the human cost of injury and death. Roundabouts also reduce the need for roadway expansion to accommodate the lines of stopped vehicles generated by traffic signals.

**Capacity**  
Roundabouts typically carry about 30-50% more vehicles than similarly sized signalized intersections during rush hour because traffic is always on the move. During light traffic conditions, roundabouts cause almost no delay, whereas traffic signals can cause delay to side streets and left-turning traffic from the major street. Increased capacity at roundabouts is due to the continuously flowing nature, versus waiting turns at a red light.

**Environment**  
Fuel consumption and air pollution are reduced significantly due to fewer stops and lower travel delay.

**Beauty**  
Roundabouts' central islands provide areas for landscaping, sculpture, or other aesthetic features. They also avoid the clutter of traffic signal controller boxes, poles and wires, and pavement cuts.

### PEDESTRIANS

- Always use the sidewalk.
- Approach the crosswalk.
- Look for approaching vehicles.
- When safe, cross the street to the median island; if there is no median island, look for approaching vehicles.
- When safe, cross the remaining lane of traffic.

### BICYCLES

- Approach the roundabout in the bicycle lane.
- Where the bicycle lane ends, either use the bicycle ramp up to the sidewalk, or merge with traffic. **BE ASSERTIVE WHEN MERGING WITH TRAFFIC.**
- Bicycles using the street should follow the same rules as motorists, occupying the middle of the lane.
- Bicycles using the sidewalk should follow the same rules as pedestrians.
- Use the bike ramp to re-enter bike lane.

### EMERGENCY VEHICLES

Do not enter the roundabout when emergency vehicles are approaching—pull to the right side. Allow vehicles in the roundabout to clear in front of the emergency vehicle. If you are in the roundabout, **EXIT THE ROUNDAABOUT AND PULL TO THE SIDE. NEVER STOP IN THE ROUNDAABOUT.**

For additional information, contact:  
City of Springfield  
Transportation Division  
Public Works Department  
325 Fifth Street, Springfield, Oregon 97477  
Phone: 541-726-4284 Fax: 541-726-5281  
E-mail: [publicworks@springfield.or.us](mailto:publicworks@springfield.or.us)  
[www.springfieldoregon.info](http://www.springfieldoregon.info)

© 2006 92488 11/23/02 AM

## DRIVING THE ROUNDAABOUT

**NORTHBOUND**

**TO EAST SPRINGFIELD OR WAYSIDE LANE**

- When approaching the roundabout, you must be in the **RIGHT LANE**.
- Stop for pedestrians in the crosswalk or preparing to cross.
- Yield to traffic in the roundabout.
- Enter the roundabout when there is a safe gap in the traffic.
- Stay in your lane.
- Use your right turn signal and exit the roundabout.
- Stop for pedestrians in the crosswalk or preparing to cross.

**TO HOSPITAL OR I-5**

- When approaching the roundabout, you can be in the **LEFT LANE** or **RIGHT LANE**.
- Follow instructions 2-7 as mentioned above.

**TO GATEWAY AREA OR DOWNTOWN SPRINGFIELD**

- When approaching the roundabout, you must be in the **LEFT LANE**.
- Follow instructions 2-7 as mentioned above.

**WESTBOUND**

**TO WAYSIDE LANE, HOSPITAL OR I-5**

- When approaching the roundabout, you must be in the **RIGHT LANE**.
- Stop for pedestrians in the crosswalk or preparing to cross.
- Yield to traffic in the roundabout.
- Enter the roundabout when there is a safe gap in the traffic.
- Stay in your lane.
- Use your right turn signal and exit the roundabout.
- Stop for pedestrians in the crosswalk or preparing to cross.

**TO GATEWAY AREA, DOWNTOWN OR EAST SPRINGFIELD**

- When approaching the roundabout, you must be in the **LEFT LANE**.
- Follow instructions 2-7 as mentioned above.

**SOUTHBOUND**

**TO GATEWAY AREA**

- When approaching the roundabout, you must be in the **RIGHT LANE**.
- Stop for pedestrians in the crosswalk or preparing to cross.
- Yield to traffic exiting the roundabout.
- Stop for pedestrians in the crosswalk or preparing to cross.

**TO DOWNTOWN SPRINGFIELD**

- When approaching the roundabout, you can be in the **CENTER LANE** or **LEFT LANE**.
- Stop for pedestrians in the crosswalk or preparing to cross.
- Yield to traffic in the roundabout.
- Enter the roundabout when there is a safe gap in the traffic.
- Stay in your lane.
- Use your right turn signal and exit the roundabout.
- Stop for pedestrians in the crosswalk or preparing to cross.

**TO EAST SPRINGFIELD, WAYSIDE LANE, HOSPITAL, OR I-5**

- When approaching the roundabout, you must be in the **LEFT LANE**.
- Follow instructions 2-7 as mentioned above.

**EASTBOUND**

**TO DOWNTOWN SPRINGFIELD**

- When approaching the roundabout, you must be in the **RIGHT LANE**.
- Stop for pedestrians in the crosswalk or preparing to cross.
- Yield to traffic exiting the roundabout.
- Stop for pedestrians in the crosswalk or preparing to cross.

**TO EAST SPRINGFIELD**

- When approaching the roundabout, you can be in the **CENTER LANE** or **LEFT LANE**.
- Stop for pedestrians in the crosswalk or preparing to cross.
- Yield to traffic in the roundabout.
- Enter the roundabout when there is a safe gap in the traffic.
- Stay in your lane.
- Use your right turn signal and exit the roundabout.
- Stop for pedestrians in the crosswalk or preparing to cross.

**TO WAYSIDE LANE, HOSPITAL, I-5 OR GATEWAY AREA**

- When approaching the roundabout, you must be in the **LEFT LANE**.
- Follow instructions 2-7 as mentioned above.

# Roundabout Brochure (Spanish)

PRINTEAR  
 O  
 COMPRA  
 PAID  
 EDITIONS  
 EDITIONS

City of Springfield  
 Transportation Division  
 Public Works Department  
 225 Fifth Street  
 Springfield, Oregon 97477



Residential Customer

## PIONEER PARKWAY HAYDEN BRIDGE MARTIN LUTHER KING, JR. PARKWAY

### GLORIETAS

Información General y  
 Consejos para Conducir



Ciudad de Springfield  
[www.govspringfieldoregon.info](http://www.govspringfieldoregon.info)



### BENEFICIOS DE UNA GLORIETA

#### Seguridad

Glorietas son más seguras que otras intersecciones porque eliminan choques de frente, de lado derecho y de lado izquierdo al voltear. Glorietas fomentan velocidades más bajas y permiten hacer decisiones más fácilmente. Al comparar una glorieta con una señal de tráfico, estudios muestran que glorietas proporcionan hasta el 90% en la reducción de choques fatales, 75% de reducción en choques con lastimaduras, 30 a 40% de reducción en los choques de peatones y el 10% de reducción en los choques de bicicleta. Las glorietas mejoran la seguridad de los peatones con ofrecer cruces más cortos y que el tráfico se mueva a velocidades más bajas cuando va de un sentido.

#### Economía

Las glorietas ahorran dinero para los de la comunidad. La Ciudad ahorra porque los costos de las operaciones y el mantenimiento de las glorietas son menos que las señas de tráfico. Conductores ahorran por el tiempo de espera que se reduce y menos consumo de combustible. Más importante, nuestra comunidad ahorra porque los choques son menos frecuentes y mucho menos severos. Esto en cambio, reduce el costo de seguridad, el costo médico, mas aparte el costo humano de lastimaduras y muerte. Las glorietas también reducen la necesidad de tener que expandir carreteras para minimizar las líneas de vehículos parados por las señas de tráfico.

#### Capacidad

Las glorietas típicamente tienen el 30 a 50% más capacidad de tráfico que intersecciones señaladas del mismo tamaño durante las horas de tráfico más pesadas porque el tráfico se puede mover más constante. Durante las condiciones de tráfico más ligeras, las glorietas casi no causan dilataciones, en cambio las señas de tráfico suelen dilatar el tráfico que van en las calles pequeñas y el tráfico que volta hacia la izquierda de las calles mayores. La capacidad incrementada, proviene de la fluidez continua que se da en las glorietas versus los semáforos rojos donde se tiene que esperar turnos.

#### Medio Ambiente

El consumo de combustible y la contaminación del aire se reducen significativamente por menos paradas y menos dilataciones en un viaje.

#### Belleza

Las islas centrales de las glorietas proveen áreas para paisajes, esculturas u otras características estéticas. También evitan el desorden en las cajas que controlan las señas del tráfico, los postes y alambres, mas aparte en las cortaduras del pavimento.

#### PEATONES

- 1 Siempre use lo banqueta.
- 2 Acérquese al cruce peatonal.
- 3 Mire por vehículos que se acercan.
- 4 Cuando sea seguro, cruce la calle a la isla de en medio; esta allí para proveerle refugio a los peatones en medio de los carriles.
- 5 De la isla de en medio, mire por vehículos acercándose.
- 6 Cuando sea seguro, cruce el carril de tráfico que le falte cruzar.

#### BICICLETAS

- 1 Acérquese a la glorieta en el carril para bicicletas.
- 2 Cuando se termine el carril para bicicletas, use la rampa de la banqueta o métase con el tráfico. CUANDO SE META CON EL TRÁFICO, SEA FIRME.
- 3 Bicicletas que usen las calles, deben seguir las mismas reglas que los conductores usando el carril de en medio.
- 4 Bicicletas que usen la banqueta, deben seguir las mismas reglas que los peatones.
- 5 Use la rampa para los bicicletas al meterse de nuevo en el carril de bicicleta.

#### VEHÍCULOS DE EMERGENCIA

Nunca entre a la glorieta cuando vehículos de emergencia se acercan—hágase hacia su lado derecho. Deje que los vehículos en la glorieta habrán paso en frente de los vehículos de emergencia. Si está en la glorieta, haga salida hacia un lado. **¡NUNCA HAGAN PARADA EN LA GLORIETA.**

Para más información, contacte:  
 City of Springfield  
 Transportation Division  
 Public Works Department  
 225 Fifth Street, Springfield, Oregon 97477  
 Correo Electrónico: [publicworks@springfield.or.us](mailto:publicworks@springfield.or.us)  
[www.govspringfieldoregon.info](http://www.govspringfieldoregon.info)

### CONDUciendo EN LAS GLORIETAS



DIRECCIÓN NORTE

#### HACIA EL ESTE DE SPRINGFIELD O WAYSIDE LANE

- 1 Cuando se acerque a la glorieta, debe estar en el CARRIL DERECHO.
- 2 Pare para los peatones que estén en el cruce peatonal o si están a punto de cruzar.
- 3 Ceda el paso al tráfico en la glorieta.
- 4 Entre a la glorieta cuando se haya un espacio seguro en el tráfico.
- 5 Manténgase en su carril.
- 6 Use su señal para voltear hacia la derecha al salir de la glorieta.
- 7 Haga parada para los peatones en el cruce peatonal o los que estén a punto de cruzar.

#### HACIA EL HOSPITAL O INTER-ESTATAL 5

- Al acercarse a la glorieta, puede estar en el CARRIL IZQUIERDO o CARRIL DERECHO.
- Siga las instrucciones 2 a 7 como se lo es mencionado arriba.

#### HACIA EL ÁREA DE GATEWAY O AL CENTRO DE SPRINGFIELD

- Cuando se acerque a la glorieta, manténgase en el CARRIL IZQUIERDO.
- Siga las instrucciones 2 a 7 como se lo es mencionado arriba.



DIRECCIÓN OESTE

#### HACIA WAYSIDE LANE, EL HOSPITAL O INTER-ESTATAL 5

- 1 Al acercarse a la glorieta, manténgase en el CARRIL DERECHO.
- 2 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.
- 3 Ceda el paso al tráfico en la glorieta.
- 4 Entre a la glorieta cuando se haya un espacio seguro en el tráfico.
- 5 Manténgase en su carril.
- 6 Use su señal para voltear hacia la derecha al salir de la glorieta.
- 7 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.

#### HACIA EL ÁREA DE GATEWAY, EL CENTRO Y ESTE DE SPRINGFIELD

- Cuando se acerque a la glorieta, manténgase en el CARRIL IZQUIERDO.
- Siga las instrucciones 2 a 7 como se lo es mencionado arriba.



DIRECCIÓN SUR

#### HACIA EL ÁREA DE GATEWAY

- 1 Al acercarse a la glorieta, manténgase en el CARRIL DERECHO.
- 2 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.
- 3 Ceda el paso al tráfico que esta haciendo salida de la glorieta.
- 4 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.

#### HACIA EL CENTRO DE SPRINGFIELD

- 1 Al acercarse a la glorieta, puede estar en el CARRIL CÉNTRICO o el CARRIL IZQUIERDO.
- 2 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.
- 3 Ceda el paso al tráfico en la glorieta.
- 4 Entre a la glorieta cuando se haya un espacio seguro en el tráfico.
- 5 Manténgase en su carril.
- 6 Use su señal para voltear hacia la derecha al salir de la glorieta.
- 7 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.

#### HACIA EL ESTE DE SPRINGFIELD, WAYSIDE LANE, EL HOSPITAL O INTER-ESTATAL 5

- Cuando se acerque a la glorieta, manténgase en el CARRIL IZQUIERDO.
- Siga las instrucciones 2 a 7 como se lo es mencionado arriba.



DIRECCIÓN ESTE

#### HACIA EL CENTRO DE SPRINGFIELD

- 1 Al acercarse a la glorieta, manténgase en el CARRIL DERECHO.
- 2 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.
- 3 Ceda el paso al tráfico que esta haciendo salida de la glorieta.
- 4 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.

#### HACIA EL ESTE DE SPRINGFIELD

- 1 Al acercarse a la glorieta, puede estar en el CARRIL CÉNTRICO o el CARRIL IZQUIERDO.
- 2 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.
- 3 Ceda el paso al tráfico en la glorieta.
- 4 Entre a la glorieta cuando se haya un espacio seguro en el tráfico.
- 5 Manténgase en su carril.
- 6 Use su señal para voltear hacia la derecha al salir de la glorieta.
- 7 Haga parada para los peatones en el cruce peatonal o si están a punto de cruzar.

#### HACIA WAYSIDE LANE, EL HOSPITAL, INTER-ESTATAL 5 O EL ÁREA DE GATEWAY

- Al acercarse a la glorieta, manténgase en el CARRIL IZQUIERDO.
- Siga las instrucciones 2 a 7 como se lo es mencionado arriba.

## Pedestrian Crosswalk Information

# Stutter Flash Beacons

### What you need to know!

New crosswalk enhancements that have been installed are pedestrian-activated rapid-flashing warning lights, sometimes called stutter-flash signals.

This warning light flashes to alert motorists that a pedestrian wants to cross the street. Drivers are legally obligated to stop for that person.

### What does this mean for pedestrians?

1. Push the button to activate flashing lights.
2. Wait until the traffic stops.
3. Cross the street.

### What does this mean for drivers?

1. Watch for the new devices at intersections.
2. STOP\* when lights flash. Know that a pedestrian is waiting to cross.
3. Proceed when the pedestrian has crossed your lane and half of the adjacent lane.

\* Oregon law requires motorists to stop for pedestrians in crosswalks.



For additional information, please contact City of Springfield Traffic Operations at (541) 736-7134.

*New to your neighborhood!*



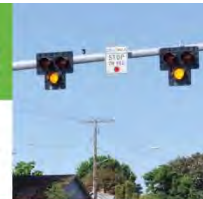
Watch an instructional video about **STUTTER FLASH BEACONS** at [eugene-or.gov/trafficsafety](http://eugene-or.gov/trafficsafety)

# Pedestrian Hybrid Beacons

*New to your neighborhood!*

### 2 Locations

- On Gateway Street near the U.S. Post Office
- On Harlow Road near Pheasant Boulevard



### As a motorist, you should follow these instructions:

#### 1 - All lights are off:

You may proceed.



#### 2 - Yellow light flashing on and off:

Warns you that the signal is about to change.



#### 3 - Steady yellow light:

You must stop if you can safely do so.



#### 4 - Red lights on - All motorists must STOP and remain stopped.



#### 5 - Red lights flashing in an alternating manner:



You must stop or remain stopped until pedestrians have crossed your lane and the adjacent lane, then you may proceed. For pedestrians using a cane or a guide dog, you must stay stopped until they complete their crossing and then proceed.

#### 6 - All lights are off:



For additional information, please contact City of Springfield Traffic Operations at (541) 736-7134.

## Pedestrian Crosswalk Information (Spanish)

# Emita Destellos con Luces Intermitentes

### ¡Lo que necesita saber!

Nuevas mejoras en los cruces peatonales que han sido instalados, son activados por los peatones que emiten avisos de destellos de luces intermitentes, a veces llamados señales con destellos intermitentes.

Esta luz intermitente de aviso alerta a los conductores/as que un peatón quiere cruzar la calle. Conductores/as son obligados/as legalmente a cederle el paso a esa persona.

### ¿Qué significa esto para los peatones?

1. Oprima el botón para activar las luces intermitentes.
2. Espere que haga alto el tráfico.
3. Cruce la calle.

### ¿Qué significa esto para los/as conductores/as?

1. Manténgase al tanto de los aparatos nuevos en las intersecciones.
2. ALTO\* cuando estén las luces intermitentes. Reconozca que un peatón espera cruzar.
3. Proceda cuando el peatón haya cruzado su carril y la mitad del carril de a lado.

\*La ley de Oregon requiere que conductores/as cedan el paso a peatones en los cruces peatonales.



Para más información:  
llame al Centro de Servicio para Pasajeros al  
541-687-5555 (7-1-1 TTY)



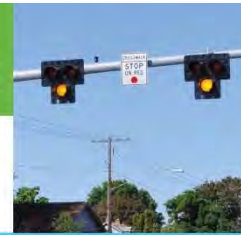
Vea un video instructivo de LUCES INTERMITENTES QUE EMITEN DESTELLOS en [eugene-or.gov/trafficsafety](http://eugene-or.gov/trafficsafety)

# Luces Intermitentes Peatonales

¡Nuevo en su zona vecindaria!

### 2 Localidades

- En la Calle Gateway cerca del U.S. Oficina Postal
- En la Calle Harlow cerca de Pheasant Boulevard



### Como conductor/a, debe seguir las siguientes instrucciones:

**1 - Todas las luces de señal están apagadas:**  
Puede proceder.



**2 - Luz amarilla intermitente:**  
Avisa que la luz de señal está a punto de cambiar.



**3 - Luz amarilla constante:** Haga alto si puede con cautela.



**4 - Luces rojas prendidas:** Todo/a conductor/a debe hacer ALTO y permanecer en alto.



**5 - Luces rojas intermitentes alternando:** Debe hacer alto y permanecer en alto hasta que los peatones hayan cruzado su carril y el carril de a lado, después es cuando puede proceder. Para los peatones que usen un bastón o perro de guía, debe permanecer en alto hasta que hayan completamente cruzado y proceda después.



**6 - Todas las luces de señal están apagadas:**  
Puede proceder.



Para más información: llame al Centro de Servicio para Pasajeros al 541-687-5555 (7-1-1 TTY).

**SmartTrips for SmartKids**

## My SmartTrips

I rode my bike to \_\_\_\_\_

I walked to \_\_\_\_\_

I rode the bus to \_\_\_\_\_

We carpoled to \_\_\_\_\_

Other smart trips \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_


\_\_\_\_\_

My name is \_\_\_\_\_  
and I am a **SmartTrips SmartKid!**

Printed on recycled paper


## SmartTrips

For  
**SmartKids!**



SmartTrips: Springfield

YOUTH ACTIVITY BOOK



Brought to you by:  
**SmartTrips:  
Springfield**

## THIS BOOK BELONGS TO

\_\_\_\_\_

NAME

\_\_\_\_\_

AGE


\_\_\_\_\_

YEAR

put a  
picture  
of  
yourself  
here

### BIKE SAFETY!

Always ride with traffic on the right side of the road. Wear your helmet - it's cool!



**What is Max doing right in this picture?**

- 1.
- 2.
- 3.

**answers:**  
 1. wearing a helmet  
 2. riding in the bike lane  
 3. has front and back light

**SmartTrips for SmartKids (continued)**

Sally está esperando a subirse al EmX para ver una película en Gateway Mall (Centro Comercial de Gateway). ¡Ayúdala al autobús encontrar a Sally! ¡Rápido! ¡Para que no pierda su película!



empezar



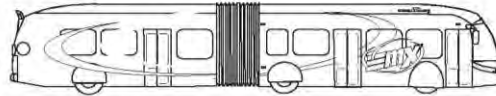
terminar



¡A Claire le encanta patinar en ruedas!  
¡Coloréa a Claire feliz!



¿DE QUÉ COLOR ES EL EmX (M-X)?  
¡Coloréa el autobús EmX!



**WORD SEARCH!**

S R K V N I I L K S E P B Z E  
 P M H Y X S D B P R D A D B R  
 D I A Y H N A I S C Q J R G A  
 L C O R Q T R K C S H B N T Z  
 T J O R T T L E N Q B I P Y H  
 I L H S T K G A M C K G C X H  
 S Z X R U L I R E L T W H N K  
 L C A N F B Q D A H R T D C O  
 C M D F W A B W S T L S E A D  
 S W B X M E X U R Q N D E R C  
 S K A T E B O A R D Q N K P G  
 W J B X K M N R G Z N E U O R  
 T B F P G S E L C Y C I B O G  
 E U Z E I S A F E T Y R K L A  
 N N M T S S X E U P G F H U L

Find these smartkids words and circle them!

- |          |         |            |
|----------|---------|------------|
| BICYCLE  | EMX     | SKATEBOARD |
| BIKE     | FRIENDS | SMARTKIDS  |
| BUS      | FUN     | SMARTTRIPS |
| CARPPOOL | HEALTHY | TRANSIT    |
| EARTH    | SAFETY  | WALKING    |

What are **SmartTrips** ?

Riding your bicycle, taking the bus, walking, and carpooling are all examples of **SmartTrips**

**SmartTrips** are FUN! You can breathe fresh air on your bicycle or ride the bus with your friends.



**SmartTrips** are good for the Earth because they don't pollute the air as much as one person driving alone in a car.

**SmartTrips for SmartKids (Spanish)**

# Mi SmartTrips

Fui en bicicleta a \_\_\_\_\_

Camine a \_\_\_\_\_

Fui en autobús a \_\_\_\_\_

Fuimos en transporte compartido a \_\_\_\_\_

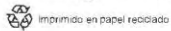
\_\_\_\_\_

Otros smart trips \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Mi nombre es \_\_\_\_\_  
 y soy un/a **SmartTrips** Smartkid (niño/a  
 inteligente haciendo viajes inteligentes)



# SmartTrips

Para

## SmartKids!



LIBRO DE ACTIVIDADES JUVENIL



Presentado a ti de parte de  
**SmartTrips:  
 Springfield**

## ESTE LIBRO ES DE

\_\_\_\_\_  
 NOMBRE

\_\_\_\_\_  
 EDAD

\_\_\_\_\_  
 AÑO



## ¡SEGURIDAD EN BICICLETA!

Siempre anda en bicicleta al lado derecho de la calle.  
 ¡Usa tu casco—es divertido!



¿Qué es lo que hace derecho Max en esta foto?

- 1.
- 2.
- 3.

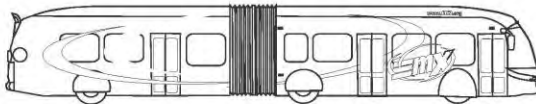
respuestas:  
 1. está usando casco  
 2. anda en el carril bici  
 3. tiene luces en frente y trasera





¡A Claire le encanta patinar en ruedas!  
¡Coloréa a Claire feliz!

¿DE QUÉ COLOR ES EL EmX (M-X)?  
¡Coloréa el autobús EmX!



Sally está esperando a subirse al EmX para ver una película en Gateway Mall (Centro Comercial de Gateway).  
¡Ayúdala al autobús encontrar a Sally! ¡Rápido!  
¡Para que no pierda su película!



### ¡SOPA DE LETRAS!

S R K V N I L K S E P B Z E  
P M H Y X S D B P R D A D B R  
D I A Y H N A I S C Q J R G A  
L C O R Q T R K C S H B N T Z  
T J O R T T L E N Q B I P Y H  
I L H S T K G A M C K G C X H  
S Z X R U L I R E L T W H N K  
L C A N F B Q D A H R T D C O  
C M D F W A B W S T L S E A D  
S W B X M E X U R Q N D E R C  
S K A T E B O A R D Q N K P G  
W J B X K M N R G Z N E U O R  
T B F P G S E L C Y C I B O G  
E U Z E I S A F E T Y R K L A  
N N M T S S X E U P G F H U L

#### edor de las palabras

BICICLETA	SEGURIDAD	CAMINANDO
AUTOBÚS	SALUDABLE	PISCINA
TIERRA	MONOPATÍN	
AMIGOS	VIAJES	
DIVERSIÓN	TRANSITO	

### ¿Qué son **SmartTrips** ?

Andar en bicicleta, tomar el autobús y usar transporte compartido, son ejemplos de **SmartTrips** (viajes inteligentes).

**SmartTrips** ason **DIVERTIDOS!** Puedes respirar aire fresco en tu bicicleta o andar en autobús con tus amigos/as.



**SmartTrips** son buenos para el planeta Tierra porque no contaminan el aire tanto como una persona conduciendo solo/a en un automóvil.

# Springfield by Cycle

SPRINGFIELD BY CYCLE



## A guide to your ride

Tips, techniques and street smarts to make your ride safer and more rewarding



Additional Springfield transportation planning and bike information can be found at:  
[http://springboard/departments/pw/dept\\_pw.htm](http://springboard/departments/pw/dept_pw.htm)

### WHAT'S HAPPENING?

Some really good and informative bike websites:

- [www.eugenegears.org](http://www.eugenegears.org) – Greater Eugene Area Riders
- [www.travellanecounty.org](http://www.travellanecounty.org) – Things to do Around Lane County
- [www.kidicalmass.org](http://www.kidicalmass.org) – Kidical Mass—Family Ride



City of Springfield  
Public Works  
225 Fifth Street  
Springfield, OR 97477



Point2point  
Lane Transit District  
3500 E. 17th Ave.  
Eugene, OR 97401

Do you have comments or need more information about bicycling in Springfield?

Contact Dave Reesor  
City of Springfield  
541-726-4585

Contact Claire Otwell  
Point2point  
Phone: 541-682-6113

MANY THANKS TO THE ONTARIO MINISTRY OF TRANSPORTATION, THE CITY OF PORTLAND, AND THE CITY OF EUGENE FOR SHARING SOME OF THEIR CYCLING SKILLS AND GRAPHICS WITH US.

# Springfield by Cycle (continued)

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**Benefits of Cycling: Health, environment, and livability**

**WHY BIKE? HOW ABOUT...**

**Saving time, saving money, improving your health, helping your community, and because it's fun!**

**Saving time:** Most trips in town are less than 2 miles. This means even at an average speed you can arrive in about 10 minutes, with no parking hassles. A benefit of taking longer trips, such as your commute to work, is that you can skip a trip to the gym that day.

**Saving money:** Ever checked the Supermarket and then stop by the gas station on the way home? When you bike you can skip that second stop—you've already purchased your bikes fuel! The more trips you make by bike, the less money you have to budget for oil changes, tune-ups, the replacements, parking, etc. You can even save money on auto insurance if you drive fewer miles per year. Some families find they can eliminate the need for a second car by using bikes.

**Improving your health:** Fatigue—which is a greater hazard, negotiating traffic or sitting on the couch! If you pursued an inactive lifestyle you will! The Surgeon General suggests that significant health benefits can be obtained by 30 minutes of moderate physical activity, 5 days a week. If students ride to school, they will have better focus and attention in the classroom. You don't have to ride like Lance Armstrong to see and feel the positive effects of biking.

**Helping your community:** So you want to reduce air and water pollution, create safer streets for kids, support a quieter neighborhood, lessen the need for expensive road repair, and create a friendlier environment to live in, but you're a little short on time and money? Ride a bike!

**Maybe the best reason of all....**

Regular cyclists will tell you that even when the weather is dreary, they arrive at work feeling happy. Scientists struggle to explain this phenomenon, citing endorphins and increased oxygen flow to the brain. But the best proof is your friendly neighborhood 6-year-old kids—they are experts at identifying what is fun. Just watch a child's face light up when he or she gets on a bike.

**DID YOU KNOW**

- The most efficient animal on earth in terms of weight transported over distance for energy expended is a human on a bicycle.
- The most efficient machine on earth in terms of weight transported over distance for energy expended is a human on a bicycle.



**Clearing Your Bike for Takeoff: Starting out right**

A safe bike is essential. Use this simple list to help ensure a safe and trouble-free ride. If your bike doesn't pass one of the simple checks below, take it to a bike shop for further inspection and repair.

**TIRE PRESSURE**

Keeping tires correctly inflated helps avoid flats and makes your ride easier. The easiest way to check the pressure is using a pump with a gauge. If you look closely, the recommended pressure is listed on the side of your tire. If you don't have a gauge, pump up your tires so that it is difficult to push your fingers into the tire. There are two kinds of tire valves (see illustration) and most tire pumps are adaptable to either one.

**TIRE WEAR AND TEAR**

It is common for tires to become worn after about 1,000 miles of riding. Tires can skip, get hard and brittle with age. Check the sides of your tires (the sidewalls) for significant cracks—that may mean you need new tires. Frequent flat tires may mean the tread is thin and the tire needs replacing.

**WHEELS**

A wheel should not wobble when it rotates. A wobbly "rumble" wheel can rub against the brake pads and cause your brakes to perform poorly. To check, turn your bike upside down and spin the wheels while looking closely at the brake pads. The gap between the rim and the brake pad should stay relatively constant.

**DID YOU KNOW**

Cars have tread to avoid hydroplaning in wet conditions, but bicycle tires are thin enough that hydroplaning is not a problem. In fact, bicycle tires for road use have no need of any sort of tread feature. Unfortunately, many people assume that a smooth tire will be slippery. Do slick tires get slippery on wet roads, or street features like utility covers and railroad tracks? The answer is, yes, they do, but so do tires with tread. All tires are slippery in these conditions. Tread features make no improvement in this. [www.bikebizdown.com](http://www.bikebizdown.com)



**BRAKES**

When you squeeze your brake levers, they should stop before they touch the handlebars. If they don't, tighten the brake cable. Your brakes may have a cable adjusting barrel that allows you to do this easily. Also, keeping your wheel rims free of dirt and grease will improve brake performance considerably. Use an old rag to periodically wipe the grime off the rims, especially when you've been riding during wet weather.

Also, brake pads (the hard rubber pad that rubs the wheel rim when you brake) wear down and eventually wear out. Many have a wear "notch" showing you when they need replacement. Ask your friendly local bike shop. Brake pad replacement is relatively inexpensive and good brakes for your bike are essential.

**QUICK RELEASE**

Many bikes have quick release levers on the wheels. Make sure that the levers are solidly locked snug and curved in towards the bike). Inspect the quick releases usually every time you ride. If you have questions about how to lock a quick release lever, stop by your friendly local bike shop.

**CHAIN**

Lean your bike against a wall or better yet, have someone hold it for you. Crouch beside the bike and slowly rotate the pedals backward, checking to make sure the chain turns smoothly. Wipe the grit off your chain with a rag then sparingly apply a light oil to the chain and wipe off the excess with a rag.

**DO THE ABC QUICK CHECK:**

- Air**—is tire inflated OK? Not too squishy?
- Brakes**—Working well? Stopping you quickly?
- Chain and Chucks**—Pedaling smoothly? No squeaking?
- Quick Release**—Closed and tight?
- Check**—Anything loose or rattling on the bike?

A quiet bike is a good bike!



**Two Wheel Life: Staying smart, safe, & legal**

Knowing your responsibilities and rights as a cyclist is important to staying safe and feeling confident on your bike. In general, the same traffic rules and regulations for vehicle drivers apply to bicyclists. Read on for a brief summary of the most important laws and traffic considerations that pertain to bicyclists. See the Resources section, page 19, at the back of this booklet on where to find more detailed information on bike safety, and the law.

**SIGNALING TURNS**

Hand signals indicating a turn are required of cyclists for at least 100 feet before a turn or stop, except when both hands are necessary to control or operate the bicycle. When approaching a turn, you'll often need both hands for braking and your own general safety. However, if you have all available hands then communicating your intentions with others—drivers, pedestrians, and other cyclists—by using signals is a great way to foster harmony on the road.

**PASSING**

You may pass a motor vehicle on the right in a bike lane, but do so cautiously—some drivers may want to turn right at the next street or driveway and neglect to use their turn signal. Stay out of the driver's blind spot at intersections and other places where a driver could turn right (see Using Bike Lanes below).

Outside of a bike lane, you're permitted to overtake and pass a motor vehicle on the right if you can safely make the passage under the existing conditions. Do so very carefully—if you have any doubts about whether it's safe, don't do it.

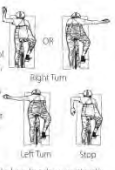
**USING BIKE LANES**

Motor vehicles are required to yield to a bicyclist in a bike lane. Buses and cars can load and unload in bike lanes, but are not allowed to use bike lanes for parking. Motorist wheelchairs are permitted on bike lanes and paths. Bicyclists may ride outside a designated bike lane when:

- overtaking and passing another bicycle, a vehicle, or a pedestrian that is in the bike lane
- preparing for a left or right-hand turn
- avoiding debris or other hazardous conditions

**BIKING BASICS**

- Ride with traffic, in a predictable manner
- Obey traffic controls (stop signs, signals, etc.)
- Maintain control of your bicycle
- Be visible and aware



**Clearing Your Bike For Takeoff**

Shades green bicycle lanes appear on higher traffic roads throughout Springfield to increase visibility of the bike lane and cyclists in the lane.

When overtaking a slower moving motor vehicle in a bike lane, use extreme caution—drivers don't always use turn signals and may not expect a cyclist to be passing them on the right.

**WHERE TO RIDE?**

If you're riding a bicycle on a road at less than the normal speed of traffic, you're required to ride as close as practicable to the curb or edge of roadway, except when:

- overtaking or passing another bicycle or vehicle,
- preparing to execute a left turn,
- avoiding hazardous conditions, or
- the lane is not wide enough to allow safe passing by a motor vehicle.

In all of the above cases, a bicyclist may need to "take the lane" to avoid being squeezed up against the curb or parked cars by passing motor vehicle traffic. Maintain a straight line of travel and avoid weaving in and out of the parking lane. This helps make you more predictable to other road users. Also, bicyclists can ride side-by-side as long as they don't impede the normal movement of traffic.

**RIDE IN A STRAIGHT LINE**

**NO**

**DON'T WAVE IN AND OUT**



# Springfield by Cycle (Continued)

**TWO WHEEL LIFE**

**SIDEWALK AND MULTI-USE PATH RIDING**  
Cyclists must yield to all pedestrians on sidewalks and in marked or unmarked crosswalks. Give a warning (use a bell or your voice) before overtaking pedestrians from behind.

Springfield's beautiful non-motorized paths, such as the Rosa Parks Pathway and the EMB rail, are very popular and are often quite crowded with all types of users. It's your responsibility to yield to pedestrians, so slow down a bit and enjoy the scenery!

**CAR DOORS**  
It is illegal for a motorist to open a car door if it interferes with the movement of traffic or leaves a door open for a period of time longer than is necessary to load or unload passengers. When riding next to parked cars, particularly in heavily used parking areas, be alert to car doors opening suddenly in front of you. Scan ahead to see if a driver or passenger is in the car on the street side. Give yourself a buffer by riding a little farther away from the 'door zone'.

**EQUIPMENT REQUIREMENTS**  
Helmets are mandatory for everyone under the age of 16 years unless wearing a helmet "would violate a religious belief or practice of the person." For those 16 or older, helmets are a really good idea; they're comfortable, relatively inexpensive and oh-so-stylish. If you ever need it—and we hope you don't—you'll be very glad to have it.

Required lighting equipment includes:  
1) A white light visible from at least 500 feet and  
2) A red rear reflector or light visible from at least 600 feet.  
Lighting equipment must be used during limited visibility conditions. See Accessorize Your Ride (pg. 9) for more information on lighting equipment.  
Bikes must be equipped with a brake that is strong enough to skid on dry, level, clean pavement. If your bike won't do this, see the Bikes section (pg. 3).

**SEE & BE SEEN**  
LIGHT THE BIKE. SEE THE BIKE.

**ACCESSORIZE YOUR BIKE**

**Accessorize Your Ride: Some add-ons to make life easier**

You have your bike, and you're ready to go. Check out this overview of popular bike accessories before you head out the door; small investments can make a big difference in the comfort and convenience of your ride.

**CHAIN, CABLE, AND U-LOCK**  
One of the most basic pieces of gear for your bike is a good lock. There are a variety of different types of locks; your local bike shop will be glad to help you select one that meets your needs.

**BEING SEEN**  
Unless you only ride on the brightest and sunniest of days, you need to have lights. Flashing LED lights for both the front and rear of your bike are an inexpensive and invaluable piece of safety equipment. They're good to have on those gray days too! If you ride in an area where there's not much in the way of street lights, a solid beam front light that illuminates the road can be a good investment.

**MANAGING THE MOISTURE**  
Even if you don't normally ride in the rain, fenders (aka mudguards) make riding on wet streets a much better experience. Fenders will keep water and grit that you tires pick up from being sprayed onto your feet and legs. Your local bike shop can set you up.

**CARRYING CARGO AND KIDS**  
You can haul a lot on a bike if you're properly equipped. Trying to carry a lot on a bike when you're not equipped is frustrating, not to mention dangerous. Ever seen someone riding with heavy plastic grocery bags dangling from the handlebars? Yikes.

Here are some ways to carry your cargo:  
1) **Some Cargo:** A basic backpack is very convenient for small loads but doesn't hold a lot and can make for a hot and awkward ride when loaded. A messenger bag has a single strap that rests on your opposite shoulder; also does not hold a lot.

**ACCESSORIZE YOUR BIKE**

**2) More Cargo:**  
A rack for the rear of your bike is extremely useful. You'll need one to be able to use panniers, buckets, and some baskets. Panniers are bags that attach to a rear bike rack. These are usually waterproof, removable, and allow you to carry more weight. Baskets and buckets are generally a less expensive option for carrying more weight. Baskets can attach to the front or rear of your bike. Some are collapsible and others are easily removable to go in the trunk with you. Plastic "bike buckets" are also inexpensive and functional.

**3) Most Cargo:**  
Tallies attach to the rear of your bike and are the best for carrying large loads, be it children, pets, groceries, or whatever else you can think of. Not too much, but classified as "for inexperienced users/trailers."

**4) Carrying Children – the ultimate precious cargo:**  
These are seats that can be mounted on a bike, usually above the rear wheel, to allow you to carry a child on your bike. The child is secured into the seat by safety straps. Keep in mind that because of its height, this type of carrier alters your center of gravity while riding and increases the risk of losing balance. Most bike trailers are designed to carry kids, along with a shopping bag or two. Bike tag-alongs or trike-bikes are designed for older children and allow the child to pedal along with you.

For any of the devices for carrying children, check the manufacturer's specifications for how to safely use the product, or how to use age- and/or-weight limitations.

**ACCESSORIZE YOUR BIKE**

**Accessorize Yourself: Dressing right improves the ride**

There is gear that everyone should wear every time they ride and then there is gear made for various conditions. These conditions include long rides and riding at night, in the rain and in the cold. Choosing the right clothing will take a bit of experimentation on your part, but here's an overview to get you started.

**HELMETS**  
It's really basic, but do you really need to say "no"? Of course you do! You need a helmet if you have got a head on your shoulders. If you are under 16 years of age, Oregon law requires that you wear a helmet.

**LEG BANDS**  
Leg bands are a cheap and easy way to keep your pant leg legs of chain grease. Your hardware will thank you.

**GLOVES**  
Wearing gloves serves two purposes: they can protect your hands from the elements and can prevent aches and pains in your hands and wrists. Use full-fingered in cooler weather and half-fingered in warmer weather.

**LAYERING**  
Layering can be the key to staying comfortable when riding in the wet and/or cold. Multiple layers can be a low cost alternative to performance clothing. In addition, a layer can easily be added or removed to improve comfort on the fly. Try a base layer that wicks, another layer that provides warmth, and an outer layer that keeps out the wind and rain.

**REFLECTIVE AND BRIGHT CLOTHING**  
The right clothing can provide you with added visibility during dark or low light conditions. You can buy clothing with reflective panels and/or piping or add reflective tape to existing items. NOTE: reflective clothing is not a substitute for bicycle lighting equipment.

**RAIN GEAR**  
Water-resistant and waterproof clothing specific to cycling can make your ride more comfortable.

**ACCESSORIZE YOURSELF**

**round riding a breeze. A good rain jacket with a longer flap in the back is a good start. If you desire you can also buy rain pants, water-proof gloves, helmet covers, and shoe covers.**

**SHOES AND PEDALS**  
Generally, any shoe will do (except, skip the high heels!) Choose something casual and comfortable with a good friction sole. The cleat straps are attached to the pedals that your feet align into) can be added for better pedaling efficiency. A more technical alternative is a pair of clipless pedals that require cleated shoes.

**SOME INEXPENSIVE WET WEATHER TIPS:**  
• When packing outside in wet weather, carry a plastic bag to put over your seat to avoid a wet bottom!  
• You can also use plastic bags to keep your feet dry – just rubber band 'em on.  
• Keep a pair of socks and shoes at your workplace, so even if your feet do get wet during the ride they'll soon be warm and dry.

**ACCESSORIZE YOURSELF**

**Getting Down to Basics: Adjusting your bike for a comfortable ride**

Making sure your bike fits you correctly can be crucial to the enjoyment of bicycling. Most bike shops will help you adjust your bike so it's set up for maximum comfort. Here are a few key considerations.

**BIKE TYPE**  
It's not a one-type-fits-all world. Mountain bikes, hybrids, and comfort bikes with upright handlebars and wider tires are well-suited to shorter trips on city streets, while road bikes with drop handlebars and narrower tires may be a better choice for longer-distance trips. Then, of course, there are recumbent bikes, folding bikes, tandems, trikes, and more. Curious about the possibilities? Visit a local bike shop or, if you're not there, you'll be glad to help you find a ride that's right for you.

**BIKE SIZE**  
Most bike shops will help you figure out the best fitting bike for you. If your bike's frame is too tall, too short, or too long, it can be very hard to adjust the other components to make you comfortable. Here are some general guidelines:  
For on-road riding there should be about 1 to 2 inches between the top bar of the bike frame and your inseam.  
For off-road riding, there should be about 3 to 4 inches between the top bar of the bike frame and your inseam.

**SEAT (AKA SADDLE) TYPES**  
A seat is a seat, right? Actually, there are a wide variety of seats for nearly every type of ride. Seats can be made for comfort or speed and come gender-specific. Ask your local bike shop for help in selecting the best seat for your needs.

**ADJUSTING YOUR SEAT**  
The key adjustments to a seat are:  
• **Fore/aft:** a general rule is 1 1/4 to 2 1/2 inches from the nose of the seat to a vertical line through the bottom bracket.  
• **Angle:** start out level, then find what's comfortable.  
• **Height:** with your pedal at the bottom of the pedal stroke and your feet on the pedal, your leg should be completely straight (then your leg will be slightly bent when riding normally).

**GETTING DOWN TO BASICS**

# Springfield by Cycle (Continued)

**Getting around Springfield: Making your trips by bike**



While some trips by bike are as simple as getting on and pedaling a little farther, a good idea for longer, unfamiliar trips is to plan ahead.

**PICK YOUR ROUTE**  
By choosing good routes for your bike trips, you can make your rides safer and more pleasant. The route you normally drive may not be the best route by bike. When planning your route, locate your starting point and your destination on the Eugene/Springfield Bicycle Map and Resource Guide, and determine the best bike routes that connect the two. There may be several options, so choose the best route for you. If possible, you may want to test it out first on a day when you're not in a hurry to get to school, work, or other appointment at a certain time. You can find the Eugene/Springfield Bicycle Map at City Hall and free shops for FREE.



This 1.5 bicycle and pedestrian bridge was completed in 2009 and connects Eugene neighborhoods west of the Freeway to the Gateway Mall Commercial District in Springfield.

**BRINGING YOUR BIKE ON THE BUS AND EmX**  
All LTD buses and the EmX using bikes: it's easy – just pay the normal fare and bring your bike along! See Bikes and Transit (p. 16) for information on how to bring your bike on public transit.

**BIKE PARKING**  
Springfield is replete with on-street bike parking and most businesses provide bike racks, so finding somewhere to lock up your destination usually isn't too hard. If you are planning a commuting, school, or out-in advance the best place to park your bike:



**LOCK IT RIGHT**  
As a minimum, you should put your lock through your frame and the front wheel. This is especially important if you have a quick release wheel, since if you only lock the wheel, the rest of your bicycle can be detached and carried away. Options for locking the frame and both wheels include (1) removing the front wheel so it can be locked with the rest of the bike and (2) applying two locks.

**LOCK-UP TIP:** Locking both the frame and the front wheel makes breaking your U-lock tougher for thieves, and helps keep your bike from falling over if it's bumped.

**MORE THEFT PREVENTION**  
First, remove items from your bike that can quickly and easily be stolen. These include quick release seats, bags and lights. Next, make sure that you have biked as much slack out of your lock as possible to prevent your bike from tipping and to discourage thieves from trying. Also, some people find that making their bike less attractive is an effective theft deterrent. This can involve riding an older bike or using paint and stickers to make a newer bike appear older.

**HEY, WHERE'S MY BIKE?**  
Don't give up hope if it's not been seen. Bikes are sometimes reclaimed, but in order to greatly increase the chances of your cherished steed returning, you'll need to do two things:  
1) Report the theft to the Springfield Police (541-726-3714).  
2) Give the police department the bicycle's serial number and description.

You don't know your bike's serial number? Well now's the time to find out. The serial number is usually located underneath the bottom bracket (that's where the pedals and crank connect to the frame), but not always. If you can't find it, your local bike shop will be glad to help you locate it. Record the serial number and put it in a place where you can find it when it's needed.

**MAINTENANCE ON THE FLY**  
The most common mechanical problem that bicyclists experience is a flat tire, also known as a "puncture" across the front or "tin and road" south of the border. By any name, it's not much fun. But it's actually surprisingly easy. It's a bit grimy, to fix a flat tire. Want to know how? Call us at 541-682-6112 and ask for the Roadside Tips and Repair Guide. Once you've learned how, you'll want to impress all your friends with your newfound skill.

**3 THINGS YOU CAN DO IF YOU GET A FLAT EN ROUTE:**

- Call your sweeper for a lift
- Put your bike on the bus or EmX
- Fix it – Yes, you can!



**Bikes & Transit: An ideal combination**

**TRANSIT SERVICE IN EUGENE/SPRINGFIELD AREA LTD: Lane Transit District (LTD.org)**  
For instructions on how to carry your bike on buses or the EmX, call Ridepoint at 541-960-6213.

**NOTE:** When you're getting off the bus, let the driver know you'll be unloading your bike.

**Getting On the Bus with Your Bike:**

1. All LTD buses have bike racks on the front of the bus (step from the curb to the front of the bus to load your bike).
2. Pull the handle (located on the middle-top of the bike rack) to release the rack from its upright position. (There are instructions on the rack's leaf and on the floor of the bus.)
3. Lift your bike onto the bike rack. (There are instructions on the rack's leaf and on the floor of the bus.)
4. Raise the support arm and place the hook over the front of the rack. For BMX-style bikes, place the support arm over the bike's frame.

**Getting Off the Bus with Your Bike:**

1. As you approach your bus stop, let the bus operator know that you'll be unloading your bike.
2. Be sure to use the front door to exit the bus.
3. Raise the support arm up and off the bus.
4. Lift your bike out of the rack.
5. Return the rack back to its upright position if there are no other bikes loaded and if no other people need to use it at the bus stop.
6. Step away from the bus with your bike, lock on, and ride!

**Remember:**

- If you regularly load and unload your bike, bus operators cannot assist you.
- Remove any bike attachments that may interfere with the operation of bus safety equipment. Bikes that do not properly fit in the rack will not be transported.
- On rural routes, two bikes are allowed inside the bus. Riders must secure bikes to the wheelchair area, and they are required to disembark if a rider needs the wheelchair area.

For more information, call LTD Customer Service at 541-667-6355 (24/7 TTY) or visit LTD.org.

**AMTRAK** Eugene, Portland, Seattle, Vancouver Reservations necessary to carry unboxed bikes (\$5 fee).  
www.amtrak.com/cities/index.jsp?city=1-600-872-7245

**Cycling Technique: Improve your skills for safer, more comfortable cycling**

There are lots of riding techniques and insider tips that most people learn bit by bit. We'll save you some time and trouble. Don't shy about finding a vacant parking lot or playground and practice your moves.

**BRAKING EXPERTISE**  
Get to know your brakes. Rear wheel brakes (usually the right hand lever) are very different from front wheel brakes. The front brake has more stopping power than the rear, but also requires more skill to avoid snapping too abruptly. Spend some time in a vacant parking lot getting the feel. For emergency braking (1) shift your weight toward the rear of the saddle, and get your torso as low as possible while (2) applying even pressure in both brakes. Practice this tool.

**SHOULDER CHECKING OR LOOKING BEHIND**  
Cyclists need to check traffic behind them when changing lanes or merging, just as drivers do when using a rear-view mirror. This "shoulder check" in a vacant parking lot until you can do it without swerving. If you need to check like turning that far to look over your shoulder, try pivoting at the waist and hips a bit as well – the knee on the side you're turning to and point out a bit. Also, mirrors (either the helmet mount or handlebar mount variety) can be helpful, though they're not a complete substitute for shoulder checking.



**SHIFTING GEARS**  
Use your gears to keep how fast you turn the pedals (aka "cadence") fairly constant and easy. Downshift to an easier gear when climbing a hill so that when you start up again you'll be in an appropriate gear. For going up hills, shift to an easier gear before the pedaling becomes too difficult. A cadence of about 60 to 80 pedal revolutions per minute is a good target for most cyclists.

**THE FAST START**  
Making a smooth and quick take-off is deceptively easy. Here's how:  
• Stand over the frame in front of the saddle. Hold the brake levers so the bike won't roll.  
• Lift your right foot (if you're "left-footed" start with your left foot instead) and put it on the pedal. Turn the crank backwards until the pedal is at 2 o'clock position – forward and high.  
• Let go of the brakes and push down on the pedal. The first pedal stroke starts the bike moving and lifts you up to the saddle.  
• When the opposite pedal comes to the top position, put your foot on it for the second pedal stroke.



**CORNERING**  
Slow down before you turn. Applying the brakes during a turn can cause you to skid. For more stability while turning, keep the inside pedal up.


**ROAD HAZARDS**  
Railroad tracks, wet leaves, metal utility covers, thermoplastic road markings, and gravel are just a few things that can pose problems for cyclists. When riding over any of these surfaces, especially when wet, avoid braking and turning. For any rough surface, shift some of the weight off of your seat and onto your hands (shoulders) and feet (pedals).

**WATCH THOSE TRACKS!**  
Crack tracks are as close to a right angle as possible. Tracks are slippery, especially when wet, so don't take your course or speed all you cross. If you can't get a good crossing angle or if the surface looks too rough, it's OK to walk your bike across.

**STAY OUT OF THE BLIND SPOT!**  
When overtaking a slower motorist while in a "blind" spot, extreme caution – make sure you stay out of the driver's "blind spot," especially at locations where a driver could turn right across your path, like intersections and driveways.  
• Stay a little bit ahead of the vehicle, so the driver can see you in front of vision.  
• Stay far enough back so that if the vehicle suddenly turns right or stops you'll be able to stop your bike safely.

**THE BOX LEFT TURN**  
Mixing across traffic on a busy street to make a left turn can hit a city cyclist's main nerve even for an experienced cyclist. Here's how you can make that turn without the stress.  
1. Ride through intersection straight.  
2. Stop and turn your bike and  
3. Proceed with caution, obeying traffic controls.

**WHEN IN DOUBT, SLOW DOWN**  
When biking, it's easy to pull over to the side of the road and assess the situation. Slowing down also increases your stopping/braking distance, giving you more time to react to the unexpected.



**Community Resources for Cyclists**

**STREET MAINTENANCE AND TRAFFIC SAFETY**  
To report potholes on city streets, call the number below or email:  
• City of Springfield, Public Works Maintenance at 541-726-3763 (8am-5pm) or publicworks@springfield-or.gov  
For questions on traffic safety, call:  
• City of Springfield, Senior Transportation Planner David Reese, 541-726-4555

**BIKE REPAIR AND MAINTENANCE INFORMATION**  
Bikes in better shape = far safer and local maintenance:  
• Local Bike Shop, HubBnB Bicycle Springfield: 541-741-2453  
• Paul's Bicycle Way of Life: 541-342-6155  
• Blue Heen Bicycle Works: 541-345-2488  
• U of O Outdoor Program: 541-346-4355

**BICYCLE SAFETY PROGRAMS AND INFORMATION**  
Greater Eugene Area (GEA) offers periodic workshops on bike commuting for adults, kids, and families and occasional cyclist legal clinics. For more information, class dates, and descriptions, please visit [eugenegea.org](http://eugenegea.org).

**SPRINGFIELD AND OREGON MAPS AND RIDE GUIDES**  
Call 541-682-6112 to request additional maps. All maps are free unless noted.  
• The Eugene/Springfield Bicycle Map and Resource Guide  
• Oregon Bicycling Guide (statewide map)  
• Oregon Coast Bike Route map

**Last Chance Mailer**

Tape Here

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

Tape Here

FIRST CLASS MAIL PERMIT NO. 141 EUGENE OR

**BUSINESS REPLY MAIL**

POSTAGE WILL BE PAID BY ADDRESSEE

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SPRINGFIELD OR 97475-9902

point2point  
Amenity  
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Springfield, OR 97475-0470

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Permit No. 17

Smart Trips: Main Street

Smart Trips: Main Street

Smart Trips: Main Street

**ONE MORE CHANCE!**

**Smart Trips:  
Main Street**

**Have You  
Ordered Your**

**FREE** Pedometer  
**FREE** Flashing Light  
**FREE** Water Bottle  
**FREE** Bus Passes

**Smart Trips: Main Street**

*Do you still have your  
SmartTrips order form  
in a stack of mail?*



We have delivered hundreds of kits to **SmartTrips: Main Street** households and have more to give away. Mail back the attached order form or log onto [SmartTripsSpringfield.com](http://SmartTripsSpringfield.com) to order your free kit today!

**Questions?**

Contact SmartTrips Program Coordinator Cody Franz  
541-682-6112 | [smarttrips@ltd.org](mailto:smarttrips@ltd.org)

**Travel Tools**

Check as many as you want and return this form to **SmartTrips** or order at [www.SmartTripsSpringfield.com](http://www.SmartTripsSpringfield.com)

**WALKING**

- Walking Kit includes:
  - Pedestrian crosswalk information
  - Map detailing walking/biking paths
  - Walking Logs (Keep track of your progress)
- Free digital pedometer (Count your steps!)

**BIKING**

- Biking Kit includes:
  - Springfield by Cycle
  - Oregon Bicycle Manual
  - Eugene-Springfield Bike Map
  - Be Smart! Be Seen! - Tips on riding at night
  - Take Your Bike! - Take your bike on the bus
- Free flashing light (Be seen on your bike!)

**TRANSIT**

- Lane Transit District (LTD) Rider's Digest
- One week (5 passes) of free LTD bus passes

**FOR CHILDREN**

- SmartTrips for SmartKids youth activity book
- School Solutions: Help your children get to school safely
- "A Perfectly Fitted Helmet" guide
- Reflective Slap Bracelet

**Reward**

- Pick your FREE reward (please choose one)
- Metal water bottle (BPA free)
  - Reusable shopping bag

More options at [www.SmartTripsSpringfield.com](http://www.SmartTripsSpringfield.com)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

\*By providing your email, you agree to receive SmartTrips updates.

**Delivery Tags**



541-682-6112  
smarttripsspringfield.com

This was delivered to  
you by bike.

**Thanks  
for ordering!**



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# Drive Less Connect Incentive Card

## LOG YOUR TRIPS TO WIN PRIZES



Log 10 trips by August 31, 2014  
at DriveLessConnect.com and  
we'll treat you to a FREE drink  
at Dutch Bros!



Log 10 trips by August 31, 2014  
at DriveLessConnect.com and  
we'll treat you to a FREE drink  
at Dutch Bros!



> view transit options > find carpool matches > track your savings

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> view transit options > find carpool matches > track your savings

Register now to log your trips at DriveLessConnect.com

### Get Started in 4 Simple Steps

1. Go to DriveLessConnect.com and Register
2. Verify your Account
3. Sign-in & Complete your Registration
4. Log your Trips on the Calendar

Questions? Contact Point2Point at 541-682-6112



### Get Started in 4 Simple Steps

1. Go to DriveLessConnect.com and Register
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Questions? Contact Point2Point at 541-682-6112



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3. Sign-in & Complete your Registration
4. Log your Trips on the Calendar

Questions? Contact Point2Point at 541-682-6112





# Smart *Trips*: Main Street

## Order Your

**FREE**

Pedometer

**FREE**

Flashing Light

**FREE**

Water Bottle

**FREE**

Bus Passes

Smart *Trips*Springfield.com

541-682-6112



## Smart *Trips*: Main Street

FOR MORE INFORMATION:

541-682-6112

7-1-1 (TTY)



# Smart *Trips*: Main Street

## Ordene su

**GRATIS**

Podómetro

**GRATIS**

Luz intermitencia

**GRATIS**

Botella de agua

**GRATIS**

Boletas para el autobús

Smart *Trips*Springfield.com

541-682-6112



## Smart *Trips*: Main Street

PARA MÁS INFORMACIÓN:

541-682-6112

7-1-1 (TTY)

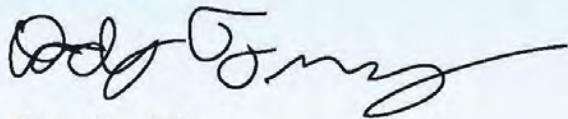


Door Hanger

# Sorry we missed you!

If you have any questions about the items in your travel kit or would like help planning your next trip, please give us a call at **541.682.6112** or email us at **SmartTrips@ltd.org**.

Safe Trips,



**Cody Franz**

**SmartTrips** Program Coordinator




**SmartTrips: Main Street**

# Sorry we missed you!

If you have any questions about the items in your travel kit or would like help planning your next trip, please give us a call at **541.682.6112** or email us at **SmartTrips@ltd.org**.

Safe Trips,



**Cody Franz**

**SmartTrips** Program Coordinator



**SmartTrips: Main Street**

## Smart Trips Walking Kit

- Pedestrian crosswalk information
- Detailed walking and biking map with routes and paths in your neighborhood
- Weekly walking logs



**Smart Trips: Main Street**

## Smart Trips Biking Kit

- Springfield by Cycle
- Oregon Bicycle Manual
- Eugene-Springfield Bike Map
- Be Smart! Be Seen!
- Take Your Bike on the Bus
- Detailed walking and biking map with routes and paths in your neighborhood



**Smart Trips: Main Street**

## AGENDA ITEM SUMMARY

**DATE:** March 18, 2015  
**ITEM TITLE:** MONTHLY FINANCIAL REPORTS  
**PREPARED BY:** Todd Lipkin, Finance Manager/CFO  
**ACTION REQUESTED:** None

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### **BACKGROUND:**

Following this summary are the January 2015 financial reports. In response to the Board's desire for better comparability of the monthly and year-to-date figures to prior-year activity, each period is compared to the prior-year actual and to the current-year budget.

While the budget is appropriated annually, division managers develop an estimate of their monthly activity to create the monthly and year-to-date budgets used in these financial reports. Some activity, e.g., personnel costs, fuel purchases, and preventive maintenance, can be reasonably allocated by month. Other costs, like capital project costs and paratransit service, may have other influences, such as variable implementation schedules and erratic service demand, which make them more difficult to allocate. To be consistent, staff have used the same format to report on all four funds.

### **GENERAL FUND**

Payroll taxes remain under budget due to the Department of Revenue take backs from prior-year payments made to LTD in error. However, the year-to-date percentage of budget has increased to 95.2 percent. If Lane Transit District had received all of the taxes earned for this year (including the \$672,000 take back), we would be at 99.8 percent of budget, only \$30,000 under budget.

State-in-lieu tax is under budget year to date. With the change in the University of Oregon's institutional structure, it is still being determined what/how the state in lieu and other taxes will be paid by the University.

Personnel services costs remain under budget. Due to turnover, the District rarely employs the total number of bus operators that were budgeted for. This translates in reduced benefit payments that help contribute to personnel costs remaining under budget. In addition, other positions, including an IT position, have been vacant for different periods of the fiscal year. The IT position is in the process of being filled.

The average price for fuel through March 2, 2015, is \$2.13 per gallon, which is approximately \$1 million in savings when compared to the budgeted amount at \$3.75 per gallon. LTD paid \$1.629 per gallon on January 22, 2015, which is the lowest price paid since July 2009. Since the prices are low, LTD has loaded additional fuel into the offsite storage tank in Coos Bay.

Materials and Services for all departments are under budget. The large insurance claim from August 2014, which has been mentioned in previous reports, was actually a payment for a prior-year claim that was expensed last year. This entry has been corrected, which correctly brings the Administrative Services Department's materials and services under budget. Comparability of current-year and prior-year materials and services is hampered by the reorganization implemented over the last year. For example, the Intelligent Transportation Systems (ITS) Division was part of the Administrative Services Department last year and is in the Operations and Customer Satisfaction Department this year.

The General Fund transfer to the Accessible Services Fund is well below budgetary projections. This is a direct result of the increased funding received from the Oregon Legislature for elderly and disabled transportation for the current biennium.

**ACCESSIBLE SERVICES FUND**

The Accessible Services Fund costs are under budget for the year. South Lane Wheels costs are 22.8 percent over budget. However, this is due to a change in accounting methodology for their local match, not because the cost of their program increased. The grant funds that LTD manages for South Lane Wheels has a local matching requirement. Since LTD administers these grants, we need to also account for the local match that is provided by South Lane Wheels. The expenditure budget only reflected the grant funding and not the total cost including match.

**MEDICAID FUND**

The Medicaid Fund is over budget for the year due to increased demand resulting from the increase in eligible individuals as of January 1, 2014. However, the majority of these services are covered fully by Medicaid funding, so there is no impact to District funds. The small portion of waived transportation that is matched by LTD funds is under budget for the year.

**CAPITAL PROJECTS FUND**

The Capital Projects Fund expenditures year to date have included the purchase of three articulated, hybrid-electric buses and West Eugene EmX Extension design and utility relocation activity. Construction on the West Eugene EmX Extension started in March. All funding for the project has now been appropriated and is currently being processed into active grants. Additional details can be found in the Monthly Grant Report.

**FISCAL YEAR 2015-16 BUDGET CALENDAR**

Work has already begun on the Capital Improvements Program (CIP), Long-Range Financial Plan (LRFP), and other budgetary components for next year’s budget. Following is the budget calendar for the remainder of the budget cycle:

Late March/Early April	<ul style="list-style-type: none"> <li>• Board/Budget Committee Work Session</li> </ul>
April 6	<ul style="list-style-type: none"> <li>• Capital Improvements Program public comment period begins</li> </ul>
April 15	<ul style="list-style-type: none"> <li>• Public hearing on Capital Improvements Program</li> </ul>
May 6	<ul style="list-style-type: none"> <li>• Capital Improvements Program public comment period ends</li> </ul>
May 20	<ul style="list-style-type: none"> <li>• Capital Improvements Program approval</li> <li>• Long-Range Financial Plan approval</li> <li>• Budget Committee meets to approve a FY 2015-16 budget</li> </ul>
June 17	<ul style="list-style-type: none"> <li>• Board adoption of FY 2015-16 budget</li> </ul>

**ATTACHMENTS:** January 2015 Financial Reports

**PROPOSED MOTION:** None



Lane Transit District  
**General Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2015**  
 Unaudited

January 1 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
363,497	368,844	101.5%	358,410	102.9%	Passenger Fares	4,456,700	2,628,789	2,786,942	106.0%	2,664,870	104.6%
287,152	251,942	87.7%	244,500	103.0%	Group Pass	2,667,000	1,479,564	1,454,531	98.3%	1,444,500	100.7%
-	37,500	N/A	5,000	750.0%	Advertising	310,000	310,000	399,500	128.9%	285,000	140.2%
42,878	37,127	86.6%	40,325	92.1%	Special Service	161,300	161,314	133,115	82.5%	120,975	110.0%
<b>693,527</b>	<b>695,413</b>	<b>100.3%</b>	<b>648,235</b>	<b>107.3%</b>	<b>Total Operating</b>	<b>7,595,000</b>	<b>4,579,667</b>	<b>4,774,088</b>	<b>104.2%</b>	<b>4,515,345</b>	<b>105.7%</b>
1,017,592	1,000,092	98.3%	843,500	118.6%	Payroll Tax (cash basis)	27,835,500	13,563,182	13,781,600	101.6%	14,483,700	95.2%
25,782	8,123	31.5%	16,000	50.8%	Self-employment Tax (cash basis)	1,600,000	266,002	213,263	80.2%	272,000	78.4%
-	-	N/A	-	N/A	State-in-Lieu (cash basis)	2,040,000	964,883	474,530	49.2%	1,020,000	46.5%
466,966	441,028	94.4%	411,340	107.2%	Operating Grants	4,936,100	3,482,507	3,132,661	90.0%	2,879,380	108.8%
32,575	33,015	101.4%	10,990	300.4%	Miscellaneous	131,700	266,829	362,935	136.0%	76,930	471.8%
6,614	4,073	61.6%	7,500	54.3%	Interest Income	90,000	47,911	35,893	74.9%	52,500	68.4%
<b>1,549,529</b>	<b>1,486,331</b>	<b>95.9%</b>	<b>1,289,330</b>	<b>115.3%</b>	<b>Total Nonoperating</b>	<b>36,633,300</b>	<b>18,591,314</b>	<b>18,000,882</b>	<b>96.8%</b>	<b>18,784,510</b>	<b>95.8%</b>
<b>2,243,056</b>	<b>2,181,744</b>	<b>97.3%</b>	<b>1,937,565</b>	<b>112.6%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>44,228,300</b>	<b>23,170,981</b>	<b>22,774,970</b>	<b>98.3%</b>	<b>23,299,855</b>	<b>97.7%</b>

January 1 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
776,123	964,637	124.3%	867,050	111.3%	Administration	10,405,200	5,661,278	5,879,410	103.9%	6,072,450	96.8%
1,747,065	1,894,796	108.5%	1,693,560	111.9%	Amalgamated Transit Union	20,522,900	11,193,758	11,496,132	102.7%	12,194,520	94.3%
(81,433)	(66,549)	81.7%	(69,740)	95.4%	Less Grant-Funded Expenditures	(836,800)	(494,185)	(471,769)	95.5%	(488,180)	96.6%
<b>2,441,755</b>	<b>2,792,884</b>	<b>114.4%</b>	<b>2,490,870</b>	<b>112.1%</b>	<b>Total Personnel Services</b>	<b>30,091,300</b>	<b>16,360,851</b>	<b>16,903,773</b>	<b>103.3%</b>	<b>17,778,790</b>	<b>95.1%</b>
24,551	15,451	62.9%	18,309	84.4%	Executive Office	309,500	161,158	195,803	121.5%	200,025	97.9%
153,751	118,684	77.2%	165,670	71.6%	Administrative Services	2,055,400	1,468,617	1,105,478	75.3%	1,214,890	91.0%
167,425	162,320	97.0%	216,460	75.0%	Customer Services & Planning	2,561,300	1,222,474	1,246,405	102.0%	1,490,980	83.6%
431,504	303,988	70.4%	458,562	66.3%	Operations & Customer Satisfaction	5,860,900	2,624,553	2,793,193	106.4%	3,511,974	79.5%
<b>777,231</b>	<b>600,443</b>	<b>77.3%</b>	<b>859,001</b>	<b>69.9%</b>	<b>Total Materials &amp; Services</b>	<b>10,787,100</b>	<b>5,476,802</b>	<b>5,340,879</b>	<b>97.5%</b>	<b>6,417,869</b>	<b>83.2%</b>
3,379	139,674	4133.4%	164,980	84.7%	Transfer to Accessible Services Fund	1,979,700	1,158,148	719,579	62.1%	1,154,860	62.3%
-	15,129	N/A	14,330	105.6%	Transfer to Medicaid Fund	172,000	75,082	73,184	97.5%	100,310	73.0%
-	-	N/A	-	N/A	Transfer to Capital Projects Fund	3,351,500	1,792,700	3,351,500	187.0%	3,351,500	100.0%
<b>3,379</b>	<b>154,803</b>	<b>4581.1%</b>	<b>179,310</b>	<b>86.3%</b>	<b>Total Other Uses</b>	<b>5,503,200</b>	<b>3,025,930</b>	<b>4,144,263</b>	<b>137.0%</b>	<b>4,606,670</b>	<b>90.0%</b>
<b>3,222,365</b>	<b>3,548,130</b>	<b>110.1%</b>	<b>3,529,181</b>	<b>100.5%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>46,381,600</b>	<b>24,863,583</b>	<b>26,388,915</b>	<b>106.1%</b>	<b>28,803,329</b>	<b>91.6%</b>

<b>(979,309)</b>	<b>(1,366,386)</b>	<b>139.5%</b>	<b>(1,591,616)</b>	<b>85.8%</b>	<b>Revenues less Expenditures</b>	<b>(2,153,300)</b>	<b>(1,692,602)</b>	<b>(3,613,945)</b>	<b>213.5%</b>	<b>(5,503,474)</b>	<b>65.7%</b>
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Lane Transit District

Lane Transit District  
**Accessible Services Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2015**  
 Unaudited

January 1 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
31,151	27,535	88.4%	28,120	97.9%	Passenger Fares	337,500	191,874	202,176	105.4%	196,840	102.7%
20,578	228,132	1108.6%	244,110	93.5%	Federal Assistance	2,929,200	1,238,834	1,676,471	135.3%	1,708,770	98.1%
13,974	66,337	474.7%	105,640	62.8%	State Assistance	1,267,460	326,836	764,767	234.0%	739,480	103.4%
-	25,376	N/A	8,160	311.0%	Local Assistance	97,900	50,925	81,117	159.3%	57,120	142.0%
<b>65,703</b>	<b>347,380</b>	<b>528.7%</b>	<b>386,030</b>	<b>90.0%</b>	<b>Total Revenues</b>	<b>4,632,060</b>	<b>1,808,469</b>	<b>2,724,681</b>	<b>150.7%</b>	<b>2,702,210</b>	<b>100.8%</b>
3,379	139,674	4133.4%	164,600	84.9%	Transfer from General Fund	1,975,240	1,158,148	719,579	62.1%	1,152,200	62.5%
<b>3,379</b>	<b>139,674</b>	<b>4133.4%</b>	<b>164,600</b>	<b>84.9%</b>	<b>Total Other Sources</b>	<b>1,975,240</b>	<b>1,158,148</b>	<b>719,579</b>	<b>62.1%</b>	<b>1,152,200</b>	<b>62.5%</b>
<b>69,082</b>	<b>487,054</b>	<b>705.0%</b>	<b>550,630</b>	<b>88.5%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>6,607,300</b>	<b>2,966,617</b>	<b>3,444,260</b>	<b>116.1%</b>	<b>3,854,410</b>	<b>89.4%</b>

January 1 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
393,331	403,064	102.5%	439,080	91.8%	ADA RideSource	5,268,900	2,816,603	2,867,273	101.8%	3,073,560	93.3%
9,276	8,524	91.9%	12,560	67.9%	Transit Training & Hosts	150,600	71,386	64,037	89.7%	87,920	72.8%
8,679	10,781	124.2%	9,010	119.7%	Special Transport	108,100	59,064	55,467	93.9%	63,070	87.9%
<b>411,286</b>	<b>422,369</b>	<b>102.7%</b>	<b>460,650</b>	<b>91.7%</b>	<b>Total Eugene/Springfield Services</b>	<b>5,527,600</b>	<b>2,947,053</b>	<b>2,986,777</b>	<b>101.3%</b>	<b>3,224,550</b>	<b>92.6%</b>
1,598	10,041	628.3%	9,580	104.8%	South Lane	115,000	55,907	82,361	147.3%	67,060	122.8%
14,626	15,342	104.9%	15,680	97.8%	Florence	188,100	106,125	106,726	100.6%	109,760	97.2%
14,982	16,168	107.9%	20,260	79.8%	Oakridge	243,200	114,457	126,515	110.5%	141,820	89.2%
<b>31,206</b>	<b>41,551</b>	<b>133.1%</b>	<b>45,520</b>	<b>91.3%</b>	<b>Total Rural Lane County Services</b>	<b>546,300</b>	<b>276,489</b>	<b>315,602</b>	<b>114.1%</b>	<b>318,640</b>	<b>99.0%</b>
16,446	10,985	66.8%	21,670	50.7%	Mobility Management	260,000	87,223	61,328	70.3%	151,690	40.4%
-	517	N/A	780	66.2%	Crucial Connections	9,300	1,084	2,033	187.6%	5,460	37.2%
1,943	1,440	74.1%	2,670	53.9%	Veterans Transportation	32,000	6,988	7,513	107.5%	18,690	40.2%
5,943	7,979	134.3%	9,330	85.5%	Lane County Coordination	112,000	26,693	47,471	177.8%	65,310	72.7%
<b>24,332</b>	<b>20,921</b>	<b>86.0%</b>	<b>34,450</b>	<b>60.7%</b>	<b>Total Other Services</b>	<b>413,300</b>	<b>121,988</b>	<b>118,345</b>	<b>97.0%</b>	<b>241,150</b>	<b>49.1%</b>
-	-	N/A	14,000	0.0%	Transfer to Capital Projects Fund	168,000	-	-	N/A	98,000	0.0%
<b>-</b>	<b>-</b>	<b>N/A</b>	<b>14,000</b>	<b>0.0%</b>	<b>Total Other Uses</b>	<b>168,000</b>	<b>-</b>	<b>-</b>	<b>N/A</b>	<b>98,000</b>	<b>0.0%</b>
<b>466,824</b>	<b>484,841</b>	<b>103.9%</b>	<b>554,620</b>	<b>87.4%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>6,655,200</b>	<b>3,345,530</b>	<b>3,420,724</b>	<b>102.2%</b>	<b>3,882,340</b>	<b>88.1%</b>

<b>(397,742)</b>	<b>2,213</b>	<b>-0.6%</b>	<b>(3,990)</b>	<b>-55.5%</b>	<b>Revenues less Expenditures</b>	<b>(47,900)</b>	<b>(378,913)</b>	<b>23,536</b>	<b>-6.2%</b>	<b>(27,930)</b>	<b>-84.3%</b>
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Lane Transit District

Lane Transit District  
**Medicaid Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2015**  
 Unaudited

January 1 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
481,172	610,384	126.9%	552,400	110.5%	Medicaid Nonemergency Medical Transportation	6,628,800	3,087,369	4,316,416	139.8%	3,866,800	111.6%
37,727	50,263	133.2%	39,840	126.2%	Medicaid Waivered Transportation	478,100	267,215	386,518	144.6%	278,880	138.6%
<b>518,899</b>	<b>660,647</b>	<b>127.3%</b>	<b>592,240</b>	<b>111.6%</b>	<b>Total Revenues</b>	<b>7,106,900</b>	<b>3,354,584</b>	<b>4,702,934</b>	<b>140.2%</b>	<b>4,145,680</b>	<b>113.4%</b>
-	15,129	N/A	14,330	105.6%	Transfer from General Fund	172,000	75,082	73,184	97.5%	100,310	73.0%
-	15,129	N/A	14,330	105.6%	<b>Total Other Sources</b>	<b>172,000</b>	<b>75,082</b>	<b>73,184</b>	<b>97.5%</b>	<b>100,310</b>	<b>73.0%</b>
<b>518,899</b>	<b>675,776</b>	<b>130.2%</b>	<b>606,570</b>	<b>111.4%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>7,278,900</b>	<b>3,429,666</b>	<b>4,776,118</b>	<b>139.3%</b>	<b>4,245,990</b>	<b>112.5%</b>

January 1 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
380,234	515,134	135.5%	447,150	115.2%	Services	5,365,700	2,429,179	3,571,611	147.0%	3,130,050	114.1%
6,288	7,896	125.6%	13,880	56.9%	Mobility Management	166,600	36,700	73,085	199.1%	97,160	75.2%
95,105	87,354	91.9%	91,370	95.6%	Program Administration	1,096,500	620,015	671,938	108.4%	639,590	105.1%
<b>481,627</b>	<b>610,384</b>	<b>126.7%</b>	<b>552,400</b>	<b>110.5%</b>	<b>Total Medicaid NEMT (Medical)</b>	<b>6,628,800</b>	<b>3,085,894</b>	<b>4,316,634</b>	<b>139.9%</b>	<b>3,866,800</b>	<b>111.6%</b>
31,515	47,426	150.5%	36,660	129.4%	Services	439,900	228,218	328,592	144.0%	256,620	128.0%
2,175	2,844	130.8%	1,740	163.5%	Mobility Management	20,900	12,564	22,741	181.0%	12,180	186.7%
400	256	64.2%	490	52.3%	Program Administration	5,900	3,599	2,444	67.9%	3,430	71.3%
16,441	14,865	90.4%	15,280	97.3%	Grant Program Match Requirements	183,400	115,926	105,926	91.4%	106,960	99.0%
<b>50,531</b>	<b>65,391</b>	<b>129.4%</b>	<b>54,170</b>	<b>120.7%</b>	<b>Total Medicaid Waivered (Non-Medical)</b>	<b>650,100</b>	<b>360,307</b>	<b>459,703</b>	<b>127.6%</b>	<b>379,190</b>	<b>121.2%</b>
<b>532,158</b>	<b>675,775</b>	<b>127.0%</b>	<b>606,570</b>	<b>111.4%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>7,278,900</b>	<b>3,446,201</b>	<b>4,776,337</b>	<b>138.6%</b>	<b>4,245,990</b>	<b>112.5%</b>

<b>(13,259)</b>	<b>1</b>	<b>0.0%</b>	<b>-</b>	<b>N/A</b>	<b>Revenues less Expenditures</b>	<b>-</b>	<b>(16,535)</b>	<b>(219)</b>	<b>1.3%</b>	<b>-</b>	<b>N/A</b>
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Lane Transit District

Lane Transit District  
**Capital Projects Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2015**  
 Unaudited

January 1 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
564,138	200,760	35.6%	7,159,500	2.8%	Federal Assistance	85,913,900	4,003,379	6,632,356	165.7%	50,116,500	13.2%
-	-	N/A	1,100,000	0.0%	State Assistance	13,200,000	-	-	N/A	7,700,000	0.0%
<b>564,138</b>	<b>200,760</b>	<b>35.6%</b>	<b>8,259,500</b>	<b>2.4%</b>	<b>Total Revenues</b>	<b>99,113,900</b>	<b>4,003,379</b>	<b>6,632,356</b>	<b>165.7%</b>	<b>57,816,500</b>	<b>11.5%</b>
-	-	N/A	-	N/A	Transfer from General Fund	3,351,120	1,792,700	3,351,500	187.0%	3,351,120	100.0%
-	-	N/A	14,000	0.0%	Transfer from Accessible Services Fund	168,000	-	-	N/A	98,000	0.0%
-	-	N/A	14,000	0.0%	<b>Total Other Sources</b>	<b>3,519,120</b>	<b>1,792,700</b>	<b>3,351,500</b>	<b>187.0%</b>	<b>3,449,120</b>	<b>97.2%</b>
<b>564,138</b>	<b>200,760</b>	<b>35.6%</b>	<b>8,273,500</b>	<b>2.4%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>102,633,020</b>	<b>5,796,079</b>	<b>9,983,856</b>	<b>172.3%</b>	<b>61,265,620</b>	<b>16.3%</b>

January 1 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
458,365	106,715	23.3%	7,266,490	1.5%	West Eugene EmX Extension	87,197,800	3,645,281	3,704,097	101.6%	50,865,430	7.3%
2,400	-	0.0%	50,000	0.0%	Gateway EmX Extension	600,000	127,433	10,371	8.1%	350,000	3.0%
3,046	34,114	1120.1%	59,680	57.2%	Main Street/McVay Transit Study	716,100	43,470	424,840	977.3%	417,760	101.7%
505	3,777	748.1%	53,170	7.1%	Northwest Eugene/LCC Transit Study	638,000	505	37,463	7421.3%	372,190	10.1%
<b>464,316</b>	<b>144,606</b>	<b>31.1%</b>	<b>7,429,340</b>	<b>1.9%</b>	<b>Total Frequent Transit Network</b>	<b>89,151,900</b>	<b>3,816,689</b>	<b>4,176,771</b>	<b>109.4%</b>	<b>52,005,380</b>	<b>8.0%</b>
11,251	1,696	15.1%	1,066,660	0.2%	Revenue Vehicles - Fixed Route	12,799,900	14,053	2,856,630	20326.9%	7,466,620	38.3%
73,466	70	0.1%	70,000	0.1%	Revenue Vehicles - Accessible Services	840,000	137,701	110,833	80.5%	490,000	22.6%
209	-	0.0%	8,330	0.0%	Support Vehicles	100,000	64,029	-	0.0%	58,310	0.0%
84,730	1,257	1.5%	61,820	2.0%	Stations, Shelters & Facilities	741,800	843,402	552,583	65.5%	432,740	127.7%
140,868	41,741	29.6%	215,820	19.3%	Computer Hardware & Software	2,589,900	423,907	628,088	148.2%	1,510,740	41.6%
4,918	-	0.0%	31,290	0.0%	Intelligent Transportation Systems	375,500	8,571	2,157	25.2%	219,030	1.0%
5,440	-	0.0%	60,300	0.0%	Transit Security Projects	723,600	9,792	-	0.0%	422,100	0.0%
-	503	N/A	54,480	0.9%	Communications Equipment	653,800	-	38,081	N/A	381,360	10.0%
-	73,000	N/A	2,500	2920.0%	Shop Equipment	30,000	14,864	75,440	507.5%	17,500	431.1%
-	-	N/A	11,670	0.0%	Miscellaneous Equipment	140,000	4,644	5,103	109.9%	81,690	6.2%
<b>320,882</b>	<b>118,267</b>	<b>36.9%</b>	<b>1,582,870</b>	<b>7.5%</b>	<b>Total Other Capital Outlay</b>	<b>18,994,500</b>	<b>1,520,963</b>	<b>4,268,915</b>	<b>280.7%</b>	<b>11,080,090</b>	<b>38.5%</b>
<b>785,198</b>	<b>262,873</b>	<b>33.5%</b>	<b>9,012,210</b>	<b>2.9%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>108,146,400</b>	<b>5,337,652</b>	<b>8,445,686</b>	<b>158.2%</b>	<b>63,085,470</b>	<b>13.4%</b>

<b>(221,060)</b>	<b>(62,113)</b>	<b>28.1%</b>	<b>(738,710)</b>	<b>8.4%</b>	<b>Revenues less Expenditures</b>	<b>(5,513,380)</b>	<b>458,427</b>	<b>1,538,170</b>	<b>335.5%</b>	<b>(1,819,850)</b>	<b>-84.5%</b>
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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** MONTHLY ENGAGEMENT REPORT

**PREPARED BY:** Andy Vobora, Director of Customer Services and Planning

**ACTION REQUESTED:** None

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### BACKGROUND:

The District continues to engage in outreach activities related to projects and general community and civic events, and through a variety of other opportunities. Additionally, earned media and paid media play an important role in communicating projects, services, and significant activities taking place within the District and in the broader community. To keep the Board informed of key activities taking place during the past month and to highlight opportunities in the coming month, staff have prepared the following summary and will respond to questions from the Board.

### Paid Media

- LTD's new advertising campaign is coming together and will begin in April. This campaign leverages the information from recent research and ties together with the development of the District's *Why*, *How*, and *What* statements included in the strategic plan.
- West Eugene EmX paid media execution began in March.
- Carpool Karma campaign continues to hit the airwaves.

### Earned Media

- Stories appearing in print and on radio included one story about the appropriation of West Eugene EmX funding.

### Outreach Meetings

- Annual Route Review meetings continue. Invitations to Title VI agencies offered an opportunity for agency staff to meet with LTD staff to review the service increase proposal. Presentations included staff meeting with local groups, including the City of the Eugene Neighborhood Leaders Council.
- Meetings with group pass employee transportation coordinators are progressing with approximately 25 percent of the organizations having been visited thus far.
- Board members are encouraged to sign up during the Board meeting for the Board-to-Business lunches, or sign up by contacting LTD Administrative Secretary Camille Gandolfi at 541-682-6100.

**ATTACHMENTS:** None

**PROPOSED MOTION:** None

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\engagement summary Mar 2015.docx

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** MONTHLY PERFORMANCE REPORTS

**PREPARED BY:** Ron Kilcoyne, General Manager

**ACTION REQUESTED:** None

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**BACKGROUND:**

In response to a request by the Board for regular reporting on the District's performance in several areas, monthly performance reports are provided for the Board's information. On a quarterly basis, staff will present a review of key metrics that are trending in the performance report.

**ATTACHMENTS:**

- 1) February 2015 Performance Report
- 2) *The January 2015 RideSource Activity and Productivity Report was not available for inclusion in the March Board meeting packet. It will be included with the February report in the April Board meeting packet.*

**PROPOSED MOTION:** None

Q:\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\performance summary.docx

**LANE TRANSIT DISTRICT**  
**February 2015 Performance Report**  
12-March-2015

Performance Measure	Prior			Current			12 Month		
	Current Month	Year's Month	% Change	Current Y-T-D	Previous Y-T-D	% Change	Current 12 Month	Prior 12 Month	% Change
<b>Fixed Route Service</b>									
Passenger Boardings	916,566	955,366	- 4.1%	7,122,784	7,302,891	- 2.5%	11,012,747	11,270,977	- 2.3%
Mobility Assisted Riders	11,673	8,913	+ 31.0%	104,368	88,616	+ 17.8%	155,772	137,511	+ 13.3%
<u>Average Passenger Boardings:</u>									
Weekday	39,772	41,934	- 5.2%	35,689	36,522	- 2.3%	36,887	37,733	- 2.2%
Saturday	19,675	18,550	+ 6.1%	20,603	21,183	- 2.7%	20,416	20,810	- 1.9%
Sunday	10,606	10,620	- 0.1%	10,189	10,325	- 1.3%	10,248	10,270	- 0.2%
Monthly Revenue Hours	20,264	19,817	+ 2.3%	168,282	163,602	+ 2.9%	252,852	247,718	+ 2.1%
Boardings Per Revenue Hour	45.2	48.2	- 6.2%	42.33	44.64	- 5.2%	43.55	45.50	- 4.3%
Weekly Revenue Hours	5,062	4,952	+ 2.2%	4,865	4,795	+ 1.5%	4,887	4,830	+ 1.2%
Weekdays	20	20		169	170		254	255	
Saturdays	4	4		35	34		53	52	
Sundays	4	4		37	34		55	52	

**Passenger Revenues & Sales**

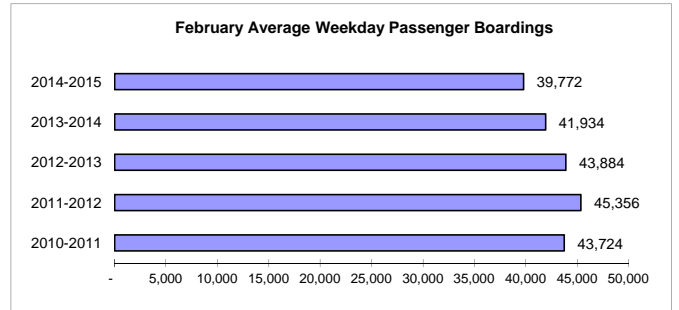
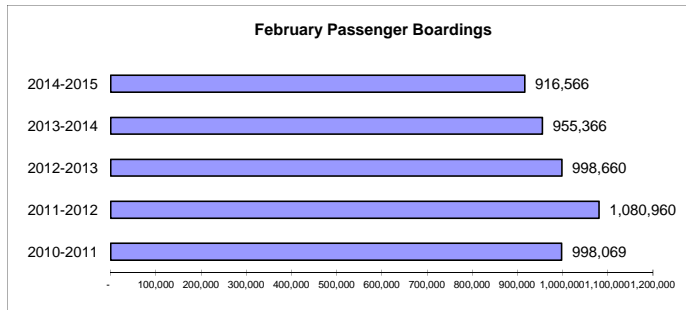
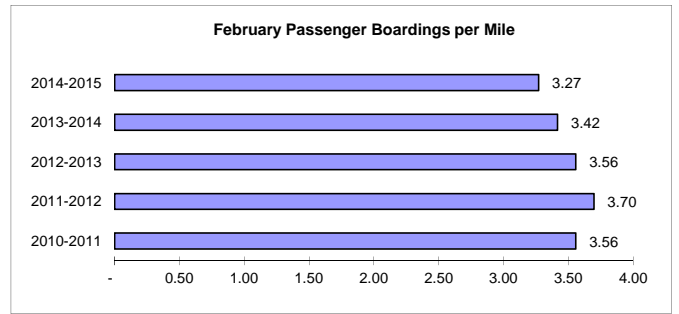
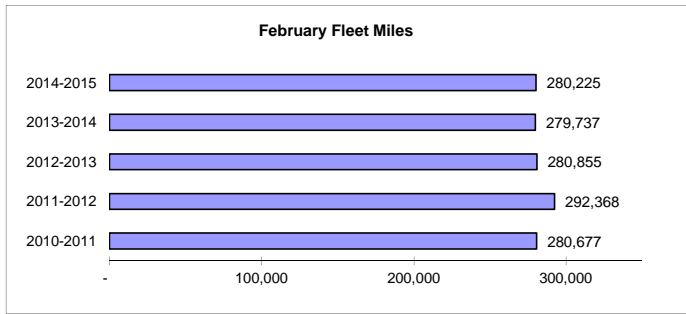
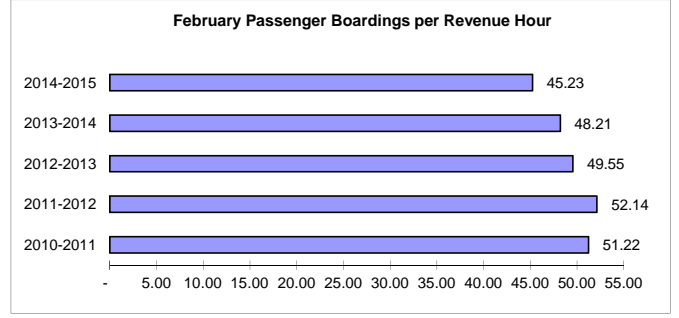
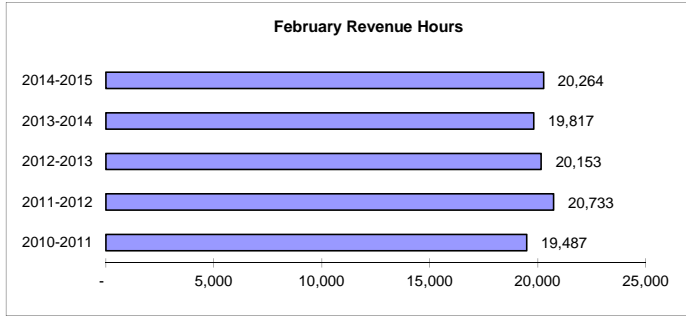
Passenger revenues and sales information will be updated when the February 2015 financial reports are presented to the Board of Directors in the April 2015 board packet.

**Fleet Services**

Fleet Miles	280,225	279,737	+ 0.2%	2,355,111	2,346,246	+ 0.4%	3,543,729	3,543,718	+ 0.0%
Average Passenger Boardings/Mile	3.27	3.42	- 4.2%	3.02	3.11	- 2.8%	3.11	3.18	- 2.3%
Fuel Cost	\$142,101	\$235,972	- 39.8%	\$1,710,435	\$2,006,969	- 14.8%	\$2,732,783	\$3,017,091	- 9.4%
Fuel Cost Per Mile	\$0.507	\$0.844	- 39.9%	\$0.726	\$0.855	- 15.1%	\$0.771	\$0.851	- 9.4%
Repair Costs	\$248,718	\$212,595	+ 17.0%	\$1,779,866	\$1,619,929	+ 9.9%	\$2,631,091	\$2,486,650	+ 5.8%
Total Repair Cost Per Mile	\$0.888	\$0.760	+ 16.8%	\$0.756	\$0.690	+ 9.5%	\$0.742	\$0.702	+ 5.8%
Preventive Maintenance Costs	\$27,723	\$34,592	- 19.9%	\$256,937	\$284,425	- 9.7%	\$402,864	\$438,462	- 8.1%
Total PM Cost Per Mile	\$0.099	\$0.124	- 20.0%	\$0.109	\$0.121	- 10.0%	\$0.114	\$0.124	- 8.1%
Mechanical Road Calls	38	70	- 45.7%	380	426	- 10.8%	591	642	- 7.9%
Miles/Mech. Road Call	7,374	3,996	+ 84.5%	6,198	5,508	+ 12.5%	5,996	5,520	+ 8.6%

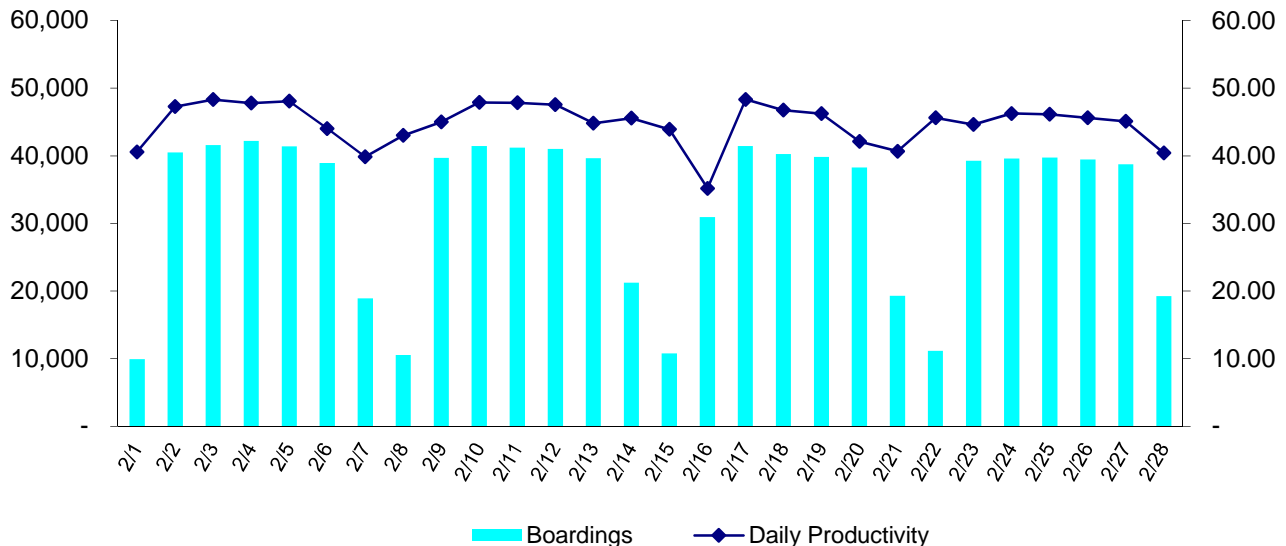
**Special Mobility Service**

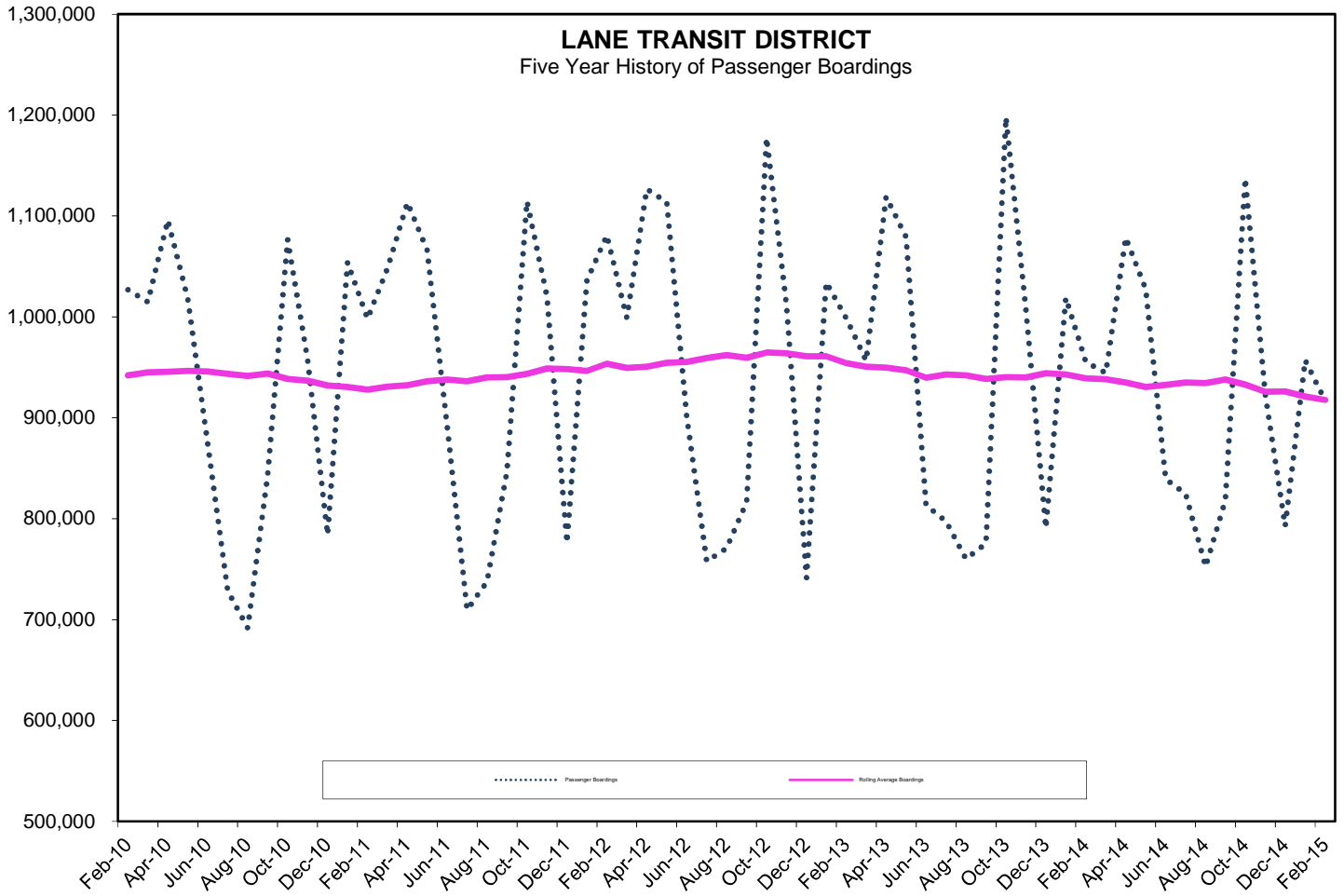
SMS Rides	15,576	15,261	+ 2.1%	127,392	123,541	+ 3.1%	197,856	186,900	+ 5.9%
SMS Ride Refusals	-	-	+ 0.0%	-	-	+ 0.0%	-	1	- 100.0%
RideSource	6,753	6,665	+ 1.3%	57,612	55,534	+ 3.7%	86,718	83,352	+ 4.0%
RideSource Refusals	-	-	+ 0.0%	-	-	+ 0.0%	-	-	+ 0.0%



## Daily Ridership Recap February 2015

Date	Day	Service	Boardings	Mobility	Revenue	Daily
				Assisted Boardings	Hours	Productivity
2/1/2015	Sunday	Sunday	9,944	136	245.00	40.59
2/2/2015	Monday	Weekday	40,520	444	857.00	47.28
2/3/2015	Tuesday	Weekday	41,601	558	861.00	48.32
2/4/2015	Wednesday	Weekday	42,223	519	883.00	47.82
2/5/2015	Thursday	Weekday	41,417	500	861.00	48.10
2/6/2015	Friday	Weekday	38,928	489	884.00	44.04
2/7/2015	Saturday	Saturday	18,934	297	475.00	39.86
2/8/2015	Sunday	Sunday	10,541	185	245.00	43.02
2/9/2015	Monday	Weekday	39,706	405	882.00	45.02
2/10/2015	Tuesday	Weekday	41,476	508	866.00	47.89
2/11/2015	Wednesday	Weekday	41,238	533	862.00	47.84
2/12/2015	Thursday	Weekday	41,038	479	863.00	47.55
2/13/2015	Friday	Weekday	39,673	502	885.00	44.83
2/14/2015	Saturday	Saturday	21,241	388	466.00	45.58
2/15/2015	Sunday	Sunday	10,764	189	245.00	43.93
2/16/2015	Monday	Weekday	30,937	405	879.00	35.20
2/17/2015	Tuesday	Weekday	41,435	560	857.00	48.35
2/18/2015	Wednesday	Weekday	40,261	424	861.00	46.76
2/19/2015	Thursday	Weekday	39,863	504	862.00	46.24
2/20/2015	Friday	Weekday	38,292	539	909.00	42.13
2/21/2015	Saturday	Saturday	19,283	298	474.00	40.68
2/22/2015	Sunday	Sunday	11,175	182	245.00	45.61
2/23/2015	Monday	Weekday	39,271	459	880.00	44.63
2/24/2015	Tuesday	Weekday	39,604	428	856.00	46.27
2/25/2015	Wednesday	Weekday	39,747	459	861.00	46.16
2/26/2015	Thursday	Weekday	39,456	384	865.00	45.61
2/27/2015	Friday	Weekday	38,756	511	859.00	45.12
2/28/2015	Saturday	Saturday	19,242	388	476.00	40.42
<b>Totals</b>			<b>916,566</b>	<b>11,673</b>	<b>20,264</b>	<b>45.23</b>





## AGENDA ITEM SUMMARY

**DATE:** March 18, 2015

**ITEM TITLE:** MONTHLY GRANT REPORT

**PREPARED BY:** Todd Lipkin, Finance Manager/CFO

**ACTION REQUESTED:** None. Information Only.

**BACKGROUND:**

To align with the new financial reporting program, the January 2015 grant report follows this summary. It contains financial data for all Federal Transit Administration (FTA) and Oregon Department of Transportation (ODOT) *ConnectOregon* grants that have a remaining balance, or have had activity within the last six months. All grant totals are reported in total project dollars, so they include both the grant-funded amount and any applicable local match.

Federal Transit Administration TEAM Grant Applications

Four grant applications/amendments have been drafted for FTA review. Following are the details and current status of each application/amendment:

- OR-16-X045 5310 - Elderly Persons & Persons with Disabilities (5310) - \$474,358 (\$592,948 total project)

Project	Federal	Total
6 Accessible Services Vehicles	\$474,358	\$592,948

Application Status: Initial review comments were received from the FTA on January 25, 2015. LTD responded to the initial review comments and updated the Project Management Plan (PMP) as requested. We are waiting for the FTA to complete their next round of review.

- OR-95-X055-02 – Surface Transportation Program (STP) – \$901,992 (\$1,005,229 total project)

Project	Federal	Total
Point2point program	\$407,676	\$454,336
SmartTrips	\$372,803	\$415,472
Safe Routes to School	\$121,513	\$135,421

Amendment Status: The FTA was notified on December 29, 2014, that a draft application was ready for their initial review; staff is awaiting FTA review and feedback. A Surface Transportation Program (STP) transfer request was submitted to the Oregon Department of Transportation (ODOT) on



February 26, 2015, to transfer the STP funds from the Federal Highway Administration (FHWA) to the FTA. These transfers usually take six to eight weeks, then the application should be submitted.

- OR-90-X179-01 – Urbanized Area Formula Funds (5307) – \$1,628,000 (\$2,035,000 total project)

<b>Project</b>	<b>Federal</b>	<b>Total</b>
Computer Software	\$120,000	\$150,000
Facilities Improvements	\$107,200	\$134,000
Security Cameras/Improvements	\$16,280	\$20,350
Preventive Maintenance	\$1,384,520	\$1,730,650

Amendment Status: A draft application was submitted to the FTA on February 4, 2015; staff responded to initial review comments on February 18, 2015. LTD is waiting for the FTA to complete their next round of review.

- OR-03-0127 – Small Starts (5309) – \$74,999,999 (\$93,750,000 total project)

<b>Project</b>	<b>Federal</b>	<b>Total</b>
West Eugene EmX Extension	\$74,999,999	\$93,750,000

Application Status: This application was updated to include the 2015 apportionment of \$50,576,520. This is the final federal apportionment to complete the funding of the project. This draft application has been updated to include the full federal funding and applicable match. The FTA was notified on February 26, 2015, that the draft application was ready for initial review. In addition to the federal apportionment, the final \$12 million in lottery bonds were sold in February. We are finalizing the grant agreement with the Oregon Department of Administrative Services, and those funds should be transferred to LTD by the end of April 2015.

**ATTACHMENT:** January 2015 Grant Report

**PROPOSED MOTION:** None

\\ltd-glnfas2\workgroup\Reference\Board Packet\2015\3\Mar 18 Reg Mtg-Public Hearing\Grant report summary 03-15.docx



30136 ODOT - ODOT ConnectOregon	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
City of Eugene Pedestrian Bridge	-	1,543,306.00	-	1,543,306.00
WEEE Pedestrian Bridges	-	2,040,000.00	-	2,040,000.00
	-	3,583,306.00	-	

30139 ODOT - ODOT ConnectOregon	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
Franklin Transit Stations	-	648,000.00	-	648,000.00

OR-03-0122 - FTA 5309 Small Starts	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	-	1,555,073.75	1,555,073.75	-
14.01.10 Guideway	-	4,300,805.32	3,398,470.97	902,334.35
14.02.20 Stations & Stops	-	743,703.39	855,285.99	(111,582.60)
14.04.40 Sitework & Special Conditions	-	11,241,013.34	10,894,235.61	346,777.73
14.05.50 Systems	-	2,229,930.78	1,909,072.09	320,858.69
14.06.60 ROW, Land, Existing Improvements	-	1,929,027.42	1,503,670.42	425,357.00
14.08.80 Professional Services	-	7,721,200.00	8,467,868.82	(746,668.82)
14.09.90 Unallocated Contingency	-	1,088,113.00	-	1,088,113.00
	-	30,808,867.00	28,583,677.65	2,225,189.35

OR-04-0030 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Paratransit replacement vehicles	-	700,000.00	700,000.00	-
11.13.04 Paratransit expansion vehicles	-	140,000.00	140,000.00	-
11.32.20 Misc Passenger Boarding Improvements	-	410,000.00	383,388.03	26,611.97
	-	1,250,000.00	1,223,388.03	26,611.97

OR-04-0038 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.01 Hybrid Electric 40' Buses	-	3,875,000.00	458.47	3,874,541.53
11.12.06 Hybrid Electric Articulated Buses	-	3,000,000.00	2,935,772.27	64,227.73
	-	6,875,000.00	2,936,230.74	3,938,769.26

OR-04-0041 - FTA 5309 VTCLI	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.42.08 Call Center Software	8,257.00	1,062,000.00	367,798.48	694,201.52
11.62.02 Call Center Telephone System	5,132.00	298,000.00	195,656.41	102,343.59
	13,389.00	1,360,000.00	563,454.89	796,545.11

OR-37-X016 - FTA 5316 Job Access/Reverse Commute	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management-Assessments	-	504,570.00	504,570.00	-
11.7L.00 Mobility Mgmt	516.00	425,803.00	425,855.44	(52.44)
11.80.00 Program Administration	-	18,090.00	18,090.00	-
30.09.01 Employment Transportation Options	-	363,232.00	363,231.70	0.30
	516.00	1,311,695.00	1,311,747.14	(52.14)



OR-37-X024 - FTA 5316 Job Access/Reverse Commute	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.7L.00 Mobility Management	18,212.00	214,774.00	42,774.16	171,999.84
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OR-39-0007 - FTA 5339 Alternatives Analysis Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

44.23.02 Main St/McVay Planning Study	34,114.00	937,500.00	661,802.07	275,697.93
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OR-57-X012 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.7L.00 Mobility Management-Assessments	-	97,026.00	531.00	96,495.00
11.7L.00 Transportation Assessments	-	96,528.00	96,528.00	-
	-	193,554.00	97,059.00	96,495.00

OR-57-X014 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.7L.00 Mobility Management	-	98,155.00	-	98,155.00
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OR-90-X152 - FTA 5307 Urbanized Area Formula Funds	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance

11.12.01 40' Gillig Low Floor Bus	-	2,787,360.00	2,787,360.00	-
11.12.01 Finance & Int. Costs Gillig Bus Purch	-	186,499.00	186,498.55	0.45
11.13.01 40' Gillig Low Floor Bus	-	1,000,850.00	1,000,849.78	0.22
11.23.01 Extend EmX Lanes	-	201,520.00	201,520.52	(0.52)
11.32.02 River Road Station Land	-	2,261,504.00	2,261,504.46	(0.46)
11.32.06 Franklin EmX Fare Machines	-	350,000.00	350,000.00	-
11.42.07 Hardware	3,376.00	1,460,900.00	1,441,333.30	19,566.70
11.42.08 Software	-	480,000.00	480,000.00	-
11.42.09 Bus Security Cameras	-	60,224.00	60,224.59	(0.59)
11.42.09 Security Improvements	-	300,000.00	300,000.00	-
11.42.20 Miscellaneous equipment	-	175,000.00	175,000.00	-
11.43.03 Improvements	-	400,000.00	400,000.00	-
11.43.03 Maintenance Facility Remodel	-	1,475,289.00	1,475,288.81	0.19
11.62.20 Communications Equipment	-	50,000.00	50,000.00	-
11.71.12 Vanpools	-	166,302.00	166,302.00	-
11.7A.00 FY 12 Preventive Maintenance	-	1,281,250.00	1,281,250.00	-
11.7A.00 Preventive Maintenance	-	5,718,750.00	5,718,750.00	-
11.93.02 Shelters	-	56,080.00	56,080.00	-
11.93.02 Pavilion Station	-	122,411.00	122,411.00	-
	3,376.00	18,533,939.00	18,514,373.01	19,565.99



OR-90-X161 - FTA 5307 Urbanized Area Formula Funds	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.42.08 Software	-	500,000.00	500,000.00	-
11.42.09 (01) Security Improvements	-	150,000.00	146,662.39	3,337.61
11.42.09 Security Improvements	-	91,250.00	91,250.00	-
11.42.11 Support Vehicles	-	60,000.00	60,000.00	-
11.42.20 Miscellaneous equipment	-	100,000.00	100,000.00	-
11.43.03 Improvements	-	600,000.00	600,000.00	-
11.71.12 Vanpools	-	102,125.00	102,125.00	-
11.7A.00 Prevent_Maint_2	-	4,626,638.00	4,626,638.00	-
11.7A.00 Preventive Maintenance	-	7,500,000.00	7,500,000.00	-
11.92.02 Shelters	-	134,176.00	134,176.00	-
	-	13,864,189.00	13,860,851.39	3,337.61

OR-90-X179 - FTA 5307 Urbanized Area Formula Funds	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.33.02 Pavilion Station	-	196,800.00	196,800.00	-
11.42.07 Hardware	-	300,000.00	-	300,000.00
11.42.08 Software	9,625.00	289,200.00	289,200.00	-
11.42.08 Software_01	-	150,000.00	-	150,000.00
11.42.09 Security Improvements	-	431,600.00	-	431,600.00
11.42.09 Security_01	-	431,600.00	-	431,600.00
11.42.11 Support Vehicles	73,000.00	144,500.00	117,510.94	26,989.06
11.42.20 Miscellaneous equipment	1,796.00	105,100.00	32,071.07	73,028.93
11.43.03 Improvements	-	230,200.00	230,200.00	-
11.43.03 Improvements_01	-	134,000.00	-	134,000.00
11.7A.00 Preventive Maintenance 13-14	-	1,900,000.00	1,900,000.00	-
11.7A.00 Preventive Maintenance 14-15	-	1,211,583.00	1,211,583.00	-
11.7A.00 Preventive Maintenance_14-15_01	-	1,730,650.00	1,730,650.00	-
11.92.02 Shelters	-	74,818.00	1,820.41	72,997.59
	84,421.00	7,330,051.00	5,709,835.42	1,620,215.58

OR-95-X030 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.33.02 U of O Station Construction	-	2,340,354.00	2,015,800.18	324,553.82
11.7F.00 Gateway SmartTrips	-	100,301.00	100,301.00	-
	-	2,440,655.00	2,116,101.18	324,553.82

OR-95-X035 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.72.11 Rideshare	-	358,633.71	358,633.71	-
11.72.11 Safe Routes to School	769.00	83,584.00	34,361.87	49,222.13
11.72.11_Rideshare_Bike_Sharing	-	3,596.95	3,596.95	-
11.72.11_Rideshare_Carpool	-	922.03	922.03	-
11.72.11_Rideshare_CMP	-	905.57	905.57	-
11.72.11_Rideshare_ETC	-	5,956.88	5,956.88	-
11.72.11_Rideshare_Group Pass	-	35,212.82	35,212.82	-
11.72.11_Rideshare_Park and Ride	-	1,872.04	1,872.04	-
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
	769.00	1,047,911.00	998,688.87	49,222.13



OR-95-X055 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.01 Hybrid 40' Bus Replacement_01	-	1,878,998.00	-	1,878,998.00
11.33.02 Pavilion Station Construction_01	-	445,782.00	445,782.00	-
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
11.7L.00 Rideshare_00	-	441,436.00	441,436.00	-
11.7L.00 Rideshare_01	-	453,694.00	453,694.00	-
11.7L.00 Safe Routes-School Districts_00	-	129,834.00	129,834.00	-
11.7L.00 Safe Routes-School Districts_01	-	135,421.00	40,670.78	94,750.22
11.7L.00 SmartTrips 2	2,470.00	384,487.00	374,745.08	9,741.92
44.23.02 Bike Parking Study	-	100,301.00	100,301.00	-
44.23.02 Bike Share Study_01	137.00	111,445.00	89,832.91	21,612.09
44.23.02 NW Eugene-LCC Transit Corridor Plan_01	3,777.00	651,711.00	51,857.85	599,853.15
	<u>6,384.00</u>	<u>5,290,336.00</u>	<u>2,685,380.62</u>	<u>2,604,955.38</u>

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** MONTHLY DEPARTMENT REPORTS

**PREPARED BY:** Ron Kilcoyne, General Manager

**ACTION REQUESTED:** None

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**BACKGROUND:**

Monthly reports on activities within departments and throughout the District are provided for the Board's information.

**ATTACHMENT:** Monthly Department Reports, February 2015

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## MONTHLY DEPARTMENT REPORTS

March 18, 2015

### Government Relations

*Edward McGlone, Government Relations Manager*

Please see Legislative Update summary included separately in the Board meeting packet.

### Customer Services and Planning

*Andy Vobora, Director of Customer Services and Planning*

#### **ACCESSIBLE AND CUSTOMER SERVICES**

*Cosette Rees, Accessible and Customer Services Manager*

##### **Customer Service Center Front Door**

LTD installed a new door at the center of the Customer Services Center (CSC) lobby. The new manual door, equipped with an ADA actuated automatic door, replaces an automatic door that had been unreliable; had a poor proximity to the CSC counters; and had doors that did not close properly, causing issues for the HVAC system. The doors were an instant hit with customers, giving them better access to CSC from some parts of the station.

##### **Rear-Facing Bays on New EmX Vehicles**

LTD tested a rear-facing bay on one of the new buses to simulate the vehicles being ordering for the EmX expansion. The newer vehicles do not have the slope that the current vehicles have, so it was important to ensure that rear-facing mobility devices would remain secure. Staff worked with Kate Hunter-Zaworski from Oregon State University who brought a test dummy, and we ran it through its paces. The test was successful and demonstrated that the arm in the EmX vehicles mobility devices would be secure. We also evaluated the potential of having rear-facing bays on the fixed route buses at some point in the future. The test looked promising, so we will continue to evaluate this potential.

##### **West Eugene EmX Promotional**

Customer Service began fulfilling promotional vouchers for eligible residents along the West Eugene EmX construction corridor to access 10-ride ticket books. After only the first few days of the promotion, it has proven to be a popular promotion.

## **FACILITIES**

*Joe McCormack, Facilities Manager*

### **West Eugene EmX**

Roadwork began March 2 on Charnelton between 6<sup>th</sup> Avenue and 8<sup>th</sup> Avenue. Construction efforts have progressed well with minimal disruptions. There have been no significant traffic impacts or complaints from nearby businesses. Roadwork will continue south on Charnelton until the entire roadway between 6<sup>th</sup> and 11<sup>th</sup> is rebuilt; the estimated time to complete this roadwork is 10 weeks. The work will include improvements adjacent to the Eugene Station on 10<sup>th</sup> Avenue, and is scheduled to occur during Spring Break.

## **POINT2POINT**

*Theresa Brand, Transportation Options Manager*

### **Program Administration**

- Point2point hosted the Statewide Transportation Options Working Group meeting in late February. More than 40 transportation professionals from around the state attended this quarterly meeting held at Lane Transit District.
- Point2point staff participated in the final Strategic Planning session in order to finish up the 5-Year Strategic Plan for Point2point programs and services. A draft document has been developed and will be sent through two rounds of review by partner agency staff. The Lane Transit District Board will receive a draft of the document in late March for review and comments. Once staff has completed the review process outlined above, the plan will be finalized and implemented sometime in April 2015.

### **Employer Programs**

Bike Friday, with 35 employees, enrolled in the Emergency Ride Home Program.

### **Drive Less Connect**

Carpool Karma, a carpool incentive program for Lane, Linn, Lincoln, Benton, Polk, Marion, and Yamhill counties, was launched on February 1 in coordination with Cherriots Rideshare and Cascades West Rideshare. Carpool Karma will run through May 1.

The current Carpool Karma statistics are:

- 529 users have completed the pre-survey
- 293 carpoolers (in the 7 county areas) have logged 5,557 trips, for a total of 98,974 miles

Lane County Drive Less Connect statistics for February are:

- 36 new users registered in Drive Less Connect
- 4,581 Non-single-occupancy vehicle trips reported, for a total of 74,962 miles
- Trips reported represent a savings of 49,724 pounds of CO<sub>2</sub> over driving alone
- 90 Ridematch searches were performed with a 50 percent match success rate
- 22 Ridematch requests were sent through the system



Ms. Ellis is involved in the planning meetings for the third annual Oregon Drive Less Challenge to be held on October 5–18, 2015.

### **Vanpool Program**

The vanpool that travels from Eugene to Oregon State Hospital (OSH) in Salem disbanded in February as the vanpool members now report to the OSH facility in Junction City.

January statistics: *(vanpool reporting experiences a 30-day lag)*

- 17 vanpools traveling to/from Eugene-Springfield
- 4,207 passenger boardings
- 237,398 passenger miles
- 144,338 pounds CO<sub>2</sub> reduced

### **Carshare Program**

January statistics for the regional carshare program operated by Enterprise Carshare:  
*(Carshare reporting experiences a 30-day lag)*

- 4 new members
- 230 reservations
- 686 hours used
- 12 percent utilization

### **Outreach and Education**

- Staff are coordinating a community employer event at the Westec Business Park in West Eugene. The event will be hosted at ThermoFisher Scientific and will invite all neighboring businesses and employees to attend. Information will be provided on carpool/vanpool opportunities, biking, and transit. Complimentary day passes will be provided to interested employees who provide their business name and e-mail. This information will later be used to help market the Group Bus Pass Program to employers after the event. The idea is to create a community transportation network with neighboring businesses. The event is scheduled to be held on Earth Day, April 22, 2015.
- Planning is underway for the 2015 Business Commute Challenge. Some changes for the 2015 event include: a tiered prize structure to encourage participants to commute more days (the more they commute, the bigger the prize that they can win); a more robust plan to assist team captains with event marketing within their companies; a targeted marketing campaign to human resource professionals to encourage business participation; and targeted marketing to existing alternative mode users to encourage them to sign-up as a team captain for his/her company.
- Staff presented information about the Carpool Karma incentive program at the Springfield Business Expo. More than 100 people stopped by the booth to receive information.

### **School Services**

The Safe Routes to School regional team continues the planning effort to update the existing regional strategic plan. Pedestrian safety classes are wrapping up from winter, with more than 1,000 students receiving pedestrian safety instruction this year. The focus will turn to bicycle safety education classes for spring; currently 11 schools around the region have been scheduled. Staff also are

coordinating at the state level with other Safe Routes to School practitioners to streamline evaluation methods with the goal of finding consistency across programs.

### **SmartTrips: Main Street**

Staff have completed the SmartTrips Main Street 2014 Final Report. Staff will be presenting the findings to the Board at the March 18 meeting. The Report is available online at [www.SmartTripsSpringfield.com](http://www.SmartTripsSpringfield.com).

Staff are meeting with community partners in preparation for the SmartTrips Main Street 2015 program. This summer's program will launch June 2015.

## **Transit Operations and Customer Satisfaction**

*Mark Johnson, Director of Transit Operations and Customer Satisfaction*

### **FLEET MAINTENANCE**

*Ernie Turner, Fleet Maintenance Manager*

Staff are still working with New Flyer on the BRT bus procurement specifications. The first bus comes online at the Winnipeg, Manitoba, Canada plant on May 12, 2015.

## **Administrative Services**

*Roland Hoskins, Director of Administrative Services*

### **HUMAN RELATIONS**

*David Collier, Human Relations Manager*

#### **Recruitment**

- The Customer and Accessible Services Division currently has an opening for a customer service representative, which will close on March 6. Interviews are scheduled for March 11.
- The Facilities Division currently has an opening for a project coordinator, which will close on March 13. Interviews are scheduled for March 27.
- The Planning and Development Division has hired Ashley Neet to fill the vacant administrative secretary position. Her start date is March 20. Ashley comes to LTD from LaneCo Federal Credit Union where she has spent the last two years working as an administrative assistant and member service representative. Prior to that, she, along with her mother and sister, owned a wedding and event coordination business.
- Point2Point is still in the recruiting phase for a temporary/part-time Smart Trips program assistant. Interviews are scheduled for March 12.

- The Information Technology Division is continuing its efforts to recruit an applications analyst. This position is open until filled; however, interviews for a handful of candidates will take place on March 10.
- Reference checks are currently being conducted on inside bus cleaner candidates. The plan is to hire a candidate to start this month.

**FINANCE**

*Todd Lipkin, Finance Manager/Chief Financial Officer*

A detailed Financial Report is included separately in the Board meeting packet.

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

**PREPARED BY:** Jeanne Schapper, Executive Office Manager/Clerk of the Board

**ACTION REQUESTED:** None

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### BACKGROUND:

Listed below are Action or Information items that will be included on the agenda for future Board meetings.

- A. **FY 2015 Service Recommendation**: The first of two public hearings on proposed service adjustments will be held at the March 18 regular Board meeting; the second will be held on April 6 at the Eugene Public Library. The Board will be asked to approve the final recommended service package at the April 15 regular meeting.
- B. **Purchasing Policy Revisions**: As a result of the FTA Triennial Review finding regarding sole source contracts and internal audit recommendations, and to update the policy for general ease of understanding, LTD's purchasing policy document will be revised and the result presented to the LTD Contract Review Board for approval at the April 15 Board meeting.
- C. **ESMS Update**: LTD's Environmental and Sustainability Management System (ESMS) core team participated in the final audit of LTD's ESMS in early February. At the April 15 Board meeting, staff will report on the outcome of this audit and the next steps in seeking third-party certification of the District's ESMS program.
- D. **Website Design and Implementation**: An update on the progress of LTD's new web site design, functionality, and the timeline for implementation will be shared with the Board at its April 15 meeting.
- E. **Egan Warming Center**: Staff from the Egan Warming Center would like to take a few minutes during the April 15 meeting to thank the Board and LTD staff for their continuing support.
- F. **Capital Improvements Program**: A public hearing will be held regarding the FY 2016-25 Capital Improvements Program during the April 15 regular Board meeting, with Board approval requested at the May 20 regular Board meeting.
- G. **Joint Meeting with Eugene City Council**: The May 11 special Board meeting will be a joint meeting with the Eugene City Council (ECC). It will be held downtown, and the topic of discussion with the ECC will be the Key Corridor Study, which is now titled *MovingAhead*.
- H. **Long-Range Financial Plan**: Approval of the FY 2016-25 Long-Range Financial Plan will be requested at the May 20 Board meeting.

- I. **Safe Routes to School Strategic Plan**: The Regional Safe Routes to School team is working on updating its policy document. The focus is on sustainable funding and incorporating equity as a guiding principal. This will be ready for a presentation to the Board in June.
- J. **TransitStat Update**: In June staff will present the TransitStat accomplishments to date and provide information on the long-term vision of TransitStat.
- K. **Budget Committee Appointment**: At the end of 2014, two Budget Committee members' terms expired. The term of one of the Board members who would make one of the appointments also expired. In the absence of the appointing Board member, the Board will be filling the vacancy in the near future.

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** March 18, 2015

**ITEM TITLE:** EXECUTIVE (NON-PUBLIC) SESSION PURSUANT TO ORS 192.660(2)(i)

**PREPARED BY:** Gary Wildish, President, Board of Directors  
Roland Hoskins, Director of Administrative Services

**ACTION REQUESTED:** That the Board move into Executive (non-public) Session pursuant to ORS 192.660(2)(i), to review and evaluate, pursuant to standards, criteria, and policy directives adopted by the governing body, the employment-related performance of the chief executive officer (general manager) of LTD.

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**ATTACHMENT:** None.

**PROPOSED MOTION:** I move that the Board meet in Executive Session pursuant to ORS 192.660(2)(i), to review and evaluate the employment-related performance of the LTD general manager.

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