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**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING**

**December 20, 1996
12:00 p.m.**

**LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off Glenwood Blvd.)**

(PUBLIC TESTIMONY WILL NOT BE HEARD AT THIS MEETING.)

A G E N D A

- I. ROLL CALL
Bailey _____ Bennett _____ Hocken _____ Kleger _____
Montgomery _____ Murphy _____ Saydack _____
- II. CALL TO ORDER
- III. DISCUSSION OF TRANSIT ISSUES WITH MEMBERS OF U.S. SENATOR WYDEN'S STAFF
- IV. ADJOURNMENT

Alternative formats of printed material (Braille, cassette tapes, or large print) are available upon request. A sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 741-6100 (voice) or 687-4265 (TTY, for persons with hearing impairments).

While transportation-efficient development patterns are effective at reducing VMT, our research shows that the impacts of changes in land use patterns on VMT reduction are unlikely to be felt for 40-50 years. Pricing measures are especially effective at reducing VMT, but have low levels of public acceptance. Short of the use of extensive pricing measures, reducing VMT per capita by 10 percent over the next 20 years does not appear to be possible.

Conclusion #6:

Transportation demand management strategies can contribute to greater use of alternative modes of transportation.

Results from the technical evaluation of the alternative plan concepts indicate that transportation demand management (TDM) strategies can contribute to greater use of alternative modes of transportation. For example, the Demand Management Emphasis plan concept, which incorporates pricing strategies beyond parking pricing, showed a 64% increase in transit trips over the Base Case. This increase is due in large part to the introduction of pricing strategies, but is also due to the introduction of nodal development and transit strategies and is enhanced by the complementary effect between all the strategies. The travel forecasting model results indicate that TDM strategies primarily affect mode choice for work and school trips.

A regional TDM program is currently in place and supports the following voluntary strategies: preferential parking for carpools/vanpools, flexible work scheduling, telecommuting, guaranteed ride home program, employer bus pass program, regional carpool program, and transportation allowances. The employer bus pass program has been especially successful for managing transportation demand for the University of Oregon and Sacred Heart Medical Center. Feedback from the general public, *TransPlan* stakeholders, planning commissioners, and elected officials indicate strong support for expanding the application and use of voluntary demand management strategies region-wide.

Encouraging use of alternative modes will become more important as the region grows and traffic congestion levels increase. Providing for a range of demand management strategies available for implementation could help the region maintain mobility in congested locations. For example, in locations where traffic congestion is due in part to traffic generated by businesses with large numbers of employees, the employers could be required to hire an employee transportation coordinator and implement programs that encourage employee use of alternative modes.

Conclusion #7:

The application of demand management pricing strategies, other than parking pricing, would not be cost-effective demand management strategies during the 20-year planning period.

Local experience and the *TransPlan* update pricing measures study (*An Evaluation of Pricing Policies for Addressing Transportation Problems*, ECONorthwest, July 1995) have established the effectiveness of pricing measures in increasing use of alternative modes of travel and reducing traffic congestion. Vehicle trip-based pricing, in the form of parking pricing, has proven to be a cost-effective strategy for increasing the use of alternative modes in the central Eugene area. Parking pricing is especially effective at increasing the use of alternative modes when used in conjunction with other demand management strategies, such as employer bus pass programs

The pricing study showed that road-use based pricing, in the form of congestion pricing, which consists of charging tolls on roadway links and intersections that experience congestion, is the most fair, efficient, and effective pricing measure. However, implementation of congestion pricing in Eugene-Springfield would be premature at this time since the level of public understanding and acceptance is low and the costs of implementation are substantial.

Conclusion #8:

A Bus Rapid Transit system could significantly improve transit service. However, urban rail is not feasible in the 20-year planning period.

Bus Rapid Transit (BRT) could significantly improve transit service for substantially less capital investment and lower operational costs than urban rail. As part of the *TransPlan* update process, a study was conducted to determine the feasibility of urban rail in Eugene-Springfield (*Urban Rail Feasibility Study Eugene/Springfield Area*, BRW, Inc.). The study concluded that projected 2015 ridership for an urban rail system was too low to be competitive with other cities seeking federal rail transit funding. The study recommended that the region act now to implement parking, land use, and transit policies that would help increase future ridership potential and improve the effectiveness of public transit on the region's major corridors.

Strategy #3

Increase use of parking management strategies throughout the Eugene-Springfield metropolitan area.

Description: Strategies to manage the supply and demand for parking could be implemented and/or expanded throughout the region. Possible strategies include:

- Time limitations for on-street parking;
- Maximums for number of off-street spaces;
- Exemptions from off-street parking requirements;
- Reduced parking minimums requirements;
- Expansion and addition of areas where parking fees are charged; and
- Increasing the amount of parking fees

Background: Most of the Central Area Transportation Study (CATS) area in Eugene is currently subject to parking fees and other parking management strategies. No areas in Springfield are subject to parking fees.

The *TransPlan* update stakeholders supported continued use and expansion of the parking strategies already in place in the region. They recommended that implementation of the strategies should occur throughout the region, in order to be fair and equitable.

Staff Analysis and Conclusions: Staff research and results of testing through the travel forecasting model indicate that parking management strategies are effective in increasing the use of alternative modes, especially when combined with other TDM strategies.

Parking management strategies, which are already in place in central Eugene, should continue to be applied in this area and expanded to other areas to help achieve transportation planning objectives. Parking management needs to be looked at on a regional perspective, while providing jurisdictional flexibility. A key to an effective parking pricing strategy is ensuring that the supply of parking is managed.

Possible Issues and Implications:

- Ensuring a fair and equitable parking strategy throughout the metro area;
- Developing criteria to determine when and where parking management strategies should be used;
- Considering parking charges for commuters versus other users;
- Assessing the impact of parking fees on land use patterns;
- Considering the impact of parking management on economic development and retail businesses;
- Managing parking supply so as not to discourage activity in parking fee areas;

- Supporting the implementation/expansion of parking pricing by managing parking supply;
- Coordinating parking management strategies with the availability of alternative modes; and
- Accommodating jurisdictional differences.

Possible Implementation Options:

- Shift free parking areas to paid parking;
- Establish time limits for on-street parking near employment centers;
- Increase parking lot, structure and on-street prices (city-owned);
- Institute a per space fee for new parking construction;
- Encourage large employers to charge employees for parking;
- Establish parking maximums, lower minimums, parking exemptions, and disincentives for excess parking;
- Assess fee for spaces above minimums; and
- Encourage construction of parking structures rather than surface parking.

Draft TransPlan Bicycle Project List

05-Nov-96

Juris. Code	Status Code*	Old TP#	Name	Description	Plan Cost
Eugene/Springfield	U		I-5 Bike Bridge	Bridge	\$1,254,000
	U	2411	South Bank Trail (A)		\$1,636,000
	U	2474	Franklin Blvd	Striped Lane	
Jurisdiction Total:					\$2,890,000

Draft TransPlan Bicycle Project List

05-Nov-96

Juris. Code	Status Code*	Old TP#	Name	Description	Plan Cost
Lane County		0	Lorane Highway (A)	Striped Lane	
	F	2126	West Bank Trail (B)	Multi-Use Path	
	U	2148	Green Hill Road	Striped Lane	
	F	2223	Willamette McKenzie Trail	Multi-Use Path	
	F	2265	Springfield Coburg Path	Multi-Use Path	
	U	2267	Game Farm Road North	Striped Lane	
	U	2285	Coburg Road	Striped Lane	
	U	2694	Hayden Bridge Road	Striped Lane	
	U	2701	McVay Hwy	Striped Lane	

Jurisdiction Total:

Draft TransPlan Bicycle Project List

05-Nov-96

Juris. Code	Status Code*	Old TP#	Name	Description	Plan Cost
Springfield	U	0	5th Street	Striped Lane	
	U	0	Daisy Street Connector	Multi-Use Path	
	U	0	EWEB Path Extension	Multi-Use Path	
	F	0	Springfield-Mt. Pisgah Connector	Bridge	
	C	2002	By Gully Extension	Multi-Use Path	\$80,000
	U	2411	South Bank Trail (B)		\$1,227,000
	P	2670	Game Farm Road	Striped Lane	
	U	2671	Game Farm Road	Striped Lane	
	C	2680	Hayden Bridge Rd		
	C	2681	23rd St		
	P	2684	Yolanda Ave	Striped Lane	
	U	2688	McKenzie River Path	Multi-Use Path	\$300,000
	C	2691	Gateway St		
	C	2693	South 2nd St	Striped Lane	
	U	2695	Aspen St	Route	
	U	2697	Rainbow Dr	Striped Lane	
	C	2698	By Gully Path		
	C	2700	West "D" St		
	C	2702	E St	Route	
	U	2705	Mill St	Striped Lane	
	U	2707	Millrace Path (Spr.)	Multi-Use Path	\$185,000
	U	2707	Booth Kelly Road	Route	
	U	2708	Main and S. "A" Sts	Striped Lane	
	U	2709	N. "B" St	Route	
	C	2711	Centennial Blvd (A)		
	U	2711	Centennial Blvd (B)	Striped Lane	
	U	2712	M St	Route	
	U	2713	Laura/Q St Extension	Striped Lane	
	P	2715	2nd/3rd/RR R.O.W.	Multi-Use Path	\$450,000
	C	2718	Marcola Rd		
U	2723	Olympic St (A)	Striped Lane		
C	2723	Olympic St (B)	Striped Lane		
U	2726	Mohawk Blvd	Striped Lane		
U	2726	14th St	Striped Lane		
U	2726	21st St	Striped Lane		
C	2727	31st St	Striped Lane		

Draft TransPlan Bicycle Project List

05-Nov-96



Juris. Code	Status Code*	Old Name TP#	Description	Plan Cost	
Springfield	U	2728 28th St	Striped Lane		
	U	2729 S. 32nd St	Striped Lane		
	U	2730 Jasper Rd (B)	Striped Lane		
	U	2730 Jasper Rd (A)	Striped Lane		
	U	2731 39th St			
	U	2732 Commercial St	Striped Lane		
	U	2734 42nd St (A)	Striped Lane, Multi-Use Path		
	U	2734 42nd St (B)	Striped Lane		
	U	2734 G St	Striped Lane		
	U	2735 48th St	Striped Lane		
	U	2737 52nd St	Striped Lane		
	C	2738 Virginia/Camellia/Daisy	Striped Lane, Multi-Use Path		
	U	2739 N. 36th St	Route		
	U	2741 35th St	Striped Lane		
	P	2744 Mt. Vernon Rd	Striped Lane		
	U	2746 58th St	Striped Lane		
	U	2746 57th/58th Sts	Striped Lane		
	U	2747 69th St	Striped Lane		
	U	2749 66th St	Striped Lane		
	U	2750 Thurston Rd	Route		
	U	2751 S. 67th St	Route		
	U	2753 S. 70th St	Route		
	C	2756 Highbanks Rd			
	U	2798 Potato Hill Summit Route (in future subdivision)	Route		
	Jurisdiction Total:				\$2,242,000
	Grand Total:				\$20,163,200

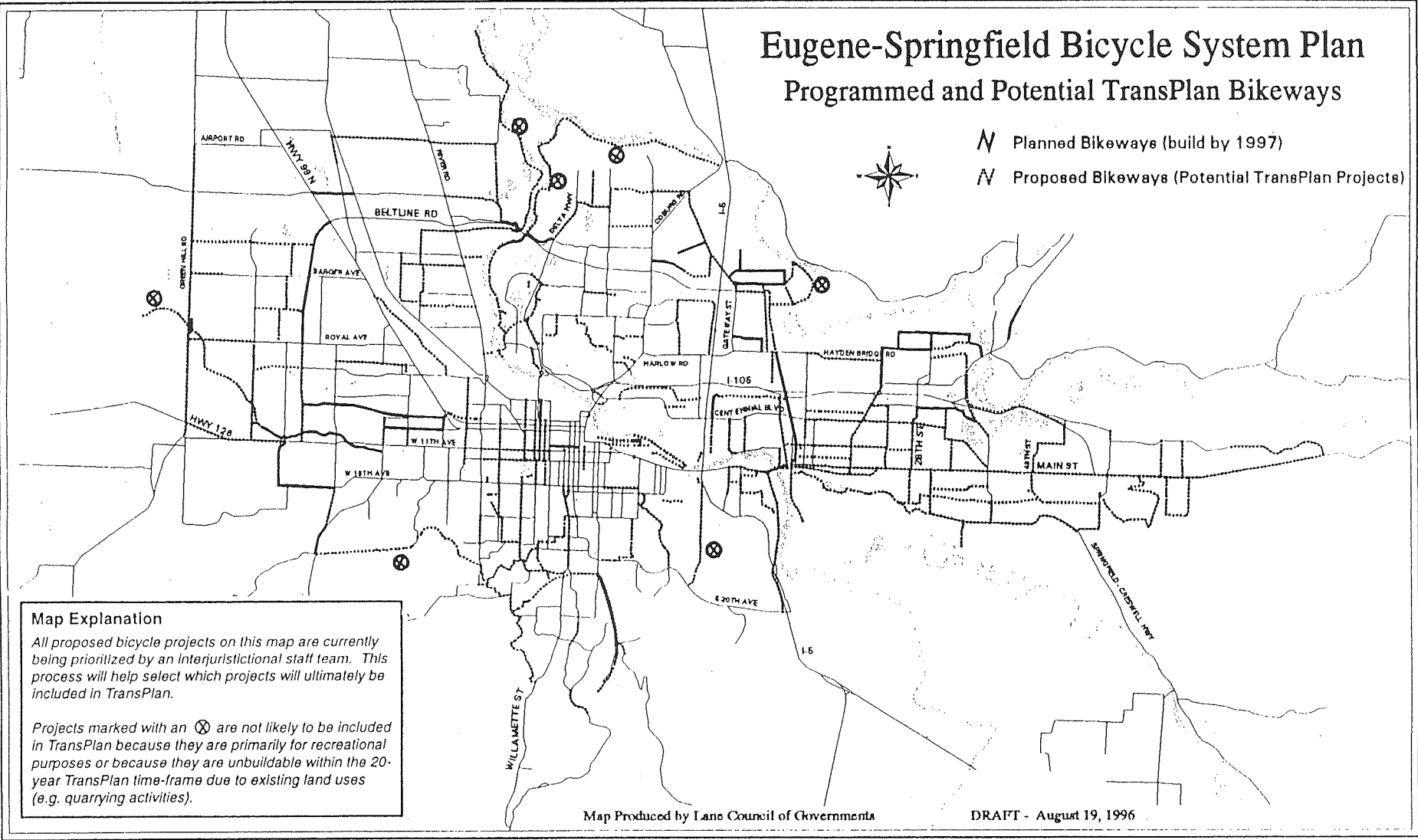
*Status Codes: P=Programmed, U=Unprogrammed, I=In Progress

Eugene-Springfield Bicycle System Plan

Programmed and Potential TransPlan Bikeways




-  Planned Bikeways (build by 1997)
-  Proposed Bikeways (Potential TransPlan Projects)



Map Explanation

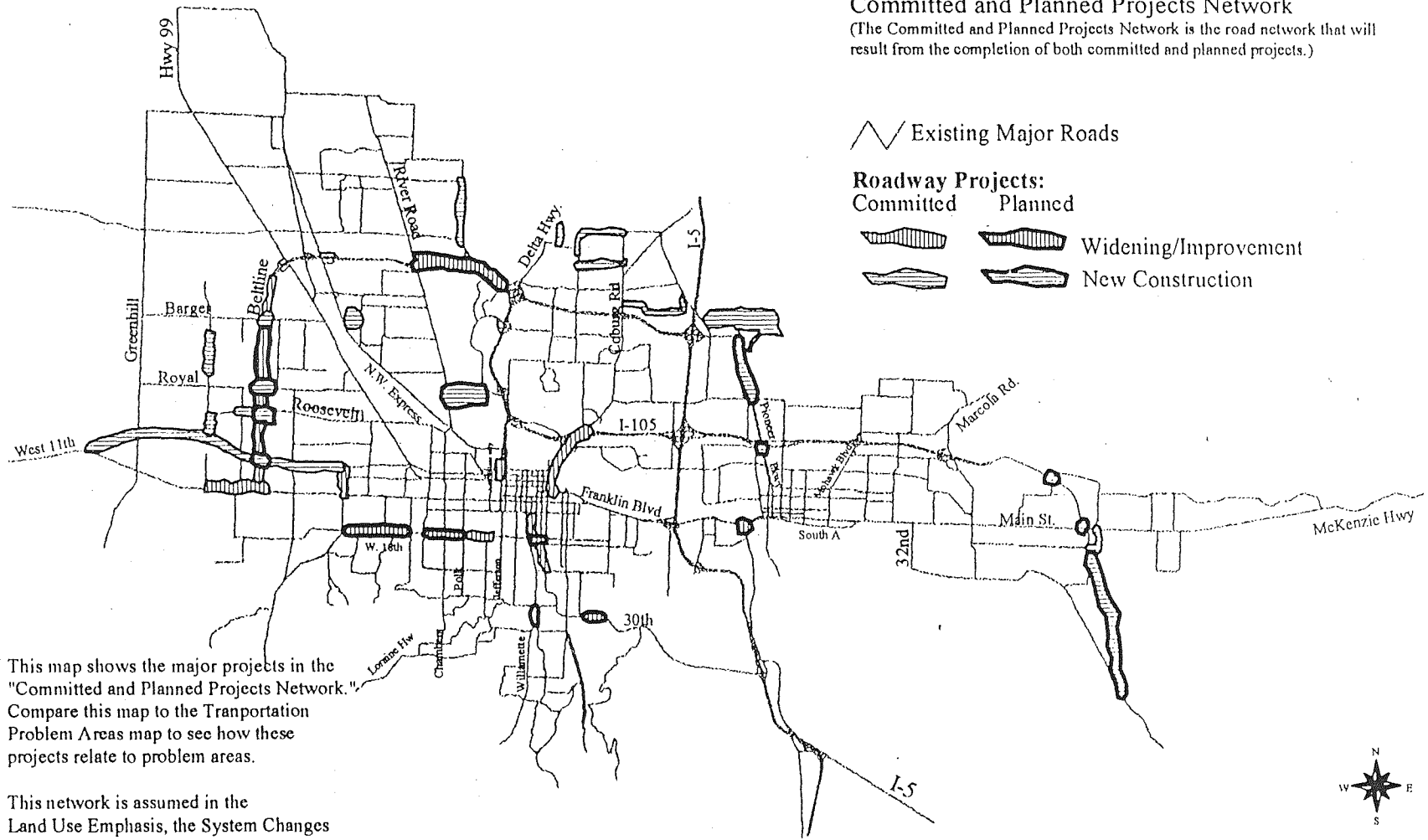
All proposed bicycle projects on this map are currently being prioritized by an Interjurisdictional staff team. This process will help select which projects will ultimately be included in TransPlan.

Projects marked with an  are not likely to be included in TransPlan because they are primarily for recreational purposes or because they are unbuildable within the 20-year TransPlan time-frame due to existing land uses (e.g. quarrying activities).

Eugene-Springfield

Committed and Planned Projects Network

(The Committed and Planned Projects Network is the road network that will result from the completion of both committed and planned projects.)



This map shows the major projects in the "Committed and Planned Projects Network." Compare this map to the Transportation Problem Areas map to see how these projects relate to problem areas.

This network is assumed in the Land Use Emphasis, the System Changes Emphasis and the Equal Emphasis Plan Concepts.



moving toward... cations. Some have to do with the burden of proof and the level of proof required when a complaint is filed. Great care must be taken to provide accused faculty members and supervisors the fullest possible opportunity to defend against charges that, even if not sustained, can seriously damage their careers.

Another troubling aspect of draft proposals is their provision for complaints by third parties. We doubt the advisability of allowing third-party complaints at all.

But those problems pale in comparison with those surrounding a proposed new code dealing with student sexual misconduct. The heart of the

young women are more... peer sexual predation than we have assumed.

The problem clearly deserves attention. But it does not deserve the kind of impractical treatment proposed by the Unwanted Sexual Behavior Task Force.

Recently UO President Dave Frohnmayer said, "It needs more work." He wins the 1996 prize for presidential understatement. Our advice would be to junk the proposed code revisions, fire the task force and institute a depoliticized examination of the extent and causes of student sexual misconduct.

Park-and-ride successes

If a purchase agreement can be worked out with the owners of a two-acre parcel on West 11th Avenue near Conger Street in Eugene, Lane Transit District will begin construction next year on its third park-and-ride facility in the Eugene-Springfield metropolitan area.

The westside facility would join the highly successful 150-space LTD park-and-ride on River Road near Belt Line in north Eugene and the soon-to-be completed 100-space facility in east Springfield. The River Road facility's success has shown that many LTD riders prefer the free parking of a park-and-ride station to the paid parking they would need if they drove to their work sites. That preference is especially strong among LTD customers who work downtown or at Sacred Heart Medical Center or the University of Oregon. Monthly parking in those areas can quickly add up over a short period.

The westside park-and-ride is expected to attract LTD riders from subdivisions in that increasingly busy part of town, as well as from the Fern Ridge, Veneta and Elmira areas.

In time, LTD plans to link its west Eugene facility with the east Springfield park-and-ride with its first rapid-transit bus route. In the works for such a route are such things as pre-paid fares, special bus lanes, priority passage through traffic lights and easy-access buses. Once in operation, LTD hopes the rapid-transit route will entice even more motorists with quick and frequent trips to LTD's downtown transfer station, the UO and other high-traffic spots along the way.

If the purchase goes smoothly — and there are questions about that because the owners of the targeted site would have to move three businesses — the westside park-and-ride will have sheltered bus-loading areas similar to those at the River Road facility, 115 parking spaces and quick access to one of the city's busiest thoroughfares. LTD has projected the cost of construction at \$1.1 million.

If the purchase of the site LTD wants doesn't pan out, two other locations could be used: a 1.8-acre site now containing two topless bars and a 1.5-acre site now housing a lounge.

The idea behind park-and-ride stations is simple: free parking at a central location coupled with an inexpensive bus ride to one's destination. The more convenient LTD can make it for motorists to use the bus, the more auto traffic in this metro area will begin to level off. That shift will be significantly enhanced with the addition of the proposed rapid-transit bus routes.

A parallel program is already under way in the metro area: the LTD runs shuttle buses from designated temporary park-and-ride sites to UO football games at Autzen Stadium. The number of UO fans using the shuttles each fall has steadily increased as more game-goers recognize the advantage of an inexpensive and quick bus ride to the game over the hassle of long lines of car traffic leading to and from the stadium and the \$3 parking fee once there.

Wherever the westside park-and-ride ends up, it will be a boon to that area of town and should increase LTD ridership.

After denying it for years, the U.S. Army School of the Americas did teach techniques such as torture, extortion, censorship, false arrest, execution and the arr of agents' parents.

Other information which has come light in recent months includes the following: the CIA knowingly kept human rights violators on its payroll; the CIA funded a trained the notorious Guatemalan intelligence agency; and at the very least the CIA looked the other way as supporters of the Contras in Nicaragua brought crack cocaine into American neighborhoods.

U.S. citizens need to step forward and demand that their elected officials join calling for full disclosure of the facts of history of U.S. involvement in Central America and for the dismantling of the School of the Americas. The last Congress let die in committee Rep. Joseph Kennedy's bill calling for such action. I urge every concerned about these issues to speak now.

In this season when several of our religious and cultural traditions celebrate the entry of the light of God into the world, may the light of truth prevail in our land.

Rev. STEPHEN MATHISON-BOW
Central Presbyterian Church
Eugene

The killers' savior

One strongly suspects folks like Mathieu and Barbara Anderson (Dec. 2) would experience pique with himself should he point a knowing finger at Bill Clinton. Lest we forget, Bill Clinton is the savior of all who would kill unborn partially born babies, with or without reason.

YOLANDA SERGI
Eugene

Court ruling is clear

Roe v. Wade states, "If the state is interested in protecting fetal life after a certain point, it may go so far as to proscribe abortion during that period, except when it is necessary to preserve the life or health of the mother."

George Will's Nov. 24 column "The logic of Roe v. Wade, as applied to birth abortion, is that until birth the fetus has the legal status and moral status of a hamburger in a woman's stomach. It is probably equivocating or lying to say that makes this obviously false state cause it is very unlikely that a person of his intelligence could read Roe v. Wade without understanding what it says, and so very unlikely that he had read Roe v. Wade and is instead mindlessly repeating anti-choice propaganda which would be unconscionable.

Will then implies that President

AUTHORIZE CONTRACT TO DETERMINE VIABILITY OF BUS SERVICE

QUESTION: Should Cottage Grove enter a short term contract with Lane Transit District to test the viability of bus service?

SUMMARY: If approved, this measure will direct the City Manager to negotiate with Lane Transit District to provide bus service to Cottage Grove to demonstrate whether the citizens of Cottage Grove will sufficiently use the services to warrant continuation. Commencing in 1997, the minimum level of service will continue for not less than 12 nor more than 24 months. The City's share of funds for this pilot project shall come from the General Fund. No additional property taxes shall be levied.

By initiative petition, the people of Cottage Grove ordain as follows:

Section 1. Purpose. The purpose of this ordinance is to authorize and direct the City Manager to enter into negotiations with Lane Transit District for a contract to provide bus service to the City of Cottage Grove to determine the long range viability of said service.

Section 2. Enactment. The City Manager is authorized and directed to enter into negotiations with Lane Transit District for the purpose of entering into a contract between the City of Cottage Grove and Lane Transit District to demonstrate interest and usage of this service by and for citizens of Cottage Grove which contract shall be limited as follows:

- (a) The contract shall be for a term of not less than twelve (12) nor more than twenty-four (24) months and shall commence on or before September 30, 1997.
- (b) The service shall consist of not less than six (6) round trips per day for not less than five (5) days per week.
- (c) The City of Cottage Grove shall not be required to join the Lane Transit District and no payroll tax shall be imposed to fund this pilot service.
- (d) The obligation of the City to participate in this service shall not exceed \$150,000 per year which funds shall be paid from the general fund revenues of the City. No additional property taxes shall be levied to fund this contract.
- (e) The City of Cottage Grove and Lane Transit District shall evaluate the results of the usage and expense of the service and may mutually agree to extend the service following the expiration of the contract. Nothing in this ordinance shall require the City or Lane Transit District to continue the service beyond contract term nor shall it in any way limit the terms, conditions or obligations of the City if Lane Transit District services are continued beyond the initial term.

Donald Nordin
11426 Chestnut Ave.
Cottage Grove, OR 97424
942-5030-

1676

CHIEF PETITIONERS:
James M. Betger
343 Washington Ave
Cottage Grove, OR 97424
942-8445

Jacqueline Q. Seon
925 West Main St. #512
Cottage Grove, OR 97424
942-7982

INSTRUCTIONS

FOR CIRCULATORS

- Only registered voters of the City of Cottage Grove may sign this petition.
- It is advisable to use a pen or indelible pencil for signing petitions.
- Do not use ditto marks.
- A petition circulator must be a registered voter of the state.
- Only one circulator may collect signatures on any one sheet of a petition.
- It is unlawful for a petition circulator to knowingly make any false statement to any person who signs it or requests information about it.
- It is unlawful to circulate or file a petition knowing it to contain a false signature.
- Do not witness your own signature.

FOR SIGNERS

- Only registered voters of the City of Cottage Grove may sign this petition.
- Sign your full name, as you did when you registered to vote, and fill in the date on which you signed the petition, your residence address and your Precinct in the spaces provided.
- A woman should sign her own name, not her husband's or her husband's initials (for example, not "Mrs. John A. Jones" or "Mrs. J. A. Jones").
- Be sure to print your name clearly in the space provided.
- It is unlawful to sign any person's name other than your own. Do not sign another person's name under any circumstances.
- It is advisable to use a pen or indelible pencil for signing petitions.
- Do not use ditto marks.
- It is unlawful to sign a petition more than once.
- It is unlawful for a person to knowingly sign a petition when the person is not qualified to sign it.

DRAFT

ORDINANCE NO.

**AN ORDINANCE REQUIRING NEGOTIATIONS WITH LANE
TRANSIT DISTRICT FOR TRIAL BUS SERVICE TO COTTAGE GROVE**

The City of Cottage Grove ordains as follows:

Section 1. Purpose. The purpose of this ordinance is to authorize and direct the City Manager to enter into negotiations with Lane Transit District for a contract to provide bus service to the City of Cottage Grove for the purpose of determining long range viability of said service.

Section 2. Enactment. The City Manager is authorized and directed to enter into negotiations with Lane Transit District for the purpose of entering into a contract between the City of Cottage Grove and Lane Transit District designed to demonstrate interest and usage of this service by and for citizens of Cottage Grove which contract shall be limited as follows:

- (a) The contract shall be for a term of not less than twelve (12) nor more than twenty-four (24) months and shall commence on or before September 1, 1996.
- (b) The service shall consist of not less than six (6) round trips per day for not less than five (5) days per week.
- (c) The City of Cottage Grove shall not be required to join the Lane Transit District and no payroll tax shall be imposed to fund this service.
- (d) The obligation of the City to participate in this service shall not exceed \$150,000 per year which funds shall be paid from the general fund revenues of the City. No additional property taxes shall be levied to fund this contract.
- (e) The City of Cottage Grove and Lane Transit District shall evaluate the results of the usage and expense of the service and may mutually agree to extend the service following the expiration of the contract. Nothing in this ordinance shall require the City or Lane Transit District to continue the service beyond the contract term nor shall it in any way limit the terms, conditions or obligations of the City if Lane Transit District services are continued beyond the initial term.

PASSED BY THE COMMON COUNCIL AND APPROVED BY THE MAYOR THIS

_____ DAY OF _____, 1996.

