



**Lane Community College  
Long-Range Transportation Planning Group**

**Final Report  
May 26, 2006**

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### **Group Purpose**

Develop a long-range plan for setting direction and goals for transportation mechanisms to and from the Lane Community College Main Campus including planning for vehicle parking.

### **Executive Summary**

The Lane Community College main campus vehicle parking areas are frequently near capacity and during the first week of fall, winter and spring terms congestion is problematic. Lane Transit District continues to make improvements to their mass transit system; however, currently approximately ten percent of the campus community utilizes the system for regular commuting. Few people utilize alternative energy means of commuting.

The Central Lane Metropolitan Planning Organization (MPO) anticipates the metro population to grow by 30% during the next 20 years. Assuming the college population grows by a similar percentage, there will not be adequate available parking if current commuting habits continue. The college's commuting population must make several significant adjustments.

The group offers both short and long term recommendations to reduce single person vehicle commuting and offers ideas for economically viable alternatives. Short term is defined as 1-5 years and long term is defined as 6-20 years.

Recommendations include providing incentives to encourage mass transit commuting, carpooling and rideshare, improving transit routes to the main campus for bicyclists, improving bicycle and motorcycle parking, and moving towards fee based parking for single occupant vehicles. Also addressed are suggestions regarding modifications to the current main campus transportation fee plan.

## Chapter 1

### Historical and Current Perspective

Lane Community College's main campus was opened in 1968 when fuel was inexpensive and the college commuter population was easily accommodated by newly constructed parking lots and freeway/highway access. Over the years vehicle traffic has increased so that existing parking spaces are completely utilized during peak daytime hours of the first week of fall, winter and spring terms. Furthermore, during these peak periods of use morning college vehicle traffic exiting southbound I-5 creates congestion along McVay Highway, even backing up onto the right lane of I-5 resulting in delays and potential safety hazards.

In 2006 the college main campus serves approximately 10,000 credit students each term and has a staff of about 800 full-time employees and 1,100 part-time staff.

There are approximately 3,500 parking spaces available. The main campus does not intend to have additional land available to add parking spaces, nor are funds available to consider adding multi-level parking garages. Reserved disability parking is available but frequently the spaces are fully occupied.

In 2005-2006 LTD makes 105 roundtrips to and from the main campus daily. The average weekday LTD ridership is about 1,200. With the group bus pass program, each term approximately 2,200 students obtain sticker that is used for the bus pass. Occasionally, LTD buses are completely full and must pass by potential riders.

Limited incentives exist to promote alternatives to single occupant vehicle commuting. Parking is free and available on a first come, first served basis. No preferential parking is available for carpool or energy efficient vehicles. The current transportation fee, paid by each credit student, generates revenue for the college to subsidize bus passes and maintain parking facilities. The fee is not based, in any way, on commuter usage.

Bicycle access to the main campus is inconvenient for those commuting over the 30<sup>th</sup> Avenue hill and southbound bicycle commuters from Eugene/Springfield via Glenwood and McVay Highway face hazards due to a narrow roadway with no shoulders, a poorly maintained road surface, and debris that contributes to hazards and tire punctures. Northbound cyclists face similar hazards in the Goshen, Hwy. 99 area. Street sweeping does not occur often enough to make biking safe. Secure, well lit, and covered bicycle parking is limited on main campus.

With the college focus on sustainability, reducing vehicle use in general and particularly on campus helps to support the sustainability effort with reduced carbon emissions. Since every 124 surface parking spaces requires about an acre of land (Toor, Will and Havlick, Spenser W. *Transportation & Sustainable Campus Communities*), reducing paved acreage would reduce runoff, reduce the desire to drive and look for parking on campus, and provide open space for other uses.

## Chapter 2

### Carpool and Rideshare

#### Overview

Carpooling or use of alternative energy vehicles is a practice that can reduce costs to the college by reducing the need for more parking spaces and is a more sustainable commuting practice since less fossil fuel is consumed by these types of commuters.

#### Access

The Student Resource Center supports a ride share board that can be accessed by going to the SRC and reviewing and posting information. Minimal use of this board occurs. No formal incentives or other coordination is currently provided at the college.

#### Current Incentives

There are currently no formal incentives or coordination by the college for using rideshare or carpooling. No priority parking is currently available to carpool or rideshare commuters.

#### Recommendations

Set up programs to educate and encourage students and staff to use rideshare and carpooling resources to promote personal and college savings as well as promoting the positive aspects of using sustainable practices.

##### Short Term (0-5 years)

- Set up a data base website for staff and students who have a current L number to help connect drivers and riders with similar schedules, home-origins, and destinations, to communicate and coordinate their rides.
- Advertise and educate the college population to change existing commuting habits: ads and articles in the Torch and Daily, Rallies, radio public service announcements, etc.
- Establish Carpool priority parking spaces, issue window stickers, and have monitors to regulate compliance.
- Establish “pilot” paid parking program in prime area for single occupant vehicles.

##### Long Term (6-20 years)

- Provide small and large incentives (e.g., free bus pass, free lunch, 10 free lunches at the Renaissance Room, Bookstore coupons) to those who can demonstrate their ride share practice by documenting use through descriptive applications and signed statements, especially those who carpool during the first two weeks of the term.
- Establish paid parking for single occupant vehicles in all lots.

## Chapter 3

### Public Transit

#### Overview

Public transit is provided by Lane Transit District (LTD). LTD offers several programs for increasing use of bus travel and alternative means of transportation.

#### Access

Current student transportation fees provide a bus pass to credit students on main campus and ESL students on main campus and Downtown Center. LTD offers various passes for individuals.

#### Current Incentives

Currently the primary incentive to use public transportation is the low cost compared with vehicle ownership. The \$16 transportation fee provides students who use LTD with a low cost bus pass.

#### Recommendations

Lane Community College (LCC) and Lane Transit District (LTD) will work cooperatively along with any appropriate governmental jurisdictions (city, county, or state) to develop and support a goal of an increasing modal split share of the LCC community using public transit. Strategies may include faster, more direct routes to the LCC campus, carpooling incentives, affordable bus passes, parking fees and other incentives.

##### Short Term (0-5 years)

- Identify key cluster points with a high concentration of students. Work with LTD to provide faster service from these areas.
- Work with LTD on a marketing strategy for Lane staff and students to make them aware of the River Road/LCC enhanced service slated to begin operation in the fall of 2007.
- Use disincentives for single occupant vehicle commuting such as a parking pass fee to subsidize bus passes in lieu of the current fee plan.

##### Long Term (6-20 years)

- Develop a comprehensive plan to increase access to mass transportation, forming a coalition with the city, LTD and college.
- Propose to LTD and Lane County a low-maintenance ERT (Eugene Rapid Transit) bus/bike only road to Lane.

## Chapter 4

### **Alternative Means of Commuting (Motorcycles, Bicycles, Alternative Energy Vehicles)**

#### Overview

In 2006 an insignificant number of staff/students utilize alternative means of commuting to the college main campus. Numerous impediments keep others from this form of commuting. Inclement weather reduces the numbers of motorcyclists. Alternative energy vehicles are too expensive for the average commuter, and weather or hazardous road conditions keep bicyclists numbers to an intrepid few. Upgrades to campus facilities and nearby routes to campus could significantly increase the numbers of commuters using alternative methods of commuting.

#### Access

Current motorcycle parking is adequate and convenient; however, no covered or well-lit parking is available.

Alternative energy vehicles utilize and compete for existing parking spaces.

Bicyclists lack secure parking facilities; campus and county roadways lack bike lanes; routes remain littered with hazardous debris; and, street sweeping is infrequent or non-existent.

#### Current Incentives

No incentives to use alternative means of transportation exist, with the exception of self-imposed incentives such as saving money, reducing energy consumption, being socially responsible by using less energy, or the rewards of being outdoors and getting exercise.

#### Recommendations

Educate, promote and re-educate the staff and students about the financial and environmental benefits of using alternative fuel vehicles.

Implement low cost actions by the college and county/city to increase the numbers of staff/students using alternative means of commuting.

##### Short Term (0-5 years)

- Provide lighted, shed covering for existing motorcycle parking areas.
- Provide priority, no-cost, convenient parking designated for alternative energy powered vehicles.
- Stripe bike lanes on campus and maintain them with regular sweeping and pavement repair.
- Improve bicycle parking with lit, covered, highly visible, and secure inner campus facilities.

- Make shower/locker facilities available to bicycle commuters at no cost.
- Provide a bike-rental program and possible rental of bike trailers.
- Develop a marketing program with local bicycle shops to sell discounted commuting gear to Lane staff/students.
- Advertise incentives to use alternative commuting methods.
- Seek grant funding to promote alternative transportation commuting methods.
- Have the college form an agreement with Lane County and the Cities of Eugene and Springfield to regularly sweep roadway shoulders and sidewalks on routes to campus frequented by bicyclists.
- Form an ongoing relationship with federal, state, county, and city agencies that will promote improvements to bicycle commuting routes to the main campus. These efforts should focus on improving roadway shoulders, designing dedicated bike routes to campus which connect with existing routes along the Willamette River and from the south of campus, and develop an alternative, less challenging bicycle route to campus from Eugene.

Long Term (6-20 years)

- Revise the current transportation fee structure to include an incentive to use alternative methods of commuting.
- Provide a waiver of transportation fees, and/or other financial incentives, to students and staff who provide documentation of alternative fuel vehicles at the beginning of each term.
- Provide special, and conveniently located parking spaces for vehicles that are hybrids or use alternatives to fossil fuels.
- Implement paid parking for staff/faculty as a disincentive to commute in a single occupant vehicle.
- Implement paid parking for students as a disincentive to commute in a single occupant vehicle.
- If paid parking is implemented, do not charge those using alternative means of commuting.
- Work with County officials to improve the roadway shoulders to campus from the Glenwood and Goshen areas. These shoulders should include striped bike lanes.
- Work with Springfield officials to promote installation of a pedestrian/bike bridge south to connect with the Seavey Loop/Mt. Pisgah roadways.
- Use advertising and marketing promotions to continually encourage use of alternative commuting methods.



## Chapter 5

### Transportation Fee Review and Parking

#### Overview

In 2002 a Parking Committee was formed to develop a proposal for a parking fee on main campus to generate revenue. The outcome of that committee was a \$15 Transportation Fee to be assessed credit students on main campus who would be eligible for a bus pass, and a Transportation Fee of \$5 to all other students. The fee was first assessed fall term 2003. The fee was to provide a group bus pass to eligible credit students and \$150,000 each fiscal year for parking lot maintenance, and reduce vehicle traffic on campus. In 2004, the Interim Transportation Fee Assessment Team was formed to assess the first year implementation and make recommendations for the second year. One recommendation that was implemented was adding ESL students to the group bus pass program starting fall 2004. A second recommendation was to increase the fee to \$16. Facilities Management & Planning administers the group bus pass program and the Transportation Fee.

The college has used the \$150,000 allocated each year to complete many projects that improve or maintain parking lots. The largest project, paving the southwest parking lot, provided at least 75 additional parking spaces. This year, the Florence parking lot will be re-sealed, striped and handicap parking signs posted. Other projects included upgrading the accessible parking around Building 5 for easier access to programs in that building, replacing parking lot signs, re-sealing and striping the northeast parking lot and the Flight Tech Center parking lot, improving the access road to Building 5, and installing speed bumps to slow traffic.

LTD has increased the cost of the group bus pass program each January 1 to cover increases in their operating costs. The LTD charge per registered credit student has increased from \$11.13 in 2003 to \$12.84 in 2007. These increases have been passed on to students in the transportation fee.

#### Access

The group bus pass provides a low-cost way for students to commute to Lane.

Not all students are eligible for the group pass and staff is not eligible unless they take a credit class on main campus. Students taking a credit class on main campus, and ESL students taking classes at main campus or the DTC, pay a transportation fee of \$16 per term. All other students pay a fee of \$5 per term. Any increase in LTD's charge for the group bus pass service is passed on to the students so the fee will continue to rise.

New students who pay the \$16 transportation fee must first get a bus pass photo ID card the first week of the term then wait until the second week to get a sticker for the term. Returning students who already have a pass must to get a new sticker each term.

Access to riding the bus is sometimes an issue with students who have a lost or stolen pass since they can't get another pass until the next term unless they purchase a monthly LTD pass.

### Current Incentives

- A bus pass for taking a credit class on main campus. This is a savings of \$79 over buying a 3-month LTD bus pass (current 3-month pass costs \$95 and transportation fee is \$16).
- The \$5 transportation fee assessed all other students helps fund parking lot maintenance and improvements.
- Parking is currently free at all campuses that have parking lots.

### Recommendations

Implement more cost-efficient and timesaving ways for students to use public transit to increase use and reduce the number of vehicles coming onto campus. Minimize use of land around center of campus for parking.

#### Short Term (0-5 years)

- Continue restriction of vehicle traffic in inner campus.
- Conduct an analysis of parking lot use.
- Identify overflow-parking areas for use at the beginning of terms.
- Implement incentives to use park-n-ride lots.
- Identify and implement ways to increase the number of students riding the bus, especially during the first two weeks of the term.
- Encourage LTD to increase routes or implement shuttles during first two week of fall terms.
- Explore a group pass program for staff.
- Explore more aggressive marketing of the group bus pass.

#### Long Term (6-20 years)

- Conduct an updated analysis of the current fee compared to a parking fee.
- Implement a user-based parking fee that covers the cost for parking control, staffing and lot maintenance.
- When planning for any new facilities, the plan and design should consider transportation, parking and circulation.
- When funds are pursued for new buildings, costs should include funds to address transportation issues resulting from the new facilities.
- Explore underground and aboveground parking structures that could be revenue generating.

## Chapter 6

### Safety

#### Overview

Lane maintains 8 major parking lots located on three sides of campus containing approximately 3,500 parking spaces. Several smaller parking areas are also maintained and generally provide restricted parking. All lots are heavily used by staff, students and the community. A Lane Transit District (LTD) bus station is located at the front entrance to the college. Bike racks are located at several locations around campus.

All parking lots have overhead lighting. The college attempts to maintain a balance between light pollution, energy conservation and safety provided by lighting. Attention is given to higher light levels in the near rows of the lots that are more frequently used at night. Staff reductions have resulted in burned out lights being changed on a schedule, not as they occur. This creates darker areas for a month or more.

No emergency contact phones are located in the parking lots or at the bus station. In addition, no exterior emergency phones are located on the walking paths in the interior of campus which people use to access the parking lots.

Landscaping is designed and maintained to provide a full view of the parking areas and limited hiding spaces along walkways on campus.

Lane has enjoyed a lack of stranger-to-stranger assaults on campus and in the parking lots. However, past success does not guarantee future success in this area. In 2004/05 seven vehicles are stolen from Lane parking lots and 16 were broken into.

Several parking lots are multi-tiered and the stairs between tiers do not have handrails. In addition the South parking lot lacks handrails on the stairs going from the lot to campus. Persons also walk downhill on the grass which has led to several serious falls when the grass is wet or icy.

Limited video surveillance of some parking lots is scheduled to begin spring 2006.

Public Safety patrols the lots but staffing levels do not allow for constant coverage.

Cross walks are re-marked on schedule but fade out as the year progresses. There is a lack of marked pedestrian lanes from some parking areas to campus.

Traffic does not consistently maintain appropriate speeds in the parking area which creates a hazard to other vehicles and pedestrians.

Safety issues regarding bicycles and other alternative means of commuting are covered in Chapter 4 of this report.

## Recommendations

Continue to improve safety features of the parking and walking areas of campus.  
Continue to explore ways to improve safety in this area.

### Short Term (0-5years)

- Re-stripe all appropriate crosswalks and pedestrian walkways at increased frequency to maintain higher visibility.
- Repair handrails on all stairways.
- Explore concentrating night/evening classes in fewer buildings which would promote heavier usage of some lots and increase safety.
- Place emergency phones in all lots, at the bus station and on major walkways within campus.
- Increase video surveillance of parking lots
- Establish some video surveillance of major walkways on campus
- Increase personal safety education on campus to staff and students.
- Install additional speed bumps in parking lots.
- Maintain current lighting levels by changing burned out bulbs within one week.
- Landscape the South parking lot/grass junction to discourage people walking on grassy berms. Consider additional walking paths in that area.

### Long Term (6-20) years

- Bring all handrails up to code.
- Re-configure parking lots so that adequate pedestrian walkways are present.
- Provide consistent video monitoring of all parking areas and major walkways on campus.
- Expand emergency phone system further into the lots and on other walkways on campus.

## Chapter 7

### Summary of Funding Recommendation Implementation

Transportation fees paid by all enrolled students are used to subsidize LTD bus passes for credit students, subsidize parking at the Downtown Center and to maintain and improve existing parking facilities. College general funds are used to provide public safety officers that patrol the college roadways and parking areas.

**GROUP BUS PASS FUND**

Transportation fee revenue and expenditures:

	FY 04	FY 05	FY 06 AS OF MAY 2006	TOTALS
FEES/Revenue	484,865	478,164	464,854	1,427,883
Transfers In	150,800	0	0	150,800
<b>Total Revenue</b>	<b>635,665</b>	<b>478,164</b>	<b>464,854</b>	<b>1,578,683</b>
Transfers Out to Parking Projects Fund *	206,000	197,000	150,000	553,000
Fees paid to LTD	284,682	295,400	336,030	916,112
Other Expense	37,695	30,517	28,785	96,997
<b>Total Expense</b>	<b>528,377</b>	<b>522,917</b>	<b>514,815</b>	<b>1,566,109</b>
<b>Total Revenue less Total Expense</b>	<b>107,288</b>	<b>(44,753)</b>	<b>(49,961)</b>	<b>12,574</b>

\*Transportation Parking Projects Fund

	Revenue	Expenses
FY04	206,000.00	133,541.00
FY05	197,000.00	54,982.00
FY06	150,000.00	360,292.00
<b>TOTALS</b>	<b>553,000.00</b>	<b>548,815.00</b>

Note: Most expenses for FY06 from the parking project fund are due to repaving the southwest parking lot. Expenses are as of April 2006. See Chapter 5 for additional projects completed with these funds.

## Recommendations

Recommendations offered in earlier chapters and below imply tangible costs for implementation, both in staff time and capital outlay. Careful cost/benefit analysis by the College is required so that funds and staffing time are efficiently utilized in meaningful ways.

- Prioritize implementation strategies before allocation of funds.
- Prioritize allocation of funds based upon defined benefits to the college community.
- Define and promote incentives and disincentives with monetary value that encourage use of mass transit, car pooling, and other alternative means of commuting. A clear rationale for each item's implementation should be formulated before action is taken.
- The college should consider an equitable transportation fee which builds a reasonable surplus set aside for specific future needs.
- The college should collaborate with local, state, federal, and private entities to improve and encourage use of alternative commuting methods.
- The college should consider modifying the transportation fee in a way that reduces the burden to part-time credit students and those using alternative means of commuting other than the subsidized LTD pass.
- The college should pilot a daily fee based parking system similar to that used by Portland Community College (see Appendix I, page A-9, for details).
- Explore other Transportation Demand Management strategies that provide easy and affordable access to campus.

## APPENDICES

- Appendix A.** List of LRTG members
- Appendix B.** Long Range Transportation Planning Group Charter
- Appendix C.** Committee Meeting Minutes
- Appendix D.** Spring 2006 Draft Survey (Not implemented)
- Appendix E.** LTD Five-Year Development Plan (Draft 8/8/2005)
- Appendix F.** Central Lane MPO Regional Transportation Plan – TMD Policies, Dec. 2004
- Appendix G.** Excerpt from Transportation & Sustainable Campus Communities, Will Toor & Spenser W. Havlick (provided to the LRTPG by Margaret Robertson)
- Appendix H.** Summary of Case Studies of Other Campus's TDM Programs by Jennifer Hayward
- Appendix I.** Lane Community College Paid Parking Task Force Report, April/May 2002

### Web Links for Additional Information:

[www.ltd.org](http://www.ltd.org) Lane Transit District

[www.lcog.org/transplan](http://www.lcog.org/transplan) Lane Council of Governments

[www.vtpi.org/tdm](http://www.vtpi.org/tdm) Victoria Transport Policy Institute TDM Encyclopedia

[www.lanecounty.org/Transportation Planning](http://www.lanecounty.org/Transportation_Planning) Lane County

<http://www.pcc.edu/resources/parking/permits.html> Portland CC

## **APPENDIX A**

### **LONG RANGE TRANSPORTATION PLANNING GROUP (LRTPG) MEMBERS**

Glenn Goss, Public Safety

Jennifer Hayward, Sustainability Coordinator

Sam Hediger, ASLCC, Co-facilitator

Sandy Ing-Wiese, Director, Public Safety

Will Mueller, Senior Service Planner, LTD

Mike Ruiz, Director, Facilities Management & Planning

Susan Tatar, Administrative Specialist, Facilities Management & Planning

Robert Thompson, LRTPG Facilitator, Faculty, Math Department

Rick Venturi, Director , Specialized Employment Services



## APPENDIX B

### Facilities Council Action: Long-Range Transportation Planning Group Charter - Adopted on 4/12/05

#### Long-Range Transportation Planning Group Charter

**Problem Statement :** The college has a limited number of improved parking spaces at all of its locations. At this time, the number of spaces on main campus are adequate except (a) during the first week of classes for Fall, Winter and Spring terms; and (b) for a few large events held during a week day. Adequacy of parking at other locations varies. The facilities master plan shows that with moderate growth in the future, the area available for surface parking on the main campus will become inadequate assuming the same car use habits of students and employees as currently experienced. Parking is already inadequate at some locations other than the main campus. The college needs a long-range transportation plan to deal with these issues.

**Sponsor:** Facilities Council

**Members:** ASLCC rep(s)

Transportation coordinator

Public Safety Director

FMP manager (director or project manager)

Lane Transit District rep(s)

Facilities Council member

Sustainability group member(s)

LCCEA rep

LCCEF rep

**Purpose :** Long-range plan setting direction and goals for transportation mechanisms to and from all college locations and the resulting needs for parking.

**Outcomes:** The transportation plan shall include:

1. Incentives for the use of mass transit and a component addressing expanded use of mass transit to and from college locations;
2. Incentives for carpooling and using alternative energy vehicles;
3. Long-range parking needs and plans given #2 and #3 above;
4. A component addressing safety issues related to transportation and parking at college facilities;

5. A review of the current Transportation Fee and recommendations for funding anticipated costs incurred by implementation of the long-range plan;
6. Specific goals including but not limited to: (a) reduction of the number of vehicle trips to and from college locations; (b) increased use of mass transit; (c) reduced impact on the environment.
7. The group may address policy issues related to parking at college facilities.

**Scope & Timelines:**

- The group will present preliminary recommendations on a long-range plan framework to the Facilities Council by the last meeting of Spring Term.
- A draft of a full plan will be completed by November 15, 2005.
- The group will not address issues that belong in collective bargaining but may list these issues as they arise.

**Principles:**

- The plan shall use principles of sustainability as agreed upon with the Facilities Council.
- The plan shall use as a framework the long-range plans of the Lane Transit District for services to the Main Campus and other college facilities.
- The group shall work toward consensus on recommendations. If consensus cannot be achieved, there will be majority and minority reports.
- The group will report regularly on its progress to the Facilities Council and will post its agendas and minutes on the Facilities Council website.
- The group will seek a wide variety of input including, but not limited to: (a) input from students and employees at different college locations and (b) input from departments associated with high attendance special events (e.g., Athletics, CML, Performing Arts, etc.).
- The group will carefully consider the impact of other college-wide plans on transportation issues and will consult with other governance councils as appropriate.

**Authority:** The group will make recommendations to the Facilities Council. Final approval authority rests with the President and the Board of Education.  
Adopted: April 12, 2005

**APPENDIX C**  
**Meeting Notes from LRTPG Meetings**

**November 30, 2005**  
**December 6, 2005**  
**January 11, 2006**  
**January 18, 2006**  
**January 25, 2006**  
**February 1, 2006**  
**February 8, 2006**  
**February 15, 2006**  
**March 1, 2006**  
**March 8, 2006**  
**March 15, 2006**  
**April 5, 2006**  
**April 12, 2006**

**APPENDEX D**

**DRAFT – 2/7/06**

Long Range Transportation Planning Group  
(ideas for changes from Craig Taylor)

**SURVEY  
On  
Commuting to and from Lane Community College’s Main Campus**

Please take a few minutes to fill out this short survey to assist the college in long range planning for future improvements to transportation options in traveling to and from Lane Community College.

We are trying to improve alternative means of commuting to the main campus. Your input is valuable in discovering commuting trends and areas where we can make improvements. Your privacy will be maintained and collected results will be published in the college newspaper, The Torch. You can contact Susan Tatar, at 463-5727, if you have questions.

Zip Code: \_\_\_\_\_

#1 Mark all which best apply to you: (include radio buttons for computer mouse response)

- Student          Faculty          Classified          Manager
- Part-Time      Full-Time

#2 Mark the general area from which you commute to Lane Community College?  
(include radio buttons for computer mouse response)

- Cottage Grove          Creswell          Dexter/Lowell          Elmira
- Junction City          Oakridge          Pleasant Hill          Upper McKenzie River
- N. Eugene          Central Eug.          W. Eugene          E. Eugene          S. Eugene
- N. Springfield          Central Spfld.          W. Springfield          E. Springfield          S. Springfield

Other: (add text comment box here)

#3 Mark each item using the shown scale that indicates the frequency of ways you travel to L.C.C.

Use most often          Use occasionally          Use infrequently          Never use

- Drive a car by myself          -----
- Share a car ride          -----
- Dropped off at School          -----
- Walk          -----
- Ride the bus          -----

Ride bicycle -----  
 Ride a motorcycle/scooter -----

#4 Mark each item using the shown scale as it applies to you regarding mass transit commuting to Lane Community College.

	Agree	Somewhat Agree	Somewhat Disagree	Disagree
Bus stop near my home	-----			
Bus stop too far from home	-----			
Bus schedule convenient	-----			
Bus schedule inconvenient	-----			
Bus takes too long	-----			
Bus too expensive	-----			
I use Park & Ride	-----			
I don't like to ride on a bus	-----			
Would use Park & Ride if bus commute time were less	-----			
I like the Bus Pass Program	-----			
The bus pass program should be expanded	-----			
Convenient light rail should be considered	-----			

#5 Mark each item using the shown scale regarding driving or riding in a car to Lane Community College.

	Agree	Somewhat Agree	Somewhat Disagree	Disagree
Drive alone because of busy schedule	-----			
Prefer privacy of driving alone	-----			
Drive because of family obligations	-----			
No bus available, so must drive	-----			
Drive because of convenience	-----			
Drive because of comfort	-----			
Driving is quicker	-----			
Drive because of childcare obligations	-----			
Drive because of work obligations	-----			
College should build more parking spaces	-----			
Traffic is a hassle getting to college	-----			
Would rideshare or carpool if convenient	-----			
Would use mass transit if convenient	-----			
Priority parking should be available to carpool and energy efficient vehicles	-----			

#6 Mark each item using the shown scale for incentives you would like to see implemented to decrease car use at the main campus.

	Agree	Somewhat Agree	Somewhat Disagree	Disagree
Priority parking for carpool vehicles	-----			
Priority parking for	-----			

- alternative energy vehicles -----
- Dedicated bike/bus routes to campus -----
- Improved bike routes to campus -----
- Subsidized bus pass for college staff -----
- Paid parking (disincentive to drive) -----
- Taxi coupons accompanying bus pass -----
- Loaner cars available for quick errands -----

#6 Mark each item using the shown scale regarding bicycling to Lane Community College.

- |                                      | Agree | Somewhat Agree | Somewhat Disagree | Disagree |
|--------------------------------------|-------|----------------|-------------------|----------|
| I will never ride a bike to Lane     | ----- | -----          | -----             | -----    |
| I ride only during good weather      | ----- | -----          | -----             | -----    |
| I ride regularly                     | ----- | -----          | -----             | -----    |
| I'd ride if route was less strenuous | ----- | -----          | -----             | -----    |
| I'd ride if route were safer         | ----- | -----          | -----             | -----    |
| Improved bicycle parking needed      | ----- | -----          | -----             | -----    |

#7 Mark each item using the shown scale regarding Lane's current transportation fee. (It is currently used to subsidize bus passes for credit students & for lot maintenance)

- |   | Agree | Somewhat Agree | Somewhat Disagree | Disagree |
|---|-------|----------------|-------------------|----------|
| I don't mind paying the fee   | ----- | -----          | -----             | -----    |
| The fee is too high   | ----- | -----          | -----             | -----    |
| The fee should be based on<br>number of credits taken                             | ----- | -----          | -----             | -----    |
| Instead of the current fee, I support a<br>paid parking fee for users of the lots | ----- | -----          | -----             | -----    |

#8 Mark each item using the shown scale regarding riding a motorcycle or scooter to Lane.

- |  | Agree | Somewhat Agree | Somewhat Disagree | Disagree |
|--|-------|----------------|-------------------|----------|
| I will never ride a motorcycle to Lane | ----- | -----          | -----             | -----    |
| I regularly ride a motorcycle to Lane  | ----- | -----          | -----             | -----    |
| Motorcycle parking should improve      | ----- | -----          | -----             | -----    |
| Motorcycle parking and access are okay | ----- | -----          | -----             | -----    |
| I will consider riding a scooter/cycle | ----- | -----          | -----             | -----    |

#9 Please add any other commuting related comments to help the college plan for the future: (build a text comment box for input)

Thank you for taking the time to fill out this survey.

## APPENDIX H

**TO: Long-Range Transportation Planning Group**

**FROM: Jennifer Hayward**

**DATE: 1/11/06**

**CC: Margaret Robertson, Facilities Council Chair  
Marie Matsen, Vice President for College Operations**

**RE: Case Studies of Other Campus's Transportation Demand Management Programs**

### **Key messages from all campuses:**

- Do whatever you can to support use of public transportation, bicycling, walking, and carpooling.
- Charge for parking (at least for single-occupant vehicles).
- Promotion of transportation demand management (TDM) programs is critical.

### **Programs to decrease single-occupant vehicle trips have the following benefits:**

- Save the college money because spending money on subsidizing or encouraging alternative forms of transportation has been shown to be cheaper than installing new parking (especially multi-level parking garages) time and time again.
- Reduce need for parking spaces, which leaves room for more buildings and green spaces.
- Reduce pollution on the campus and in the community and makes for a healthier working, learning, and living environment.
- Decrease traffic congestion.

### **Most effective or applicable transportation demand management (TDM) programs:**

- Work with local transit provider to provide "free" or low cost transit passes to staff and students (most campuses reviewed).
- Automatically provide staff and students with a low cost transit pass unless they "opt" out. Pass is automatically deducted from staff's payroll and added to students' fees (UW).
- Provide free parking for carpoolers when 2 or more people in the car hold transit passes (UW).
- Reimburse staff with transit passes for taxi rides when they have an emergency and need to get home, pick child up from school, etc. (UW).
- Charge for parking (every campus reviewed).
- Charge less for daily parking passes than monthly (or quarterly) passes cost per day.
  - People who purchase a monthly pass have a disincentive from using occasional alternative transportation. Whereas, if people can purchase cheap daily parking passes occasionally this makes them more comfortable with making their primary mode of transportation public transit (University of Washington and others).
- Give staff who have transit passes a booklet of (~10) daily parking passes to use per quarter (Cornell).
- Use solar powered pay kiosks for visitor parking (University of Oregon).
- Work with local governments to improve bike routes to campus (University of Montana and others).

## SUMMARY OF COLLEGE AND UNIVERSITY TDM PROGRAMS

### University of Washington

Has not increased the number of parking spaces on campus since 1980 even though campus has grown by ~30%.

36,000 students

23,000 employees

12,300 parking spaces

- High parking costs (\$196/quarter).
- Subsidized bus pass (U-PASS) available at a low quarterly cost (\$35/quarter for students and \$49/quarter for staff. Pass is automatically charged to student account unless they opt out and students automatically receive a sticker for their id card. Staff can purchase pass through automatic payroll deduction).
- Free parking for carpools in which 2 or more people in the car hold a U-PASS.
- Ride matching services for carpooling.
- Reimbursed ride home. Faculty and staff who have U-PASSes are eligible for an allowance of 50 taxi miles each quarter so long as they pay a 10% co-payment for each trip.
- Discounted daily parking passes for U-PASS holders (up to 2/week).
- U-PASS holder receive discounts from ~50 merchants near the University.
- Improved bicycling infrastructure.
- Nightride shuttle.
- Free shuttles between hospitals and university.
- Program was implemented using a shared governance model. All students were sent a ballot about the proposed program prior to implementation. A sample of employees was also surveyed. There were campuswide debates, forums, and review and approval in governance bodies.
- Program was promoted well at the inception and promotion continues.

### University of Montana at Missoula

11,800 students

80,000-city population

- Student fee of \$8/semester to create alternatives to the single-occupancy vehicle. Program was spear-headed and initiated by the student senate.
- Nighttime shuttle.
- Free daytime shuttle service powered by biodiesel made from campus waste.
- Bike checkout program.
- No interest bike loan program (cooperative arrangement between the campus credit union and the U of M Office of Transportation).
- Carpool website.
- “Free” bus service to students.
- The city has built new bike/ped bridges over the river and an overpass over the local railroad yards in order to connect north-south destinations for students and townspeople.
- Promote alternative transportation during Bike/Walk/Bus week.



## APPENDIX H

### **Cornell University**

Program reduced single-occupant vehicle trips to campus by 2,500 per day.

9,000 employees

30,000-city population

- TDM program focuses on staff.
- Free transit pass to staff who do not have an individual parking permit. Staff with a free transit pass also receive a free book of one day parking passes per semester so that in case they need to drive several days per semester they can do so for free.
- Students pay \$75 per semester for a transit pass.
- High cost for single-occupant permit parking - \$600/year for core campus parking.
- Reduced parking costs for carpoolers – a carpool with 4 riders can get a parking permit in the same core area for free.
- Parking hardship review board gives partial or full grants to those who cannot afford parking fees and cannot use alternatives.
- Emergency medical technicians, volunteer firefighters, or commuters with dependent care responsibilities who depend on having a car on campus for quick exits can get half-price parking permits.

### **Stanford**

- Charges for parking permits.
- Pays employees who do not purchase a parking permit \$160 per year.
- It was cheaper to pay people not to drive to campus than to pay for more parking structures.
- Improved bicycle facilities.
- Contracts with a rental car agency to provide car rentals to students on campus.
- Increased on campus housing for faculty, staff, and students.

### **University of Oregon**

- Long Range Campus Transportation Plan developed in 1973 is still in use and applicable for today (attached).
- Encourages bicycle use.
- Has policy stating, “University of Oregon Transportation Policy states, “The following priorities are established for making transportation-related decisions. The highest priority is given to emergency vehicles, followed by pedestrians and people with disabilities, bicyclists, public transportation, service vehicles, car pools, motorcycles, scooters, and lastly, personal cars.”
- Uses solar-powered pay kiosks for visitor parking.