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January 3, 2011

Metropolitan Policy Committee
Lane Council of Governments
859 Willamette St., Suite 500
Eugene, OR 97401

Re: Regional Transportation Options Plan ("RTOP")

To Whom it May Concern:

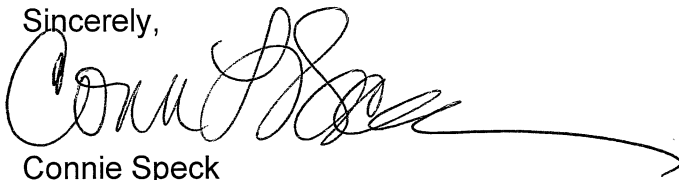
G Group manages numerous office, retail, and restaurant properties in the Eugene/Springfield metropolitan area. We are writing to comment on LCOG's request for funding for planning work for development of an RTOP.

As members of this community, we support long range transportation planning which includes alternative modes of transportation; however, we believe that a long range plan with a focus on limiting single occupancy vehicles, would be detrimental to businesses in the community.

Lane County is supported by a vast rural population. As noted in "A Profile of Rural Lands and Communities in the Southern Willamette Valley" (LCOG, November 2000), the rural portion of Lane County has not changed much over the past 50 years and residents and commuters travel via several highways for work, school, cultural events, shopping, and medical services. Because of the vastness of Lane County's rural population, we believe that a long range plan which focuses on reducing vehicular travel is not realistic and could potentially result in substantial economic losses.

We believe that funding would be better served for long range planning which incorporates necessary vehicular traffic in addition to alternative modes of transportation.

Sincerely,



Connie Speck

cs

cc: P-0350

THOMPSON Paul E

From: Phillip Carroll [carroll.phillip@gmail.com]
Sent: Wednesday, December 08, 2010 9:04 PM
To: Central Lane Metropolitan Planning Organization
Cc: RINER Andrea G
Subject: RTOP funding request testimony
Attachments: parking editorial Carroll.pdf
TO: Metropolitan Policy Committee
RE: Funding request for the Regional Transportation Options Plan (RTOP)

FROM: Phillip Carroll, 1054 Van Buren St., Eugene, OR 97402

Committee Members,

I am writing as a Eugene resident in support of additional funding for the RTOP. It is my hope that the results of this allocation will be a substantial step forward in identifying and implementing those strategies best able to reduce our dependence on the private auto. In particular, I am concerned that an issue the current Transportation Demand Policies neglect is parking.

While parking is mentioned in the current document, and a couple of promising approaches are mentioned, parking remains a largely local issue to the detriment of regional transportation planning. It is my hope that the MPC can identify and prioritize pricing, regulatory and administrative strategies to limit the parking supply, and that these strategies can come into force region wide. Parking supply is a key contributor to the demand for private auto use.

Attached is an op-ed published recently in the Register-Guard focusing on one aspect of parking - minimum parking standards. These standards are an example of how parking is dealt with as a local land-use issue rather than as a transportation issue. If we want to effectively plan for roadways, transit and bicycle facilities, we can no more ignore parking facilities, which are reservoirs, than we can ignore snowpack in planning for watershed management.

Other pertinent parking management topics include variable pricing schemes, which are already in a few places in Eugene, as well as local parking districts and close coordination with transit planning. While the current document offers these ideas up, they are hollow. It is apparent now, however, that such ideas must come to fruition and are integral to transit options and new land use priorities. Parking administration technology alone has made tailored, elegant schemes all the more feasible.

I urge you to allocate funding for RTOP and further to request of staff work products that address parking as a fundamental element of any comprehensive approach.

Thank you for your consideration.

Phillip Carroll

Minimum Parking Standards are Counterproductive

Phillip Carroll
September, 2010

Parking in cities is a hassle, a near constant annoyance to drivers and local governments alike. Parking policy-making is contentious as vocal and concerned citizens are the rule. There is no shortage of experts in the field, as any city leader can attest, but there is always a shortage of free parking.

As do most other American cities, Eugene attempts to ensure adequate parking through regulations in the land use code known as minimum parking requirements which apply to all manner of land uses. The logic of these rules is that since most people drive to their destinations some rough proportion of the accommodations made for their bodily selves inside a building should be provided for their cars outside.

The problem is that at current rates, Eugene's minimum parking requirements will compel the creation of hundreds of acres of parking at home, work, church and the store for the Eugenians of 2030. This will happen even if we somehow, through our current efforts to re-write the relevant plans and policies, succeed in reducing vehicle trips and increasing building density.

Minimum parking requirements are ineffective, wasteful of land, inequitable, and contrary to policy. They ought to be abolished and replaced with a focus on other parking management methods such as intelligent pricing schemes in the public right-of-way, establishing parking districts where fees are reinvested locally to benefit neighborhoods, and alternative transportation.

The levels of parking required by the land use code are based on misguided, decades-old studies by traffic engineers whose goal was to ensure the same smooth and unencumbered performance of parking lots they sought for America's roadways. That our roads remain congested and parking remains difficult does not reflect well on this approach.

As with road engineering, minimum parking standards aim to accommodate times of greatest demand, such as Saturday afternoons at the mall or Tuesday mornings at the office. The result is much unused parking at other hours, with some experts estimating that for every vehicle in the United States there are six unused parking spaces at any given moment.

This wastage of urban land should be a concern as we work to update our metropolitan growth plan and transportation plans. Popular impetus and statutory guidelines push in the direction of increased urban density, yet our own local policies mandate land consumption for parking.

The very concept of density is misleading in this context. We tend to imagine urban density as describing building size and concentration and ignore how else the land on a given site may be occupied. The calculations for future land demand based on population increases identify land use categories such as commercial, residential and industrial, but embedded in each of these is parking, which is really its own land use category.

The proliferation of parking may not be of concern to everyone, but it should still be questioned - after all, years of minimum parking requirements in Eugene and elsewhere have not resulted in easy parking. Parking supply and parking availability are not synonymous. Psychology, economics and neighborhood design all influence the ease and proximity of parking.

It may be objected that parking need not consume much land at all since parking can be accommodated in multi story structures beneath or adjacent to development. The \$20,000 to \$30,000 per stall cost of such structures is prohibitive. This expenditure is justified only where land values are very high or where public funds can be leveraged - both conditions are exceedingly rare in Eugene.

Government requirements for minimum parking on private land raise the cost of development and these costs are passed on to tenants and consumers. We all pay a small amount everyday for the parking lots of our city through higher prices on goods and services, whether or not we drive. These costs are more rightly born by those who park, not as a punishment for driving, but as the logical mechanism for funding facilities by their users.

This highlights the fact that there is no such thing as free parking, and that responsible city policy ought to charge users for infrastructure they necessitate. Minimum parking requirements have this backward by themselves necessitating the infrastructure then distributing the costs to everyone. And this is not the least topsy-turvy characteristic of parking minimums.

Every relevant local, regional and state policy, from transportation plans to land use plans to sustainability plans, calls for a reduced reliance on the automobile. It is indefensible that a government would mandate peak-hour parking facilities while purporting to support alternatives to cars.

One might fear that eliminating parking requirements will result in cheapskate developers constructing projects with inadequate parking and we will eventually be overrun with clogged streets, honking horns, SUVs strategically placed on the front lawn, and circling cars occupied by outraged drivers in a search of parking. Some gung-ho anti-car cyclist types may rejoice in such a vision, but their pleasure would be premature.

It is unlikely that the theater owner, the mall developer, or the church congregation will build or expand without providing parking. Homes without off-street

parking would fetch lower prices and be of limited marketability, and lenders would be dubious of development proposals that lack parking.

But this is exactly the point: mechanisms exist for ensuring that off-street parking will be provided, and none of them include arbitrary regulations. For those with the interest and ability to build with reduced or no parking, they can do so without breaking the law. Builders could occasionally provide less parking than is currently required as an experiment in marketing and cost containment. Without minimum requirements designers would be less constrained in site design.

This reality is already accepted in limited contexts such as downtown Eugene, and recent discussions about the impact of EmX construction on West 11th raised the issue of eliminating minimums to offer business owners relief in responding to the altered right-of-way. Other localized planning efforts, such as the Walnut Station project, have re-evaluated minimums as well.

It has been remarked that traffic congestion and parking difficulty are symptomatic of healthy cities: these are the outcomes of vital commerce and an active citizenry. There is some truth to this. But it should be remembered that cities are for people, not cars, and as long as we commit ourselves to more and more parking we will not succeed in separating the two.

Phillip Carroll is a member of the Citizen Advisory Committee to the Metropolitan Policy Committee and a recent Eugene Planning Commissioner. Views expressed are his own.

THOMPSON Paul E

From: Bill Northrup [blar3@juno.com]

Sent: Saturday, December 04, 2010 11:24 AM

To: Central Lane Metropolitan Planning Organization

Subject: Re: Central Lane Metropolitan Planning Organization - Opportunity for Public Comment on Funding Request

Dear Central Lane Metropolitan Planning Organization,

Several years ago I went to a planning meeting. I came away with the feeling, rightly or wrongly, that there is a whole lot of pie in the sky planning going on, and it must be nice to get paid a nice salary to go around imagining what could be, with public tax dollars. Then I see our local communities poorly supporting any cohesive plan. My own Eugene can't cooperate with Springfield on an inventory of buildable land. My own Eugene shoots down the West Eugene Parkway, which people in West Eugene wanted but the rest of town decided they shouldn't. And I watch now the way the Em-X is being rammed down our throats. Some may feel it is not, but I question the use of tax dollars spend on that and the payback timeframe, because I include all the money, not just local dollars, because Federal dollars come from my pocket and it doesn't computer.

So, when I read about reducing reliance on autos, I first feel this to be an antagonistic planning session. On the one hand, helping us to have alternatives to the auto to save us money and ease our traveling time is actually a benefit to us, if you look at how things are being carried out, the transportation solutions the public wants are not being heeded, so much so that I rather hear the words about not relying so heavily on single occupancy vehicles to be something like, "Taking away options for people who have not others to force them to use alternatives that don't really service them, all in the name of progress."

With that kind of feeling, I regularly jettison every email I receive from you. "Why," I ask myself, "what is the point of writing. It's all just theory, politicians shoot it done and do their own thing, what's the point."

I'm not defending that feeling, I'm just sharing it with you. It just seems that after all these times, and as often as you attempt to solicit responses, maybe I should take the time and share why one person has troubling believing in the process, because the process has failed so very many times.

In addition, government now starts taking away names from our roads that we love. I liked Centennial, find a new street for Martin Luther King. No, the governemnt couldn't make it a win win, had to take from some to give to others. Beltline Road, name a new highway after him. No, the government wants this, and defends its process when the people clearly oppose it. Em-X cuts down all those trees on Pioneer Parkway, no notice given, surprise, and then says it did everything through normal channels. Do they admit normal channels aren't enough for that? Eugene wants to take more riverfront property and has secret meetings and then when the word gets out fully the way it should have a long time ago, people show up mad because they were not let know like one decent neighbor would let another know.

The public officials act all surprised. They feel they are legally in their bounds to dictate to the people what they are going to do as long as they follow the normal ways, thus all is excused and they are harmless if they follow the process. But the process is flawed and they don't take it to heart. If they don't reach the people (like any two decent people would reach each other when

things directly affect them: directly and face to face if necessary), it is not an excuse to go forward with their plans as public officials. Public officials are to be servants of the people. They are of the people, they are to be for the people and the policies are to be by the people (reflective of them).

So, maybe you think you're getting good input and it's well representative of society and that emboldens you to go forward, and then confounds you at the end when people tell you at practically the ribbon cutting ceremony that they don't at all like the direction being planned.

Government needs to respect the people and work on solutions the people want, rather than trying to remake and reshape their wants, needs, and values. And when the people invest in a plan like the West Eugene Parkway, a new council should have had more respect for tradition and the decades behind it and let it go forward to show they value democracy of the whole rather than the democracy of their own legal but usurping vote.

Until I see that, the work you do will seem to me to be both necessary and pointless, because it is so obliterated and rendered regardless by local public officials who don't respect the people and because government in implementing things in bad ways, citing standard procedure as an excuse, never apologizing for failing to go beyond policy when policy clearly isn't good enough, and then instead it has often been more interested in what the people "ought to want" and so we read of all this planning on how to manipulate the public by, instead of presenting it straight as a reporter would, it is couched in flowery language, brochures, speeches and public information dissemination designed to sort of slide it all in there.

Why can't we just come out and say, "Some will hate this and some will like this. Those who hate it will hate it for these reasons and we can't say we blame them given their situation. And those who like it will like it for these reasons and we admit some of those are as selfish as for those who oppose it. We just think as an area we ought to go here and there for these reasons, and if the public understands and supports the fruits of our long-term planning we hope they vote to proceed, but if they don't, we respect their right to reject what we think is good advice because the people are the one's who decide what they want."

Who does that anymore? Straight talk, plain upfront honesty. Nothing left to be found out by digging up private emails. Just all up front, for the people, by the people, of the people. Not trying to go around, just serving them and letting them decide.

So, I have a really hard time reading any of these emails because everything you do is gutted by my local officials, first of all, and secondly, local officials are so busy going against what I am doing that I begin to get dubious of all officials planning our future no matter who they are, even if they are good, honest, caring, skilled, seasoned folk that I would be glad to call my friend.

These are not good times for the government because it has ceased to listen to the people and has mostly been taking the position that once elected they have the right, legally, to vote whatever they want and if we don't like it then we can vote them out but until we vote them out they have earned the right based on their election to jam their version of utopia down our throats, and present it like pie when they know we dislike so much.

If you want to do something constructive, you will share in your communications the blunt truth, no sugar coating, and not one thing left to unturn. You'll state the pro's and the con's in such complete and factual way that both sides will have nothing left to add, and you'll do that at the beginning when informing us, thus earning credibility that you are serving us, not swerving around us. And then you'll give us your honest opinions, not guided by anything political but by what is best. You'll present them

to us to accept and if we reject them, you'll bide your time and come up with other options that we the people might appreciate, rather than options to work around what we do or don't want to do, and rather than implementing parts you think you can safely do without angering us too much. In other words, if we say no, you accept no.

It doesn't make your job fun to plan and propose and have us dispose, but you can only advise and do your job the best we can do. We are dependent on each other. We are a team. We can't make anyone go forward a way they don't want to go. Sometimes we struggle because what we believe in can't be until others decide. And sometimes others need time to learn from the absence of what we proposed that solutions won't drop from the sky without heed advanced good advice.

But it is a process. And at its best, when government earns the respect of the people, then it earns the trust of the people. Then advice is heeded even not knowing everything in particular. I speak from experience on this point, because there is leadership in my life that I trust because of their record so that I don't have to know all the details and they make good with that trust. There is other leadership that you can't trust and no matter what they say, you want to know the real story. I don't distrust the good people but just go with them, they've earned it. I do distrust the bad because they don't deserve it even yet.

Your challenge is to be the trustable kind by being open and honest and nothing hidden and blunt about all views and not going forward without us and not trying to manipulate us through literature and extra targeted meetings and public information dissemination campaigns designed to overcome resistance. Your difficulty is waiting for (or trying to encourage) local government to be more responsive to the people because what they do against the people rubs off on you in the form of background distrust of you.

I don't know if you are trustable or not. I assume you are. But your policies are negated by local government, they shove through their own, and I'm not so sure that your policies and aims, though well meaning, are more about guiding us to a pre-planned solution rather than offering us a good one and being willing to sit and do nothing because we don't authorize it. We're a tough breed, at times, but we are the people. If we want to ignore good advice to our own harm, we have that right. Those in leadership think wrongly if they think that because they can legally vote to override the people, that they ought to. There is too much of that lately, in all levels. We need leadership, yes. Sometimes that means going against the people, yes. But not in everything. Not in road name changes. Not in parkway decisions a community worked on for years. Not in Em-x ramming down our throats, discounting how wasteful we feel the use of those federal dollars is and how we aren't willing to be happy because it "wasn't our money but was free". Em-X was a waste of the Fed dollars and I haven't seen data yet to suggest otherwise, and I've seen a great deal of data. It's a colossal cost. It only math's out if you leave of that cost. But we took 40 some odd million away from other states to soak into our area in something that did not leverage that money as it ought. Even if it benefits us, the money spent was exorbitant to the gain and should not have been done in any economy. There were better ways we support.

Okay, there you have my thoughts. I don't want those to be my thoughts, but there are my thoughts. I don't share them with you as being set in stone. As I said, these are emotional feelings, feelings I mentally am required to overcome when they don't fit the facts. But a lot of them are based on facts. Local officials, be as honest with us as you would be with a spouse, and as gracious and patient as a spouse. Anything less, any go arounds, any going right over the top of, any couching it in the best light, hiding little truths, and any unwillingness to set it aside if we don't like it, none of that bodes well for longterm planning.

If you do commune with me, I do wish that it be a mailed flier, cheapo newsprint for economy (not fancy color pictures) and give us just the facts, all the facts, and no smooze. I am interwsted in our

community but I don't have time to sift through materials design to lure me. I want to trust those who serve us that they are serving us. So do things in a way that would help me.

So I look forward to any communications that come in that form. Emails are not my preferred form for such things. Newsprint is. It's got to be important enough to be worth a stamp. If it isn't, it's not worth an email. That's not always true, but in general it proves to be so.

I encourage you to be optimistic in your work, but I ask that you do what you can to influence fellow government officials at all levels to quit ignoring the people or cramming stuff down our throats or trying to brain wash us or trick us or go around us, and to respect long term decisions and the people's preferences on such dinky things as keeping a road name. If government can't even respect the people on a name of a road, we have serious problems. Houston, we have serious problems right now this day. I hope it changes. Maybe you can be the catalyst. For this email, I'm trying to be myself, by letting you know of my thoughts. Maybe others feel as I do. Maybe this can help. I hope it does. To the many good people who work in various levels of government, this is no reflection on you. But as a whole, I hope you understand that the people are receiving some problems and it's hard to get on board with officials until they "get it" and really get on board with us. Whether it's the Lane County Board of Commissioners, a tie breaking vote on the Eugene City Council, or the ODOT highway renaming, or a regional transportation thing, or a water quality thing or anything else: We're hear, talk with us in a way you would appreciate given all that has gone on in the last few years in this region with our government. It's tough to reach us right now. Trust is low. But I "trust" you can find that way. For now, send me some newsprint, keep it simple and cheap. When government sends me color fliers all fancy, I wonder why one part of the people is struggling while another is living it up (Eweb, for instance). The city of Eugene can't pave a street, Lane County can't produce a voter's pamphlet, but hey, Eweb has fancy color. There's something deeply wrong going on here and it's this crazy disconnect we see. Fix any of that you have, if anything exists. If none exists, just do what you can to encourage all government bodies and leaders to start treating the people as they deserve: honestly and respecting them and their wishes.

Thank you for hearing me out. Let's hope for good in the coming years for our region. Keep being part of the solution. Help others to as well. Thank you for your service to us despite anything said in this letter. I just felt so sad I was ignoring you that I thought to tell you why. You obviously try so hard, unlike many other bodies in this town.

Bill N.

----- Original Message -----

From: Central Lane Metropolitan Planning Organization <CMetroploitanPlanning@Lcog.org>
 To: Central Lane Metropolitan Planning Organization <CMetroploitanPlanning@Lcog.org>
 Subject: Central Lane Metropolitan Planning Organization - Opportunity for Public Comment on Funding Request
 Date: Fri, 3 Dec 2010 16:00:38 -0800

Opportunity for Public Comment

Lane Council of Governments and regional partners in the Central Lane MPO are starting work to develop a long range plan for providing options to single occupancy vehicle travel. You are encouraged to comment on a request for federal funding to support this work.

The Metropolitan Policy Committee (MPC) will hold a meeting on December 9th from 11:30am -1:30 pm at the Springfield City Hall, Library Meeting Room, 225 Fifth Street, Springfield, during which they will discuss a request for \$148,000 to fund planning work for the development of a **Regional Transportation Options Plan**. The **RTOP** will help identify and assess appropriate transportation strategies to reduce reliance on single occupancy vehicle

travel. The plan will replace the current chapter on Transportation Demand Management in the Regional Transportation Plan and create a best practices document and strategic plan. The request is for \$74,000 each year for the next two fiscal years (Fiscal Years 11 and 12).

The MPC approved an initial \$20,000 in Surface Transportation Program (STP) funds for the **RTOP** in March, 2010 following a 30-day public comment period and public hearing. It was communicated at that time that alternative funding sources were being pursued, but that if those efforts proved unsuccessful, a future request for additional STP funds would be anticipated. The request is consistent with activities outlined in the FY10-11 Unified Planning Work Program which identifies development of a plan to address transportation demand management and transportation options in support of the RTP.

The Central Lane MPO Public Participation Plan calls for a public comment period, public hearing, notice to interested parties, web notice, open house, interior bus poster, and newspaper display ad for proposed STP-U funding decisions. Staff supports the required public comment period, public hearing, notice to interested parties and web notice. Due to the previous discussion and approval by MPC to develop the RTOP and the public outreach conducted as part of that effort, staff is requesting that MPC waive the requirement for an open house, newspaper display ad, and interior bus poster. The MPO Citizen Advisory Committee will also review the request at their December meeting.

The following are public comment opportunities for this proposed funding decision:

Public Hearing

Metropolitan Policy Committee
Thursday, December 9, 2010
11:30 AM – 1:30 PM
Springfield Library Meeting Room
225 Fifth Street

Public Comment Period

The public comment period for the **RTOP** funding request is open through 5 PM on January 3, 2011. More information, including how and where to comment, is available on-line at <http://www.themppo.org/news/publicnotices.cfm>.

Write or email to:

Metropolitan Policy Committee
Lane Council of Governments
859 Willamette, Suite 500
Eugene, OR 97401
email mpo@lcog.org

You are receiving this email as you have previously expressed an interest in transportation planning in the Eugene-Springfield area. If you wish to be removed from list, please go to http://www.themppo.org/sign_up.cfm, login and unsubscribe. Otherwise, please send an email request to mpo@lcog.org.
