

It's How We Get There That Matters

A Citizen's Guide to Transportation Planning



CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION



Transportation planning helps make our community the place we want it to be. This guide is a tool to learn about transportation planning and how you can get involved.

For more copies of this guide, contact:

Lane Council of Governments
99 East Broadway, Suite 400
Eugene, Oregon 97401-3111
Phone: 541.682.4283
E-mail: mpo@lcog.org
Web: www.theMPO.org

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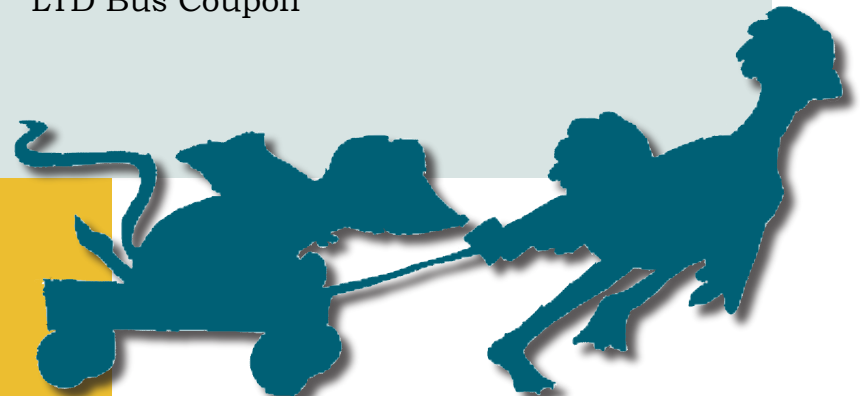
Thank you to Michelle Yockelson for designing the whimsical animal graphics in this guide.



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It's how we get there that matters.

The choices we make about how we get there matter. Necessity, convenience, cost, health, time, safety, the environment—all are factors. Our choices about how we get there affect others and our community. Most of us drive most of the time to get where we need to go, sometimes even when there are other options. Let's think about the different ways we might get around in the course of our day. Small changes by each of us—such as how we travel between home and work, school, play, or shopping—add up to a better community for everybody!

Transportation is more than moving people, it moves people AND things from one place to another. Sometimes we forget about freight—the apples and refrigerators and car parts that come to us by truck and rail and air. But freight is a big part of the transportation picture, too. Transportation affects many parts of our lives and is important to us in many ways:

- Walk your children to school
- Ride your bike to work
- Combine errands when you drive
- Carpool to soccer practice
- Take the EmX or bus to appointments and meetings



Our community has made a big investment in our transportation system so that we can move people and things reliably and efficiently. Transportation planning takes us where we want to go by protecting our investment and helping move us into the future.

- Delivering consumer goods and services to our homes and businesses
- Getting local goods to regional, statewide, national, and global markets

THE CHALLENGES



Taking time to plan now can help us solve regional transportation challenges before they become future problems. We have some important issues to face as our community grows. Growth means more people, more cars and trucks, and more crowding on our streets and roads. Let's look at some facts about the greater Eugene-Springfield area—changes in population, density, and how much we drive.

There are more of us.

There were 33,000 more residents and 21,000 more jobs in 2000 than there were in 1990—a 21% increase (about 2% per year).

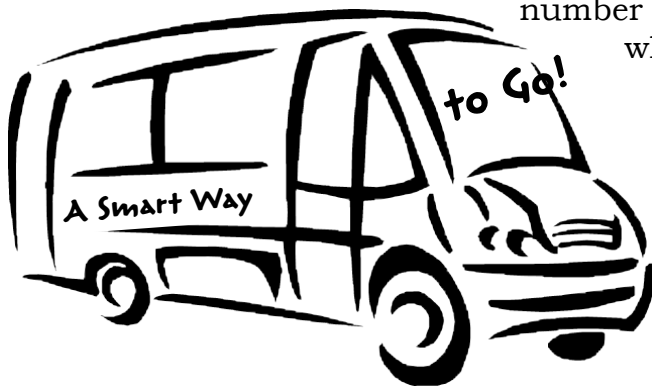
.living closer together. . .

The population density increased by 6% from 1990, when there were 2,056 persons per square mile, to 2002, when there were 2,182 persons per square mile. For comparison, Salem has 2,688 persons per square mile and Portland has 3,340.

.driving more.

There were about 31,000 more people traveling in cars during rush hour in 2000 than there were in 1990—a 38% increase. That's about the same

number of people who live in Grants Pass.



Data Sources: Transportation data from the US Census and the Texas Transportation Institute

CURRENT FACTS & FUTURE PROJECTIONS

DEMOGRAPHIC FORECASTS

	2004	2031	% Change
Employment	118,000	173,200	+47%
Population	242,140	333,800	+38%

TRAVEL ACTIVITY FORECASTS

	2004	2031	% Change
Total Daily Person Trips	1,261,000	1,801,000	+43%
Auto	1,075,000	1,511,000	83.9 %
Transit	26,800	44,600	2.3 %
Bicycle/Walk	159,400	245,300	13.6 %

AVERAGE DAILY VEHICLE MILES TRAVELED

	2004	2031	% Change
Internal Trips ¹	2,888,000	4,125,000	+43%
Total	4,914,000	7,240,000	+47%

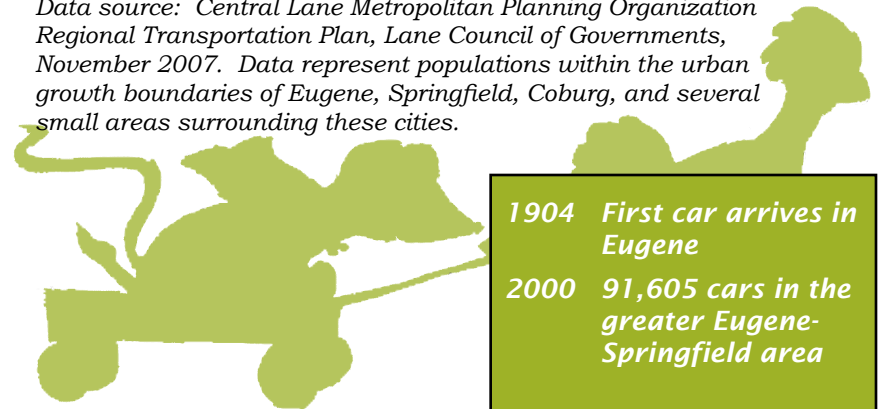
AVERAGE MILES PER VEHICLE TRIP

	2004	2031	% Change
Work Commute	4.95	5.27	6.5%
All Person Trips	3.60	3.74	3.9%

¹Internal trips:

Excludes trucks and trips that begin or end outside of the region.

Data source: Central Lane Metropolitan Planning Organization Regional Transportation Plan, Lane Council of Governments, November 2007. Data represent populations within the urban growth boundaries of Eugene, Springfield, Coburg, and several small areas surrounding these cities.








1904 First car arrives in Eugene
2000 91,605 cars in the greater Eugene-Springfield area

LET'S TALK ABOUT CROWDED ROADS— AND WHAT WE CAN DO ABOUT THEM

Have you noticed that the roads are getting more crowded than they used to be? Transportation planners call this congestion. Congestion becomes a fact of life as a community grows.

How Much Time Do We Spend Stuck in Traffic?

Eugene-Springfield	1982  1 hour per year	1990  2 hours per year	2002  5 hours per year
	Portland	 3 hours per year	 8 hours per year

Congestion costs us time and money.

In 1982, we spent, on average, an extra hour stuck in traffic over the year. In 2002, we spent an extra 5 hours stuck in traffic. Besides wasting time, sitting in traffic wastes gas. The Eugene-Springfield area is about as congested now as Portland was in 1987.



If we consider the cost of our time and gas, sitting in traffic cost most of us about **\$8.00/year in 1982—pretty affordable.**
In 2002, this cost had increased to **\$80.00/year—still affordable?**

We expect the Eugene-Springfield area to have about 63,000 more people by the year 2025, bringing our population to about 295,000. Existing roadways will not be sufficient to accommodate these increasing numbers. One way to handle congestion is to build more roads or widen existing ones. This is an expensive option and there is not enough funding to pay for it all. At some point, it makes more sense to manage congestion in other more cost effective ways.

Our community is working to reduce congestion by:

- Adding bus rapid transit (called the Emerald Express, or EmX for short)
- Improving existing roads, such as I-105
- Building neighborhoods where you can get to many of the places you need to go to by walking
- Making traffic flow on existing streets more efficient



These things are a start—we can do more to reduce congestion by working together to plan our regional transportation system.



Data Sources: Transportation data from the US Census and the Texas Transportation Institute; population data from the coordinated population forecast.

GET INVOLVED! BE INFORMED!

How do you fit into the transportation planning process?

There are many ways to get involved. It all depends on your interest and time. It starts with learning about the issues, potential solutions, and what already has been accomplished. You can make a valuable contribution by getting the facts and commenting from personal experience. The comments go to the elected officials. Your input is important—it's how elected officials get an understanding of our community's needs.

Mailing List

Receive emails and/or mailings about meetings and public comment periods. Sign up at events or online at www.theMPO.org.



Website

Visit www.theMPO.org to see meeting calendars, agendas and minutes; learn about public comment periods; view documents; and contact staff.



Public Meetings

Comment informally at meetings of the Metropolitan Planning Organization Citizen Advisory Committee, the Metropolitan Policy Committee, and at various elected bodies such as the Board of County Commissioners. These meetings are open to the public--attend to learn about what is happening with transportation planning in our region. Visit www.theMPO.org for information.



Public Comment Periods

Comment formally about adoption or amendments to a transportation plan or program. Testify at public hearings or submit comments in writing through mail, email, or fax during formal public comment periods advertised through email notices, web and newspaper advertisements, and posters on buses. Sign up for email notices or see advertisements at www.theMPO.org.



Public Hearings

Testify formally during public comment periods. Notice is sent to the mailing list, advertised in the newspaper, and posted on the website www.theMPO.org.

Public Open Houses and Workshops

Learn about what's happening with regional transportation planning. Sign up for the mailing list. Fill out comment forms. You also can sign up or get information at www.theMPO.org.



Citizen Advisory Committee

Volunteer to serve on the Citizen Advisory Committee for the Metropolitan Planning Organization. Recruitment is advertised through the mailing list, newspaper, website, and posters on the bus. Sign up to receive email notices or get information at www.theMPO.org.



How can you raise awareness about issues of regional importance?

- Bring up issues at homeowner or neighborhood association meetings.
- Ask a transportation official to speak at your service club, community organization, school, or other civic organization.
- Tell friends and family about upcoming meetings and urge them to attend.
- Teach your kids about the importance of these issues.

TRANSPORTATION IS ABOUT CHANGE



Historically accurate sketch by local artist and historian Susan Applegate depicts a party of Kalapuya men swiftly moving in their cedar canoe along the Willamette River near present day Eugene/Springfield in pre-settlement times.



Deadmond Ferry on the McKenzie River, north of Springfield, east of the Interstate-5 bridge. 1914. Courtesy Springfield Museum.



Arrival of the first streetcar in Springfield circa 1910. The Eugene-Springfield streetcar operated from 1910 to 1926. Courtesy Springfield Museum.



9th Avenue (now Broadway) between Oak and Pearl in downtown Eugene circa 1938. Courtesy Lane County Historical Museum.



The Lane Transit District Emerald Express began operating between Eugene and Springfield in 2007. Courtesy Lane Transit District.



The "Willamette Limited" passenger train leaving Springfield, headed towards Coburg. 1913. Courtesy Lane County Historical Museum.

Two routes of the Applegate Trail were located through Lane County, later becoming River Road, Highway 99, and Territorial Road

1846-1848

Oregon becomes a state

1859

University of Oregon founded

1876

First car arrives in Eugene

1904

Bangs Livery in Eugene rebuilt to stable 140 horses

1910

Oregon becomes the first state to enact a gas tax, which led to Oregon having the first border-to-border paved highway west of the Mississippi

1919

Lane Transit District begins operations

1970

Interstate 5 through Oregon completed

1966

Oregon's Bicycle Bill passes; Lane County constructs two miles of river bank bike path through Alton Baker Park

1971

EmX Greenline service begins 2007

1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 - - - 2007

1848 Oregon Territory created
1851 Lane County established

1862 Eugene becomes a city

1885 Springfield becomes a city

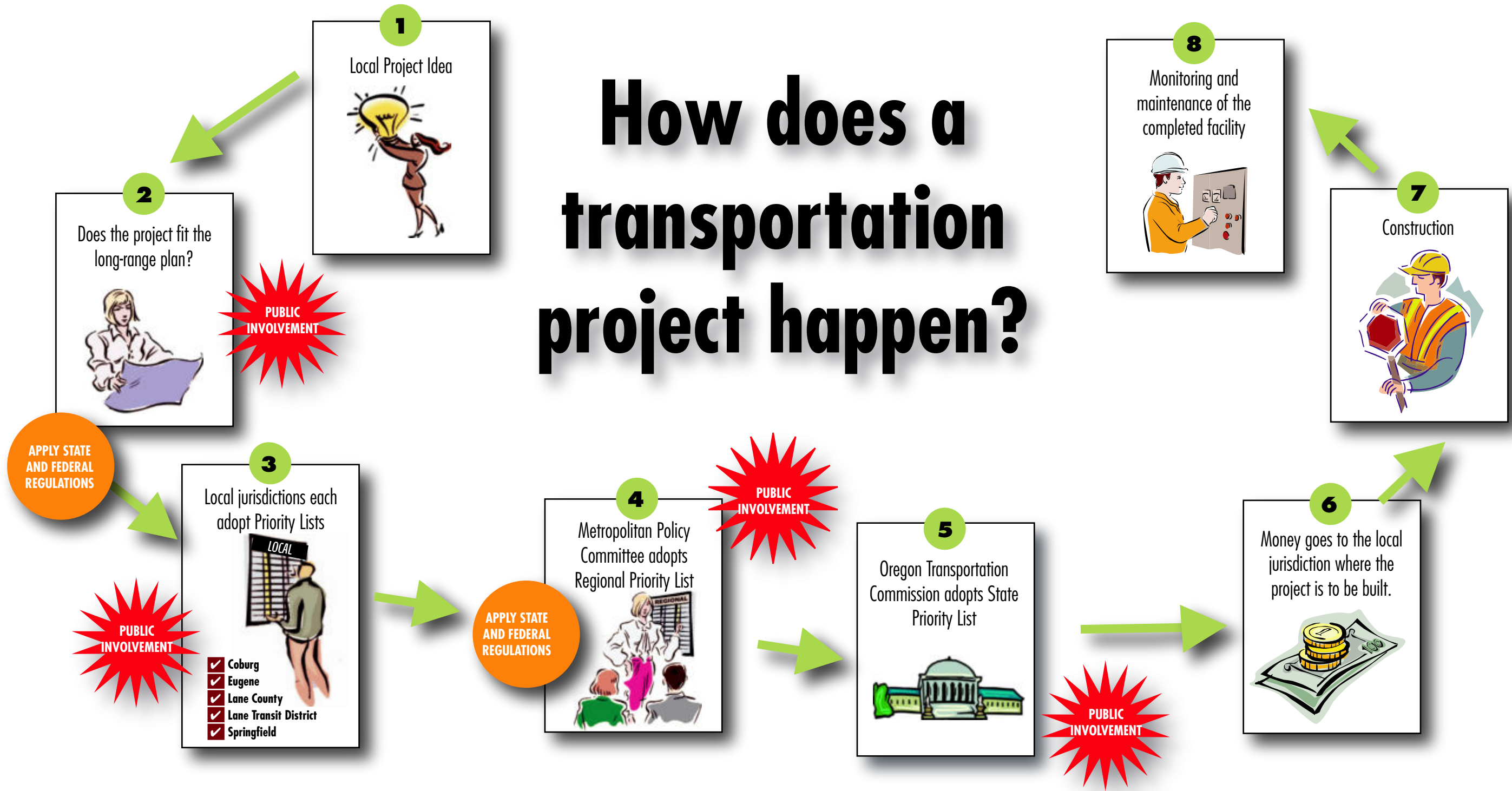
1893 Coburg becomes a city

1919 The Eugene Airport becomes the first municipal airport in the state

1920s Southern Pacific runs 11 passenger trains daily between Eugene and Portland

History tells us that the ways we get around have changed through time. But, the story does not end with the present. Change will continue into the future. Things will be different in 20 or even 10 years. Choices we make as we plan now will affect our transportation options in the future. Muscle power, water power, fossil fuel power.....what's next? The possibilities are exciting! **It's up to you.**

How does a transportation project happen?



Who Plans?

When we're making a trip across town, we don't really think about the fact that our trip might start out on a city street, move on to a county road, then onto a state highway, and finally wind up on another city street. We expect the transportation system as a whole to work in a way that gets us where we want to go. It takes planning to make this happen and planning takes YOU. Public input is essential to the planning process.

Planning the regional transportation system is what the Central Lane Metropolitan Planning Organization—MPO for short—does. The Central Lane MPO is a partnership of several public agencies that work together to plan and coordinate the regional transportation system.



Coburg



Eugene



Lane County

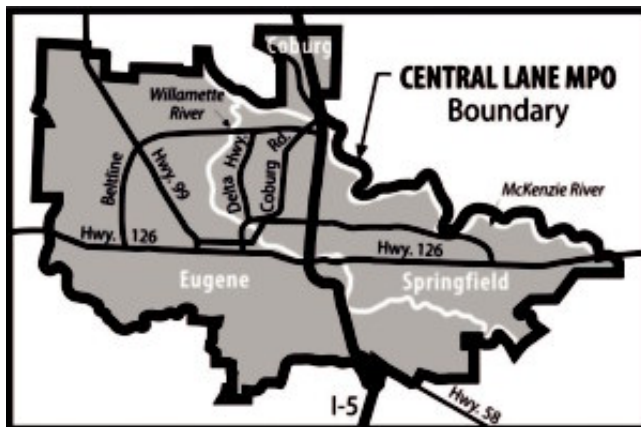


Lane Transit District

Oregon Department of Transportation



Springfield



The Central Lane Metropolitan Planning Organization includes the Eugene-Springfield metropolitan area and Coburg.

WHAT DO TRANSPORTATION PLANNERS DO?

Transportation planning is complicated and can be very technical. It involves analyzing data, coordinating with several agencies, meeting government requirements, and asking the public what they think. The list below separates what MPO transportation planners do into two broad categories.

1. Produce and update several key documents required by the federal government.

Public Involvement Plan

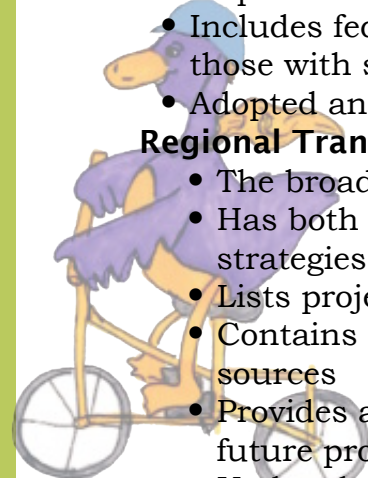
- Describes how the MPO will let the public know about opportunities to get involved with regional transportation planning

Unified Planning Work Program

- Lists regional transportation planning tasks to be performed by the MPO and local agencies
- Lists funding sources, timing, and the responsible agency
- Includes federally funded tasks as well as those with state and local funding
- Adopted annually

Regional Transportation Plan

- The broad framework plan for the MPO
- Has both long and short range policies, strategies, and actions
- Lists projects needed within 20 years
- Contains cost estimates and funding sources
- Provides a framework for choosing future projects
- Updated every 4 years



Metropolitan Transportation Improvement Program

- Lists priority projects from the regional plan that realistically can be funded within the next 3 to 5 years
- Allocates state and federal funds for both capital and operating needs
- Becomes part of the Statewide Transportation Improvement Program
- Updated every two years

Air Quality Conformity Determination

- A finding that local transportation projects do not exceed the region's limit for motor vehicle pollution set by state and federal standards
- Updated when the Regional Transportation Plan and the Metropolitan Transportation Improvement Program are changed; not less frequently than every 3 years.

2. Conduct other transportation planning studies and activities.

- Traffic, transit, and bicycle/pedestrian studies
- Congestion management process
- Computer modeling to assess the effect of improvements to the transportation system
- Data collection and analysis
- Special studies
- Coordination among the agencies involved in transportation planning.

There are many stages where the public can get involved—so please do! You can comment as a resident of your city, county, state, or Metropolitan Planning Organization—or at all levels. Turn to the Get Involved! Be Informed! pages 10-11 to learn about the many ways you can get involved.

What is a Metropolitan Planning Organization?

A metropolitan planning organization is the local agency designated by federal law to have the lead responsibility for regional transportation planning for areas with a population greater than 50,000.

What is the Central Lane MPO?



In 1974, the governor designated Lane Council of Governments as the MPO for the central Lane County area that currently includes the Eugene-Springfield metropolitan area and Coburg. The Central Lane MPO is one of approximately 400 across the country and one of 6 in Oregon.

Who makes decisions for the Central Lane MPO?

The decision making body is the Metropolitan Policy Committee, which was created by Eugene, Springfield, and Lane County to cooperate on issues of metro-wide importance. The members of the Metropolitan Policy Committee are elected and appointed officials from Springfield, Eugene, Lane County, Coburg, Lane Transit District, and the Oregon Department of Transportation.



FREQUENTLY ASKED QUESTIONS

(cont'd)

What does the Central Lane MPO do?

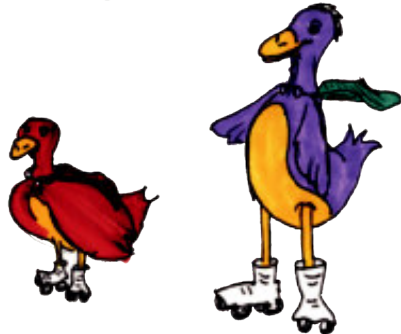
The Central Lane MPO is a forum for cooperative transportation decision making for the Eugene-Springfield metropolitan area and Coburg. The MPO produces plans and programs that focus on the regional aspects of transportation planning. The MPO channels federal funding to local transportation projects and programs through a sound planning process that is comprehensive, cooperative, and continuing.

There are five core functions of a Metropolitan Planning Organization:

1. Establish a fair and impartial setting for regional decision making.
2. Evaluate transportation alternatives.
3. Maintain a long-range transportation plan covering a 20 year planning horizon.
4. Develop a 4 year Transportation Improvement Program and prioritize projects.
5. Involve the public.

How is the Metropolitan Planning Organization process funded?

The federal government is the primary funding source for the Central Lane MPO. Other funding may come from a variety of sources including the state, transit districts, and local governments.



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connecting *community*

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people

fun

school

service

work



The Citizen Advisory Committee for the Central Lane Metropolitan Planning Organization steered the development of this guide. The citizen committee was formed by the Metropolitan Policy Committee in 2005 to involve the public in transportation planning and to inform decision making in the MPO area. The following members served during development of the guide (*indicates those who served as officers during this time.)

- John Anderson
- Kristin Anderson
- Barbara Berger
- Moriah Demers*
- Dan Egan*
- Philip Farrington
- Melissa Girard
- Rich Hazel
- Dave Jacobson
- Peter Leung
- Jeanne-Marie Moore
- Ross Notebaart
- Rex Redmon*
- David Roth
- Sylvia Shaw*
- Jan Spencer
- Webb Sussman*
- Larry Williams



Willie Knickerbocker, early and colorful local bicycle enthusiast. Circa 1915. Courtesy Springfield Museum.



Lane Transit District

(541) 687-5555 • (800) 735-2900 (TTY - Oregon Relay)

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THAT MATTERS

