Sustainability Committee
Tuesday, June 3 2014, 3:00-4:00, Building 16, Room 119
Notes

1. **Welcome and Introductions. Celebrate! Year in Review. Survey.**
   - Jennifer Hayward, Institute for Sustainable Practices
   - Patty Hine, High School Connections
   - Rachelle Katter, Health & PE
   - Brian Kelly, College Services
   - Pamela McGilvray, Disability Resources
   - Claudia Owen, Science
   - Russ Pierson, Facilities Management and Planning
   - Anna Scott, Institute for Sustainable Practices
   - Mike Sims, Institute for Sustainable Practices
   - Wendy Simmons, Wellness
   - Kathy Thomas, Grants Office

Committee reviewed accomplishments for the year and celebrated. Accomplishments included:
   - Fall in-service training on green office certification.
   - Health Fair table on sustainable transportation.
   - Earth Day Events
       o Bike/Walk/Bus/Carpool event
       o Vendor Fair
       o Film Screening
       o Climate Summit
   - Sustainable Purchasing Subcommittee
   - Climate Action and Education Forum

Claudia let the Committee know that a survey on how the committee operated this year and suggestions for next year was distributed along with the agenda for this meeting. Claudia encouraged Committee members to complete the survey. One of the survey questions is about meeting times for next year. This will be how we will select our meeting time for next year, so please make sure and fill it out.

2. **Energy Use and Recommendations Presentation**
Anna presented on the energy analysis work that she has been doing this year. She also presented recommendations for energy conservation projects and potential funding streams. Key information from the presentation included that electricity and natural gas use has been increasing. Natural gas in particular surged in 2012-13 and is still high in 2013-14. One reason for this surge in natural gas use appears to be that building heating, ventilation, and air conditioning (HVAC) systems are scheduled to be on for too long of a time every day (i.e. 24-7 or 3 am to 10 pm). Anna is currently developing energy conservation measures to recommend to facilities that will include adjusting lighting and HVAC schedules, tuning up systems that control the turning on and off of the HVAC and lighting, and weatherization projects. Anna also noted that she is in the process of developing a Green Revolving Loan Fund that can help to fund some of the proposed energy conservation projects. The presentation is attached to these minutes.

3. **Updates and Announcements:**
   - *Climate Action Plan Board Update on June 11:* Jennifer announced that Brian will be presenting an update to the Board of Education on Lane's progress in implementing our Climate Action

Plan. Claudia noted that Jennifer gave this presentation to her two Climate Change classes last week. The Board presentation is attached to these minutes.

- *350EUG:* Patty reported on activities of 350EUG. Currently, 350EUG has three focus areas:
  - *Divestment:* 8 monthly workshops are happening on how to lead a divestment campaign. The second workshop is on Wednesday, June 4 at 5:15 pm at the First United Methodist Church on 13th and Olive. The workshops are every first Wednesday of the month at the same time and location.
  - *Fossil fuel resistance*
  - *Carbon tax advocacy*
  - *Support of the Our Children's Trust lawsuit.*
- *Sustainability-Themed bookmarks from OSU:* Wendy showed the Committee sustainability-themed bookmarks that she picked up from OSU recently and suggested that the Committee consider making similar book marks for Lane. Jennifer will scan the bookmarks and send them to the Committee. The scanned bookmarks are attached to the minutes.
- *Transportation Survey Results:* Jennifer briefly reported on the results of the transportation survey. There were 775 respondents. Here is the breakdown of how they reported they get to Lane versus how Jennifer estimated the commuter breakdown for the 2012 greenhouse gas inventory.

Mode of Transportation	2011-12 (Estimated)	2013-14 (Survey Results)
Personal vehicle	79%	58%
Carpool	5%	9%
Bus	13%	29%
Bike/Walk	3%	5%

Answers to the question, "What programs or incentives would encourage you to carpool, bus, bike, or walk more frequently?" were:
  - Bike loan program   10%
  - More secure bike parking   17%
  - Safe bicycle and/or pedestrian routes to Lane   33%
  - A bus pass   46%
  - Carpool matching services   15%
  - Carpool only premium parking   16%
  - Prizes, competitions, and/or awards   27%
  - A parking fee   11%
  - Other   25%

Comments ranged from things like, "I don't need any encouragement to ride my bike," to "I don't care about the environment and I especially don't care about carbon emissions." Survey results are attached.

- *UN Climate Summit*: Patty reported that the UN Climate Summit will be taking place in New York City on September 20 & 21, 2014. She will be going and she encouraged others to attend as well.
- *Transformational Resilience Workshops for Climate Activists*: Patty announced that a series of workshops on transformational resilience for climate activists is in process and there are still spots for people to join in. The next workshop will be on Thursday, June 12 from 11 am to 1 pm. The workshop is free and will be taking place at the Eugene Public Library. Go to this link to register: https://docs.google.com/forms/d/1v8zvfuvq2kM7_eoHe7vhJnlL5i3Bym6OOgEdsJaLsTI/viewform . Additional information on the Transformational Resilience offerings is attached to the minutes.

4. Committee Chair for 2014-15
Claudia asked if any other Committee members would be interested in chairing the Committee next year. Please let Jennifer know if you are interested. Claudia noted that her availability to attend meetings next year is Wednesdays at 1 or 2 pm and Fridays at 1 pm.

5. Summer Subcommittees
Several Committee members expressed interest in working on the Green Office Certification this summer. Jennifer will work on scheduling a couple of meetings aimed at revitalizing the Certification using the Committee recommendations from the May 20, 2014 meeting.

6. Sustainable Purchasing Update and Next Steps
Jennifer reported that Office Max is still working on generating a list of the 100 items most purchased by Lane and a list of a greener option for each of those 100 items. Next steps are:
- Vet Office Max selections.
- Review the top 100 greener products list with Peer-to-Peer.
- Determine whether Peer-to-Peer would support completely eliminating any products and just having them always be auto-subbed with a greener product.

Committee discussed next steps on implementing a sweatshop free purchasing policy. Jennifer noted that the non-profit organization, Sweatfree Communities has a speakers bureau and offers to give workshops for organizations who are interested in having a sweatshop free purchasing policy. Jennifer suggested that perhaps having a workshop by Sweatfree Communities should be our next step. Committee generally agreed.

Energy Use and Recommendations Presentation
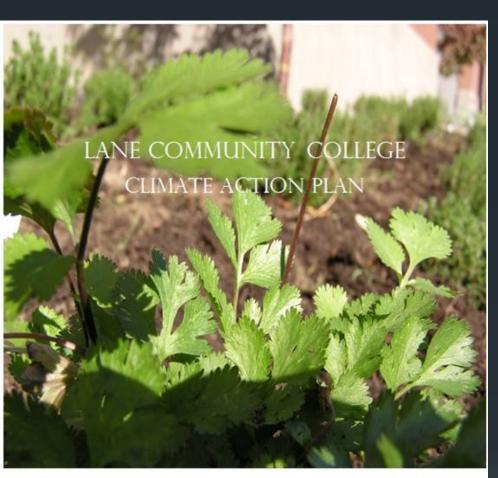
How energy analysis supports the Climate Action plan

What is climate commitment 2050?

- 5 Strategies
  - Energy Efficiency
  - Renewable Energy
  - Transportation and Land Use
  - Reduced Waste and Purchasing
  - Adaptation-Education-Habituation
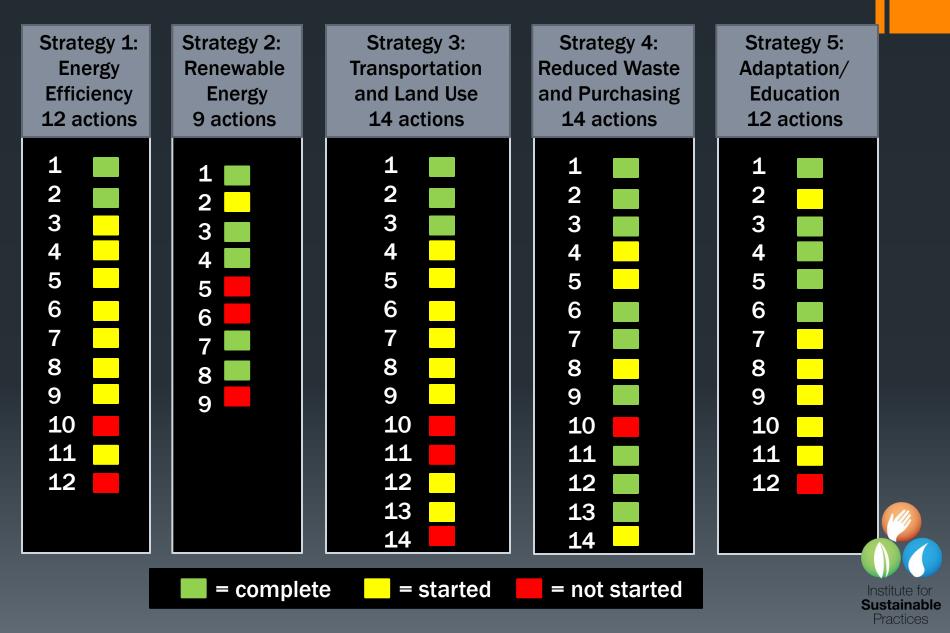- 61 Actions
- 1 Goal: Carbon Neutral by 2050

STATUS OF 61 ACTIONS

Strategy 1: Energy Efficiency		
Actions	Complete	Status
1. Projects Funded by the Bond and a State Economic Stimulus Allocation		
Center roof, Building 2 (roof, lighting efficiency, heat recovery system), Building 4 (roof, lighting efficiency), Building 5 (roof, lighting efficiency, natural ventilation strategies), Laundry dryer heat recovery, exterior lighting controls, exterior lighting efficiency.	X	
2. Health and Wellness Building	X	
3. Building Automation System Strategic Upgrades		In process
4. Temperature Set-Points		On Going
5. Green Standard Checklist		On Going
6. Training and Education		On going
7. Roof Replacements		
a. Replace the Building 11 roof in 2012	X	
b. Replace the Building 6 roof in 2013	X	
c. Replace the Building 17 roof in 2014 (Note: Future plans for Building 17 may eliminate the need for a new roof in 2014)		Not started
d. Replace the Building 15 roof in 2015		Not started
8. Central Plant Equipment Upgrade		In process
9. Improve Building-Level Utility Sub-Metering		In process
10. Retro-Commission Building 1 and Building 19		Not started
11. Heating Ventilation and Air Conditioning Mechanical System Upgrades		On going
12. Continue to Improve Lighting and Lighting Control Systems		Not started

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Baseline Energy Use Information

- 6 year energy use comparisons
  - Campus level
  - Individual building
- Information sources
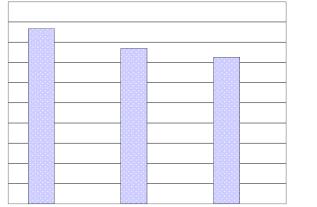 - Utility invoices
  - Building level electrical sub meters

Energy Use Comparison Graphs

- 6 years of data from 2008 through YTD FY 2014
- Energy Use Index (EUI) is the metric for comparison
  - Energy use per square foot of all the college's facilities
  - Energy use in thousands of British thermal units (KBTU's)
    - One kilowatt hour = 3412 BTU.
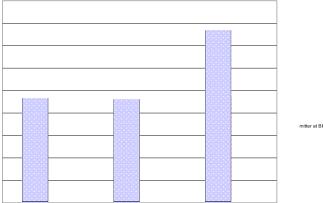- Find the trends and investigate.

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Annual EUI's for All College Facilities

r at Blanton Hts.K

mitter at Blanton Hts.K
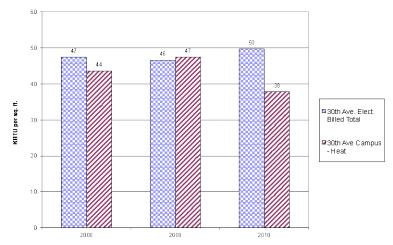
FY 2005- FY07   FY 2008- FY10   FY 2011- FY13

Brainstorming Energy Solutions

- Use monthly utility bill data for larger trends
- Using sub metering data to form theories
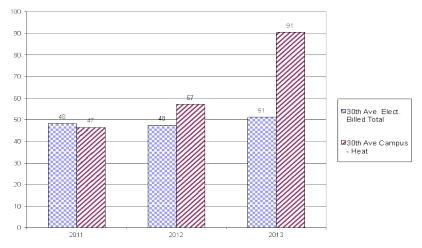- Use building automation system draw conclusions

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30th Ave Campus Annual Comparisons
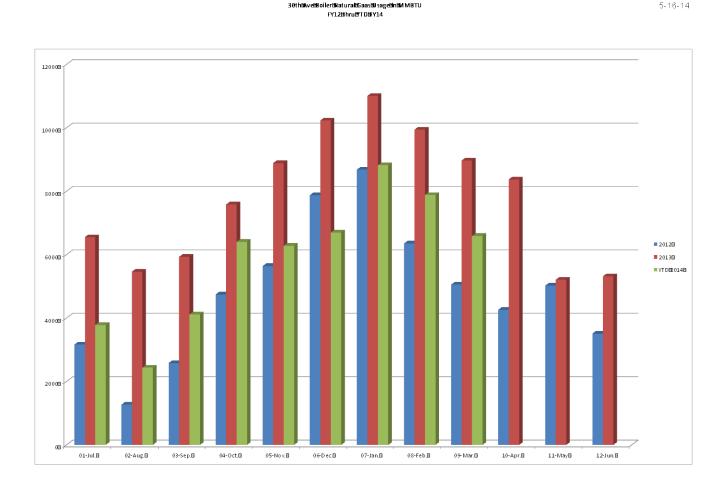

30th Ave. Electrical Vs. Natural Gas EUI Comparison FY 08 thru FY10

30th Ave. Electrical Vs. Natural Gas EUI Comparison FY 11 thru FY13

Monthly 30th Ave Heat Energy Comparisons

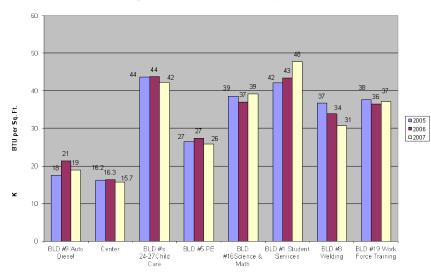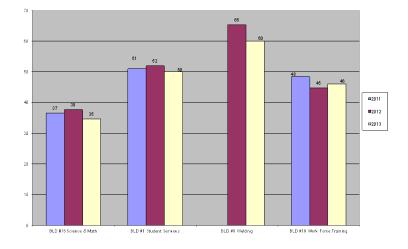# Sub-metering Comparisons

Checking assumptions with data:
Daily electrical energy use
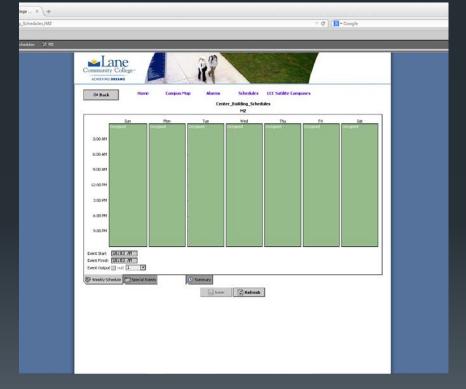
Checking assumptions with data:
Daily HVAC equipment schedules

Center BLD Multi-Zone HVAC

BLD1 Air Handler1 HVAC

Options for ECM Implemetation

- Tune up what you have – repairs, scheduling equipment, etc.
  - Scheduling systems for lighting and HVAC (all BLDs)
    - Verify on/off set close to occupied schedules
    - Set up protocol/guidelines for aligning hvac/lighting schedules with occupied hours of college
    - Set up parameters to put free cooling or heat conservation into buildings
  - Tune up existing control systems
    - Pneumatic controls in buildings 5,6,7,9,12,17,18,19
    - Direct digital control systems in buildings 1,16,19, 50
    - Lighting system controls
  - Schedule commercial weatherization for 30th Ave campus buildings
    - Duct sealing and cleaning
    - Door and window weather stripping and caulking

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Funding Energy Saving Measures

- Funds have come from a variety of bond, capital outlay, incentives, loans, and specially designated allocations
- Future funding from bond + newly created revolving loan fund to do replacements of systems

Past – Energy Carryover Fund

- Small projects funded with energy savings from past projects.

- Annual calculation of energy savings established an amount of money transferred from the utility budget to the Carryover fund.

Present – Incentives direct to projects

- Staff time on developing incentive 'packages' for each project.
- Incentives go directly into the project budget
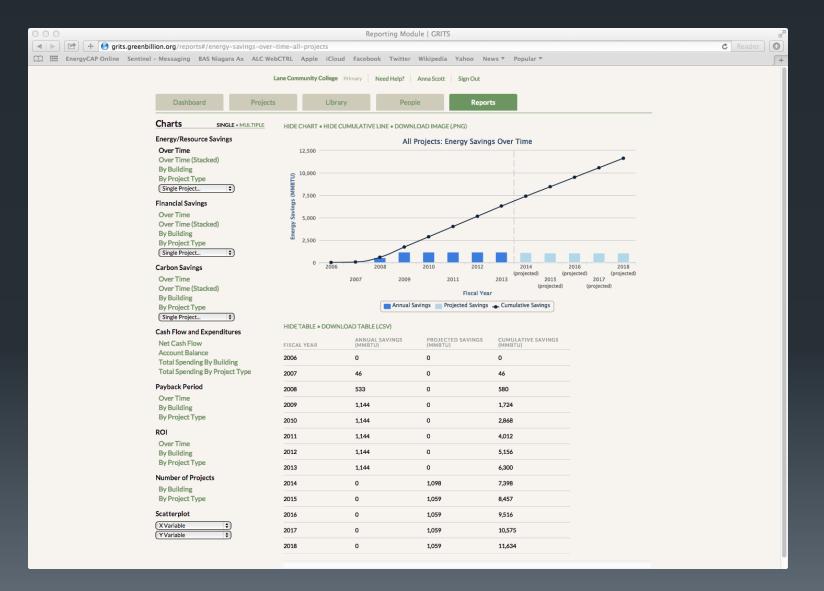
Future – Revolving Loan Fund

- Establishing a loan fund for projects to leverage.

Green Revolving Investment Fund (GRITS)

Green Revolving Investment Fund (GRITS)

Future – Energy efficiency

- Develop a more comprehensive plan to:
  - Reduce existing building energy use by 35%
  - Design new buildings to use 45% less energy
  - Upgrade Central Plant to save 40% energy

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What you can do

- Daily actions
  - Turn off lights and computers
  - Use Live25/R25 to schedule rooms
  - Report concerns to FMP
  - Do the Green Office Certification
- Learn more
  - Attend campus sustainability events

Climate Action Plan Implementation Update Presentation for the Lane Community College Board of Education
June 11, 2014

Lane Community College
Climate Commitment - 2050

Climate Action Plan Update

June 11, 2014

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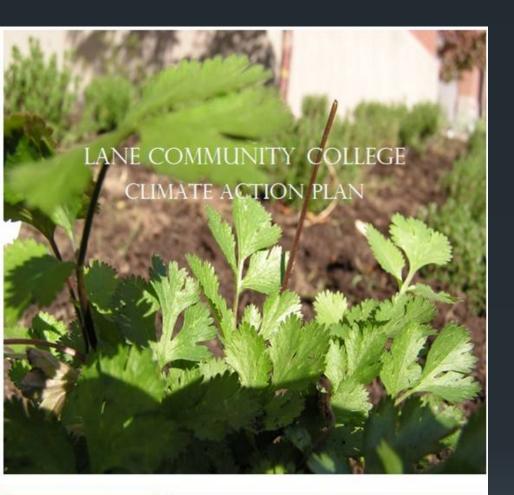
What is climate commitment 2050?

- American College and University Presidents' Climate Commitment signatory
  - Signed by 684 college presidents
  - Commitment to:
    - Develop and implement a plan to become carbon neutral
    - Develop and implement a plan to make sustainability a part of the curriculum for all students
- Lane's commitment to become carbon neutral by 2050

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What is climate commitment 2050?

- 5 Strategies
  - Energy Efficiency
  - Renewable Energy
  - Transportation and Land Use
  - Reduced Waste and Purchasing
  - Adaptation-Education-Habituation
- 61 Actions
- 1 Goal: Carbon Neutral by 2050

What is carbon neutral?

- Having no net greenhouse gas (GHG) emissions

Why carbon neutral by 2050?

- The systems that sustain life are degrading
  - 2014 National Climate Assessment

Overview

Climate change, once considered an issue for a distant future, has moved firmly into the present. Corn producers in Iowa, oyster growers in Washington State, and maple syrup producers in Vermont are all observing climate-related changes that are outside of recent experience. This National Climate Assessment concludes that the evidence of human-induced climate change continues to strengthen and that impacts are increasing across the country.

http://nca2014.globalchange.gov/highlights/overview/overview

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Why carbon neutral by 2050?

- 2014 National Climate Assessment

Key Message: Wide-ranging Health Impacts

Climate change threatens human health and well-being in many ways, including impacts from increased extreme weather events, wildfire, decreased air quality, threats to mental health, and illnesses transmitted by food, water, and disease-carriers such as mosquitoes and ticks. Some of these health impacts are already underway in the United States.

http://nca2014.globalchange.gov/highlights/report-findings/human-health

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Why carbon neutral by 2050?

- 2014 National Climate Assessment

Northwest

Changes in the timing of streamflow reduce water supplies for competing demands. Sea level rise, erosion, inundation, risks to infrastructure, and increasing ocean acidity post major threats. Increasing wildfire, insect outbreaks, and tree diseases are causing widespread tree die-off.

http://nca2014.globalchange.gov/highlights/regions/northwest

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Why carbon neutral by 2050?

- West Antarctic Ice Sheet is collapsing, kicking off what will be a centuries-long, unstoppable process that could raise sea levels by 15 feet.

Joughin, I., Smith, B.E., & Medley, B. (2014). Marine Ice Sheet Collapse Potentially Underway for the Thwaites Glacier Basin, West Antarctica. Science, DOI: 10.1126/science.1249055. http://www.sciencemag.org/content/early/2014/05/12/science.1249055

Rignot, E., Mouginot, J., Morlighem, M., Seroussi, H., Scheuchl, B. (2014). Widespread, rapid grounding line retreat of Pine Island, Thwaites, Smith and Kohler glaciers, West Antartica from 1992 to 2011. Geophysical Research Letters, DOI: 10.1002/2014GL060140. http://onlinelibrary.wiley.com/doi/10.1002/2014GL060140/abstract

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Why carbon neutral by 2050?

- "The accelerating rate of climate change poses a severe risk to national security and acts as a catalyst for global political conflict, a report published Tuesday by a leading government-funded military research organization concluded."

- "Secretary of State John Kerry signaled that the report's findings would influence American foreign policy."
  - New York Times, May 13, 2014

Why carbon neutral by 2050?
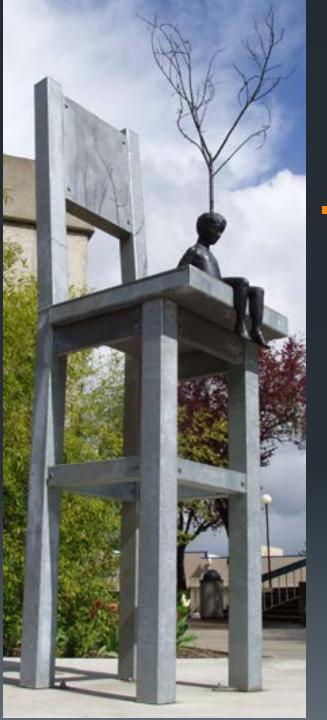
- All living systems are in long-term decline and are declining at increasing rates.
- 20% of the world's population consume 80% of the world's resources
- How will we cope in a world that will have nine billion people and that plans to increase Global World Product by 500% by 2050?

Cortese, A., (2006). Higher education and sustainability. In Timpson, W. M., Dunbar, B., Kimmel, G., Bruyere, B., Newman, P., and Mizia, H. (Eds.), 147 Practical Tips for Teaching Sustainability: Connecting the Environment, the Economy, and Society (pp. xi-xiv). Madison, WI: Atwood Publishing

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Why carbon neutral by 2050?

- Higher Education has an ethical responsibility
  - To help find a path toward sustainability
  - To train our future leaders
  - To model sustainability for our communities

Cortese, A., (2006). Higher education and sustainability. In Timpson, W. M., Dunbar, B., Kimmel, G., Bruyere, B., Newman, P., and Mizia, H. (Eds.), 147 Practical Tips for Teaching Sustainability: Connecting the Environment, the Economy, and Society (pp. xi-xiv). Madison, WI: Atwood Publishing

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Climate commitment timeline

2006

Signed the American College and University Presidents' Climate Commitment

2007

Adopted sustainability core value

Committed to ACUPCC "tangible actions":
1. Recycling competition
2. energy-efficient appliance purchasing policy

2008

Inventoried greenhouse gas emissions

2009

Won 9th place in recycling competition out of 148 colleges and universities

2010

Submitted Climate Action Plan

Inventoried greenhouse gas emissions

Adopted sustainability strategic direction

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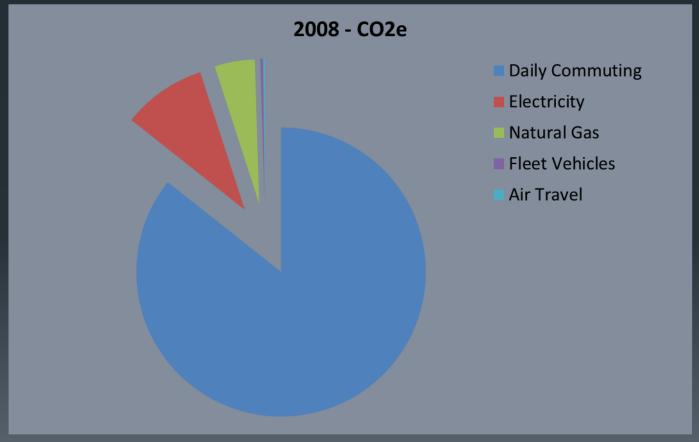
Climate commitment timeline

2011

Implemented Climate Action Plan strategies

2012

Inventoried greenhouse gas emissions

Implemented Climate Action Plan strategies

2013

Submitted progress report to ACUPCC

Implemented Climate Action Plan strategies

2014

Improve greenhouse gas emissions inventory

Sustainability Committee **focus** on climate action plan projects

Improve Climate Action Plan strategies

Educate students and employees on Climate Action Plan

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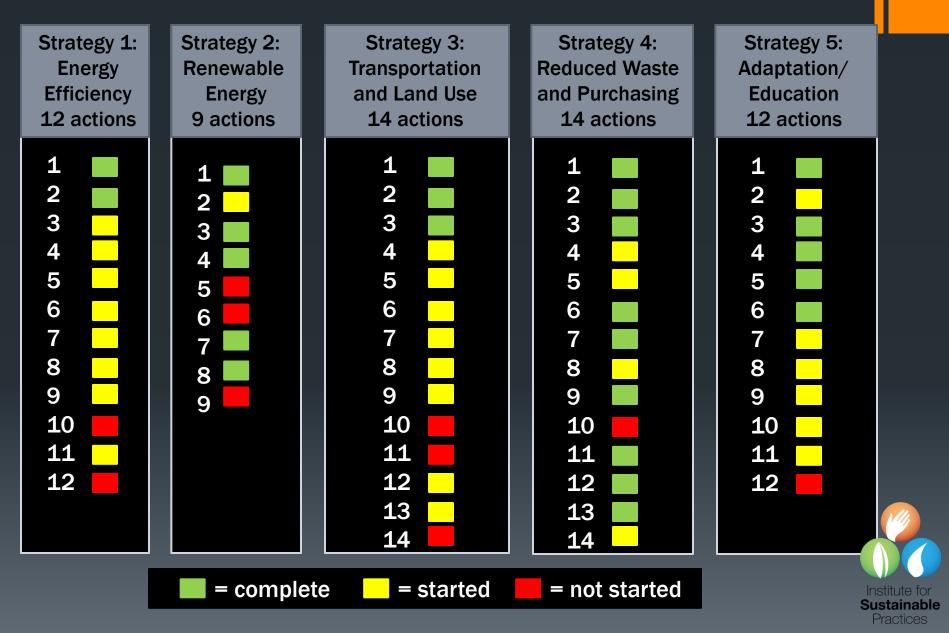
Greenhouse gas inventory - 2008

61,845 MT CO2e

2008 - CO2e

- Daily Commuting
- Electricity
- Natural Gas
- Fleet Vehicles
- Air Travel

STATUS OF 61 ACTIONS

Strategy 1: Energy Efficiency 12 actions	Strategy 2: Renewable Energy 9 actions	Strategy 3: Transportation and Land Use 14 actions	Strategy 4: Reduced Waste and Purchasing 14 actions	Strategy 5: Adaptation/ Education 12 actions
1 🟩	1 🟩	1 🟩	1 🟩	1 🟩
2 🟩	2 🟨	2 🟩	2 🟩	2 🟨
3 🟨	3 🟩	3 🟩	3 🟩	3 🟩
4 🟨	4 🟩	4 🟨	4 🟨	4 🟩
5 🟨	5 🟥	5 🟨	5 🟨	5 🟩
6 🟨	6 🟥	6 🟨	6 🟩	6 🟩
7 🟨	7 🟩	7 🟨	7 🟩	7 🟨
8 🟨	8 🟩	8 🟨	8 🟨	8 🟩
9 🟨	9 🟥	9 🟨	9 🟩	9 🟨
10 🟥		10 🟥	10 🟥	10 🟨
11 🟨		11 🟥	11 🟩	11 🟨
12 🟥		12 🟨	12 🟩	12 🟥
		13 🟨	13 🟩	
		14 🟥	14 🟨	

🟩 = complete   🟨 = started   🟥 = not started

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Strategy 1: Energy Efficiency

Actions	Complete	Status
1. Projects Funded by the Bond and a State Economic Stimulus Allocation		
Center roof, Building 2 (roof, lighting efficiency, heat recovery system), Building 4 (roof, lighting efficiency), Building 5 (roof, lighting efficiency, natural ventilation strategies), Laundry dryer heat recovery, exterior lighting controls, exterior lighting efficiency.	X	
2. Health and Wellness Building	X	
3. Building Automation System Strategic Upgrades		In process
4. Temperature Set-Points		On Going
5. Green Standard Checklist		On Going
6. Training and Education		On going
7. Roof Replacements		
a. Replace the Building 11 roof in 2012	X	
b. Replace the Building 6 roof in 2013	X	
c. Replace the Building 17 roof in 2014 (Note: Future plans for Building 17 may eliminate the need for a new roof in 2014)		Not started
d. Replace the Building 15 roof in 2015		Not started
8. Central Plant Equipment Upgrade		In process
9. Improve Building-Level Utility Sub-Metering		In process
10. Retro-Commission Building 1 and Building 19		Not started
11. Heating Ventilation and Air Conditioning Mechanical System Upgrades		On going
12. Continue to Improve Lighting and Lighting Control Systems		Not started

Strategy 2 - Renewable Energy		
Actions	Complete	Status
13. On-Site Generation – Solar Electric - 43 kW	X	
14. On-Site Generation – Solar Thermal	X	In repair
15. On-Site Generation – Geothermal - Buildings 24, 25, 26, 27	X	
16. Purchased Resources - 10% EWEB Greenpower; 25% EPUD Greenpower	X	
17. Update Solar Energy Master Plan		Not started
18. On-site Generation – Main Campus		
a. Continue with small annual solar installations that are funded by Lane's revolving loan fund.		Not started
b. Include solar thermal in the upgrade to the main campus central plant. Lane's central plant uses natural gas fired boilers for campus heating water.		Changed to geothermal
c. Invest funds from business energy tax credits into a solar station for the east parking lot.		Not started
19. On-site Generation – Downtown Campus	X	
20. Finish Connecting Solar Electric at Building 24	X	
21. Carbon Neutral Energy Purchased from Utility Providers - 25% EWEB Greenpower; 10% Northwest Natural; Develop long term strategy for 100%		Not started

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STATUS OF 61 ACTIONS

Strategy 3 - Transportation & Land Use		
Actions	Complete	Status
22. Reducing Emissions from Daily Commuting (LTD group bus pass program, emergency ride home, carpool matching, bike parking, solar station)	X	On Going
23. Reducing Emissions from Fleet Vehicles	X	
24. Preserving Forested and Wetland Properties	X	On Going
25. Improve Methods for Measuring Emissions from Transportation		In Process
26. Improve Access for Bicyclists		Started
27. Continue to Improve Accessibility, Convenience, and Sustainability of Public Transit		Started
28. Carpool		In Process
29. Improve Access for Lower-Emitting Vehicles		In Process
30. Expand Outreach, Marketing and Education About Climate-Friendly Transportation Alternatives		In Process
31. Greening the Fleet		Not Started
32. Parking Fee/Financing of Climate-Friendly Transportation		Not Started
33. Integrate the Climate Action Plan with Other College Plans and Policies		In Process
34. Air Travel - Track air miles and promote web-based conferencing		In Planning
35. Offsets		
Develop a plan for purchasing or documenting offsets that will mitigate remaining emissions from transportation.		Not Started

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STATUS OF 61 ACTIONS

Strategy 4 - Reduced Waste and Purchasing		
Actions	Complete	Status
36. Composting	X	On Going
37. Surplus Property Reuse	X	On Going
38. New Recycling Center	X	
39. Built-In Recycling and Waste Collection in New Remodels		In Process
40. Energy Efficient Hand Dryers		In Process
41. Green Purchasing Policies	X	
42. Green Cleaning Chemicals	X	On Going
43. Incentives to Reduce Paper Use and Printers		In Process
44. Bookstore, Library, and Student Learning Center offering more paperless solutions	X	On Going
45. Expand Surplus Property		Not Started
46. Expand the Reusable Office Supply Exchange	X	
47. Provide Composting Collection Stations in More Locations	X	On Going
48. Encourage Green Purchasing Practices	X	
49. Develop and Implement Strategies to Reduce the Use of Common Disposables		
a. Fewer desk top printers in offices. Promote and encourage paperless processes.		In Process
b. Take Back The Tap	X	

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Adaptation / Education / Habituation		
Actions	Complete	Status
50. Sustainability Degrees	X	On Going
51. Sustainability Suggested Course of Study		In Process
52. Sustainability-Focused Courses - Develop application	X	On Going
53. Sustainability-Infused Courses - Training for 105 Instructors	X	
54. Campus Learning Laboratory	X	On Going
55. Events and Marketing	X	On Going
56. Infusion of Sustainability Across the Curriculum		In Planning
57. Sustainability-Focused Courses		
a. Increase the number of sustainability-focused courses: Develop methods for encouraging faculty to submit applications for sustainability course status.		Not started
b. Improve visibility of courses: Designate sustainability-focused courses in print and online catalogues.	X	
58. Sustainability Education in Targeted Areas		Started
59. Campus Learning Laboratory		
a. Install a solar training lab on the main campus.		Upcoming Bond
b. Construct a new downtown campus that acts as an energy efficiency and renewable energy training laboratory.	X	
c. Improve the use of campus buildings as learning laboratories.		
o Install a building automation system that students can view online.		In Planning
o Install a web-based front end to the building level sub-metering system so that students can view real-time energy use.		In Planning
60. Events and Marketing		
a. Offer two to four events per year that are open to students, employees, and the community.	X	On Going
b. Improve sustainability website and update it frequently.	X	On Going
c. Hold a one day conference for Lane employees focused on implementing Lane's sustainability strategic direction and climate action plan in 2011.	X	
d. Utilize a wide variety of communication mechanisms to promote and celebrate sustainable and climate friendly activities.	X	On Going
61. Graduation Requirement		Not started

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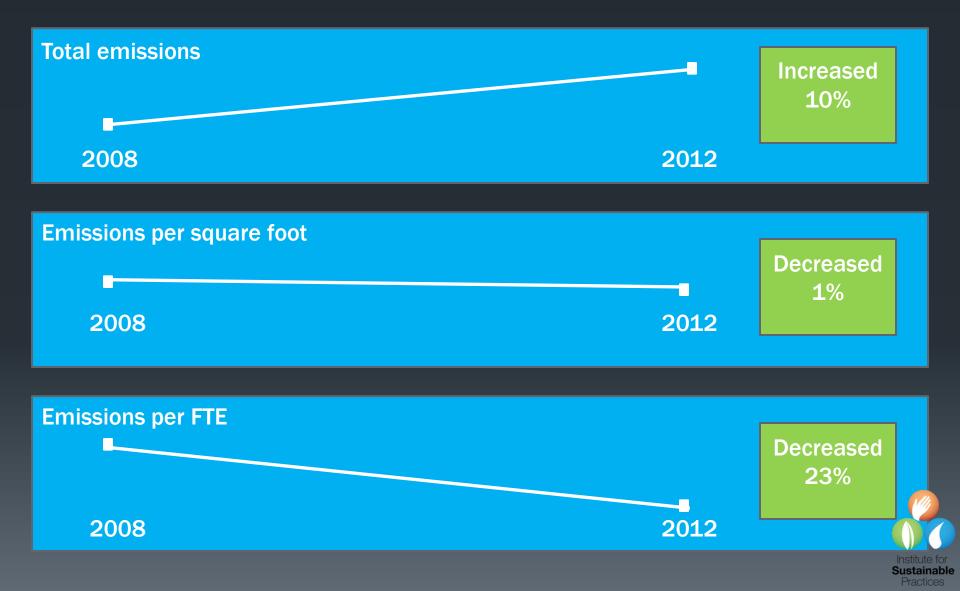
Greenhouse gas inventory - 2012

61,845 MT CO2e

2008 - CO2e

67,811 MT CO2e

2012 - CO2e

- Daily Commuting
- Electricity
- Natural Gas
- Fleet Vehicles
- Air Travel

10%

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Inventory trends

Total emissions

2008   2012

Increased 10%

Emissions per square foot

2008   2012

Decreased 1%

Emissions per FTE

2008   2012

Decreased 23%

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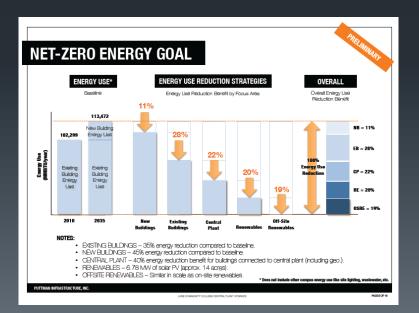
What we did this year

- Central Plant Sustainability Study
- Workshop: Planning for 35% Building Energy Use Reduction
- Inventory Process Improvement
  - Transportation Habits Survey
- Sustainability Committee Focus
  - Health and Wellness Fair Healthy Transportation Habits Table
  - Earth Day Focus on Healthy Transportation Habits
    - Bike and Walk to Lane Event
    - First Annual Climate Summit
    - Film Screenings
    - Vendor Fair
  - Climate Action and Education Forum
  - Aspiring Leaders Training
- Forum on public transportation
- Weekly, Facebook, Twitter, Torch

Institute for
Sustainable
Practices

Future – Energy efficiency and renewable energy

- Develop a more comprehensive plan to:
  - Reduce existing building energy use by 35%
  - Design new buildings to use 45% less energy
  - Install Central Plant "Option E" (Recommended Scope + Geo 400)
  - Install 6.78 MW of solar PV (approx. 14 acres)
  - Partner with community on off-site renewables (EWEB Greenpower)

Future – Transportation and land use

- Work with City and County agencies to have safe bike/pedestrian lanes installed from Eugene and Springfield to main campus
- LTD rapid transit to main campus
- Restructure transportation demand management program to charge for parking

Future – Reduced waste and purchasing

- Develop plans to shift funding from landfilling expenditures to recycling expenditures, recycle more, and save money
  - Lane pays $446/ton for recycling*
  - Lane pays $747/ton for trash*
- Create sustainable purchasing policies

*Includes labor, materials, dump/recycling fees, and revenue.

Future – Education/adaptation/habituation

- Provide professional development for instructors
- Infuse sustainability into 10% of all courses offered
- Require sustainability competency for all graduates
- Conduct scenario planning for adaptation
- Engage in community outreach

What you can do

- Advocate for sustainability
- Learn more
  - Go to AASHE 2014
  - Attend campus sustainability events
  - Join the Sustainability Committee
- Hold our feet to the fire in implementing our Climate Action Plan

Sustainability-Themed Bookmarks from OSU

CHOOSE SUSTAINABILITY
Small Actions Make Big Changes

Take action on climate change.

CHOOSE SUSTAINABILITY
Small Actions Make Big Changes

Cherish trees.

CHOOSE SUSTAINABILITY
Small Actions Make Big Changes

Avoid plastic.

IMPACT

Our continued reliance on fossil fuels has consequences for us and the future. Melting ice means rising sea level and diminished habitats and communities. Weather becomes more intense. Ocean acidification increases as more is CO2 generated .

WHAT CAN YOU DO?

- Reduce, reuse and recycle.
- Drive less, walk more, take the bus, ride your bike, join a carpool.
- Insulate your house.
- Use energy-efficient appliances and devices.
- Be aware of your food and its "energy footprint".

" It always seems impossible until it's done. "

–Nelson Mandela

Trusted Stewards

Oregon State University Libraries & Press

Oregon State UNIVERSITY | Libraries and Press

IMPACT

Trees produce oxygen, clean the soil, provide shade, slow storm water runoff, clean the air and are carbon sinks.

WHAT CAN YOU DO?

- Plant a tree.
- Think before printing.
- Reduce, reuse and recycle.
- Use reusable shopping bags.
- Protect the trees in your neighborhood.

" The best time to plant a tree was 20 years ago. The next best time is today. "

–Chinese proverb

Trusted Stewards

Oregon State University Libraries & Press

Oregon State UNIVERSITY | Libraries and Press

IMPACT

Americans use 102 billion plastic bags annually, and throw out 50 billion plastic bottles per year.

WHAT CAN YOU DO?

- Reduce, reuse and recycle.
- Use reusable shopping bags.
- Buy glass and metal bottles and recycle or reuse them.
- Bring your mug to coffee break.

" Act as if what you do makes a difference. It does. "

–William James

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CHOOSE SUSTAINABILITY
Small Actions Make Big Changes

Consume Less.

CHOOSE SUSTAINABILITY
Small Actions Make Big Changes

Be Healthy.

CHOOSE SUSTAINABILITY
Small Actions Make Big Changes

Conserve Water.

IMPACT

The more we consume now, the less we will have for the future.

WHAT CAN YOU DO?

- Reduce, reuse and recycle.
- Buy only what you need.
- Drive less, walk more, take the bus, ride your bike, join a carpool.
- Insulate your house.
- Use energy-efficient appliances and devices.
- Consider the full cost of your purchases — from production to disposal.

> " *If everyone consumed at U.S. rates, we would need 3-5 planets.* "
>
> –Annie Leonard

Trusted Stewards

Oregon State University Libraries & Press

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IMPACT

Your health is intertwined with the health of your environment.

WHAT CAN YOU DO?

- Know what you eat: read food labels and eat locally.
- Help clean up beaches, roads and your neighborhood.
- Learn to compost.
- Use non-toxic household cleaners.
- Avoid plastic bottles.
- Don't smoke.
- Drive less, walk more, take the bus, ride your bike, join a carpool.

> " *The Earth is what we all have in common.* "
>
> –Wendell Berry

Trusted Stewards

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IMPACT

We need water to to grow food, keep clean, provide power, control fire, and stay alive.

How much water does it take to produce:

	Required Litres:
1 kg rice	2,500
1 kg beef	15,400
1 litre milk	1,000
1 litre beer	300
1 kg cane sugar	1,800
1 kg wheat bread	1,600

WHAT CAN YOU DO?

- Use low-flow shower heads.
- Use faucet aerators and fix leaks.
- Turn off garden hose.
- Harvest rainwater.
- Plant native species.
- Eat fewer water-intensive foods.

> " *We never know the worth of water 'til the well is dry.* "
>
> –Thomas Fuller

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CHOOSE SUSTAINABILITY

Small Actions Make Big Changes

Eat local, seasonal and organic foods.

IMPACT

Local food is usually fresher and more nutritious. Buying local supports local businesses. Transport costs are reduced. Organic growing improves soil fertility and reduces exposure to pesticides and toxins.

WHAT CAN YOU DO?

- Shop at local farmers markets.
- Eat what's in season.
- Grow a garden.
- Share what you grow.
- Visit a local farm.

"The future of food is the future of the planet."

–Slow Food USA

Trusted Stewards

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Oregon State | **Libraries and Press**
UNIVERSITY

Transportation Survey Results

1. What is your L#? (Optional - optional but must be included to be eligible for participation prizes)

2. What is the name of your primary campus?

#	Answer		Response	%
1	Main Campus (30th Avenue)		698	90%
2	Downtown Campus		32	4%
3	LCC at Cottage Grove		2	0%
4	LCC at Florence		6	1%
5	Aviation Academy		17	2%
6	Online only		11	1%
7	Other		11	1%
	Total		777	100%

Statistic	Value
Min Value	1
Max Value	7
Mean	1.31
Variance	1.24
Standard Deviation	1.11
Total Responses	777

3. If your campus is other, please explain:

Text Response
asdfasdfasdfzsdf
LCC Dental Clinic
University of Oregon
As of right now I am a Senior at Cottage Grove High school. Next Fall I will be attending Lane Community Colleges main campus.
Online and main campus
Also have classes out at the Aviation Academy
I would have Florence be my primary campus if I could complete my classes here. I'm in the CIT field and there aren't any classes at the Florence campus.
I used to be at the Main Campus all the time. This term I am not because I am literally one class away from my piece of paper and that class is available online. That might be relevant in case anything has dramatically changed during this term or last.
50% Main Campus/50% Downtown Campus
OSBDCN
n/a
KLCC at 136 West 8th in downtown Eugene.
KLCC, LCC42
KLCC and Main Campus
2460 Willamette - Dental Clinic
Dental clinic at 2460 Willamette
I am at both Main Campu and the DTC, this term equally, not so equal other terms. I will be using the DTC location to fill out this form.
sometimes to the Cottage Grove campus
KLCC at 8th and Olive

Statistic	Value
Total Responses	19

4. What is your primary role on campus?

#	Answer		Response	%
1	Student		445	57%
2	Faculty		109	14%
3	Staff		193	25%
4	Administrator		28	4%
	Total		775	100%

Statistic	Value
Min Value	1
Max Value	4
Mean	1.75
Variance	0.90
Standard Deviation	0.95
Total Responses	775

5. Please estimate the ONE-WAY length of your commute. If necessary, use www.mapquest.com to determine trip length. (Opens in a new browser window.)Here are the lengths of some common trips to help you with estimates: From   To   Distance   University of Oregon   Main Campus   4 Miles   Downtown Springfield   Main Campus   4 Miles   Downtown Eugene   Main Campus   5 miles   18th & Chambers   Main Campus   5 miles   Coburg & Willakenzie   Main Campus 10 miles   River Road & Beltline   Main Campus   11 miles

#	Answer		Response	%
1	Less than 1 mile		4	1%
2	1-3 miles		56	7%
3	3-6 miles		252	33%
4	6-9 miles		125	16%
5	9-12 miles		135	17%
6	12-15 miles		59	8%
7	15-18 miles		40	5%
8	18-21 miles		35	5%
9	21-24 miles		14	2%
10	24-27 miles		13	2%
11	27-30 miles		12	2%
12	Other		29	4%
	Total		774	100%

Statistic	Value
Min Value	1
Max Value	12
Mean	4.78
Variance	5.95
Standard Deviation	2.44
Total Responses	774

6. If your estimated ONE-WAY commute was other, please explain:

Text Response
adfasdfasdf
75 miles
Online student
N/A
I commute from Salem. One-Way is 70 miles.
I live over 45 miles from the college.
I take the bus from Creswell and that is only 5 miles one way.
I live in Oakridge and commute 45 miles one way
Online only, no commute :)
I live in Walton, OR, which is 15 miles WEST of Veneta, which is WEST of Eugene. I live so far out that LTD doesn't even service out to where I live. My one way trip is approximately 40 miles.
I live in Albany, OR and only commute to campus when I have a mandatory exam in the testing center. Sometimes this is 2-3 times per term, sometimes not at all when all the exams are online.
I am an online only student. I commute 40 miles to work everyday, and am going through the apprenticeship program for this job.
32nd & main   6.72 miles
I live up the McKenzie highway in Blue River and it's about 50 miles one way for me.
43 miles each way from N Albany
32 miles from my home in Junction City to the main campus.
My commute to campus is 75 miles one way.
I take the bus and it takes one hour each way to get to school or home
57+ miles each way.
I live in blue river, oregon. If you google my address google maps has the miles incorrect. If you go out thurston (in Springfield) head out hwy126 east, 42 miles is where I reside. If I count the miles from thurston to lane one 30th ave. that's another 6-7miles. Which one-way for me is 48miles
I live in Oakridge so my commute one way is about 40 miles.
from Corvallis, approximately 50 miles
n/a
31.4 miles
55 mile one-way commute from Independence, OR
By car, it is 2.5 miles. On bike, it is 3.4 miles.
I live 60 miles away and wake up every morning at 5:50am to catch an LTD bus at 6:40 so I can make it to campus anytime that is before noon.
34 miles one way
I drive 1 hour and 40 minutes to work- I spend work week nights in Eugene with a friend and then travel home
14.72 miles one way
50 miles from Rainbow area just below McKenzie Bridge
I teach online and so do not need to commute.
exactly 6 miles
6
79 miles one-way, I commute from Florence, Or.
When I do come to campus several times a year, I have about a 112 mile commute. I live in Portland now.

40 miles
I live on 11th and chambers. Its about 6 miles to LCC.
I live in Reedsport. It is about 85 miles one-way.

Statistic	Value
Total Responses	39

7. How many days did you travel to campus LAST WEEK?

#	Answer		Response	%
1	1 day		23	3%
2	2 days		91	12%
3	3 days		113	15%
4	4 days		137	18%
5	5 days		361	47%
6	6 days		20	3%
7	7 days		5	1%
8	0 days		25	3%
	Total		775	100%

Statistic	Value
Min Value	1
Max Value	8
Mean	4.20
Variance	1.99
Standard Deviation	1.41
Total Responses	775

8. What was your primary mode of transportation LAST WEEK? Please select the mode that you used to travel the furthest distance.

#	Answer		Response	%
1	I drove alone		449	58%
2	I was dropped off		14	2%
3	I carpooled		54	7%
4	I rode the buss		220	29%
5	I walked		4	1%
6	I bicycled		30	4%
	Total		771	100%

Statistic	Value
Min Value	1
Max Value	6
Mean	2.23
Variance	2.41
Standard Deviation	1.55
Total Responses	771

9. What programs or incentives would encourage you to carpool, bus, bike, or walk more frequently? Check all that apply.

#	Answer		Response	%
1	Bike loan program		69	10%
2	More secure bike parking		117	17%
3	Safe bicycle and/or pedestrian routes to Lane		233	33%
4	A bus pass		329	46%
5	Carpool matching services, for example Zimride or Drive Less Connect		104	15%
6	Carpool only premium parking		112	16%
7	Prizes, competitions, and/or awards		190	27%
8	A parking fee for single occupant vehicle drivers		76	11%
9	Other		177	25%

Statistic	Value
Min Value	1
Max Value	9
Total Responses	708

10. If you answered other to the previous question, please specify:

Text Response

more prizes ... big prizes ...

I would do a matching service but NOT one for the general public - I would only want it to be Lane people. I don't want to be a general "customer" of Zimride. Had bad experiences joining that kind of thing.

Later busses for evening classes

None, due to my work schedule it makes it very difficult for me to carpool with anyone. So I have to always just drive myself to school.

NONE

I as a student already have enough money problems and scheduling stresses, I would be furious if Lane put in place a parking fee. There are plenty enough different places that as students we get charged various fees now. With the rising cost of tuition and enrollment at a low, the idea of imposing a fee in order to discourage something, treating it like a punishment, and adopting such a negative approach to this problem, would only deter possible future students even more. Let's not loose sight of Lane's real ultimate goal of education and not choose to impose more fees to act as deterrents, instead adopt a more positive approach that invites people to make a better decision.

better bus schedule, buses being punctual

My car is too small to use for carpooling and I don't have any friends who live near me to carpool with (if my car was big enough).

I live two miles outside of bus-routes and prefer to drive, do not know a safe bike route from my home.

More frequent buses especially after 5 pm.

Do not own a car.

A reduced transportation fee for carpooling.

A better bus system for the River Road area

Bus service to my neighborhood was cancelled a few years ago. I have to drive just to get to a bus pick up spot and even then, sometimes the bus would be too full, so I ended up having to drive anyway.

I already ride the bus to school each day.

I do a variety of styles for commute. it greatly depends on the day, how much money i have and how much gas i have as well.

if i had a friend that had classes at the same time as me

I live in Veneta and the bus only runs certain times but there is no bus service on my time schedule

More convenient bus routes. I don't want to waste two hours of my day just to travel to campus and back.

I would absolutely love to ride the bike I use from Lane's Bike loan program to Lane, but it is too risky and unsafe to ride on 30th avenue where there has been many accidents. I use the bike for errands and getting places around town. It would be great if a safe bike route could be established the whole way on 30th avenue.

I carpool with 2 other out-of-area students almost every single time I come to campus.

Nothing really, I will take the bus when I have free time but I work have kids and go to school. My time is limited and when I have to choose between a 40 minute multiple bus ride or a 12 minute drive, I will drive. I do make up for it by walking to my work since it is a 10 minute walk, so there is less emissions.

If the amount of buses going to and from Veneta increased by at least two. During the day,

there is a four hour gap between the 10:00 am bus and the 2:00 pm bus. This makes it difficult to get to the campus without being absurdly early or late for classes in-between those times. Keep in mind that it takes an hour for me to bus from Veneta to LCC.

I would be more inclined to ride my bike if going up 30th wasn't so daunting. I would also take the bus more often if it was on time. Every single time I've taken the bus from 18th and Mill, the bus has been at least 10-15 mins late. I could have already driven and been to school, it ends up wasting my time.

A direct bus line from a few locations a few times a day would help. If it takes me an hour and a half to get to school, I am driving myself. I also don't think you should penalize students who drive alone, especially given that the per unit cost of attending is high as it is.

Rather than having everyone pay a larger flat rate for transportation make the ones that drive to campus have to buy a parking pass (or pay a fine).

Better schedules for evening classes for bus pickup. Awards for using the bus, not competitions. Let everyone be encouraged, not just those that are randomly selected. A bus pass that will allow us to go anywhere, on any bus. So we are not chastised if we want to use it on the weekends to go shopping or to do other business. EMX is bad about that issue.

Provide a bus by my house

EMX bus to lane for faster bus commute

It's difficut to carpool with someone to the LCC Dental Clinic. We are there at varying hours, evenings, and Saturdays. I suppose secure bike parking might help at the LCC Dental Clinic.

If there was a bus that came out all the way to Marcola I would probably take that.

"Electric Car" loan program.

I bike every day anyway. I choose not to own a car. very occasionally I take the bus.

Incentives to get people into an education setting so they understand the effects of driving back and forth to campus might be helpful. When I learned about my transportation emissions I started biking and riding the bus.

A reliable, fast bus service that is safe and doesn't go through downtown. Or Safer bike access to the campus... There were 2 fatalities on 30th and no   Bike paths past Spring... Also the ascent is tough.

None because I only take the bus.

Gas dollars/vouchers.

A closer direct bus line to LCC.

Punishing single driver vehicles is not the answer.

Punishing single driver vehicles is not the answer.

A discount for online classes

The only way I would car pool with someone is if I knew them and our classes were at the same time so we wouldn't have to wait on each other.

Availability in my area

I already ride the bus.

A parking fee would need to include parking passes and specific staff to check for passes multiple times daily, especially peak times (9 a.m. to 2 p.m.). Given the college's large parking area and its tendency to fill up early and often, this seems like a sensible fee to charge.

A more direct Bus route. I was going to take the bus to Lane until I saw how long of a wait time between "lay overs" was. I have no desire to sit Downtown for over an hour waiting for the connecting bus to Lane.

More times for Diamond Express to leave Oakridge other than just the three: 6:15, 9:15, and 4:30

There should be a "None" option. I do not wish to carpool or ride a bike. I thoroughly appreciate the independence and convenience my vehicle allows me. I want to get to campus and get home as quickly as possible with no delays. If class gets out early or is cancelled, I want to leave without worrying about my carpoolee. I can not think of an incentive or program that would

encourage me to commute in any other fashion.

a park and ride dowtown by bus station then I wpould be able to ride the bus more but amazon does work

If the campus allowed skateboarding/ longboarding to get around on sidewalks on campus I would take the bus more frequently to save on gas money, and just skate to my classes on campus from the bus stop.

A bus ride would require a transfer and take me about an hour long ride. Driving takes 10 minutes.

I would highly advise to NOT instill a parking fee for single occupant drivers. Yes, I understand the income is temptign, but students are already really upset about the tuition hikes and the poor "security" which allows people's vehicles to be stolen on campus. Many students already feel they pay too much to attend thsi school, an additional fee would only make it worse. Consider a bike loan program like the UO has, and better bike lanes. The Bus pass thing you guys already do really encourages people to use the bus, so please keep it up! :)

I live to far out and the bus system doesn't have many options in my area.

Tuition discount for walking.

None. I'll continue driving alone. You hippies can ride the bus.

None. I'll continue driving alone. You hippies can ride the bus.

A level (not uphill) bike path to Lane)

already have bus pass

Better route for bicycles between Hilyard and University along 30th.

Offer classes that I need to take at the downtown campus because it's close to everything and would be easier to car pool or bike.

I ride the bus everyday to LCC (between teaching and the FEC I'm up here at least 4 and usually 5 times a week) so there isn't really anything that needs to be done.

I would love it if I knew of other students in my area or along my route that I could commute with instead of driving alone. I would have no problem picking up others on my way to school.

a bike route from east Eugene to campus without having to go through Springfield or all the way to 30th through Eugene and then over the hill to campus

More direct no transfer bus ride.

I drive myself up from my high school, so if there were other high school students in my school that were in the same math as me.

I don't own a car any more, so it's biking or bussing for me :-) But - if LCC employees were to receive a bus pass that would be AWESOME. That is one thing I miss about working for the City of Eugene. I also am a huge fan of the recently implemented LCC Bike Loan program!! Way to go!!! It's really not that big of a deal to ride to campus....at least not when the weather isn't pouring freezing rain :-) (more of a time committment which I realize isn't available to everyone)

I am both an employee and a student. I have to be at work at 5:45 a.m. there are no buses that run that early in the morning and I don't feel safe riding a bicycle to work at that time of morning.

I mostly take online courses, which keeps my emisions down, and I like taking courses that way. If I did have to come to campus alot I would probably choose to carpool.

more direct route to lane.

If I knew more people from my area who are attending at main campus, i would give them rides and share the cost of gas.

If i knew of someone driving the same day, to the same times class. I would carpool.

later buses going to Lowell. I take evening classes and there are no buses that go to Lowell at 8pm

Have a city bus stop near my house. I can't walk far.

More classes held at the downtown campus.

There isnt an incentive other than direct bus routes and shorter times for commute. On top of, bus leaves to early for evening classes. I wouldnt spend 3-4 hours a day just to travel short distance. A parking fee on top of paying for parking/bus pass? That's terrible.

I don't want to carpool because I don't want to depend on others or have others depend on me. My time is valuable.

Gas cards for carpool

I would carpool if I can find a person here with the same schedule as I have. I have done it in the past.

nothing. i rode the bus for 2 years. i think thats enough.

I always walk/bus to LCC as is. The incentives I already have are already enough, including my bus pass.

I would want to bus more often if the bus came to Lowell more frequently.

Keep it cheap and be reasonable to others that are too poor to do the bike ride or bus ride. Also, make the route safer and more wider roads; otherwise, it'll be a huge hazard and unsafe to ride bike on such heavy traffic and hilly roads. Its best to have more carpooling, bus rides, or community service car ride. However, it all depends on the people's decisions of their own lifestyles.

More frequent buses Lowell to LCC

I don't need any encouragement to ride the bus. Riding a bike is too far or I would do that. Not to mention the killer hill.

Additional routes on the weekends and evenings. Being a college student, I often study with other students late into the evening. However, I have to interrupt my studies in order to not miss the last bus.

bus passes that cover riding diamond express from Oakridge.

include staff who take distance ed classes, or classes in cottage grove in the bus pass program!

I take the bus so I can save my gas to go to Southern Oregon as much as possible.

it does not matter since the bus is the only way i have to get there

Wish there was closer shower/locker options - Bldg 5 is it. Free lockers would be an incentive as well. If you miss the email about fees/etc, you lose your locker.

I typically ride a motorcycle.

Increasing the capacity of the secure employee bike area by building 3.

None of the above.

Convenient bus schedules from Ferry Street bridge area to campus. By car: 12 minutes; by bus: almost 1 hour with transfers.

Fitness program based around bike commute or walking/running to work

A bus line that went directly to Lane from my neighborhood. Commuting by car takes me 8 minutes each way, whereas commuting by bus would take as long as an hour because I would have to transfer buses at Amazon Station. I live near Spencer Butte Middle School, and there is a bus line that goes right past my house and heads directly to UO. I would bus to UO if I worked there because it would be significantly faster and more convenient. (I would probably bike as well, as it's a much flatter ride, and the cars don't move nearly as fast as they do on 30th.) My schedule is also in flux a lot as a manager--I often have to stay late, which makes it difficult to stick to a bus schedule.

I need no encouragement to ride my bicycle.

I work an "after hours" shift

I usually drive 2 days a week and bike 3 days. The 2 days of driving is to accommodate different work outs on those days. I usually work earlier than most so car pooling on those days doesn't seem possible.

I have been riding the bus but currently am having issues with leg & hip pain. I cannot walk up the hill from the bus stop to my home right now; I can barely walk from the LCC parking lot to my office. Once this has improved I will ride the bus again, except for days when I have off-

campus appointments.

Statistic	Value
Total Responses	195

11. Please include any additonal comments you have about transportation to Lane and suggestions for improvement, and / or unique aspects of your commute which you feel were not captured by this survey.

Text Response

dafsdfasdfasdf

make the parking lot smaller, plant a garden in half of it. carbon footprint lessened.

Please don't institute any new parking rules unless you plan to enforce them. Rules based on the honor system just benefit people who ignore rules, at the expense of people who follow them. Parking at Lane can be a challenge. Don't use a "stick" to try to make people use alternate transportation. Allow us to have the freedom to make our own life choices. We are not "on the clock" when coming to and from work - don't treat us as if we are. Don't play games. Lane administrators SHOULD have MUCH more important things to do than this.

I live kind row and it's hard to get home after a 6-8 pm class

I don't care about the environment and I especially don't care about greenhouse emissions.

The bus transportation has gone slower. Sometimes the bus get to the station late and we miss the second bus.

I live in Creswell, and the bus service is not very good there, so it's hard to take the bus since it doesn't fit with my schedule.

Offer more classes at the downtown campus so we don't have to travel all the way to the campus on 30th ave.

Maybe some staff would be willing to ride the bus if they could get a reduced rate on a bus pass

I find the bus system very reliable, but more communication between the buses and the school needs to happen during snowy weather. During the winter when it snowed and the buses were scheduled to stop running at 1, it felt like the school was the Titanic and the buses were the limited life boats. Other than that, I have no qualms with transportation, although, some of the Lane bikes are in need of repair.

A pool of people that have a similar campus schedule to me for carpooling would help me feel comfortable counting on other people for my getting to school.

LTD bus system is great. The stops are close to my house and the bus arrives at my stop in a timely manner.

I think it's very important to cut down on greenhouse gas emissions. When I ride the bus to the main campus (5 times a week) I can't help but notice so many crazy fast drivers swirving around the bus, b-lineing it to school, with only themselves in their car. I feel weird about it, then feel good to see the bus I'm on filled to the brim with other students and faculty. I think carpooling is a great idea, but people are uncomfortable with social things like that. On the bus, the majority of people are on thier smart phones or music devices. I feel that people need to be more social and carpool to help the enviroment out (plus engage in the community and breaking the anti-social epidemic). Thank you for looking into this enviromental dilema. I tip my bus pass to you. :)

Students taking online classes should also receive a bus pass or at least a discount.

I love the option to ride the bus! I'm sorry I haven't used it much this year. I always forget to get a new sticker during the window of opportunity.

I think transportation to LCC is great, I might take the LTD bus if there was an express with no stops in between downtown and LCC and if the bus came more regularly in the evening/night time.

It takes over an hour to get to campus (longer to get back). Better options for the bus should be available.

A single occupant vehicle driver parking fee will be harmful than helpful. Some single people

don't have anyone to carpool with.

I think with my bus pass I get a good deal getting to and from Lane Main Campus. If I drove it would cost me significantly more, and, hey!, why not bus, right? Everyone else is going that way.

I used to ride the bus every day to class but this year I've had night classes that go until 8 pm making it hard to ride the bus when it only comes every hour after 6 pm. If I miss the 8 pm bus I would have to wait until 9 pm to catch the next bus!

In general, I think the buses to Lane are excellent, generally on time, and usually not too crowded (unless it's the beginning of term and that's understandable!). The one thing I would say is lacking is evening and weekend service, particularly on the 82 line. There are quite a few classes and events in the evening that aren't accessible to bus-riders, which forces us to either miss out on these opportunities or have to hire taxis, which many of us cannot afford or are unwilling to do.

No comments.

I would REALLY like a safe way to bike to the main campus.

The bus is very convenient for me, but perhaps greater frequency of service for peak times, like the first week of fall term, would be helpful.

It would be helpful to have a LCC bus that only picks up and drops of students at different LCC campuses with stops along the way. This would help students without cars to have quicker access to other campuses.

I curently ride the buss, or ride with a friend, or give friends rides the buss works grate!

I ride the bus at least once a week. I have a class that doesn't get out until 9pm on Thursday - on that day I always drive because I live in Springfield.

Not only do there need to be more bus routes to rural areas, there needs to be more runs between LCC and the Eugene Bus Station.

I suggest more buses in the early afternoon, the frequency of the morning schedule is great but it is much less in the afternoon.

I think the free bus pass is a great incentive as well as the awareness on campus! Lane does a great job at promoting green ideas.

All seems to be covered. The bus system is great.

I don't use my car, but if you made single occupant vehicle driver fees for when I am forced to use said car, I wouldn't be too happy about it. I'd probably drive my car MORE if it was a mandatory fee each term and had to pay for parking anyway. I'd be annoyed if it was a once a day fee too, because the only reason I'd use my car is if I was running late for the bus. I wouldn't need another step blocking me from getting to class on time.   Free parking is one of the few things I really liked about this school, though I have yet to use it. Don't take that away. I'd also like it if there was an 85 bus from Springfield station to Lane on Saturdays and Sundays. Not as frequent as the weekdays, but some none the less. Though, I understand why it might not be a good idea financially.

LTD needs to be more consistent with their bust stop times

If Lane starts making me pay to park on top of already making me pay for school just because of worry over emissions I will switch to LBCC.

I think that the Lane Bus Passes are very useful and that they should be kept in service.

If Lane county did a revision on their bus transit times so that they either came more frequent or more accurate I would ride it instead of drive. Also if we didn't have to get a sticker every single term that would help as well. I ended up having to drive to school one day because my sticker was expired and the bus driver wouldn't let me on. U of O's student ID card lets them use the EMX and the buses all year. Not to mention stickers aren't exactly environmentally friendly either. ;)

I carpool with my son, who also is a Lane CC student, to the Amazon Park and Ride from West 11th Street to catch the bus up to Lane. Whichever one of us gets out of classes earlier picks up

the car to drive home. Later, the one will pick up the other, usually, at the Eugene Station or the later of us will transfer busses at the station to ride the bus all the way home.

Having a better bike lane on 30th would be good, or an alternate route that isn't on a 55 mph road.

I need to drive in order to pick up my son on time. The bus schedule adds way too much time to my commute. Whatever you do please do not charge for parking!

I need to drive in order to pick up my son on time. The bus schedule adds way too much time to my commute. Whatever you do please do not charge for parking!

Consider increasing online course selection or options. I feel many courses could be hybridized with one day a week on campus (in my case math 252 and beyond). These are currently not offered remotely.

I enjoy taking the bus to lane now that I am in a location that allows me to do so in a quick and efficient route. Beforehand I was carpooling constantly because the wait for the buses was so much longer. Maybe if you could get an EmX to LCC that would help since I know my commute only got shorter because I'm on a EmX route to the Springfield Station. If I weren't then it would take me a lot longer to get to school.

One of the major reasons I like to drive is because it makes it more convenient to do other business on the way home with out spending a total of a hour or more waiting for the various buses before getting home between each stop I have to make. Time wise the bus is not efficient. Two I ride alone due to giving others rides ends up complicating life, I like to leave early and relax prior to class, and others are always wanting to leave later and it ends up more frustrating than it is worth. If I was to get charged a parking fee for driving to the college, it is an extremely likely that I would finish my education elsewhere.

Parking a bike at Amazon station and catching the bus in would be a viable option (that hill is a bitch to climb) but there isn't enough secure bicycle parking at the station and the bus bicycle rack is often full.   Also, forget west eugene EMX what is really needed is a Lane EMX route. Lastly, LTD must provide larger buses to accommodate the more heavily traveled times: first thing in the morning and the 4-5 pm home bus ride (but LTD needs to do a better job of accommodating riders during these commutes on ALL of their routes)

the cars using the carpool spaces should have to be registered as such with lane.

My wife drives me to school daily except that we stay the night 2 nights out of the week at my mother-in-law's home in west Eugene to reduce the cost of the commute and save study time.

I would like to see better control of the crowds at the bus stop on campus. The bus is always loaded and then another bus load of people are waiting at the lcc stop, when we try to get off they are all crowded up to the bus forcing us to push our way thru while exiting. Also when boarding people just walk right up cutting in front of you. Very much an uncontrolled herd mentality....and rude.

I know it's probably not feasible, but either an EMX bus straight to Lane, or a beautiful new bike path through the woods.

A bike lane seperated by a median on 30th to make people feel safer would improve numbers riding to school.   A car pooling page on MyLane specifically for students/faculty/staff, accessed only by people with L-numbers/access to MyLane. Incentives (in addition to sharing gas money) could be offered by Lane for using this.   I don't think it's fair that students who cycle to campus, never use the bus have to pay the transportation fee! I think these people should be able to opt out of the right to a Lane bus pass (by ticking an appropriate MyLane box) if they know they are not going to use it. This information would be shared with LTD, so that people who chose this would be refused a "free" bus pass if they tried to get one.   Dedicated cyclists (who can prove they don't own/use a car) and show they bike regularly to school should have access to their own locker at school to keep stuff in that others get to keep in their cars (eg change of clothes in case of down pours on commute, spare inner tube/repair kit, laptops, books, musical instruments, maps etc..). Many other students cite having to carry everything

they need for the whole day/evening around campus all day as a deterrent to cycling.   This includes items for after school activities which on a bike you often have to bring with you because you don't have time to return home to fetch it after class).   If you really want to go European progressive, how about showers for cyclist who are deterred from commuting because they fear being sweaty in class?!

The freeway exit ramp road leading to 30th ave always becomes a "snail line" of cars who come off the freeway going to campus. This road (McVay Hwy) really needs to be widened. I was very happy to see it repaired as the potholes were getting very bad. There should be 1 more overflow parking lot. I drive alone primarily because I do not wake up early enough to give others rides. If I did, I would be late to class. Everyday!

Personally, it's more convenient for me to travel alone to school, since I live right off 30th. It would be out of the way for me to pick anyone up. Free bus pass would be awesome and I would definitely use it

More bus times should be made.

The bus system is really great, but taking night classes unfortunately means that you usually end up waiting 55 minutes for the bus, since the last one arrived 5 minutes before class was supposed to get out. Is there a way to make the night bus schedule make more sense, so the bus arrives 5-10 minutes after the class ends, instead of well before or after it gets out? Waiting for 55 minutes in the bus station during last fall term was really cold, and felt a little unsafe. The campus is pretty shut down by then - students can't even study in the library while they wait.

I like my bus pass and have used it. I would use it more if I could catch a bus closer to my house or they had more park and ride lots, with buses coming more frequently to campus, also it would be nice if the buses went to both sides of campus to pick up and drop off. I use my car because I have a handicap permit and park close to my classes, I do give friends rides home in the afternoon after class, so I carpool one way and drive alone one way. One other problem for me is child care. Getting to my sons daycare as soon after class as I can to keep my cost down.

I ride my bike to the bus station just about every day. If I were to veer off my route I would not feel safe at all. Traffic can be downright hostile at times towards people riding bikes in Springfield. More bike / pedestrian paths are needed.   The half hour wait between buses could be decreased during high traffic times. During the first week of classes there is standing room only on the buses which may detract some people from riding through the term.   Often the bus departure times are very close or exactly when my classes let out. I usually miss the bus by a few minutes making me wait for an extra half hour. This is good reading time but can be frustrating.

I feel strongly that I, along with other students do not want the transportation fee billed to my account every term for the bus pass, which I do not ever use. I have my own vehicle and do not need nor use the bus pass. I feel that it would be more useful if Lane is going to charge me the transportation fee anyway that I can use it in another way such as a gas card instead.   Brittany Kucherhan

Better traffic flow around campus, better turn lanes to get into campus. More online classes.

I feel as though lane is doing pretty good on transpertation. Its hard to take the   Bus all then time if you're not only going to class during the day.

I commute from the Thurston area in Springfield. Some of the classes offered for my program are in the evening after my bus stops running. I know this is an issue for other students as well. I feel if buses ran later at Lane, more people would be willing to ride them. Also, some of the buses, especially in the afternoon between 11 a.m. and 1 p.m. are packed with students (the seats are full and everyone standing are touching). If Lane could work something out with LTD to use the larger buses during these times it would probably also convince more students to ride.

Premium carpool parking actually makes the most sense. Single drivers in effect shouldn't notice a difference as the lots in general would presumably be less full. The challenge then

becomes generating NEW carpoolers, not just rewarding current ones or put another way... catering to them. It could definitely work if the true focus remains on generating new carpoolers.

15.5 miles is a ways away to be doing anything other than driving to school. Plus finding someone else that goes to Lane on the same schedule near me is a bit unlikely.

I do appreciate that a couple extra buses come when a lot of students are expected to ride and I like having a Lane bus pass because it saves whatever I'd have to pay for a daily pass. i think there should be one or two more buses that make a 19h30 and 20h00 stop in case students or teachers missed the last bus for any reason.

I take (Full Time) classes at Lane Downtown Campus as well as, 6 credits at the Main Campus. I just received an automated email regarding this survey. "Lane is committed to reducing greenhouse gas emissions and daily commenting is the single largest contributor to the colleges emissions." I encourage Lane Community College to recognize that students at the downtown campus are students too and we have to commute as much-if not more-to campus. I want to ride the bus more, but at $1.75 a day...it becomes difficult when you're going to campus up to five times a week. With all the fees (not just including the 'transportation fee') I still don't have a buss pass. :(Bring on the bus passes! Lets be more green!

I think the transportation fee is great because it gets bus passes to those who otherwise couldn't afford it and allows those who don't need the bus to chip in for parking maintenance. Parking, especially at the beginning of the term, is occasionally nightmarish and unnecessarily difficult.

Charging single drivers is cruel. I am a low income mama and I need to drive to school to drop off my baby at the babysitters. Otherwise it would be three buses and a ton of walking with a screaming 2 year old. No thanks. But to be charged for parking on top of babysitting fees? That's just ridiculous. Many of us are on fixed incomes so when we are out of money, we are out, which means if we can't pay we can't go to school. Students get gouged enough as it is. This is the single most ridiculous excuse to do it some more.

It would be nice if people were told to not vape on the public buses more often and to have them actually enforce it. I commute on the bus and it seems to be a rising trend for people to try and use their vaporizers on the bus!

I don't agree with the "parking fee for single occupant vehicle drivers." Sometimes we are not able to add passengers due to our location or class schedule. Also, as a female, I'm not too keen on picking up people I don't know. I do however have a car that gets over 30mpg, I bought it to reduce my carbon footprint and have no desire to be punished for it.

I travel from Springfield, but the bus runs very infrequently. It is usually always packed, and it is never a long bus. I think if you improved your bus service, more people would take it. I am always hearing my friends and other passengers complain of these two frustrations with taking the bus. I know a few people who do not ride the bus because of these reasons, as well. The #82 Bus runs every 5-10 minutes, and it is always the longer buses. Also, your whole bus system breaks down after 6:00. Perhaps you are unaware that many students need jobs, and have to take night classes. I for one get sick of having to wait 55 minutes for the #81, in the evenings, and taking a bus way out of the way to Eugene to catch an emx to go to Springfield, and then another bus to go to Thurston. If the 85 would run late, you would save a lot of students nearly 2 hours. There is a regular, large group of people that do this commute with me every night, so I am not alone in this.

I drive (single occupancy) one-way 9 miles and then take the bus the rest of the way.

I had my LCC Co-op/internship at LCC's AMT program next to the Eugene Airport. It was such a challenge to "ONLY" have the option to drive alone. There is now a job opening there that I

would love to apply for, but I am hesitant because I know that I would have to drive every day to/from work. It would be great to have a more aggressive ride sharing program for the students and staff there. Possibly, there could be some sort of car that staff could use for commuting there, like the Co-op advisors have, that is housed near the downtown Eugene LCC campus so that staff/students could take the city bus to the downtown station, then walk across the street and be able to ride share/carpool together.

I share ownership of a car with another household. For a few months each year when the other owners are out of the country, I drive to campus and run errands (theirs and mine) during my lunch hour. The rest of the year, I drive or walk to Amazon Station and take a bus to main campus. I normally sign up for a PE class (FEC) so that I can get my bus pass at a discount. Unfortunately, with the budget cuts, the FEC has shortened their hours, and I don't have the option of working out before or after my work shift. Evening classes are limited, and online classes don't qualify for the student bus pass. I own a bike, but I don't like hills--okay I may be a bit lazy. Actually, I don't feel comfortable cycling or walking on a road with traffic moving at or above 55 mph. If there was a safety corridor for cyclists and walkers, I would use it.

we need safe bike lanes/paths to lcc

I think the idea of a fee for drivers listed above is a ridiculous idea, the school already adds on unecessary fees every term, including a "transportation fee" which not everyone takes advantage of. The school already bleeds me dry of money.

I often have personal appointments off campus during the day that would take me away from work for longer periods of time.

Have a more predictable #82bus (consistent every 10 or 15 minutes).

Creswell is too far for me to use a bicycle, bus service is very limited and no one else seems to have a class schedule similar enough to mine to carpool. I welcome any tools that can be offerred so I can use my car and carry others to carpool.

Because I am an art student, I am hauling quite a bit to school some days, which makes it difficult, if not impossible, to take the bus or ride a bike. Carpooling is difficult because I have a very tight schedule between work and school, often having only half an hour between the end of class and the start of my shift at work.

Students who need to do summer co op should be able to get student bus passes

It would be great if there were a good bike lane or bike path along Franklin Blvd from Springfield to LCC.

I usually take the bus out to Lane and use the bus pass almost every day. IT is hard sometimes though, because often the buses are over crowded and they will skip my stop because they have no room to pick up more people. You could alleviate this by adding either one more bus to the route in the mornings when bus traffic is heaviest or possibly utilizing one of the larger buses, or two, perhaps connect students with carpooling on campus. Do not add another fee.

more frequent busses would make a huge difference in how the commute works with students class schedules.

It takes a lot of gas,but I would not enjoy any other mode of transportation.

This survey was great. And I think the campus already has great opportunities for going to and from campus. I usually carpool and I know lots of people use the bus which is very convenient.

I signed up for Zimride, but because of where I live, I did not get any responses. I live in the country, 1.5 miles from the bus line off hwy 99 which doesn't even have shoulders for bikes, or I would love to ride my bike in to work. Unfortunately my options are limited.

Offer more online classes and less people will have to commute. Cuts down on pollutants.

I'm currently only driving to school one day a week this term. Other terms have included me driving to school 4 days a week.

Due to the hills and distance to LCC Main Campus, it is quite an endeavor to consider cycling. Especially when you need to arrive fairly early in the moring,... before 10am. I would consider biking part way (edge of town) to a parking area for bicycles, and then catching a large van or

min-bus that runs every 10 minutes. This would speed up the process of getting to campus. Or a bicycle route through the woods or side streets would be helpful. I have little interest biking alongside a busy highway up a steep hill breathing in all the fumes of the cars rushing to campus. Location of campus essentially is not convenient for transporation purposes considering the elevation ups and downs.

Long commutes from small communities is a fact of life, and frequently, there is only driving, often singly, as an option to get ANYWHERE. If I lived in Eugene, MAYBE things would be different, but I don't.

Have some sort of shuttle that leaves from certain points around town and go directly to lane without stop after stop like the bus. This would make getting to that certain spot to be picked up easier and would not risk being late as the drive time would be similar everyday.

Yeah, stop charging me a transportation fee. I'ts like being punished for having my own car. Hey isn't that socialism? You know spreading the wealth.

Yeah, stop charging me a transportation fee. I'ts like being punished for having my own car. Hey isn't that socialism? You know spreading the wealth.

Not sure how practical this idea would be, but I will throw it out there. A transportation program that would be most convenient for students would be the most appealing. I can't think of anything (carpooling-wise) that would be more convenient than a system where there is a pick-up/drop-off route through the school that would stop at the students home (or very nearby), similar to a school bus route. The student would need to register their address to be on the route and pay a reasonable fee, perhaps monthly or for the term. The pick-up vehicle could be an environmentally friendly van (etc) and the driver position could be a job for a student. Perhaps for motivation, one student per month who participates in this program could win the service for free for the month.

For me, personally, carpooling with other than my daughter would be very difficult. I have children in Cottage Grove who often need to be picked up, or dropped off at hours a little off of normal working hours. I end up coming in and leaving at times that are not exactly consistent.

I would LOVE to bike from Springfield, but it is just too dangerous along McVay Highway....no safe shoulder/path and the gravel is never cleaned up from winter sanding.

Better bike and walking routes would be excellent. I often do a car/bus combo now.

Please do not implement a fee for single occupant vehicles to park. College is already difficult for myself and many others to afford, adding a fee for parking would make things more difficult.

Better and more bus availability hours.

I don't feel that a parking fee for people whom drive alone would be fair. I leave work and go to class by my self. I don't have the time to pick up other students because I'm done with work at 5:30pm and class starts at 6:00 pm. Please take this into consideration. Thank you.

The LTD bus drivers are very nice , especially on the 81 an 79x routes.

Statistic	Value
Total Responses	299

Transformational Resilience Workshop Information

From: Deb McGee and Patty Hine <zap_oregon@msn.com>
To: "owenc@lanecc.edu" <owenc@lanecc.edu>, "haywardj@lanecc.edu" <haywardj@lanecc.edu>
Date: 6/4/2014 10:57 AM
Subject: FW: Invitation to: Pay-It-Forward June 26 & Spread the word about Free Webinars

Hey Lane CC Sustainability Gurus!

I'm forwarding the info on the Transformational Resilience (for Climate Activists) info, as discussed at yesterday's meeting.

Hope to see some of you there!

Patty

Date: Mon, 2 Jun 2014 09:49:27 -0700
Subject: Invitation to: Pay-It-Forward June 26 & Spread the word about Free Webinars
From: tr@trig-cli.org
To: tr@trig-cli.org

Invitation to: Pay-It-Forward June 26 & Spread the word about Free Webinars

Dear Transformational Resilience participants,

As a participant in (or registrant for) the Lane County Leaders Self-Care Transformational Resilience Workshop in March and/or the current Six-Week Leaders Self-Care Course, you are invited to the Pay-It-Forward Workshop on June 26 to learn how to teach the skills that you learned/will learn in the workshop/course to others. Pay-It-Forward is now only one day, Thursday June 26, and is on a donation basis. Also, below the information on Pay-It-Forward is an invitation to two upcoming Transformational Resilience workshops that are open to the public: Organizational Safe Haven Workshop/Webinar (June 12) and Introductory Transformational Resilience Webinar (June 25). We hope that many of you will be able to participate and help us spread the word about them!

Many thanks,

Liz

The Resource Innovation Group

Pay-It-Forward Workshop June 26

This workshop will teach people how to teach self-care skills to their family, friends, and colleagues so the skills can expand throughout the community. These include body-based (somatic), awareness-based (mindfulness), and cognitive-based (calm thinking) mental health and mindfulness skills.

When: Thursday June 26, 8:30am-4:30pm

Cost: The course will be offered on the Dana basis meaning participants can give the instructor whatever they desire based on their capacity and sense of value received.

Location: St. Mary's Episcopal Church. 1300 Pearl St. Eugene.

Registration and more information:
http://www.theresourceinnovationgroup.org/pay-it-forward-workshop
<http://www.theresourceinnovationgroup.org/pay-it-forward-workshop>

You Are Invited

To Organizational Safe Haven & Introductory Webinars as part of the Transformational Resilience Program

The Resource Innovation Group (TRIG) invites you to participate in our Transformational Resilience Program through an introductory workshop on the Safe Haven organizational change program (June 12) and an Introduction to Transformational Resilience Webinar (June 25).

TRIG's Transformational Resilience Program helps individuals and community leaders learn neuroscience-based mental health and mindfulness skills to cope with stresses and traumas of many types, including but not limited to those enhanced by climate change, and to use those adversities as catalysts to enhance personal and collective wellbeing. More information can be found at this website:

http://www.theresourceinnovationgroup.org/transformational-resilience/ <http://www.theresourceinnovationgroup.org/transformational-resilience/>

Organizational Safe Haven Introductory Workshop on June 12

This workshop will describe the process mid- and senior level managers from public, non-profit, and private organizations can use to determine the extent to which their organization or department is trauma-organized—it creates or reinforces trauma for employees or people that interact with it—and offer tools leaders can use to make the transition to resilience building entities.

When: Thursday, June 12, 11 am-1 pm

Cost: The workshop is free.

Location: In-person location at the Tykeson Room, Eugene Public Library, 100 W. 10th Ave., Eugene, OR; there will also be an option to call-in.

Registration: Click here to register:

https://docs.google.com/forms/d/1v8zvfuvq2kM7_eoHe7vhJnlL5i3Bym6OOgEdsJaLsTI/viewform?usp=send_form
<https://docs.google.com/forms/d/1v8zvfuvq2kM7_eoHe7vhJnlL5i3Bym6OOgEdsJaLsTI/viewform?usp=send_form>

An Introduction to Transformation Resilience Webinar on June 25

In this 90-minute interactive workshop you will:

· Practice simple body-based, breath-based, and thought-based exercises that help you manage stressful moments.

· Learn the neurobiology behind stress and trauma--and how climate change is enhancing many existing adversities and adding new traumas and stresses as well.

· Leave refreshed and with a new set of skills to more effectively cope with climate-enhanced stress and trauma and turn that adversity into a catalyst to enhance your own well-being and that of people you are responsible for and work with.

· Hear about options for launching Transformational Resilience Programs in

                    your organization, network, or constituencies

This virtual workshop is not a lecture—it is highly interactive. Be prepared to be engaged!

Date: Wednesday, June 25

Time: 12:00 – 1:30 pm PDT

Cost: Free

Space is limited! Sign up today here:

https://docs.google.com/forms/d/1VLtH8Koo0nkoVQCcngA3CDJwD_dSktMk1n
1psAOpoiE/viewform?usp=send_form#start=invite

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For more information on all of the Transformational Resilience Programs:

http://www.theresourceinnovationgroup.org/transformational-resilience/
<http://www.theresourceinnovationgroup.org/transformational-resilience/>

For questions about the program: contact Liz Veazey at tr@trig-cli.org
<mailto:tr@trig-cli.org>

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Transformational Resilience Program

The Resource Innovation Group

http://www.theresourceinnovationgroup.org/transformational-resilience/

!SIG:538f5e0861231568192547!