

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Wednesday, July 9, 1986

Pursuant to notice given to *The Register-Guard* for publication on July 4, 1986, a special meeting of the Board of Directors of the Lane Transit District was held on Wednesday, July 9, 1986 at 7:30 p.m. at the Eugene City Hall.

Present: Janet Calvert, President, presiding
Janice Eberly, Vice President
Gus Pusateri
Rich Smith
Phyllis Loobey, General Manager
Cathy Feely, Recording Secretary

Absent: Peter Brandt, Treasurer
Joyce Nichols
Larry Parducci, Secretary

CALL TO ORDER: Ms. Calvert called the meeting to order at 7:30 p.m. Dr. Smith was not yet present. Since the Board did not have a quorum, only informational items were discussed until Dr. Smith arrived.

DOWNTOWN STATION - DISCUSSION: Ms. Loobey explained that the draft report on the study of the alternative sites to 10th & Willamette has just been published. This study was financed jointly by the City of Eugene and LTD, and has been underway for the last three to four months. The Board and the Downtown Commission had tentatively scheduled a meeting on August 29 to meet and discuss the Downtown Station issue. The focus of this Board meeting will be discussion and review of the recommendations. A decision from the Board on a location is not needed at this session.

Planning Administrator Stefano Viggiano explained the history of the Downtown Station. In the past, at least two major site studies have been done and the alternatives considered. Three and one-half years ago, after considering the alternatives, some improvements were made on 10th street, such as widening the sidewalk, building the passenger shelters, and adding the bus lane. Before the improvements, LTD had been experiencing a decline in ridership; however, since the improvements were made, there has been a significant increase in ridership. Not all of the increase in ridership can be attributed to the downtown improvements; however, it did have a major impact. Sixty to seventy percent of the District's patrons go through the Downtown Station. This site study resulted from the Willamette Street opening. The City of Eugene and LTD staff met to discuss the street opening and during discussions, it became apparent that there were better alternatives to the current situation. The City of

Eugene was starting to review the Urban Renewal plan and the Central Area Transportation Study at about the same time. It seemed logical to try to tie these projects together. Don Miles, who has worked with other transit districts and the City was hired as a consultant. The first step was for the City and LTD to look at the alternative sites, beginning with approximately fifteen preliminary sites. Next came the fatal flaw analysis, which exposed the negative aspects of most potential sites.

Four sites are now being seriously evaluated for their potential to become the next Downtown Station. The existing site, mostly along 10th street, is being kept as one of the four final alternatives. The second site, called the 10th and Olive on-street, moves the two sections east of Willamette onto the parking lots on either side of Olive Street. The third site, the off-street proposal, is also near the 10th and Olive area and it would involve developing the entire half-block east of Olive between 10th and 11th. This site would involve clearing buildings facing 11th and Olive. The small structure on the southwest corner of 10th and Olive could become the new Customer Service Center. The fourth site is the Butterfly Lot, which is the two-level parking garage on the west side of Oak between 7th and 8th, across the street from the courthouse. This half-block alternative would move all the buses off-street.

These sites have been involved in a fairly intensive evaluation involving studies of the current station. Time-lapse photographs of bus/car and pedestrian/bus conflicts at the current station have been taken, and studies of the walking time from one end of the station to the other for transfers have been made. The sites have been evaluated and scored on a matrix system based on how factors in each of six major areas were met. The evaluation criteria were fairly extensive. The first area considered was the convenience and attractiveness of the area to the riders, including proximity to downtown residential housing, and retail businesses, as well as how easily transfers are completed. The second area was the operational requirements for the Transit Center; station capacity, accessibility, and safety factors are rated in this area. The third area is the impact on surrounding development including impact on parking spaces, future development, and impact on adjacent businesses. The fourth area is urban design compatibility, primarily whether the site is consistent with the Downtown Plan. The fifth item is cost. This includes capital for construction as well as on-going operational costs into consideration. The sixth area is limitation feasibility, whether there are any political concerns, and availability of land or funding.

Two recommendations resulted from this study. Depending on the ranking of cost in comparison with all the other factors, use of the Butterfly Lot is the primary recommendation. Its location is good and is easily accessible and would allow for fast transfers. The impact on the surrounding area is somewhat mixed, as all adjacent properties are developed. With the removal of the Butterfly parking structure, there will be a loss of 223 parking spaces; however, the Overpark and Parcade are situated nearby. It is felt at this time that the existing parking structures can accommodate any parking needs the loss of the Butterfly Lot

might cause. The design is compatible with the Downtown Plan. This is the highest cost option at \$1.59 million for capital construction, including \$900,000 for land; \$600,000 for construction, including demolition of the existing parking structure; and \$90,000 for remodeling the adjacent building for the Customer Service Center. Implementation feasibility is a question for this site because it is County-owned land, and although the County is aware of this recommendation, no formal discussion has been held as yet. The other recommendation is the current site, if cost is the most heavily weighed factor. This low-cost option, mentioned earlier as option #2, called the on-street option, moves the two sections east of Willamette on to the parking lots on either side of Olive Street. This is better than the current site for transferring because it does consolidate the transfer area, and somewhat avoids the current conflict between cars and buses. The surrounding businesses are accustomed to the buses being there, however future development may be affected because the two lots south of 10th on either side of Olive are currently planned for development. Locating a bus station there could be seen as a negative impact for future development. This site cost is \$530,000, including \$250,000 for the land and \$280,000 for construction costs.

From staff's perspective, the Butterfly Lot is the preferred site. The Downtown Transit Station is such a vital link in the transit system, and so many patrons use this area, that any improvements the District can make will be beneficial and result in increased ridership. This site is also completely off-street, which makes it work well for patrons. The 10th & Olive off-street proposal would cost approximately \$1.4 million.

The approval process for the Downtown Station includes a review of the Miles study by the Downtown Commission on July 29. It appears that a joint meeting between the Board of Directors and the Downtown Commission will take place sometime in August. Before that time, a great deal of discussion needs to occur and some research needs to be done. The Board can discuss this further at the next Board meeting or hold a special work session.

The District needs to discuss with the County the availability of the Butterfly Lot and talk with the Downtown Commission about the use of Urban Renewal land at the 10th and Olive lot. Ms. Calvert questioned why the process needed to move along so fast. Mr. Viggiano answered that the timing is geared to the Urban Renewal update. If the District is to make improvements at the 10th and Willamette location, it needs to occur along with the process of the Urban Renewal Update. If the Butterfly Lot is chosen, even though development must move through the same governmental bodies, it can follow a separate approval process and can be slowed down. Mr. Pusateri stated that he liked the off-street plan because of having the buses off the street, it looks nice, and he thinks it is better for the community. Mr. Viggiano pointed out that what the District needs is a long-term solution, and that probably nothing would happen for at least five years, the major constraints being local match money and federal funding availability.

Mr. Pusateri questioned the availability of federal funding. Ms. Loobey explained that, although funding is uncertain at this point, the District would have a better idea once the Congress re-authorizes the Surface Transportation Act, which expires this year. If the District were to receive Federal funding rather than local funding, Section 3 Discretionary Funds would be used instead of Section 9 funds. Section 9 Formula funding is not available because it is being used in other capital improvements areas such as bus replacement.

Mr. Viggiano introduced Bob Hibschiemann, from the City of Eugene, who was present to answer any questions the Board might have.

Ms. Eberly was concerned about whether use of the Butterfly Lot was moving away from the traditional retail center, around Broadway-Willamette-Olive. Ms. Loobey thought it was a comparative distance on the opposite side of the retail center from its present location. Also, Ms. Loobey thought the 8th and Willamette area was scheduled for future development by retail business. Mr. Hibschiemann stated that this Urban Renewal site was indeed planned as a retail area and that the focus would continue along those lines. Ms. Loobey asked if the Board had a preference on dates for further discussion of this issue in a joint meeting with the Downtown Commission in August, and whether the Board would like to have a work session on this issue before meeting with the Commission. The Downtown Commission meets twice a month, the second and fourth Tuesdays. She stated that the next regularly scheduled Board meeting would fall on August 20, which was between the two Downtown Commission meetings. Ms. Calvert's preference was to have a work session; however, not at 7:30 a.m. The Downtown Commission would not be reviewing the present report and recommendations until the July 29th meeting. In order for staff to have time to prepare materials and review their recommendations, Ms. Loobey suggested that a work session be held on August 13.

EMPLOYEE OF THE MONTH: Ms. Calvert moved on to the next item, which was introduction of the July Employee of the Month, Chuck Hodges. Mr. Hodges has been working for LTD for 10 years, starting in 1976 with Dial-A-Bus. Since that time he has become a Field Supervisor. Before coming to LTD Mr. Hodges had been working for Borden. A native Oregonian, Chuck was born at the Eugene Hospital and Clinic, and has four sons. Ms. Calvert presented Mr. Hodges with his Employee of the Month certificate and a check. Mr. Hodges thanked Ms. Calvert for the presentations and her comments and told the Board that he really enjoys his job. He says it is the people he works with that make his job worthwhile.

AUDIENCE PARTICIPATION: Mindy Combs, a resident of the South Willamette area, was present to appeal for a service change in the #24 Willamette bus. Her recommendation was for the bus to come further South on Willamette, to 46th and Coachman, to serve her area and provide service past the Highland Apartments, which contains 128 units. Ms. Combs had been informed earlier in the week by LTD Transit Planner Micki Kaplan that the recommendation had been researched and that the service change was not feasible at this time. Ms. Combs stated she had been pleased with

the Board's response to the Veneta area residents in granting them Saturday service. She wanted to offer an alternate proposal to the Board for service to South Willamette that would carry the bus past Coachman every hour instead of every half-hour. Her concerns were for the elderly, poor, and handicapped living in the area and she feared that LTD may be trying to avoid offending the higher income residents in the area. She had been present when staff had toured the area and agreed that the only alternative for the bus to turn-around would be Coachman Street. Ms. Combs also stated that Coachman is presently used as a turn around by school buses. Ms. Combs expressed a sincere desire that the Board not forget her proposal when looking at service changes in the future. Ms. Calvert assured Ms. Combs that the Board would not forget her suggestions, and that the Board would hear staff's recommendation and take action on the service request if a quorum of the Board was realized that evening. Ms. Calvert thanked Ms. Combs for coming and explained that the Board is addressed from time to time for many different service requests and that each is studied and recommendations made by staff as to whether suggested changes would meet ridership goals. Ms. Combs stated that she has seen increased ridership in the area, and thinks the time has come to reconsider ridership in the area. Ms. Loobey suggested the staff go ahead with their recommendation and the Board could discuss the service change at this time.

Dr. Smith arrived at this point in the meeting. A quorum of the Board was now present.

Ms. Kaplan began staff's presentation of the South Willamette service request with the explanation that since Mindy Combs had first requested the service change at the May Board meeting, the area has been surveyed. The proposed route to be altered would be the #24 Willamette. Both the #23 Fox Hollow and the #24 Willamette routes cover the same geographical neighborhood. The staff recommendation is that service not be added south of 46th street at this time. Ms. Kaplan pointed out that this was not a new issue; it had been reviewed several years ago, and the proposal was not adopted at that time because it would not meet productivity standards. The Willamette route carried 33.35 rides per hour; the system average is 27 rides per hour. The #24 Willamette was added to give more direct service to the Eugene Mall, whereas the #23 Fox Hollow goes to the U of O and then on to the Eugene Mall. The #24 Willamette was also added to provide 15-minute service on Willamette Street. It was thought that when the #24 Willamette was added to the system, the #23 Fox Hollow ridership would suffer, but that did not occur. The riders added to the system at that time were commuter-type riders who were attracted to the system because the route was not going to the U of O, but directly to the downtown area. Any Willamette service would be high in productivity; the question is what kind of ridership loss would the system have by changing the current routes. Currently, there are 189 dwelling units in the proposed Coachman area South of 46th. Along the existing South Willamette route, there are 391 units, over twice the dwelling units of the proposed area. Projected annual ridership for the proposed route would be 14,500, and the existing Willamette route is 21,588. Projected productivity is

4.7 (productivity here is measured as activities per stop.) Staff used liberal annual ridership estimates in reviewing the proposed route in an attempt to justify the changes; however, the statistics indicate there are disadvantages to the new route proposal, since possibly 7,100 rides might be lost. Riders who were gained with the implementation of the #24 route are the ones most likely to be lost with any route changes at this time.

Staff recommend monitoring the neighborhood South of 46th in the South Willamette area for future development, but recommends not altering the present service at this time.

Ms. Calvert wanted to know how the alternative proposal of providing service to the area every hour instead of every half hour would affect service to the area. Ms. Kaplan explained that the proposal would need to be re-evaluated, but that service would have to be taken away from somewhere if it was added to the Coachman area; it couldn't just be added. Ms. Loobey was concerned that changes in the route would alter the productivity and that there would be a negative impact on the passengers, with changes in schedule times adding to the confusion. Changing the service to every hour would not benefit the commuter-type riders who would need regular service to be able to get to work on time. Mr. Pusateri asked if staff had approached residents in the Coachman area to see if there was opposition to the proposed route change. Ms. Kaplan said staff had not talked to neighborhood residents, but had relied on statistics. The Board reviewed maps of the South Willamette area with staff, reviewed the proposal, and discussed possible alternatives. Due to street layout, alternatives for turnaround sites, the steep inclines in the area, and existing route patterns. It was decided the route proposal studied by staff would be the only viable alternative to consider.

MOTION

Dr. Smith moved that the Board accept the staff recommendation that service not be revised in the South Willamette area. Mr. Pusateri seconded the motion.

Ms. Calvert recapped that service would not be added South of 46th Street. Ms. Eberly shared the Board's regrets that the District could not provide service as requested. She hopes that the area will be reviewed regularly as it continues to develop so a long span of time does not go by before looking at service in the area again.

VOTE

The vote was unanimous in favor of the motion.

Mr. Pusateri suggested that since Mindy Combs did come to two District Board meetings, she be notified that, regretfully, service will not be revised in the area. Ms. Calvert stated that she would like to sign the letter.

MOTION
VOTE

APPROVAL OF MINUTES: Minutes of the June 18 Board meeting were reviewed. Dr. Smith moved for approval of the minutes. Ms. Eberly seconded, and the minutes were approved by unanimous vote.

U OF O STATION: Ms. Loobey introduced the issue and gave some background. She stated that this issue had been before the Board previously. The improvements at 13th & Kincaid have been discussed for the last three to five years. The final choice wasn't what the District ideally wanted, which was more of an off-street parking option with better access for the buses, which would minimize bicycle, student, automobile, and bus conflicts at the corner, while saving as much open space as possible at that intersection. A design was settled on and approved, and then the Chiles building was built in the available space on that site. Because of the construction of the presence of the Chiles building, there is a different architectural atmosphere and opportunity. The proposal is back to the Board to ask for an amendment to the FAU grant.

Stefano Viggiano, Planning Administrator, was present to give the presentation and explain the changes in what the shelter is anticipated to look like. Instead of a couple of shelters a more elaborate structure is planned, most of which has been at the request of the University itself. Mr. Viggiano pointed out the differences between what was originally planned and what is being planned now. Originally, the project was limited to three small shelters located along the parking strip where the buses stop along Kincaid. The District was prepared to construct the station when the University began construction on the Chiles building. At that time, the University asked that the District's project be delayed, hoping another alternative would surface after the Chiles Building was constructed.

The University's concern was that the structure facing Kincaid was just a brick facade and the other three sides of the building were adorned with archways. The bus station, as well as serving students, could also complement the design of the building. The same brick work, lighting, and archway design that was used on the Chiles building have been incorporated into the new station design. A year ago, \$66,000 was approved for the project. Staff believed that would be adequate to build the larger structure being considered at the time. Since that time, the University developed the present design. District staff's reaction was that it looked very nice but that it would be considerably higher in cost. The University and the District have since reached a tentative compromise that involves the University constructing and maintaining all the flatwork, landscaping and lighting. The shelter would be built next to the Chiles Building on University property without charge to the District. The University would maintain the grounds, and the District would be responsible for the upkeep of the station itself. With the building of a large station, instead of several smaller shelters, service would be consolidated into the one area instead of spreading stops down Kincaid. The changes would cost the District a total of \$1,660 in local match funds. The total project cost is \$80,000, of which \$66,000 has been approved.

Mr. Pusateri asked the dimensions of the new station. Mr. Viggiano said it would be 8 feet wide and 55 feet long. The new station will be a tight fit between the Chiles building and the sidewalk, especially when

patrons are boarding and deboarding the buses. The District and the City of Eugene are discussing the extension of the by curb two feet to allow for additional space. However, Kincaid is heavily traveled at this point and moving the curb may be a problem. Mr. Pusateri also expressed his concerns with the potential non-patron activity at the station and wondered how inviting the space would be. Mr. Viggiano pointed out that whatever would be comfortable for patrons would, unfortunately, be comfortable also for non-patrons. Approximately 1500 people per day use this stop and with that kind of traffic, the stop will be at maximum use a great deal of the time, and will not be an isolated area. Staff will pursue the widening of the curb, which would allow more space for patron circulation and wheelchair access.

MOTION Dr. Smith moved for approval of the increase in FAU funds for the
U of O Station. Ms. Eberly seconded the motion, which then passed by
VOTE unanimous vote.

NEW BOARD SECRETARY: Since Mr. Parducci had resigned from the Board, a new Secretary needed to be elected. Ms. Eberly nominated Mr. Brandt for Secretary of the Board. Dr. Smith seconded the nomination; however, Mark Pangborn, Director of Administrative Services, pointed out that Mr. Brandt is the Board Treasurer and could not hold the Secretary post as well. Dr. Smith nominated Mr. Pusateri, and Ms. Eberly seconded the motion. The motion passed by unanimous vote.

MOTION
VOTE

ITEMS FOR INFORMATION:

The special services report and the Eugene-in-Motion commendation were reviewed. There was no monthly financial report this meeting.

Ms. Calvert reminded the Board that a work session on the downtown station would be held on August 13.

Ms. Loobey will be out of town July 11 through July 18. Mr. Pangborn will be the Acting General Manager.

The next regularly scheduled Board meeting is August 20. Mr. Pangborn stated that the Board needed to meet jointly with the Downtown Commission on the Downtown Station issue sometime in the near future and that if there were not any pressing issues to address, the August 20 meeting could possibly be cancelled. Ms. Loobey pointed out that the Salary Subcommittee needed to meet and suggested August 6 at 8:30 a.m. at the District offices. Ms. Loobey and Ms. Calvert will be meeting with the Downtown Commission on July 29 to discuss Downtown Station issues.

MOTION **ADJOURNMENT:** Ms. Eberly moved that the meeting be adjourned. The
VOTE vote was unanimous in favor of the motion.


Board Secretary