

MINUTES OF DIRECTORS MEETING
LANE COUNTY MASS TRANSIT DISTRICT
SPECIAL MEETING

November 10, 1981

Pursuant to notice to the Eugene Register-Guard for publication on November 5, 1981, a special meeting of the Board of Directors of Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on November 10, 1981, at 8:30 p.m.

Present: Daniel M. Herbert, Vice President
Kenneth H. Kohnen, President, presiding
Ted J. Langton, Treasurer
Carolyn Roemer
Phyllis Loobey, General Manager
Jo Sullivan, Recording Secretary

Absent: Richard A. Booth, Secretary
Robert C. Loomis
Glenn E. Randall

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Mr. Kohnen called the meeting to order and mentioned that the special meeting had been called to consider two issues: the Eugene Mall Transit Site and discontinuing service to Weyerhaeuser; both of which needed to be considered to meet certain time limitations.

PUBLIC HEARING--ROUTE #17 WEYERHAEUSER: There was no public testimony on this subject. The public hearing was declared closed.

AUDIENCE PARTICIPATION: There was no audience participation on any other subject.

EUGENE MALL TRANSIT SITE: Mr. Kohnen stated that a subcommittee made up of Mr. Herbert, Ms. Roemer, and himself had met on October 28, and on November 3 had met with the Eugene Renewal Agency Board and presented recommendations and proposed a timeline to them. He also said there would be a joint meeting with the ERA Board and the LTD Board on November 17 at the regular LTD Board meeting.

Mr. Herbert, subcommittee Chairman, made a presentation to the Board, explaining the existing bus transfer site in downtown Eugene, the history of that site, and the alternatives and recommendations for changing bus traffic and passenger transfer areas in the downtown area. He explained that the present recommendations are a modification of the recommendations made in the original Downtown Transportation Study. Those original recommendations were not approved for funding as a Federal Urban Initiatives Grant in 1980. He went on to say that staff, with Board advice, have pursued this matter further, looking for viable alternatives which would cost less money.

LTD's consultant on this project, Jim Branch of Branch Engineering, was introduced to the Board.

Ellen Bevington, Planning Administrator, made some corrections to the memo regarding preliminary recommendations beginning on page 1 of the agenda packet. On page 4, item 3, the memo should have stated that a three-bay bus turnout should be developed at the southwest corner of 8th and Willamette, not the southeast corner. Also, item 9 on that same page should read that the Lane Transit District Customer Service Center should be moved into the first floor of the Ardell Building, not the Atrium Building.

Ms. Bevington also said that the price tag of the original project applied for as a Federal grant was about \$2.7 million, but the present project will involve a significantly lower cost. She stated that there is no cost estimate yet but that it will be available by the November 17 joint meeting with the ERA Board.

Ms. Bevington used slides and architect's renderings to further explain the existing situation and what some of the problems with that situation are. Jim Branch then used visual aids to explain the proposed changes as noted in the memo which begins on page 1 of the agenda packet.

Ms. Bevington said that the proposals have been coordinated with Jim Hanks, the City of Eugene Traffic Engineer, and that he supports the plan in concept. She explained that the key to making the proposed system work is getting the extended sidewalks on 10th Avenue, which will involve funding and LTD and Jim Hanks convincing the downtown boards that the change is necessary.

Ms. Bevington then discussed the Ardell building and the kinds of retail and informational outlets that could be combined with the Customer Service Center to attract people to downtown and to the buses.

The Board's attention was called to the outline for timing of the decision-making process on pages 5 and 6 of the memo in the agenda packet. Ms. Bevington said that, after input from the Eugene Downtown Association and the Downtown Development Board, LTD will make revisions, seek Jim Hanks' approval, and come back to the Board with the final plan and costs, as well as funding responsibilities. She further explained that timelines are compressed for several reasons: the Eugene Renewal Agency is interested and willing to fund part of the revisions; the LTD Board membership is changing, current Board members have worked for many years with this problem and new Board members may not be familiar with it; and the downtown boards will be undergoing organizational revisions as well.

Mr. Kohlen asked if the District could come up with the necessary funds for this project. Ms. Bevington responded that it couldn't be known for sure until the second financial report of this fiscal year, but that staff would recommend that high priority be given to this project next year. She said the project would be financed with local funds and that the ERA money is all local. Mr. Shinn indicated that the funding outlook is not clear, but said it is not out of the question.

Ms. Bevington stated that the agencies are trying to keep total costs for the project at around \$.5 million. There will then be negotiations with the ERA to determine the transit-related elements of the project and the level of LTD's financial participation.

MOTION

Mr. Herbert moved that the Board approve the action requested by staff on page 7 of the November 10, 1981 agenda packet--that the Board (1) adopt the Subcommittee recommendations for improved Eugene Mall Transit Facilities; (2) endorse the decision-making timeline; and (3) advocate that this project be jointly funded by LTD and the appropriate agency for the City of Eugene.

VOTE

Mr. Langton seconded the motion. With no further discussion, the motion passed unanimously. (A copy of the memo containing these recommendations and timelines is attached.)

Mr. Kohnen thanked all involved for a good presentation.

MOTION

DELETION OF ROUTE #17 WEYERHAEUSER: Mr. Langton moved that the Board approve the staff recommendation on page 2 of the agenda notes: that the Board authorize the deletion of service on Route #17 WEYERHAEUSER effective November 16, 1981 and that the resources of that route be reallocated to other service in Springfield. Mr. Herbert seconded the motion.

Ms. Loobey commented that reallocation of bus service in Springfield is needed because many routes are now overloaded.

Clark Cox of 1085 Patterson, Eugene, commented that he had ridden on the 4:20 p.m. Thurston bus to Springfield City Hall on Saturday and there was standing room only. He thought reallocation of service to those buses would help both Eugene and Springfield residents.

VOTE

The question was put and the motion passed on a unanimous vote.

Ms. Loobey stated that the Weyerhaeuser staff had worked diligently to try to make the Weyerhaeuser service work. They used employee meetings, information included with payroll checks, and were very cooperative. She said the timing was wrong--the employees were not interested in riding at this time--but that the District is very appreciative of the help given by Weyerhaeuser staff.

With no further action required and no further discussion, the meeting was duly adjourned at 9:40 p.m.


Secretary



LANE TRANSIT DISTRICT

November 4, 1981

MEMO

TO: Lane Transit District Board of Directors
FROM: Subcommittee on Eugene Mall Transit Facilities
RE: Preliminary Recommendations

Background:

On September 25, LTD was invited by the Eugene Renewal Agency to submit a proposal for transit-related improvements in the vicinity of 10th & Wil- lamette. The Agency further requested that the District at least present preliminary recommendations by the November meeting. The Board responded to this request by appointing a Board Subcommittee, composed of Dan Herbert, chair, Ken Kohnen and Carolyn Roemer. The subcommittee was authorized to de- velop preliminary recommendations for the Eugene Mall Transit Station, using the adopted 8th/10th Contra Flow Plan as a starting point. The Subcommittee made a presentation to the ERA Board on November 3 to review these preliminary findings and to schedule a joint meeting of the full LTD/ERA boards on November 17, at the regular LTD Board meeting.

Planning Assumptions:

The transit element of the Downtown Transportation Study is the adopted plan upon which the Subcommittee is basing its recommendations. This transit element is more commonly referred to as the 8th/10th Contra Flow Plan. The name of the 8th/10th Contra Flow Plan is perhaps something of a misnomer in that contra flow is only one element of the plan. The major thrust of the plan is actually the provision of bus parking along 10th Avenue and along 8th Avenue, at two centralized layover sites. In developing a phased ap- proach to the implementation of this 8th/10th Contra Flow Plan, the Subcommittee has attempted to devise a project that meets the following objectives:

- A project that is low cost when compared to the \$2.7 million estimate for the 8th/10th Contra Flow Plan.
- A project that can be under construction within 18 months and a project that can be locally financed.
- A project that is operationally effective for the District in the short run, in light of recent reductions of off-peak headways.

auto travel lanes. Therefore, since the right of way on 8th Avenue, like 10th Avenue, is only 66 feet, shifting bus activity from 10th to 8th would merely replicate the problems now experienced on 10th Avenue.

2. It appears that a scaled down version of the 8th/10th Contra Flow Plan can be developed, but that in the short run, 10th Avenue must remain the focus for coordinated bus transfers. The justification for concentrating bus parking and bus transfer activity on 10th is twofold. First, under the adopted 8th/10th Contra Flow Plan, a 7 bay bus layover facility can be developed adjacent to the surface parking lot opposite the Arcade; however, all 7 of the bays can only be developed by constructing an uninterrupted curb line adjacent to this parking lot. This would have the effect of eliminating through driveways into the lot, thereby seriously restricting access to this key parking area. Until the development future of this lot has been finalized and until downtown parking policies are re-evaluated, the full complement of seven bus bays should be deferred. Instead, a 2 to 3 bus turnout should be developed that can serve both as a major bus stop for the northside of the Mall and as a holding area for routes with long downtown layovers.

The second justification for maintaining the focus of bus activity on 10th Avenue, during the first phase of the 8th/10th Contra Flow Plan, is the District's recent off-peak headway reduction. When the Downtown Transportation Study was adopted, all urban routes operated every 30 minutes all day long. At this service frequency, the District could reasonably expect to coordinate transfers between two layover points. More importantly, for those occasions where schedules were not met, a missed transfer only costs a patron an additional 30 minutes. However, with the District's shift in emphasis to peak hours, most routes now run once an hour during midday, evenings and weekends. Under this new system, the cost of a missed transfer for many patrons is one hour. The District's ability to guarantee transfer reliability is critical to maintaining existing ridership and to building a broader ridership base. For these reasons, the District should be operationally committed to a policy of coordinated transfer, and in the short run, this policy can only be implemented by continuing to focus bus activity along 10th Avenue.

Recommendations:

Based on the review of the technical analysis, the Subcommittee unanimously makes the following recommendations:

Decision-Making Timeline:

The Subcommittee has tentatively formulated a decision-making timeline with the goal being a final decision from both LTD and ERA on transit improvements at the Eugene Mall by January 5, 1982. This timeline is admittedly compressed but the dispensation of improved Eugene Mall transit facilities has been in limbo for over 10 years and the current situation constitutes a serious image problem for LTD, ERA and the downtown business community at large. Furthermore, the District is basing its recommendations on the adopted Downtown Transportation Study. This plan has already been through a complete public hearing process and has been ratified by the Eugene City Council, the Eugene Planning Commission, the Downtown Development Board and the Lane Transit District Board of Directors.

Other factors that support a deadline of January 5 are the pending re-organization of the EDA, DDB and ERA as well as a turnover of LTD Board positions at the beginning of 1982. There are members on each of the affected policy boards who are well informed regarding the evolution of public policy for downtown transit facilities; some members on the LTD Board have been active in this process for 8 years. Loss of these key personnel from the final decision-making effort is likely to seriously delay the project.

Therefore, the Subcommittee recommends that the Board adopt the following decision-making timeline:

<u>Completed</u>	August 25	In its annual goal-setting session, ERA determined that improvements to the 10th and Willamette area would have first priority in FY 81-82 and LTD, along with EDA and DDB, were invited to submit proposals for how this area should be upgraded.
<u>Completed</u>	October 6	LTD presented to the Eugene Renewal Agency (ERA) a proposal for a work program to analyze the three alternatives for a phased implementation of the adopted 8th/10th Contra Flow Plan.
<u>Completed</u>	October 20 7:30 a.m.	Eugene Renewal Agency endorsed the work program and requested LTD to submit its preliminary recommendations by November 3 so that they could be considered along with input from the DDB and EDA.
<u>Completed</u>	October 20 7:30 p.m.	LTD Board established a three member sub-committee and authorized this subcommittee to prepare preliminary recommendations for the November 3rd meeting with E.R.A.

Recommendations, Cont.
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Action Requested:

1. Adopt the Subcommittee recommendations for improved Eugene Mall Transit Facilities.
2. Endorse the decision-making timeline.
3. Advocate that this project be jointly funded by LTD and the appropriate agency for the City of Eugene.