



Lane Transit District

P.O. Box 7070
Eugene, Oregon 97401-0470

(503) 741-6100
Fax (503) 741-6111

July 13, 1992

MEMORANDUM

TO: Eugene Station Advisory Committee
FROM: Stefano Viggiano, Planning Administrator
RE: Recommendation on Sites for the Eugene Transit Station

The selection of the best site for a new Eugene Station has not been an easy task. Each of the four finalist sites has positive and negative attributes. The staff recommendation on the site selection is based on the premise that, in the long run, the most important attribute for the new station are that it allows for the best transit service to the community. Thus, rider proximity issues and operational needs have been given relatively more consideration than cost and impact on adjacent land uses. Staff believe that this long-term approach to the site selection issue is critical in order to make the best decision for the community, and to meet local, state, and federal mandates for increased use of alternative modes of transportation.

It should also be stressed that any selection made at this point is subject to additional review. Of particular importance is the Environmental Assessment (EA) that will be conducted on the top two sites. The EA will more accurately assess the impact of some of the environmental concerns that have been mentioned, and will consider some new factors that have not yet been part of the site evaluation. It is possible that the EA will play a very important role in the site selection.

With that reasoning and those stipulations and limitations in mind, staff recommend that the sites be pursued in the following order:

1. I-HOP
2. McDonald
3. Elections
4. Pasta Plus

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 9

Reasons for this ranking follow.

I-HOP Site

The I-HOP Site is rated by staff as having the best location relative to current and future employment. This is, from staff's perspective, the most important criteria. Although predicting future development is difficult, indications seem to be that development toward the east part of downtown is more likely than toward the west.

While the site has some access problems, there are opportunities to correct these problems when the new Ferry Street Bridge is built. Access from the site onto 8th Avenue is also problematic, but appears to be possible. In all other respects, the site works well from an operational standpoint.

The I-HOP Site has generated the greatest amount of opposition of the four finalist sites. The concerns mentioned center around noise, traffic, pollution, and safety impacts from the station. The concerns have come primarily from three groups: the First Baptist Church, the Eugene Hotel Retirement Center, and merchants on East Broadway. Many of the concerns that have been expressed will be investigated more fully as part of the Environmental Assessment. The site can only be developed if the adverse environmental impacts can be adequately mitigated. Staff believe that the concerns can be mitigated.

The safety issue is generally expressed as a concern for personal safety and a fear that the station will generate loitering, skateboarding, and other disruptive activities. This complaint is not unique to the I-HOP Site. Staff propose to address this issue at the I-HOP Site or one of the other sites through the development of a "Station Security Plan." This plan, which was suggested during the public hearing by Brian Obie, would propose methods to address security concerns in and around the station through facility design, patrolling, regulations, and other techniques.

In addition to the issues mentioned above, the First Baptist Church has a concern regarding noise disruption of their service on Sunday, since the church is not air conditioned and needs to have open windows during warm weather. As part of the land acquisition, staff would suggest mitigating this problem by paying for an air conditioning system for the church, at an estimated cost of \$250,000. The church is also concerned with the loss of parking. This impact is mitigated if the church purchases replacement parking with the money paid for the land and parking damages. It should also be noted that, since the greatest use of the church is on Sunday mornings when the bus service level and ridership is very low, the impact is not as great as on a business that has peak usage which coincides more closely with bus service peak ridership.

Eugene Retirement Center resident concerns would be closely evaluated by the Environmental Assessment. One possible mitigation of the impact would be to not operate buses on East Broadway west of High Street.

The East Broadway merchants have expressed concern regarding the station siting and its possible adverse impact on their businesses. Staff do not believe that the impact will be as significant as they are perceived to be. The East Broadway area is actually as close to the east end of the current station as it is to the I-HOP Site. In addition, bus traffic on Pearl Street is expected to be nine buses per hour during peak periods. Bus traffic on Pearl would drop to an estimated three buses per hour during evenings and weekends.

In summary, staff believe that the I-HOP Site provides the most attractive combination of rider proximity and operational considerations. Although there has been a great deal of concern expressed by adjacent property owners, staff believe that the concerns can be addressed.

McDonald Site

The McDonald Site is attractive due to a relatively high level of nearby activity and the potential for the library to be located nearby (according to a 1989 study, 6.2 percent of people use the bus to access the library). The site is also attractive because it is located next to the current station and, thus, does not involve the introduction of the buses into a new area. This could make the acceptance of the station by neighbors easier.

The site has some operational concerns, primarily resulting from the requirement that the station be constructed around the McDonald Theatre Building. In order to make the site work, Olive Street would need to be shifted to the west, Willamette Street would need some redesign, and 10th Avenue would need to be made two-way. The site would also benefit from bus access onto the reopened section of Olive Street.

Another concern regarding the site is pedestrian access from the intersection of 10th and Olive to the site. It is possible that other site plans could address this problem, but would likely cause other access problems.

Public concerns about the McDonald Site have come from Olive Plaza residents and adjacent businesses, including Lane Community College's Downtown Center. Olive Plaza concerns are for noise, pollution, traffic, and safety. As with the I-HOP Site, these concerns would be investigated in detail as part of the Environmental Assessment.

Concerns from adjacent businesses and LCC are primarily related to the loss of parking. The McDonald Site is in the downtown parking exempt zone. Consequently, the parking is not a code requirement for any of the surrounding businesses. Whether the loss of that parking constitutes damages to the businesses is a legal question that has not been resolved. Funding from the federal grant for some replacement parking would not be available unless the damages were determined to be legally compensable.

Recommendations, Cont.

July 13, 1992

Page 4

Most of the McDonald Site is owned by the City of Eugene's Urban Renewal District. This can be considered both an advantage and a disadvantage. It is an advantage because the City has been very supportive of the District's efforts to construct a new station. However, the City must be a willing seller of the land, and the purchase price for the land and any possible damages have not been discussed.

In summary, the McDonald Site has some problems concerning its location and operation. However, the site would be made much more attractive with the relocation of the library, and has the advantage that it is adjacent to the existing station.

Elections Site

The Elections Site is attractive due to its location in a thriving area of downtown that is likely to experience continued growth. The site is also close to the high concentration of government employees, who tend to have a greater tendency to use mass transit.

Operationally, the site itself functions fairly well. However, access to the site is longer than for the other sites, thus operating costs are higher for this site. One benefit of the location, however, is that most buses would travel through the heart of downtown when traveling to or from the Elections Site. This travel pattern would provide riders on those buses with good access to the downtown area.

Another problem with the Elections Site is that it is separated from the main part of downtown by two four-lane roads. This concern is mitigated somewhat by bus travel through downtown mentioned in the preceding paragraph.

No one at the public hearing expressed concerns about the Elections Site. However, some concerns from adjacent businesses have been mentioned. These concerns are similar to those mentioned about the other sites.

A majority of the Elections Site is owned by Lane County. As with the City, the County must be a willing seller of the property. It is not known whether the price the District can pay for the property is acceptable to the County. There have also been suggestions of plans for public and/or private development of the site in the near future that could conflict with LTD's use of the site.

In summary, staff believe that the Elections Site is a less attractive alternative, but one which could work well for the District. Major concerns are with any possible problems reaching an agreeable purchase price with the County and its location on the edge of downtown.

Pasta Plus Site

The Pasta Plus Site is the least attractive site. This is due primarily to its location within the downtown area. The site, though between the University/Sacred Heart area and the heart of downtown, is not close enough for convenient pedestrian access to either of those activity centers.

The site also has some operational problems in that streets on two sides of the site are dead-end; the other two sides are busy thoroughfares. This could make bus egress very difficult during peak hours.

Although there has been little public comment about the site recently, there were several concerns mentioned by adjacent businesses when the site was first mentioned. It is likely that the recent silence regarding the site is due to the fact that it is not perceived as a likely top choice for a station site.



Stefano Viggiano
Planning Administrator

SMV/ms:ecm

PUBLIC HEARING ON EUGENE STATION SITES
June 25, 1992

Summary

A public hearing was held on July 25, 1992, to solicit comments on the four finalist sites for a new Eugene Transit Station. The hearing was attended by approximately 250 people, although only 26 people provided oral testimony. Many in the audience (well over 100 people) were congregation members from the First Baptist Church. Other groups with strong representation were the Eugene Hotel Retirement Center and Olive Plaza. The following is a summary of the testimony.

I-HOP Site

Fifteen of the people testifying addressed the I-HOP Site. All were opposed to the siting of the transit station in that location.

Three persons associated with the First Baptist Church spoke for the large contingent from the church. The concerns they listed included problems with noise (the church is not air-conditioned and, thus, must use windows for ventilation), traffic, traffic safety, personal safety, and loss of parking. More detail on these particular concerns has been provided through written correspondence from the church.

A total of six people who live or have parents living in the Eugene Hotel Retirement Center spoke. Concerns they mentioned included noise, traffic, pollution, and safety. Many indicated that noise and pollution were now a problem, and that they believed the bus station would make the problem worse.

Three merchants from the East Broadway area expressed concern that the transit station would do harm to a retail area of downtown that is "working." It was expressed that downtown Eugene retail is very "fragile" and a change in the atmosphere in the East Broadway area could alter the success that the area has experienced. It was also mentioned that the Broadway and Pearl intersection is already heavily congested.

McDonald Site

Ten people addressed the McDonald Theatre Site. One person, a resident of Olive Plaza, spoke in favor of the site, indicating that bus service near his place of residence is very important. The other speakers addressing the McDonald site were either opposed to the site, or were in favor of its selection only if parking replacement were part of the project.

Seven people who either live in or represent Olive Plaza expressed concerns about the location of the transit station at the McDonald Site. The concerns mentioned most frequently were noise, pollution, safety, traffic, and loss of parking. A couple of residents mentioned that Olive Plaza was a "divided house" on the bus station issue, but that a majority were opposed to the station. Several mentioned that noise to second and third floor rooms is a problem now and would become worse with a concentration of buses across the street.

A merchant adjacent to the McDonald Site mentioned concerns regarding loss of parking and indicated that he believed the bus station is not compatible with retail activity.

Lane Community College President Jerry Moskus expressed concern about the loss of parking for LCC students. Mr. Moskus indicated that 15,000 students per year use the LCC Downtown Center, and that 80 percent of them drive. He indicated LCC's support for the station and the excellent bus access for students, but indicated that they could only support the new station at that location if it included a parking garage above or below the station.

General Comments

Brian Obie addressed the Board to indicate his support for a new station and offered to provide assistance on the project. He encouraged the Board to carefully consider the information and select the best site for LTD and the community. He strongly suggested that the Board must make a decision and that a new station was important to the community. Mr. Obie indicated that the Elections Site could be attractive given the level of activity in that area, but that, if that District were to choose that site, they should proceed carefully. He further suggested, if the District chose the Elections Site, that: the historic character of the area be respected; buses not travel on 5th Avenue; an architectural review committee be formed; an operational plan that addresses loitering and other similar problems; and, that the buffer of building along 5th Avenue be maintained.

Two speakers encouraged the District to consider the site south of the old Sears Building.

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL PUBLIC HEARING

Thursday, June 25, 1992

CALL TO ORDER: Mr. Parks called the meeting to order.

ROLL CALL:

Present: Keith Parks, President
Jack Billings
Peter Brandt, Treasurer (arrived at approximately 8:15 p.m.)
Janet Calvert
Tammy Fitch, Vice President
Patricia Hocken
Thomas Montgomery, Secretary
Phyllis Loobey, General Manager

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Mr. Parks observed the importance and the difficulty of selecting a site for a new transit station in downtown Eugene, and stated that the public's help is needed. He requested that speakers observe a three-minute limit on their remarks.

PUBLIC HEARING ON PROPOSED SITES FOR NEW EUGENE STATION: Stefano Viggiano, Lane Transit District (LTD) Planning Administrator, explained that a new station is needed in order to meet Federal and State mandates for alternate modes of transportation and to allow the district's current ridership to grow. The LTD Board has determined that the station must be downtown and off-street. Every potential site within a 36-square-block area has been investigated, and the board has reduced the sites under consideration to four. A preliminary analysis of each of the four has been conducted, and the final selection will be made in May 1993.

Mr. Parks opened the public hearing.

Kimball Hodge, 2438 Quince Street, Senior Pastor of the First Baptist Church at 868 High Street, stated that the church's parking lot forms part of the International House of Pancakes (IHOP) site under consideration. The church, which was founded before Eugene was incorporated, has over 2,000 members, he said. More than 1,400 attend Sunday morning services, and over 500 children attend Sunday school. The church is used seven days a week; 360 non-church groups have met there in the past year. The congregation consciously chose to remain downtown in order to have proximity to the University of Oregon and residences of senior citizens. Relocation would cost many millions of dollars. Reverend Hodge stated that construction of the transit station at the IHOP site would cause irreparable damage to First Baptist Church's ministry, and requested that that site not be selected.

Jan Schultz, 4669 East Amazon Drive, representing First Baptist Church, expressed concerns about the noise from a transit station. For six months of the year, the church windows are open, and when buses pass it is difficult to hear inside. The church sanctuary should be quiet in order to be a place of spiritual renewal. Ms. Schultz also expressed concern about potential traffic congestion, especially on Sunday mornings, and on Wednesday evenings when 200-300 children enter and exit the church. She voiced fear of the threat caused by loiterers to the personal safety of participants in women's exercise groups and mothers' morning groups.

Oz Witt, 1860 Balboa Street, representing First Baptist Church, stated that he is a member of the business community. The church has objectively studied the IHOP site and has concluded that location of the transit station there would cast a shadow on the continued viability of the church, Mr. Witt said. A one-quarter-block parking lot at 8th Avenue and High Street that currently supplies the church with 95 parking spaces would be eliminated, as well as 58 adjacent slots. Mr. Witt said this would cause a serious parking problem, particularly on Sunday mornings from 9:40 a.m. to noon. Already, parking is one of the most frequent complaints of church members. Mr. Witt said that although it was limited to three speakers, First Baptist Church could have found 30-100 people to speak for it. He presented a petition that he said bore over 1,250 signatures in opposition to siting at the IHOP location. Members of the audience wearing green circles were displaying opposition to the IHOP site, he added.

Brian Knowles, 1133 Olive Street, Apartment 915, spoke in support of the McDonald site as a person with a disability living across from that site. He said that the site is more accessible to those with disabilities than the IHOP or Election sites. Mr. Knowles said that he rides the bus several times per month to meetings and has schedule constraints.

Laura Powell, 4091 North Clarey, stated that she is the administrative assistant at the First Christian Church at 1166 Oak Street. She spoke in support of the First Baptist Church's request that the IHOP site not be selected. Her church's programs have been curtailed due to a lack of adequate parking, she said. People would not regularly ride the bus to church, and adequate parking for at least the staff of First Baptist Church is needed.

Bill Countryman, 222 East Broadway, stated that he arrived in Eugene 51 years ago when the City's population was 20,000. He operated a market until 1950, and then opened a real estate office at 6th Avenue and High Street. Recently, he chose the Eugene Hotel as a retirement home, and is very happy there. Most of the apartments at the hotel lack air conditioning, making it necessary to open their windows. Many residents suffer from asthma and bronchitis. Buses passing every few minutes would create problems of dust and pollution. The hotel's residents are scared, Mr. Countryman said.

Steve Carmichael, 2663 West 28th Avenue, stated that his parents moved from an apartment in north Eugene, where they felt isolated, to the Eugene Hotel. The change was beneficial because it enabled them to be part of the community. Mr. Carmichael's father died last November; his mother still lives in the hotel and has respiratory problems. The hotel's value as a senior center is its location in the center of Eugene. A bus station next to it

would be a tragedy, Mr. Carmichael said.

Ethel Gran, 222 East Broadway, stated that she chose to live in the Eugene Hotel because of its central location, access to shopping and physicians, and its quiet, comfortable atmosphere. A neighboring bus terminal would threaten her home, she said, through the extra traffic which would be a hazard to seniors, the disturbing noise, and the fumes which would be detrimental to those with respiratory problems.

Dorothy Jones, 485 Fair Oaks Drive, spoke in opposition to the IHOP site. Eugene's downtown is struggling, she said, and the most positive area is that surrounding East Broadway and Pearl Street. Her parents live in the Eugene Hotel and enjoy it, and she does not wish the area to become congested with buses and pedestrians.

Hazel Fuller, 222 East Broadway, stated that she is a two-year resident of the Eugene Hotel. She expressed concern that a transit station at the IHOP site would increase traffic, which is already heavy on the three streets surrounding the hotel. Air pollution is very dangerous for many of the hotel's residents, she said. Many chose to live in the hotel because it is listed in the National Register of Historic Places. A transit station would bring heavy pedestrian traffic past the main entrance to the hotel, which is residents' front door. Loiterers would seek the hotel's vestibule in inclement weather, and extra police patrols would be required, she said.

Harold Dunn, 222 East Broadway, said that he was born 80 years ago in Eugene, and served as a sergeant in the Eugene Police Reserve after World War II. Part of his beat included the IHOP site. Now he lives in the Eugene Hotel, and area traffic has multiplied over the years. Bringing too many people into an area creates hazards, he said, including risk from a potential earthquake.

Mike McNutt, 2245 Lawrence Street, stated that he owns property on the IHOP site and is the general manager of Skeie's Jewelers at 1027 Willamette. He wishes downtown Eugene to have a new transit station, but does not recommend selecting either the IHOP or the McDonald site. The Elections site would be preferable. He opposes the McDonald site because it would slow the development of downtown Eugene and inhibit the flow of traffic on Olive Street. Skeie's business would be damaged, Mr. McNutt said; buses are not a complementary use to retail.

Trudy DeMarchi, 1133 Olive Street, stated that she moved to Eugene six years ago and rides the bus at least twice a day. She lives at Olive Plaza, next to the McDonald site, on the third floor. Already, buses on 11th Avenue create fumes which aggravate her bronchial problem. She expressed concern about disrespectful persons collecting at the corner of 10th Avenue and Olive Street, particularly those with skateboards. Many of the elderly cannot see and hear well, and crossing streets with the additional traffic would become more difficult. She opposes selection of the McDonald site.

Ed Oxenreider, 1524 Barber Drive, stated that he is the administrator of Olive Plaza, where opinion about a potential transit station at the McDonald site is divided. The majority of Olive Plaza's 159 residents feel that the

station would have a major negative impact, he said. The average age at Olive Plaza is 76.4 years; five are over 80. Seven residents spend most of their time in apartments directly next to the proposed site, and 75 others' apartments are near. Within 500-600 feet of Olive Plaza, six to seven buses depart from the current stop. If the station is sited there, 17-23 buses would leave or arrive every five minutes within 400 feet of Olive Plaza, Mr. Oxenreider said. Already, two residents wish to move because of breathing difficulties, and doctors have told some second- and third-floor residents who cannot sleep that they should move.

Lillian Starr, 1133 Olive Street, spoke on behalf of Olive Plaza residents who oppose selection of the McDonald site. Parking for residents and their visitors would be eliminated. Even current noise levels make it difficult to sleep in the evening when residents' windows are open, she said. She raised concerns about incidents on the street that would threaten residents' security. She also questioned whether any of the proposed sites allows room for future expansion.

Dana Woodall, 1133 Olive Street, stated that selection of the McDonald site would eliminate two parking lots. Her family from out of town already has difficulty locating parking, she said.

Tom Monteith, 1133 Olive Street, stated that he lives at Olive Plaza and agrees with the remarks of Lillian Starr.

Jerry Moskus, 4385 Inwood Lane, president of Lane Community College, spoke on behalf of the 15,000 students who use the LCC Downtown Center each year and the more than 150 full-time equivalent employees of the center. He opposed the choice of the McDonald site unless accommodations are made for the more than 80 percent of Downtown Center students who drive. LCC subsidizes parking in the parking lot adjacent to the center in the amount of \$7,000 per year. The center, acquired in 1977, has 56,000 square feet and is a considerable public investment. A new transit station would serve some students, but particularly evening students and older students need nearby parking. Forty percent of downtown center students would not be there without nearby parking, Mr. Moskus said. A small business development center serves people on an in-and-out basis, and many rural students cannot ride the bus. He advocated either locating the station west of the existing parking lot at 11th Avenue and Willamette Street, or building a parking structure either over or under the bus transit site at 11th and Willamette. It would be a loss to the students if parking is moved further west, and a catastrophe if no parking is provided, he said.

Frank Washburn, 2011 West 26th Place, is the vice president and general manager of Commercial Equipment Lease Corporation, which is a wholly owned subsidiary of Liberty Federal Bank, located at the corner of Pearl and Broadway. In 1986, when the bank moved to that location, it had five employees, and now has more than 60. Mr. Washburn expressed concern about traffic and noise if the IHOP site is chosen. It is already difficult to traverse the Broadway/Pearl intersection, exit and enter the bank's parking facility, or use its two drive-in teller windows. A transit station would aggravate these problems, and would not be conducive to a bank-like atmosphere.

David Couter, 2696 Moon Mountain Drive, stated that for 11 years he has been part owner of the Cafe Xenon, located at East Broadway and Pearl Street. He opposes selection of the IHOP site. His business depends on a fragile balance of pedestrian and vehicular traffic. The additional noise and pollution of a transfer station would destroy the atmosphere. The East Broadway area is one of the few successful retail areas in downtown Eugene.

Emily Schue, 3122 Willamette, spoke as a board member of Olive Plaza. A transfer station is part of the effort to improve Eugene's downtown area, she said. Housing is another important factor; the City must promote downtown residence in order to bring vitality to the City center 24 hours per day. The current levels of traffic and noise are acceptable, but the noise, traffic, and pollution caused by a transit station at the McDonald site would be unacceptable, she said.

Peter Bartel, 2532 Nixon Street, stated that he has been a member of the Eugene Downtown Commission for three years, but was not representing the commission. He stated that LTD must be a good neighbor in downtown Eugene, and expressed concern about the impact of 100 additional buses on the area. Currently, there is growth on East Broadway and potential at Willamette and Olive streets, he said; Fifth Street is still more dynamic. The introduction of the transit station would have a large impact on the surrounding area. He recommends investigating moving the McDonald site one block to the west, and also suggests examining sites other than the four currently proposed.

Peter Brandt arrived.

Marjorie Smith, 2645 Emerald Street, stated that she chairs the Olive Plaza Board of Directors and is a member of the Advisory Committee of the LCC Downtown Center. She expressed concern about the McDonald site, saying that it is even closer to Olive Plaza than the IHOP site is to the Eugene Hotel. Olive Plaza residents must already phone to enter the locked front doors of their building. The population arriving by bus at the station would be ever-changing and would have no personal connection to the area, she said.

Brian Obie, PO Box 1356, stated that his office is located at 298 East Fifth Avenue. The community needs a downtown transit station, he said. He neither favors nor opposes particular sites, and feels that there is no "good" choice. The Elections site may be more favorable than others, due to its proximity to the Federal Building, the Hult Center, the County Courthouse, City Hall, and the Fifth Street Public Market. If the Elections site is chosen, it should be approached carefully in order to minimize negative effects on the Fifth Street Market area, the only downtown commercial area with vitality. Mr. Obie listed conditions on the choice of that site: 1) respect for the historical and cultural aspects of the Market district and its ambience; 2) no bus traffic on 5th Avenue itself--entrance on Oak Street and exit on Pearl Street would still allow the benefits of 6th and 7th avenues; 3) formation of an architectural review committee, composed of Market district residents and businesspeople; 4) an operational plan to deal with panhandlers, predators, and pushers; and 5) a 60-foot commercial buffer on 5th Avenue.

Jeremy Nissell, 115 West 30th Avenue, owner of J. Michaels Books, spoke in opposition to selection of the IHOP site. He termed the block of his

business one of the few bright spots in downtown Eugene, and noted that one merchant on it left a site near a bus station to locate there. As the cornerstone of the area, Cafe Xenon's business would be damaged by bus fumes, and that would be detrimental to other area businesses.

Michael Phinney, owner of a coffee shop on Pearl Street at East Broadway, spoke in opposition to selection of the IHOP site. He stated that it would drive away his customers, many of whom now come there from City and County government buildings.

Mr. Parks thanked the audience for attending and providing testimony. He stated that the LTD Board wants to choose the right site for the transit station.

The meeting adjourned at 8:43 p.m.

(Recorded by Christina Cowger)
ltdph25.062

LANE TRANSIT DISTRICT

EUGENE STATION SITE SELECTION PRELIMINARY ANALYSIS OF FOUR FINALIST SITES

June 11, 1992

The Eugene Transit Station is the most critical facility of the Lane Transit District bus system. The station is located in the area that has the most concentrated employment in the region and, not coincidentally, the highest bus ridership. Furthermore, the radial route structure used by LTD (whereby most bus routes start and end at the Eugene Station) means that many riders who do not have a trip origin or destination in downtown Eugene use the station to transfer between buses. Of the 18,000 trips provided by the District on an average school-year weekday, more than 10,000 start, end, or make a transfer connection at the Eugene Station.

LTD has been searching for a new site for the Eugene Station for a number of years. The current facility on 10th Avenue has many problems. Its design does not allow for fast and convenient transfers between buses and it is perceived by much of the community as unsafe. Furthermore, the District's 70 percent ridership growth during the past decade (as shown on the graph on the next page) has put a strain on the capacity of the passenger platform and the bus parking area. The District believes that replacing the current on-street station with a new off-street station would address these problems and lead to increased use of the transit system.

A 20-year needs assessment has determined that the District needs a site that is at least three-quarters of a block in size. This analysis is based on growth rate assumptions for ridership on the system that are lower than the ridership growth during the last ten years.

Attachment A to this report provides additional background material on the need for a new station.

The selection of a new site for the station has been a long, complex, and controversial effort. Every possible site in downtown Eugene has been given consideration for the new station. Four sites have been selected by the LTD Board as having the best potential as a location for the new station. The four sites have been named the "I-HOP," "Pasta Plus," "Elections," and "McDonald" sites. A map and drawings of the four sites are included as attachment B.

This report provides an analysis of the four sites. The report is divided into the following sections:

1. **Selection Criteria.** This section describes the evaluation criteria that are used and provides a rating of the four sites based on those criteria.
2. **Site Analysis.** A site-by-site analysis is provided.
3. **Attachments.** Various attachments that provide supporting documentation are included in this section.

HISTORIC YEARLY PERSON TRIPS

FY 1981-82 THROUGH FY 1990-91

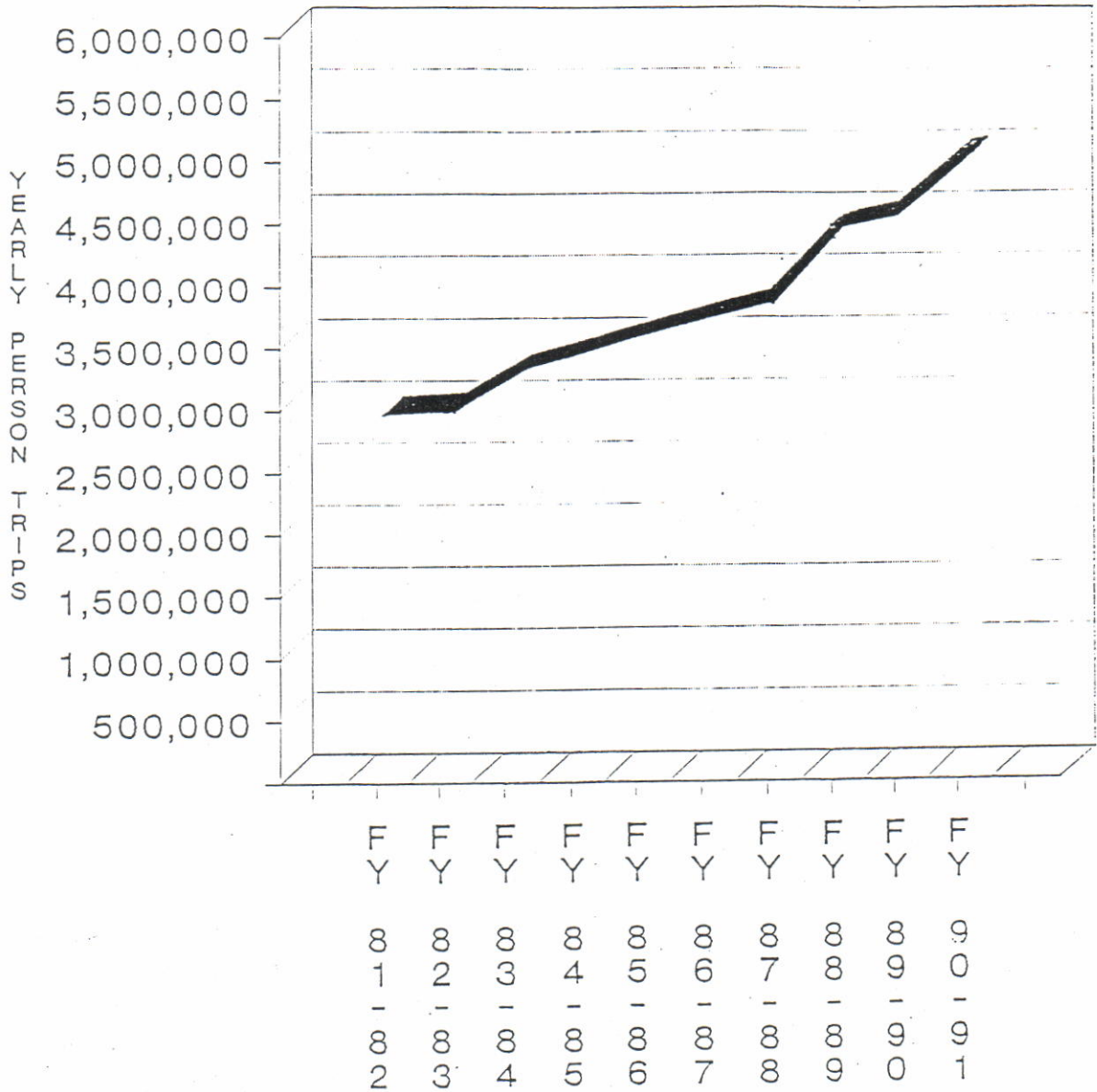


Table One
RIDER PROXIMITY

| Factor | I-HOP | Pasta Plus | Elections | McDonald |
|---|-------------|-------------|------------|-------------|
| Employees within 3 blocks (1) Rating | 5568 + | 5346 0 | 4609 - | 5784 + |
| Gov. Employment within 3 blocks Rating | 1505 + | 601 - | 1797 ++ | 384 -- |
| Undeveloped Land within 3 blocks (2) Rating | 4.875 + | 2.375 -- | 4.5 + | 5 + |
| Likelihood of Office Development (3) Rating | High + | Medium 0 | High + | Medium 0 |
| Non-employment activity near site (4) Rating | Medium 0 | Low - | High ++ | High ++ |
| OVERALL RATING | ++ | - | ++ | + |

Notes:

- (1) Employment data is from 1989-90. Thus, it includes employment from the Sears and the Bon Marche stores prior to their departure from downtown.
- (2) This is a measure of the number of undeveloped land within 3 blocks of the station site. The land must be at least 1/4 of a block in size and vacant or with minimal development.
- (3) Likelihood of office development is a subjective assessment of the potential for office development near each of the sites.
- (4) This is a subjective assessment of the level and vitality of non-employment activity near each of the sites. Included in this is retail activity and school activity (such as the LCC Downtown Center). The library is presumed to be built near the McDonald Site.

SELECTION CRITERIA

There are at least two basic approaches that can be taken to establish criteria for a decision such as the selection of a site for a new transit station. One approach is to make the criteria very detailed and quantitative, with an attempt to include every possible factor that can enter into the decision, and to weight the various criteria based on their relative importance. Using this approach, it should be expected that the site with the highest score is the best site.

An alternative approach is to use the selection criteria as indicators of the relative strengths and weaknesses of each site. Under this approach, there are typically fewer selection criteria, and less of an effort is made to quantify the criteria or differentiate between them based on their relative importance. The highest-rated site may not necessarily be the best site, since factors other than those included in the criteria are part of the decision.

The analysis of the sites for the new Eugene Station uses the latter approach. This more generalized evaluation is used because it is recognized that there are a number of factors involved in the site selection that are of a very subjective nature. There are, however, a number of criteria used in this analysis which can and have been quantified, such as number of employees within three blocks of the site. These criteria are very meaningful, and, it is hoped, will be the most important factors in selecting the site.

The evaluation criteria have been divided into four categories: (1) Rider Proximity; (2) Operational Analysis; (3) Cost; and (4) Adjacent Land Use. Ratings (using ++, +, 0, -, -- from best to worst), as judged by the staff, have been given to the criteria in the first two groups. For the last two groups, just the data is provided. Each of these criteria categories is described below.

Rider Proximity

This group of criteria provides information on the proximity of trip destinations near the site. There is a well-established relationship between proximity to the bus stop and the likelihood of bus ridership. Simply stated, the less people must walk to reach either their bus stops or their destinations, the more likely they are to use the bus. Thus, the station would be most effective (generate the most ridership) located nearest the highest concentration of employment and other trip generators.

Table One on the following page shows information and ratings for each site for five Rider Proximity criteria. The first three criteria use a zone of three blocks around each station site. The zones used are shown on the maps in Attachment C.

The first criterion is for employment within the three-block zone. LTD concentrates on providing service to commuters. There are several reasons for this. First, work trips are most likely to occur during peak travel times, and thus contribute most to traffic congestion and the need for costly roadway expansion. Second, commute trips are generally taken more frequently than trips for other purposes. Thus, a commuter attracted to the system provides more bus ridership than a person who rides the bus to go shopping or to medical

appointments. The third reason is that it is easier to learn the bus schedule when the trip occurs at the same time every day, as occurs with many commute trips.

The employment data used in this analysis is provided by the Lane Council of Governments and is from 1989-90 (more current data will not be available until later this year). The data is, therefore, somewhat dated. It includes, for example, employment for both Sears and the Bon Marche in the total employment for the McDonald site.

The second criterion is government employment within the three-block zone. This information is included because public employees tend to have a higher propensity to use the bus, and thus are an important market for the District.

The criterion "Undeveloped Land Within Three Blocks" is simply a measure of the number of undeveloped or minimally developed blocks of at least one-quarter block in size within the three-block zone around each site. The undeveloped parcels are indicated on the map in Attachment D. This measure is important because these undeveloped parcels represent opportunities for future development. Since the station is expected to last more than 20 years, predicting future employment around the site is important.

Criterion four in this group is a subjective assessment of the likelihood of the vacant parcels to develop. This assessment is based on discussions with City Development staff and others familiar with the downtown area.

The fifth criterion in the rider proximity category is a subjective assessment of the quantity and vitality of non-employment activity near each of the sites. This includes retail activity, schools (such as the Lane Community College Downtown Center), and the library.

Operational Analysis

The Operational Analysis group of criteria is intended to measure how well each of the sites works from an operational perspective. As shown on Table Two on the following page, five criteria are used to evaluate the operations of each site.

The first criterion listed is a measure of the annual cost of bus travel from the edge of downtown to and from each of the sites. The paths buses take to and from each site are shown on the maps in Attachment E. The length of the total bus travel is then converted into operating cost. For the purposes of the travel time analysis, it is assumed that Olive Street is open and is available for bus traffic (the McDonald site benefits from use of this new street).

The second criterion is a subjective assessment of the design of the passenger platform. The platform is evaluated based on how well it functions for passengers in terms of space for passenger amenities, ease of transfers, and a Customer Service Center location that is convenient and accessible from both the street and the passenger platform.

Table Two
OPERATIONAL ANALYSIS

| Factor | I-HOP | Paste Plus | Elections | McDonald |
|-----------------------------------|----------------|----------------|-----------------|----------------|
| Access to/from Site (1) Rating | \$585,000 + | \$600,000 + | \$855,000 -- | \$585,000 + |
| Platform Design (2) Rating | Good + | Good + | Good + | Fair 0 |
| Pedestrian Access (3) Rating | 7 - | 9 - | 8 - | 3 ++ |
| Serviceability (4) Rating | Fair 0 | Poor - | Fair 0 | Poor - |
| Site Flexibility (5) Rating | Medium 0 | High + | High + | Low - |
| OVERALL RATING | + | + | 0 | + |

Notes:

1. Access to/from site is a measure of the estimated annual cost of bus travel within the downtown area. Travel costs for the McDonald Site assume the use of an opened Olive Street.
2. Platform Design refers to the effect of the platform design on ease of transfers, room for passenger amenities, the location of the CSC relative to the street and boarding locations, and passenger access to the street.
3. Pedestrian Access measures the number of travel lanes that must be crossed by pedestrians to reach the station from 8th and Oak.
4. Serviceability is a measure of bus maneuvering through the site, ease of access by service vehicles to the CSC, and ease of bus ingress and egress.
5. Site flexibility is a measure of the amount of excess land available on the block that would accommodate changes in site layout or future expansion.

Pedestrian access is a measure of the number of travel lanes crossed to reach the site from the 8th and Oak intersection. That intersection was selected because it has been determined by the District to be the center of downtown employment.

Serviceability is a measure of bus maneuvering to, through, and from the site. Each of the sites has been designed to allow for a clockwise flow of buses without requiring buses to back up. Bus egress from the sites is more complicated when the exit is onto a busy arterial.

The last criterion under the operational analysis category refers to the flexibility of each site to accommodate changes in design or future expansion. Larger sites are given the best rating. Although careful planning has been done on the layout for each site, additional research on site design could lead to changes in the design. Similarly, although considerable thought went into developing predictions for capacity needs 20 years from now, changes in factors that influence transit ridership could make those predictions inaccurate. Thus, it is important to have the greatest flexibility to react to those changes. The larger sites also have the most flexibility to eventually accommodate other modes of public transportation, such as light rail.

Cost

Table Three provides an estimate of the cost for developing a transit station at each site, itemized in general cost categories. The costs vary less than \$1 million from the lowest-cost site to the highest-cost site. As noted on the table, this is a difference of about \$200,000 in local dollars, since 80 percent of the cost of the project is from federal funds.

Included in the construction cost estimates is funding for minor transit improvements in various downtown locations. These improvements are intended to provide improved passenger amenities for riders who board and deboard in downtown locations not immediately adjacent to the new station. The construction cost estimate includes a 25 percent contingency that is necessary due to the preliminary nature of the design.

Land and relocation cost estimates are not based on complete appraisals of the sites, but on a preliminary estimate of acquisition costs provided by appraisers. Funds are also allocated to mitigate damages for loss of parking and/or for environmental impacts.

Adjacent Land Uses

Table Four provides information on land uses near each of the sites. The information is intended to be used in a discussion regarding the compatibility of a transit station at each site with the surrounding land uses. This criterion is difficult to rate since personal perspective on the station and its impact on adjacent uses varies considerably. For example, it could be argued that residential units near the station are a plus, since those residents would have good access to the bus system. On the other hand, some people believe that the bus station would have negative traffic, noise, and air quality impacts on nearby residences.

Table Three

COST

| Item | I.HOP | Pasta Plus | Elections | McDonald |
|-----------------------------------|---------------------|---------------------|---------------------|---------------------|
| Construction - 1994 costs | | | | |
| Sitework | \$1,180,000 | \$1,270,000 | \$1,270,000 | \$1,460,000 |
| Shelter | \$1,660,000 | \$1,660,000 | \$1,670,000 | \$1,870,000 |
| CSC | \$1,440,000 | \$1,440,000 | \$1,440,000 | \$1,440,000 |
| Downtown Transit Improvements (1) | \$250,000 | \$250,000 | \$250,000 | \$250,000 |
| Construction Contingency (25%) | \$1,130,000 | \$1,160,000 | \$1,160,000 | \$1,250,000 |
| Subtotal Construction | \$5,660,000 | \$5,780,000 | \$5,790,000 | \$6,270,000 |
| Associated Costs (2) | \$840,000 | \$930,000 | \$900,000 | \$1,160,000 |
| Land & Relocation | \$1,800,000 | \$1,800,000 | \$1,800,000 | \$1,900,000 |
| Mitigation & Damages (3) | \$2,330,000 | \$2,980,000 | \$2,970,000 | \$1,400,000 |
| TOTAL COST | \$10,630,000 | \$11,490,000 | \$11,460,000 | \$10,730,000 |
| FEDERAL SHARE | \$8,504,000 | \$9,192,000 | \$9,188,000 | \$8,584,000 |
| LOCAL SHARE | \$2,126,000 | \$2,298,000 | \$2,292,000 | \$2,146,000 |

Notes:

- (1) Downtown Transit Improvements include "mini stations" in other parts of downtown and pedestrian improvements near the station.
- (2) Associated Costs include construction permits, traffic improvements, and fees for design and other services.
- (3) Mitigation and Damages are computed at between 15 and 35 percent of the project cost. This large total is necessary due to uncertainties regarding necessary mitigation measures and damages for parking displacement.

cost3a.xls

Table Four
ADJACENT LAND USE

| Factor | I-HOP | Pasta Plus | Elections | McDonald |
|---|-------|------------|-----------|----------|
| "High Activity" Frontage (blocks) (1) | 1 | 2.5 | 1.5 | 2.5 |
| Residential Units Within 1 Block | 103 | 68 | 0 | 155 |
| Senior Residential Units Within 1 Block | 100 | 0 | 0 | 150 |
| Loss of parking (number of spaces) (2) | 92 | 270 | 180 | 176 |

Notes:

- (1) This factor measures the amount of frontage on the site that is retail, a church, or a bank.
- (2) This is an estimate of parking spaces lost, whether code-required or not, that are not associated with a business that would also be displaced.

escamp.wkt

Parking is a significant issue at any of the four sites. Table Four shows the amount of parking spaces lost that are not directly associated with a business that would also be displaced. Some of the parking is required by the Eugene Development Code, some is not. At each site, there is the possibility of replacing the surface parking with structured parking near the station.

I-HOP SITE

Site Description

The I-HOP site is on the block bounded by 8th, the ramp from the Ferry Street Bridge, Broadway, and High streets. The total area of the block is about 80 percent of the size of a "regular" downtown block. Current uses on the site include the International House of Pancakes Restaurant (I-HOP), the Oregon Central Credit Union, and offices of McNutt Enterprises and other associated businesses. One-quarter of the block is in surface parking and is owned by the First Baptist Church (located across High Street), and leased to the City of Eugene for weekday parking.

There is little non-employment activity that would front directly on the I-HOP site. There is a 100-unit residential retirement center a half-block away.

Strengths

The I-HOP site has a high number of employees within three blocks and is located very close to the government employee complex, as reflected by the high number of government employees within three blocks. It is also closer to the Fifth Street Market area than any of the four sites except Elections. The amount of undeveloped land nearby is fairly high, and the expectation that the land will be developed is high.

Operationally, the site works fairly well. It has good access from the primary transportation corridors, as reflected in the relatively low operating cost for downtown bus travel. The platform and station layout work well.

The site also has the potential to take advantage of the planned reconstruction of the Ferry Street Bridge. There is the possibility that special ramps for bus access to the bridge could be constructed as part of the bridge project.

The station is estimated to cost less than the other three sites.

Weaknesses

The site has some potential operational problems. Access from the I-HOP site onto 8th Avenue may be problematic due to heavy traffic from the Ferry Street Bridge off-ramp. Should this access not be made available, travel costs would increase somewhat. Also, given the high level of afternoon traffic congestion on High Street, bus access and travel onto that street can be very slow during the afternoon peak period. The site is also separated by High, Pearl, and Oak Streets from the pedestrian mall.

The site has relatively poor flexibility to accommodate changes in site layout or future expansion since it is smaller than the Elections and Pasta Plus sites.

There is one-quarter of a block of code-required parking on the site, a factor which could significantly affect the cost estimate.

PASTA PLUS SITE

Site Description

The Pasta Plus site is on the block bounded by 10th, Mill, 11th, and High streets. It is likely that a strip of land along 11th Avenue would not be used by the station and would remain for private development. Three-quarters of the block is used for surface parking (primarily by the Register-Guard building to the north). The remaining quarter-block has three buildings that house nine separate businesses, including Pasta Plus.

Retail or banks front the site on three sides. Residential units near the site are mostly south of 11th.

Strengths

The site works generally well from an operations standpoint. Access to the site from the major transportation corridors is good, as reflected by the somewhat low annual operating cost for downtown bus travel for any of the sites. The platform design and on-site bus travel work well. The site, as a full block, has considerable flexibility to accommodate changes in the layout of the station or future expansion.

Weaknesses

The site is located far from the heart of downtown. Although located toward the University of Oregon and the Riverfront Research Park from downtown, it would not be within walking distance of either of those markets for most riders. The site is not conveniently located for any of LTD's major ridership markets.

There is little undeveloped land near the site, and it is not expected that the potential development sites would be developed to a high density level.

Due to street patterns, the site really only has access to 11th Avenue and High Streets. Since both of these streets have very high traffic volumes, delays can be expected for buses leaving the station during peak hours.

The site is relatively expensive. Also, since three-quarters of the block is in code-required parking, the cost for parking damages is hard to predict and could be very high. Construction costs include the widening of 10th and Mill Streets and the installation of a traffic signal at the 10th and High intersection.

ELECTIONS SITE

Site Description

The Elections Site is on the block bounded by 5th, Pearl, 6th, and Oak Streets. It is likely that a strip of land along 5th Avenue would not be used by the station and could remain for private development. There are three buildings on the site. Two of the buildings house retail establishments, while the third and largest building is owned by Lane County and is used as office space, including the Elections Division. The majority of the site is used for surface parking for both on-site and adjacent businesses.

The site has retail that fronts it on 5th Avenue and Oak Streets. There are no residential units within one block.

Strengths

The Elections Site is located in what is arguably the strongest retail pocket in the downtown area. It is also located near the highest concentrations of government employees.

There is a fair amount of undeveloped land near the site, and expectations that the land will be developed soon are high.

From an operational standpoint, the platform design works well, and the site, as a full square-block, has excellent potential for expansion and the ability to accommodate changes in site layout.

Weaknesses

The site has the lowest total of employees within three blocks. Furthermore, most riders accessing the site must cross eight lanes of traffic on 6th and 7th Avenues.

The site has the highest annual operating cost, a reflection of the longer travel times for routes serving major LTD markets at the University of Oregon and Lane Community College. Furthermore, due to the one-way designation of Oak and Pearl Streets, some buses would need to loop through the station in order to reach their parking bays.

The site is estimated to be relatively expensive to construct. Furthermore, the site has a considerable amount of code-required parking, which creates uncertainty regarding the expected cost of parking damages.

McDONALD SITE

Site Description

The McDonald Site is located on the block bounded by 10th, Willamette, 11th, and Olive. The McDonald Theatre Building, which is on the National Register of Historic Places, would not be part of the transit station development. Two quarter-blocks on the site are in surface parking owned by the City of Eugene's Urban Renewal Agency. There are also two buildings housing seven businesses that would be removed.

Of the four sites, the McDonald Site has the greatest amount of retail frontage. There is a 150-unit residential retirement center across the street.

Strengths

The site is rated as having a high number of employees within three blocks. Although some of that total is for the Sears and Bon Marche stores, which have since left downtown, redevelopment of those stores would add back the employment. Furthermore, the proximity of LCC's downtown campus and the potential of the library moving into the Sears building are advantages of this site. The site has a relatively high amount of undeveloped land nearby.

The site works fairly well operationally. Access to the site is good, as reflected by the low annual operating cost for bus travel. The passenger platform is large and would provide well for passenger amenities. The location of the site near the mall helps to provide good pedestrian access.

The cost for development of a station at this site is relatively low. There is no code-required parking on the site (although there still may be damages resulting from the loss of parking).

Weaknesses

The site is far from the government employee area. Undeveloped land in the area is given a moderate chance to develop as office space in the near future.

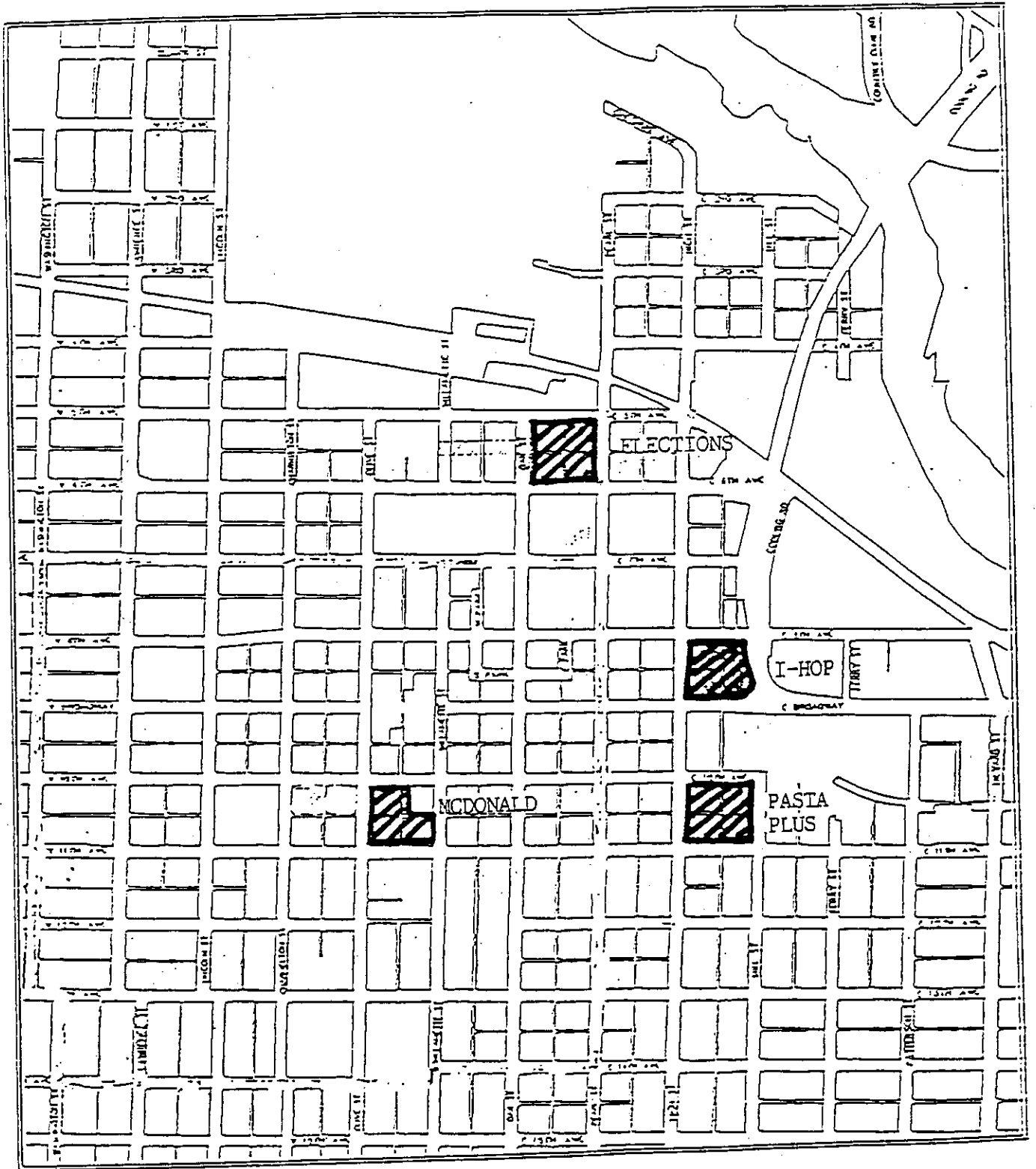
Bus ingress and egress are complicated by heavy traffic volumes on 11th Avenue and the limited width of Willamette Street. Pedestrian access to the passenger platform is limited.

There are also several changes to nearby streets that would have to occur to make the site work adequately. Tenth Avenue would need to be made two-way from the station site to the west, Olive Street would need to be "shifted" to the west, and the median and some of the parking on Willamette Street would need to be eliminated. Travel costs assume the use of Olive Street, and would be higher if Olive Street were not available for bus travel.

This site has the least flexibility to accommodate changes in design or future expansion.

ATTACHMENTS

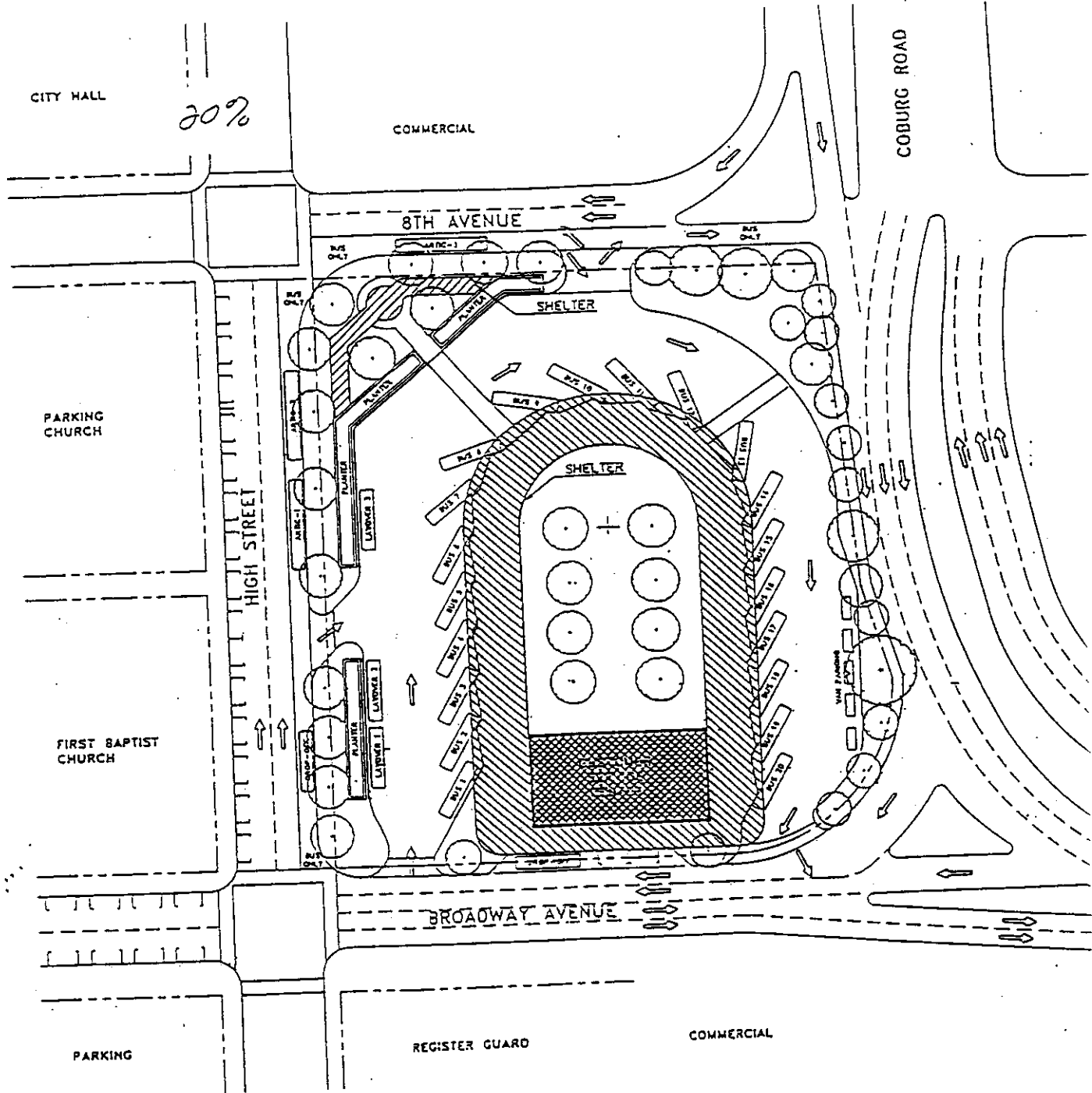
ATTACHMENT B
FOUR FINALIST SITES



EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 37



IHOP SITE
 CONCEPTUAL DESIGN
 SCALE: 1" = 30' - 0"

ATTACHMENT B - Page 2

NEW TRAFFIC SIGNALS AT THIS INTERSECTION.

EAST 10TH AVENUE

HIGH STREET

HILL STREET

ROOF STRUCTURE

CUSTOMER SERVICE CENTER

VAN PARKING

LATOVER PARKING

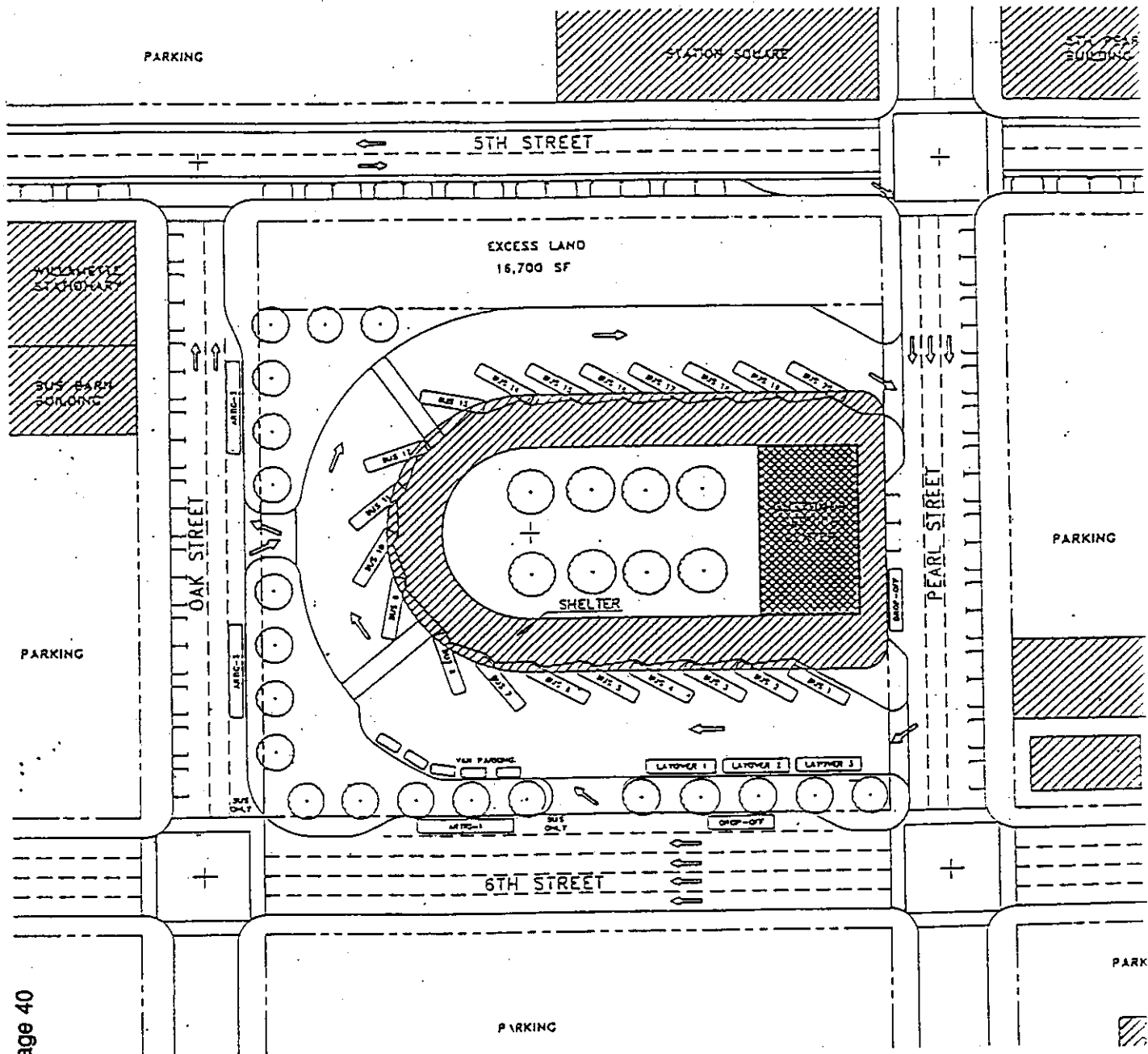
EXCESS LAND
70' x 334' = 23,380 SF

NEW TRAFFIC SIGNALS AT THIS INTERSECTION.

① PASTA PLUS SITE: TRANSIT STATION. SITE PLAN
SCALE: 1" = 30' - 0"

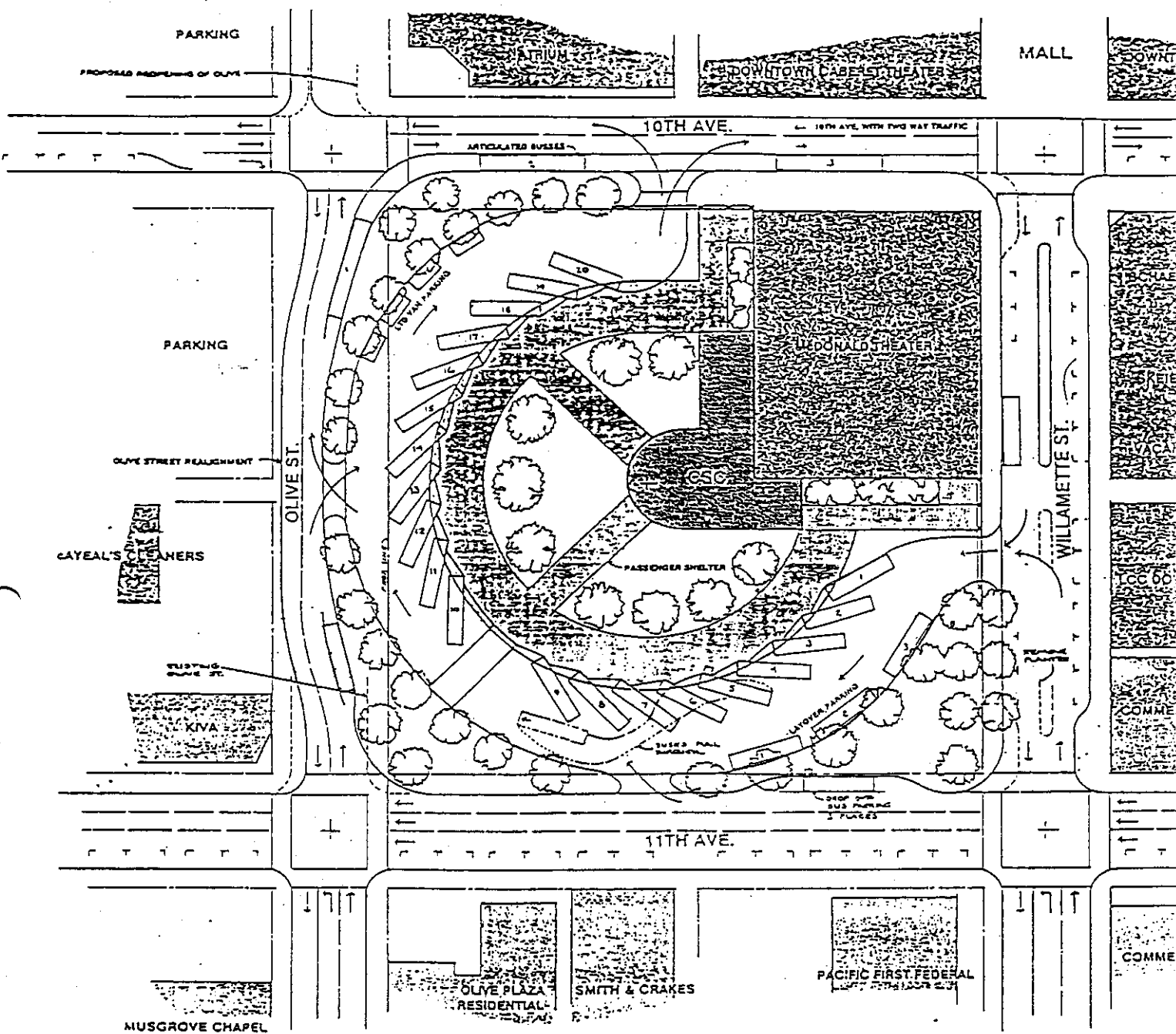
LTD DOWNTOWN TRANSIT STATION PASTA PLUS SITE - EUGENE

(COURTESY PASTA PLUS JANUARY 26, 1992)



ELECTIONS SITE
CONCEPTUAL DESIGN

SCALE: 1" = 30' - 0"



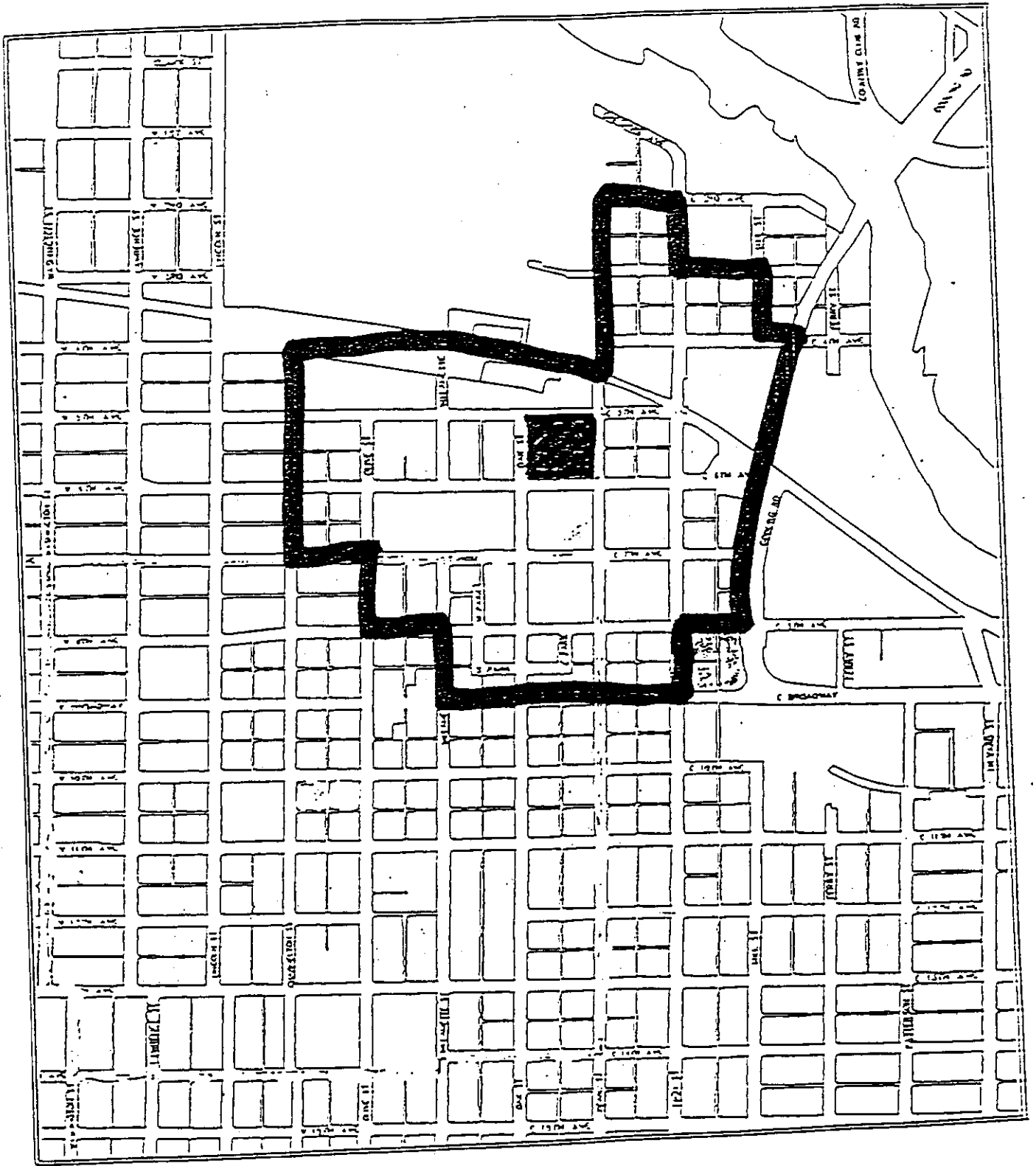
MCDONALD THEATER SITE
 CONCEPTUAL DESIGN



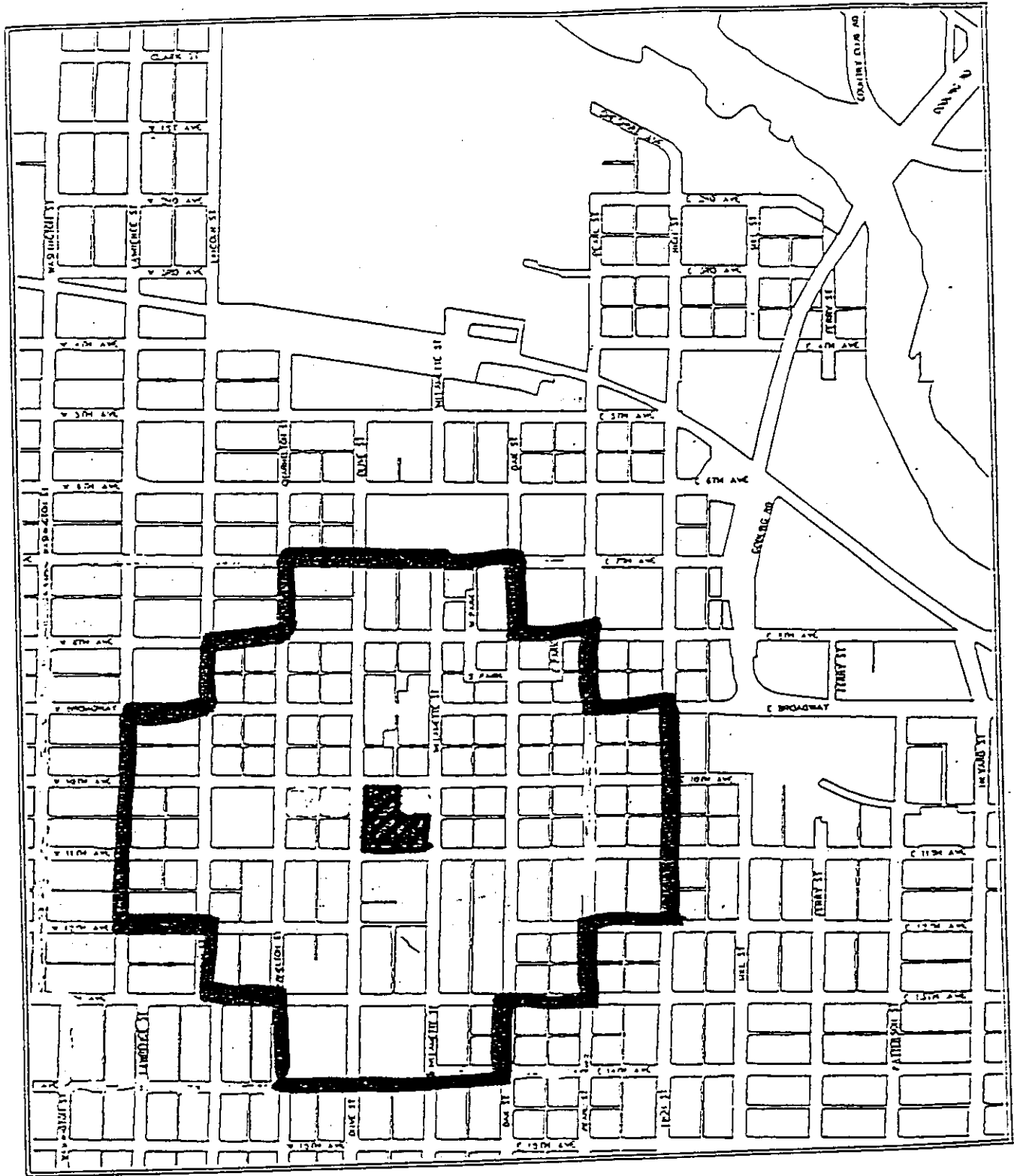
I-HOP
THREE-BLOCK ANALYSIS AREA



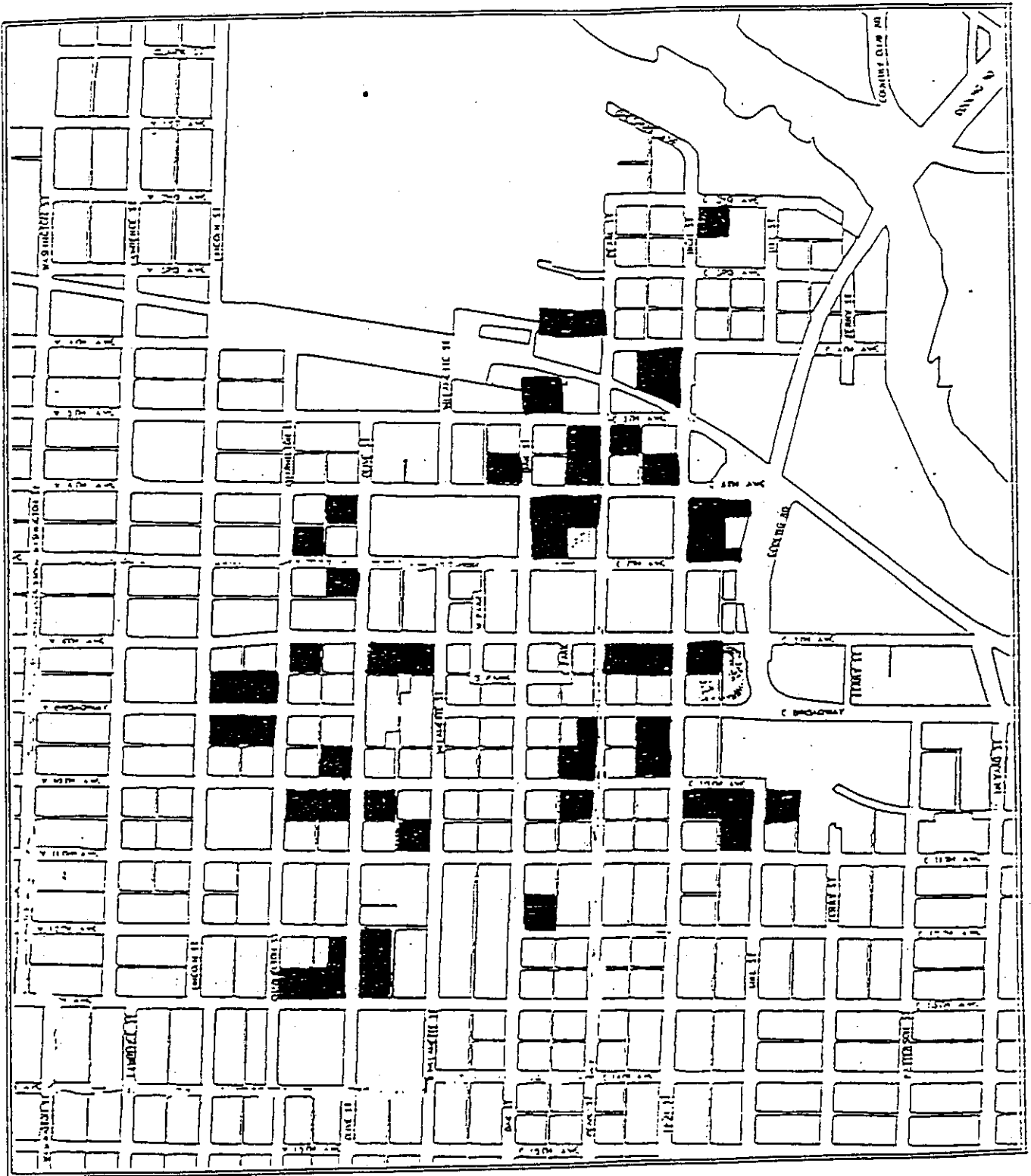
ELECTIONS
THREE-BLOCK ANALYSIS AREA



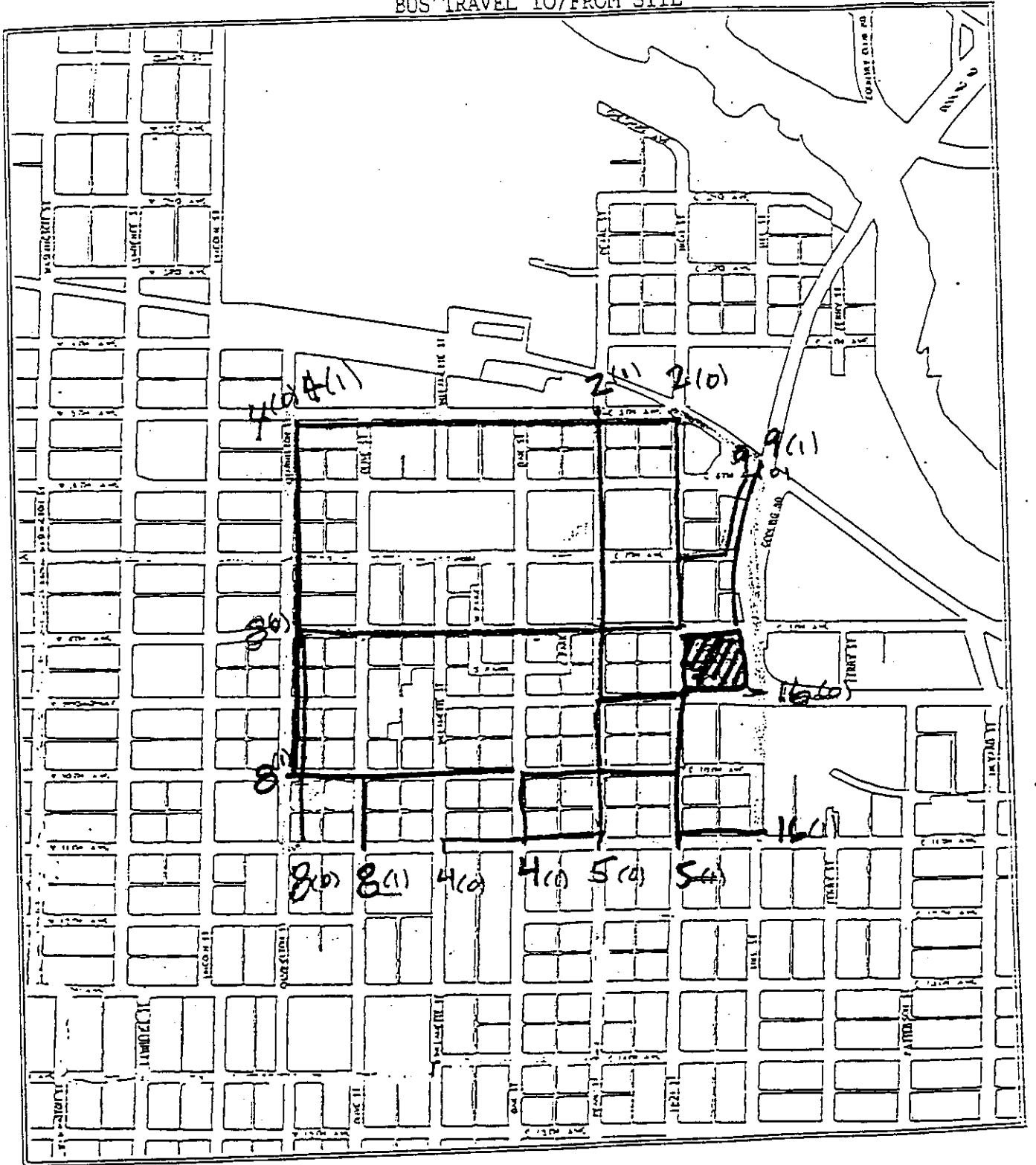
MCDONALD
THREE-BLOCK ANALYSIS AREA



UNDEVELOPED LAND IN DOWNTOWN AREA

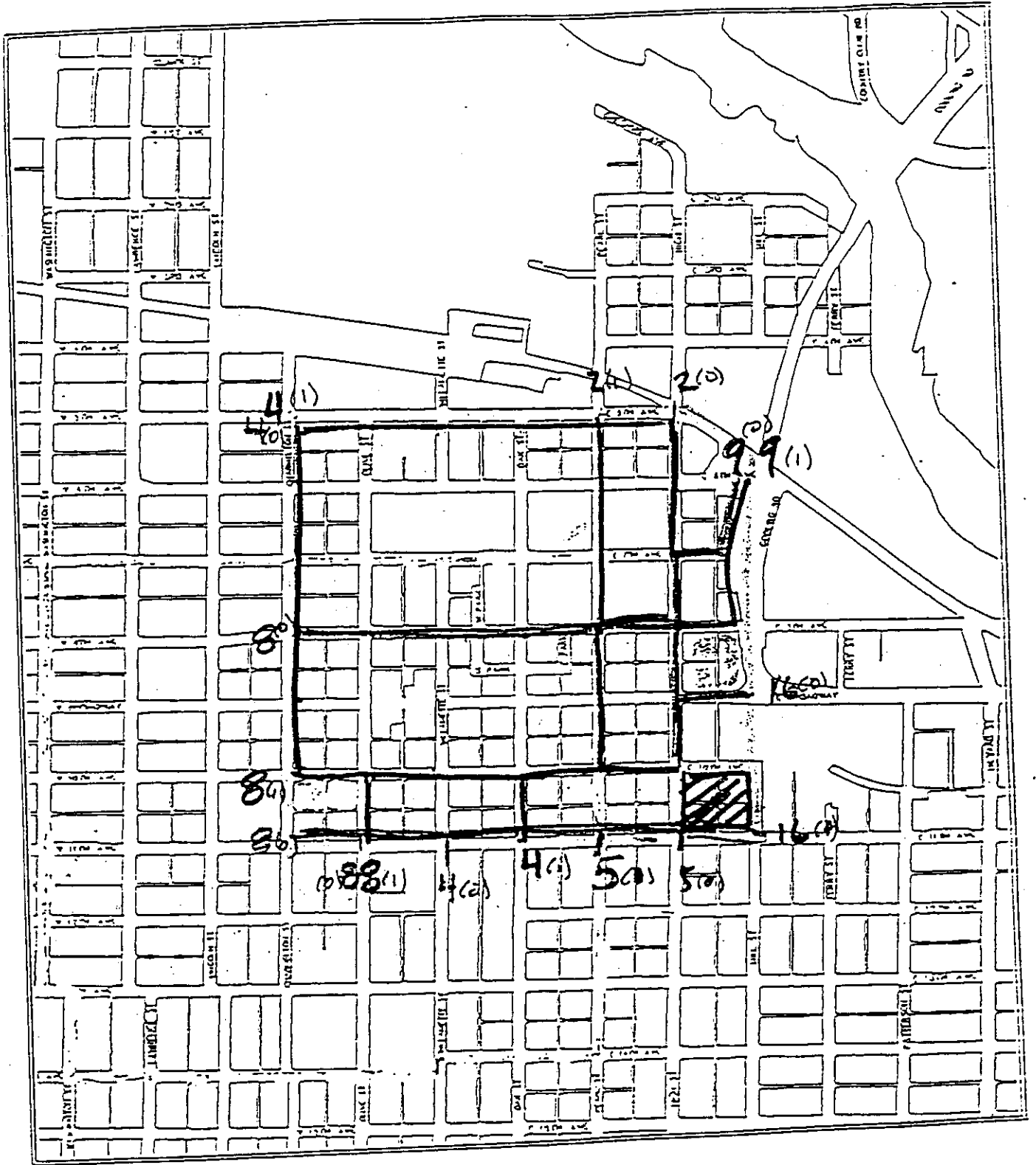


I-HOP
BUS TRAVEL TO/FROM SITE

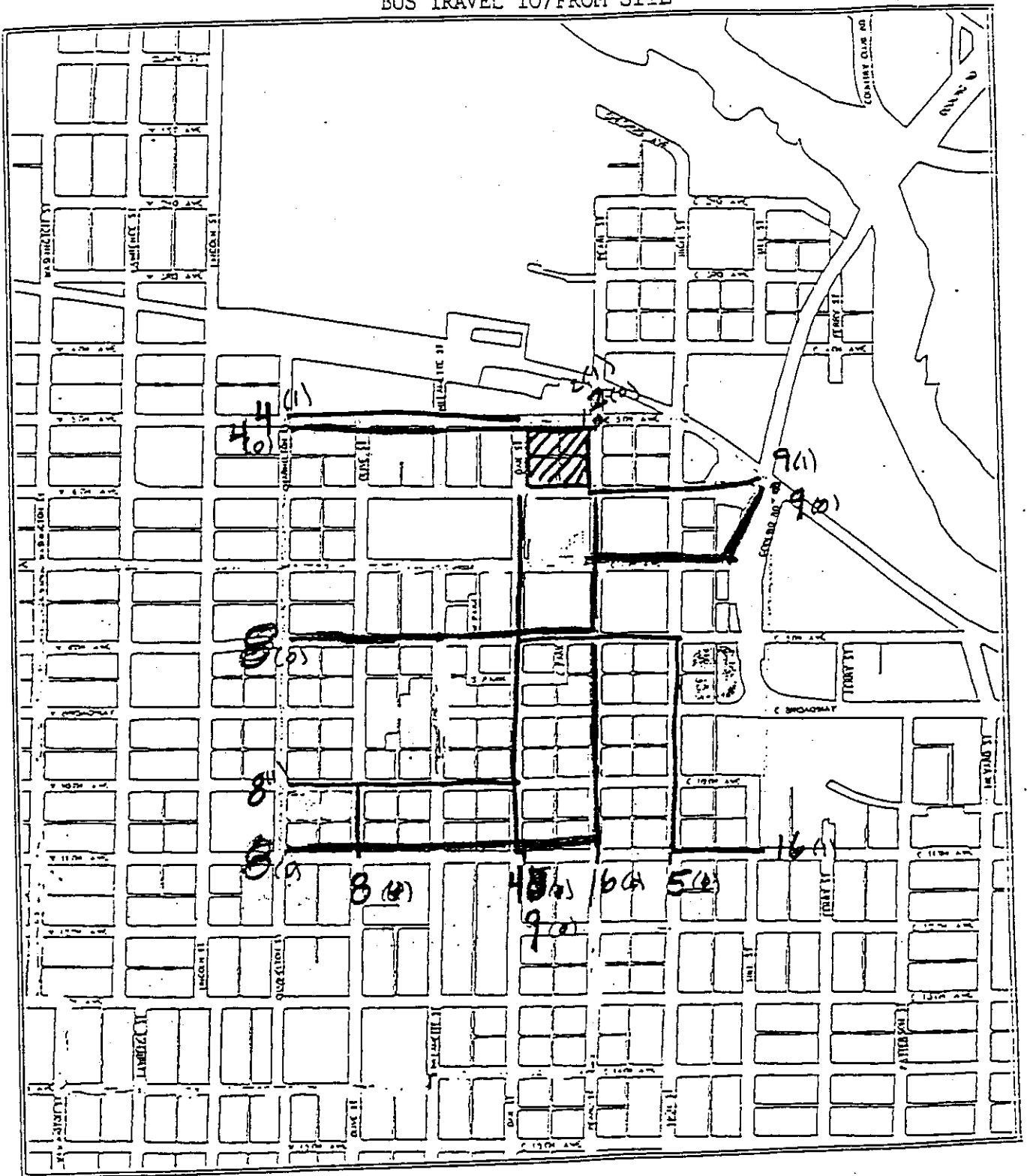


ATTACHMENT E - Page 1

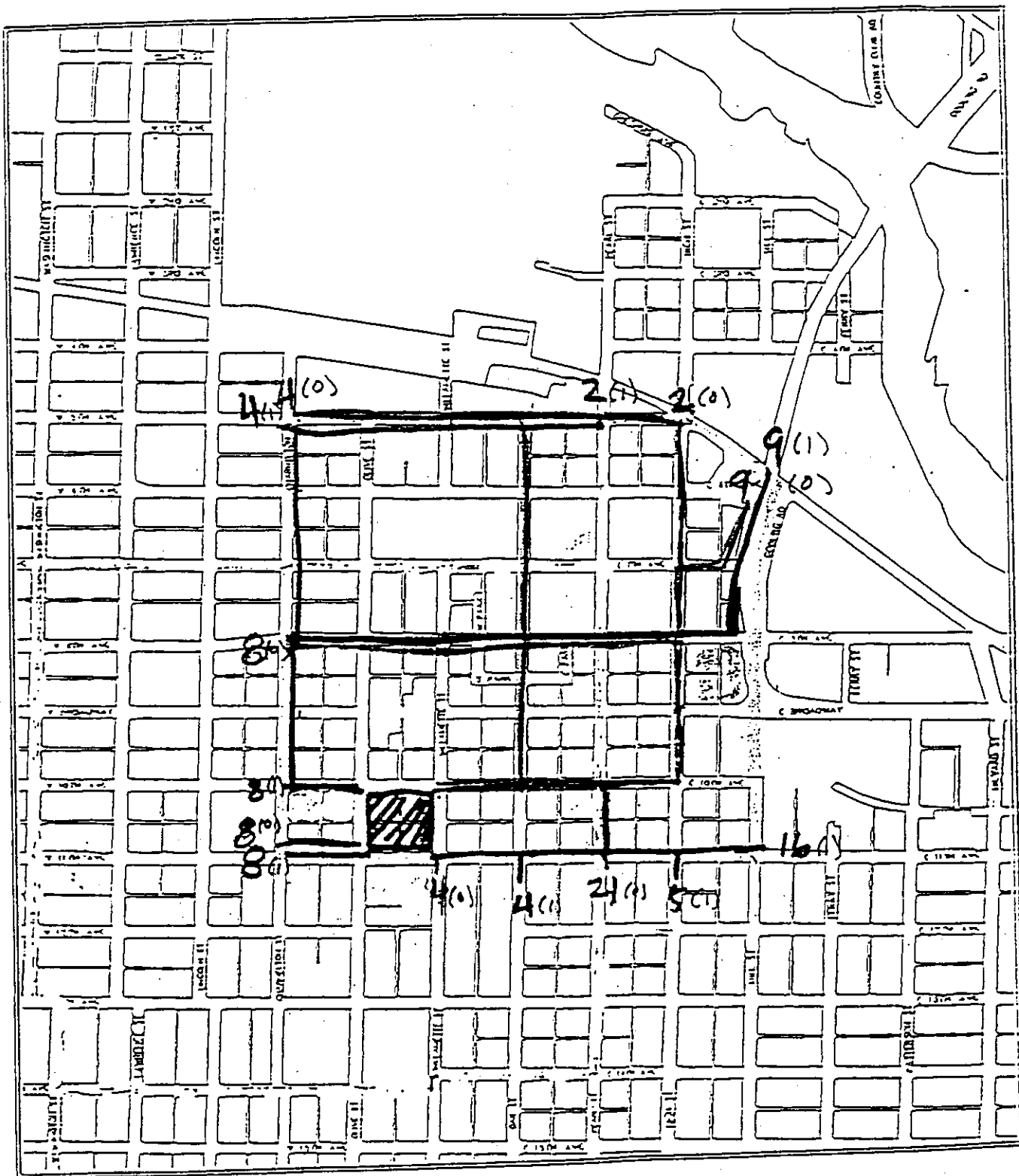
BUS TRAVEL TO/FROM SITE



ELECTIONS
BUS TRAVEL TO/FROM SITE



BUS TRAVEL TO/FROM SITE



LTD BOARD OF DIRECTORS
WRITTEN TESTIMONY RECEIVED ON
EUGENE STATION SITE SELECTION

March 13 - June 25, 1992



June 23, 1992

Mr. Keith Parks, President
Lane Transit District Board
PO Box 7070
Eugene, OR 97401-0470

RE: PARKING ACROSS FROM DTC LANE COMMUNITY COLLEGE


Dear Mr. Parks:

I am the President of Nature Expeditions International, a downtown business owner, and an LCC (Small Business Development Center) client. Parking for evening classes (and sometimes day classes) has been difficult periodically. And ...I do not feel that it is safe using the overpark at nighttime.

While I support LTD and Public Transportation, I am asking you and the Transit District to consider LCC's needs plus those of the community when you choose a location for the downtown hub. If indeed a new hub must displace downtown client and LCC parking, I suggest that you consider replacing the present spaces by constructing an overhead parking facility so that current and future students of LCC can continue to use these meaningful resources in our community.

Ideally, I encourage you to find an alternate location which is convenient for downtown users and LCC students.

Sincerely,


David Roderick
President

cc. Jane Scheider, SBDC (LCC)

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 51

Wildlife and Cultural Expeditions to Unique Environments of the World

474 Willamette Street • P.O. Box 11496 • Eugene, Oregon 97440 • (503) 484-6529 • Fax (503) 484-6531

June 22, 1992

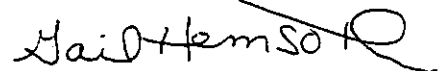
Lane Community College

Mr. Keith Parks, President
Lane Transit District Board
P.O. Box 7070
Eugene, Oregon 97401-0470

Dear Mr. Parks:

I am writing to you regarding the relocation of the LTD Transit Station. While I do not object to LTD building a transit station across from the LCC Downtown Center, it will cause parking problems for the 2,000 students enrolled in the Adult Basic Education, GED, English as a Second Language, and Adult High School programs located downtown.

Sincerely,



Gail Hemsoth
Lead Instructor

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 52

Concerning future
Proposed Bus Station

Shannon Wilson
4531 Franklin Blvd #59
Eugene OR 97403

To whom it may concern:

In my opinion before LTD decides to spend 9-10 million dollars on a new bus station it should first of all improve service to all residents of Lane County.

- #1 Provide equitable service to Lane Community College. Students who attend, for the most part, have a substantially smaller income than UofO students, but I feel they would pay a fair price if it was offered.
- #2 Provide a much better service for Springfield Residents. Buses every half hour to much of Springfield does not provide adequate service. (Example: Gateway, Mohawk Shopping, etc)
- #3 Provide a service to Corvallis because of many commuters who are travelling to and fro. (BLUE River is further than Corvallis)

I have been dealing with LTD issues since I have moved here. I consider many of its policies and decisions too conservative and that for the most part not concerned with the utmost in serving the community and reducing air pollution.

Always Concerned &
Involved

Mr. Shannon Wilson

JUN 25 1992

EV eem

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 53

3435 Ferry Street
Eugene, OR 97405
June 22, 1992

Keith Parks, President
Lane Transit District Board
P.O. Box 7070
Eugene, OR 97401-0470

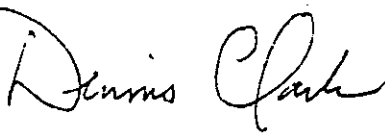
Dear Mr. Parks:

I am writing you about the proposed use of the parking lot at the corner of Willamette and 11th as site for the new LTD station.

I am an instructor in the Adult High School program and feel that this might reduce the access to the LCC Downtown Center for some of our students. As a regular rider of LTD buses, I recognize that finding a good location for the LTD station is an important and difficult task. In this process I hope that you will remain mindful of the potential impact upon LCC students who presently use the Willamette and 11th Street location for parking while taking classes at the college.

Thank you.

Sincerely,



Dennis Clark

June 19, 1992

**Lane
Community
College**

Mr. Keith Parks, President
Lane Transit District Board
P.O. Box 7070
Eugene, Oregon 97401-0470

Dear Mr. Parks:

RE: Proposed LTD Transfer Station

Although I understand and support the need for a new LTD transfer station, I must express my concern about the potential impact on our students.

Our department provides educational services for more than 2000 adult students at the LCC Downtown Center annually. These services include basic developmental education, literacy, GED preparation, English as a Second Language, and high school classes. Many of these students ride LTD. However, many others rely on accessible parking to fit classes into schedules that also include work, parenting, and transportation for child care.

I believe that locating the new LTD Transfer Station across from the LCC Downtown Center will reduce accessible parking, and prevent some students from completing their basic education.

Sincerely,



Leslie Rasor, Department Chair
Adult Basic and Secondary Education

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 55

June 22, 1992

Mr. Keith Parks
President, Lane Transit District
P.O. Box 7070
Eugene, OR. 97401-0470


Dear Mr. Park:

We don't object to the transfer station across from the Downtown Center, but we are concerned about the loss of parking for students of our English as a Second Language Program.

We feel it's important that students who are improving their basic skills have a ready access to our services through convenient bus service and/or parking.

We urge you to consider how lost parking spaces will be replaced if the transfer station is located across from the Downtown Center.

Sincerely,



Maxine Frauman
ESL Lead Instructor

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 56

Lane Community College

June 23, 1992

Mr. Keith Parks
President
Lane Transit District Board
P.O. 7070
Eugene, OR 97401-0470

Dear Mr. Parks,

RE: Proposed LTD Station Downtown Eugene
10th & Willamette

I am pleased the LTD is making long range plans for a new central station in the downtown Eugene area. Such a station will do well to serve the public transportation needs of Eugene and surrounding communities. However, parking in the downtown area is a critical concern that I believe needs to be further addressed in your planning efforts. The Lane Community College Downtown Center has contributed significantly to increased access to educational services for adults. Many of the participants are people who might not otherwise venture to the 30th Avenue campus. The Downtown Center serves a varied mix of adults engaged in education including students seeking continuing education, adult literacy, English as a Second Language, business development instruction, adult high school diploma, and employment related work place training. Many of these students utilize the LTD bus service in getting to and from the Downtown Center. Many others provide their own transportation, and park in the parking lot at 10th and Willamette, as well as the other parking facilities in the vicinity. We do not object to having an LTD Station across from the Downtown Center, but it will create a parking problem for our students. I strongly urge you to consider parking needs for this area in your planning and consideration.

Sincerely,



Dave Oatman
Director, Customized Training Department

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 5

Lane Community College

June 15, 1992

Mr. Keith Parks, President
Lane Transit District Board
P.O. Box 7070
Eugene, OR 97401-0470

JUN 15 1992

Mr. Parks:

The issue of siting the proposed new LTD station downtown has been one of particular interest to me. The proposed location directly west of the LCC Downtown Center creates some strong concerns about the loss of parking spaces available to our students.

Our department conducts classes in the Downtown Center from 8 a.m. through the late evening during the week, and also on Saturday mornings. I have witnessed the heavy use of the currently-available parking facility immediately across Willamette Street by our students and wonder, given the shortage of existing parking in the core area, where these students will park and whether they will continue to be students, should the site become unavailable. Surveys indicate that over 80% of our students drive to the downtown area, and that one in three park in the lot area west of the Downtown Center. Unsolicited comments from students pretty strongly indicate that the "hassle" of parking is already an issue of theirs.

Thank you for considering this information during your decision making.

Shannon Kracht

Shannon Kracht
Director, Continuing Education

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 58

Lane Community College

June 17, 1992

Mr. Keith Parks, President
Lane Transit District Board
P.O. Box 7070
Eugene, OR 97401-0470

Dear Mr. Parks:

Please enter this letter in the public record concerning the siting of the LTD Transit Station at the McDonald Theater location.

From my point of view, the McDonald Theater LTD Transit Station site will have an adverse impact on the operation of Lane Community College's Downtown Center. There are several reasons why I believe your proposed site will have an adverse impact.

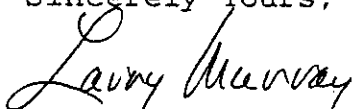
At the present time, most of our day and evening students travel to the Downtown Center by private motor vehicle. The parking lot directly west of the Downtown Center has become (since City initiated validated parking) the primary parking lot for our students. Secondary parking has been the surface lot directly south of the Atrium Building. Some students will use the overpark during the day hours.

LCC Downtown Center staff and myself believe that available parking a block or further away during the evening hours will result in a significant decrease in our continuing education programs. We believe as high as 40% of our evening students will be unwilling to take classes at the DTC, if they have to walk a block or more in the darkness to their car. Students are unwilling to use the overpark during the evening hours. Mostly these students are concerned about security and personal safety.

Obviously, our students who travel by bus will benefit from this site location; unfortunately, most of our students do travel by car.

Thank you for considering this letter during public testimony.

Sincerely Yours,



Larry Murray, Dean
Community Education & Economic Development

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 59

EUGENE HOTEL RESIDENT COUNCIL
222 EAST BROADWAY
EUGENE, OREGON 97401
343-8574 FAX 343-9489

May 11, 1992

Phyllis Loobey
General Manager
Lane Transit District
P O Box 7070
Eugene, OR 97401-0470

Dear Phyllis:

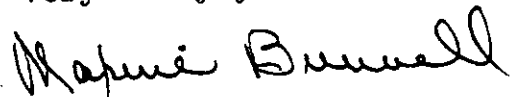
It was a personal pleasure to have lunch with you last Wednesday. Thank you for listening to our concerns about the proposed transit terminal at the IHOP location. If the quality of life at the Hotel deteriorates, it will affect not only current residents but senior residents twenty years into the future.

It is good to hear of the hopes and plans to discourage loitering at the terminal. However, the increased foot traffic past the Hotel will certainly have some disagreeable results. It will heighten the risk to the personal safety of those residents who venture out after dark. It will also augment the opportunity to vandalize and burglarize our cars in the parking lot.

It is likely that the Board considers the air pollution and noise of construction only temporary while the terminal is being built. The sound of jackhammers, dump trucks, and concrete mixers, etc., will adversely affect the health of our frailer residents by interfering with their rest. What may seem temporary to the Board will be an eternity to them.

We appreciate your courtesy in coming to see us and answering our questions.

Very truly yours,



Maxine Bunnell
Chairman
Resident Council

MAY 12 1992

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 60

April 20, 1992

Phyllis Loobey
General Manager LTD
PO Box 7070

APR 23 1992

Dear Mrs. Loobey,

For many years my husband and I were in business in Eugene. After he passed away and I was unable to keep up my home and garden I moved to the Eugene Hotel Retirement Center about eight years ago.

All I can do due to disability arthritis and a heart condition is sit by my window and look out.

There is always a breeze on Broadway and the fumes from traffic is quickly wafted upward to my windows. Due to my health condition I would find it difficult to breath in such a traffic condition. Therefore I oppose the LTD station location at Broadway and High.

Sincerely,

Grace M. Boon
Grace Boon

Grace Boon
222 E. Broadway
Eugene, Oregon 97401



Phyllis Loobey
PO Box 7070
Eugene, Or. 97401

EUGENE STATION ADVISORY
COMMITTEE

|||||

07/13/92

Page 61

Eugene Hotel Retirement Center
222 East Broadway - April 22, 1992
Eugene, Oregon
April 22, 1992

Congressman Peter DeFazio
211 East Seventh Avenue
Eugene, Oregon

Dear Mr. DeFazio

As a resident of the Eugene Hotel Retirement Center for the past eight years and Eugene resident for fifty-two years, I feel qualified to advise you on the matter of the proposed establishment of the Lane Transit District Center at Broadway & High.

The traffic pollution with which we already contend is considerable. Those of us who live on the east side of the building would be doubly affected by the addition of LTD buses. At present, we also contend with the neighborhood buses using High, Broadway and Pearl.

Many of our residents are those who are regularly afflicted with respiratory trouble because of emphysema or asthma. Their plight would be doubled with the addition of LTD buses.

It is my/our hope that the Transit decision regarding LTD being placed at Broadway & High will be rescinded for the above reasons. Also, many of our "well" residents walk regularly around the block for exercise and fresh air. Many express concern that this activity would be curtailed.

Thank you for your consideration in this matter.

Page 2

Congressman De Jozia
Re: LTD location

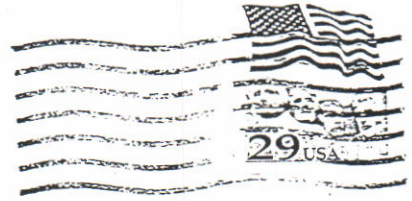
Very truly yours,
Mrs. Vivian Harper Pitman

cc. Ms Phyllis Loomis
General Manager LTD

P.S.

The hotel is a block from the fire station; so
engineers travel Broadway and Pearl all hours. Also,
when paramedics are called to the hotel, a fire engine
is in company. Often, their engine will be just
some time until the patient is removed.

Lula and Charles Meyers
222 East Broadway
Eugene, Or 97401



Dear Phillis Sohey

I do oppose of the Bus
System in the block of the Broadway
and High across the street from
our Babelit church.

We need parking spaces.
I am sure other places
are open for you.

Just think of all the people
that could not go to church No.
place to park. Even the noise
would even be bad.

We live in the Eugene Hotel.
it would be bad to walk or
get around in a wheel chair.
My son only walk that way.
Please pray about this.

And bless you

Lula & my son Charles
66 year old in a wheel chair

April 1992

Dear madam: Please consider the problem Eugene Retirement hotel will have, if parking lots are taken away also if dozens of city buses constantly go by to a new location, which will produce fumes, etc. that will affect the senior citizens health at the hotel.

It will not be a good thing for us at the 1st Baptist Church to lose our major parking area or have all the dozens of city buses go by so often. We will lose age values or personalities, also ^{have} greater walking dangers.

Thank you so much for your considerations and understanding and concern.



Sincerely,

Mrs Esther Williams
222 E Broadway # 410
Eugene Ore 97401

APR 28 1992

Mrs. Eugene V. Slattery
222 East Broadway, No. 615, Eugene, Oregon 97401

APR 23 1992

23 April 1992

Phyllis Dooby,

It seems that there is under consideration a plan to move the bus stations to the vacant lot across the street from the Baptist Church and under my windows. For all of us on the East side of this building, it would be a horror, as well as for those on the front of 322 E. Broadway - for all who live here. Noise and air pollution. Surely a location can be found that would not adversely affect so many people. And we are all of us old - elderly - people.

Sincerely

Before I Margaret D. Slattery I live, on a Sunday morn, watching families going to their church

222 East Broadway
Apartment 416
Eugene, Oregon
April 20, 1992

Ms. Phillis Loobey, Gen'l Manager
Lane Transit District
211 East 7th Street
Eugene, Oregon 97401

Dear Ms. Loobey:

As an 84-year-old resident of the Eugene Hotel Retirement Center, it is with great distress that I have learned of your location plans for the Lane Transit District.

I'm sure you are aware that we already receive the start-up noise of Transit and Greyhound busses as they are stopped at the intersections of High and Broadway and Broadway and Pearl. Fumes from these busses are also very unpleasant, and they quickly permeate the interior of the hotel through any open windows. Unpleasantness we might be expected to tolerate.

But the pollution of the air we breathe is another matter. It is definitely detrimental to the health of the many residents who suffer from respiratory problems. I am one of these.

It is difficult even to imagine the impact from the number of busses per hour that would be driving out of the station onto these two streets and then back in at the end of their routes. It would be a constant irritant and danger to these residents who expected to spend their remaining years at this Hotel and possibly could not now make a change. This is our home and the knowledge that the hotel cannot be used for any other purpose for many years was taken into consideration when we moved here.

Please reconsider your plans for this location. It is my hope that another site less detrimental to the one hundred or more residents can be found.

Thank you for your attention to this protest and that of any others who are worried, as I am.

Sincerely,

Hazel J Fuller
Mrs. Clyde S. Fuller

cc Peter Defazio,
Congressman

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 67

EUGENE HOTEL RESIDENT COUNCIL
222 EAST BROADWAY
EUGENE, OREGON 97401
343-8574 FAX 343-9489

Eugene, Oregon
April 20, 1992.

Phyllis Looby, Gen. Manager
L.T.D. System.

Dear Mrs. Looby:

In 1927 I came to Eugene and there was still one streetcar running between Eugene & Springfield. Later I lived out W. 11 St. and rode the first buses Eugene had. When I moved to the Warkentz area, the L.T.D. buses were operating.

I have certainly appreciated the growth and service of the L.T.D. System. I know how important it is to the

entire area. Some years ago I moved to the Eugene Hotel Retirement Center, mainly on account of the location & security system. I am 90 years old, have trouble seeing and walking. For these reasons I would not like to see the L.T.D. station placed at Broadway & High Street.

Hoping you can find a better location
(over)

EUGENE HOTEL RESIDENT COUNCIL
222 EAST BROADWAY
EUGENE, OREGON 97401
343-8574 FAX 343-9489

Eugene, Oregon
April 20, 1992

Phyllis Loobey
General Manager LTD
Eugene, Oregon 97401

Dear Phyllis:

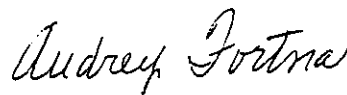
I am writing you as a resident of The Eugene Hotel Retirement Center. My concern is that LTD is attempting to move their main bus station to the block diagonally to the Hotel.

Some one third of the residents here are over ninety years of age and many are plagued with breathing problems. Can you imagine what it would be like to have sixty buses an hour coming and going that close to your home? You may not consider this to be a residential area, but we are a residential group of more than a hundred homes. This is our home.

We are concerned not only with the fumes these buses would generate, but also with the general livability as many of us oldsters walk on the street using canes, walkers and even wheel-chairs. You must see that this situation is a real worry not only to us, but to our children. Bus stations just seem to attract a rather unpleasant element.

We are pleased that you will be here for lunch with the Council members this coming Monday the 27th at 12 Noon. We look forward to meeting you at this time.

Sincerely,



Audrey Fortna
Vice Chairman
Eugene Hotel Resident Council

cc: Peter DeFazio
cc: Jack Roberts

Phillis Looby, General Manager LTD,
P. O. Box 7070.
Eugene, Oregon 97401

Dear Mrs. Looby:

My attention has been brought to the fact that our Bus and transportation system is contemplating a move to the NE corner of Broadway, across from the Baptist Church.

Broadway is already a very busy street and the introduction of almost 100 busses each day would multiply our woes.

We, of Eugene are very lucky to have such an efficient system and I often call the 10th St office to compliment it's drivers for their courtesy and caring.

I am 93 years old and still "ride the bus" knowing the drivers will assist me, if needed.

This may be too late to have any weight on your decision to make the move, but I wish to protest, and add my plea that you find another location.

Wishing you the Best,
Sincerely

Hallie Huntington
Mrs. Hallie Huntington (Mrs Charles A)
222 East Broadway, No. 218
Eugene, Oregon 97401

The Eugene Hotel
222 E. Broadway, apt. 207
Eugene, OR 97401
April 18, 1992

Ms. Phyllis Loobey
General Manager, LTD
P.O. Box 7070
Eugene, OR 97401

Dear Ms. Loobey,

My letter is to express my opposition to the proposed move of the LTD terminal to a new location on East Broadway at High Street.

My first and last walk to the House of Pancakes for lunch was in the summer of 1986 - when I was a straggly 74. Coming back to the hotel, I had to fight such a strong wind I have never been interested in walking in that direction again. High winds, winter and summer, are common on East Broadway and would make life miserable for those awaiting a bus, especially young mothers with small children, the elderly, the handicapped - everyone.

There is already considerable crime in the alleyway in this area. One young man

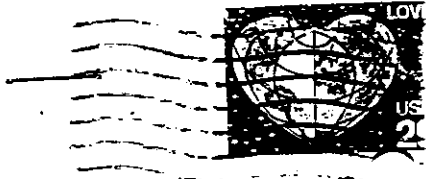
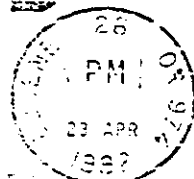
was recently attacked with mace and robbed. Personally, I think you might have to employ a security guard in the evening hours to protect passengers.

No one understands why you wish to move from your present location, which I thought was ideal when I moved to Eugene in April 1956 - so handy for shopping. It benefits both merchants in the area and bus riders, who regard it as a kind of bonus to have a bus stop adjacent to even one store for a quick purchase.

The climate is also milder along 60th Street, and one can also make an easy transfer to buses going in all directions. I can see much to be lost and nothing to be gained for anyone by a move to East Broadway.

Sincerely,
Mary C. Torgley

Eugene, Oregon
222 E. Broadway, Apt. 415
Eugene, OR 97401



222 E. Broadway, Apt. 415
Eugene, OR. 97401
Apr. 23, 1992

Mr. Phillip Loebey
P.O. Box 7070
Eugene, OR. 97401

Dear Mr. Loebey:

I am a resident of Eugene Hotel, and like most of us, I am very much concerned about the proposed bus terminal on Broadway and High St. We already must suffer the noise and fumes from these busy streets and the neighborhood bus terminal on our block. Many of us are very susceptible to respiratory irritants and this might make staying here impossible. There is also a greater exposure to criminal elements to consider, with more congestion in the area.

Another important consideration is the increased traffic hazard to children using the library which is to be located in the former Sears-Roebuck building. There is far more vacant space in that area for expansion of bus parking space, with less traffic hazard, and for greater convenience and safety for children using the library, as well as shopping convenience for their parents.

We hope you can help us to keep Eugene a safe and beautiful place to live and raise our children.

Very sincerely,
Elizabeth Pennock

DANIEL TUCCI
INVESTMENT PROPERTIES

P.O. BOX 304 97440 132 E. BROADWAY EUGENE, OR 97401

TELEPHONE
503-683-3111

MAR 10 1992

March 9, 1992

COPY

Lane Transit District
Eugene Station Advisory Committee
Mr. Jerry Gaydos
P.O. Box 7070
Eugene, OR 97440

Dear Advisory Board Members:

This letter is written on behalf of the East Broadway Retail District, in response to their overwhelming opposition to the proposed IHOP site for the LTD Transit Station. The East Broadway Retail District is comprised of some seventeen businesses, including restaurants, gift stores, specialty retail and service oriented businesses. The district is a relatively small and fragile area of successful retail in the downtown core area. The increased noise, pollution, congestion, as well as possible transient and crime element associated with the station funneled through this narrow strip along East Broadway could cause profound and possibly irreversible damage to these businesses and this district.

I have enclosed letters of petition from all the businesses in this district. We are asking that the Advisory Committee and Board of Directors take these concerns into serious consideration prior to the decision on a site selection.

Sincerely,

Daniel C. Tucci
East Broadway Retail District

enclosures

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 74



476 Louis
97402-2451

MAR 10 1962

March 9

Lane Transit District
Eugene, Oregon

Dear LTD Decision Makers,

I hope that the Lane Transit District will not choose to use the parking lots at 8th Street for its new, proposed transfer station.

I am a frequent bus rider and have been since I moved to Eugene in 1961. We have a great bus system. It has been my primary carrier to the University all these years. It gets better all the time. I think a new station is a good idea but not at the 8th street site.

Actually, a station at that site would be very convenient for me. Not only do I ride the bus to the campus, but also, I attend First Baptist Church.

A bus transfer station at that site would harm the church. It might even make it necessary for the church to move. Buses and riders would cause too much noise for the classes going on at the church right beside it. The coming and going of many buses would be disruptive to service when hot weather necessitated having windows open.

But, even more, the loss of near-by parking might make it impossible for a church to continue in that location. Right now, First Baptist has many people attending. The church has recently had to go to having three Sunday morning services to handle the crowds. Near-by parking is definitely a factor. It is quite likely that people would chose some more accessible church if they had to park a long distance from the building (particularly in rainy weather) and walk.

There are better locations for the bus station where it would not negatively impact nearby businesses. Personally, I prefer the site suggested along Pearl street from Broadway to 11th.

Very truly yours,

R. A. McCready
Reyturn R. McCready

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 75



FIRST BAPTIST CHURCH

868 High Street • Eugene, Oregon 97401 • (503) 345-0341

Dr. Kimball E. Hodge III, Senior Pastor

March 4, 1992

Dear Ms. Loobey,

Enclosed is a copy of a petition that was circulated Sunday, February 23rd. There is a total of 1262 signatures, each indicating a strong opposition to the condemnation of our property for the construction of Lane Transit Districts, Transfer Station.

It has come to our attention that there is a general belief that the church body is not opposed to the condemnation of our property. That given the right amount of money we would be placated. This view is far from the truth, it is our hope that this petition will lay that misconception to rest. Nor is there any split or faction among the members regarding the issue, we are in unified agreement that we remain in our present location.

Sincerely,

Kimball Hodge III
Senior Pastor

Leonard Witt
Chief Operating Officer

Copy: Eugene Station Advisory Committee Members, LTD Board Members, Dan Tucci, Dan Giustina, David Davini, Phyllis Loobey



DANIEL TUCCI

INVESTMENT PROPERTIES

P.O. BOX 304 97440 132 E. BROADWAY EUGENE, OR 97401

TELEPHONE
503-683-3111

March 9, 1992

Lane Transit District
Eugene Station Advisory Committee
Mr. Jerry Gaydos
P.O. Box 7070
Eugene, OR 97440

Dear Advisory Board Members:

This letter is written on behalf of the East Broadway Retail District, in response to their overwhelming opposition to the proposed IHOP site for the LTD Transit Station.

The East Broadway Retail District is comprised of some seventeen businesses, including restaurants, gift stores, specialty retail and service oriented businesses. The district is a relatively small and fragile area of successful retail in the downtown core area. The increased noise, pollution, congestion, as well as possible transient and crime element associated with the station funneled through this narrow strip along East Broadway could cause profound and possibly irreversible damage to these businesses and this district.

I have enclosed letters of petition from all the businesses in this district. We are asking that the Advisory Committee and Board of Directors take these concerns into serious consideration prior to the decision on a site selection.

Sincerely,

Daniel C. Tucci
East Broadway Retail District

enclosures

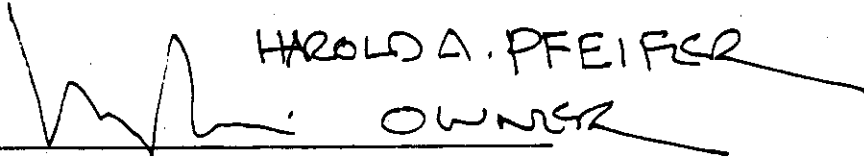
EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 77

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.


Name

OPUS GALLERY 136 E. BROADWAY
Address

484-1710
Phone

2/29/92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

C. P. Warrant

PP FERNANDES, KEURENIAH AND MARASULIUM

Name

AMBROSIA RESTAURANT

Address

174 EAST BROADWAY

Phone

342 4141

Date

FEB 25TH 1992

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Patricia L. Jagers
Name

888 Pearl Street
Address

683-1349
Phone

2/24/92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Will Mattot Rex Norton for Contemporary Clay
Name signed with authorization John Norton

187 E. Broadway
Address

342 7072
Phone

2/25/92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.



Name

Lee World Travel Service, Inc.
245 East Broadway

Address

342-5001

Phone

February 21, 1992

Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

The Paper Garden - Judy Murphy
Name

870 Pearl St.
Address

345-2311
Phone

Feb. 20, 1991
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Randy Smith U.P. Full City Coffee Roasters
Name

842 Pearl
Address

344-0475
Phone

21 Feb 92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Jeremy Nusef aka J. Michaels Books
Name

160 E. Broadway
Address

342-2002
Phone

2/21/92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

THE BOARDROOM - Glen Thomet
Name

160 E. BROADWAY
Address

687-2454
Phone

2/20/92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Jeanette Cafe Zemon
Name

898 PEARL ST. P.O. 26 EUGENE OR 97440
Address

503-343-3005
Phone

2-21-92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

JOHN HOMES INTERIORS

Name

191 E. BROADWAY

Address

687-2509

Phone

Feb. 19, 1992-

Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Peter Coiff COBBLESTONES
Thomas Soderquist

Name

175 E. Broadway, 97401

Address

344-1586

Phone

2/20/92

Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

BAJA CAFE

Name

James L. King

840 PEARL EUGENE

Address

683 8206

Phone

2-20-92

Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Bruce Hanger - Nancy R. Hanger, Owner
Name

941 Pearl
Address

485-6631
Phone

7-21-92
Date

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Amber Koltitt
Name

105 Broadway
Address

3121411
Phone

2/17/92
Date

My suggestion is to move it to
just back as that area
is so congested.

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Kathleen M Campbell & Keith Ellis
Name
901 PEARL ST
Address
345-9366
Phone
2/19/92
Date

FETTUCINE & COMPANY
901 PEARL STREET
EUGENE, OR 97401
345-9366 or 485-6480

TO: LANE TRANSIT DISTRICT BOARD OF DIRECTORS
EUGENE STATION ADVISORY COMMITTEE

I am opposed to the selection of the IHOP site for the L.T.D. Transit Station. My business is located in the East Broadway retail district, a relatively small and fragile area of successful retail shops and restaurants in downtown Eugene. The increased noise, pollution, and congestion, as well as possible transient and crime element associated with the station, as demonstrated and documented in its present 10th Avenue location, will cause profound and possibly irreversible damage to my business and this district.

Kristine Turner - Flying Elephants
Name

169 E. Broadway
Address

343-0150
Phone

2/20/92
Date

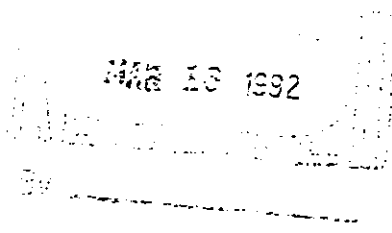
57

Oregon

HOUSING AND
COMMUNITY
SERVICES
DEPARTMENT

March 13, 1992

Lane Transit District
Transit Station Siting Committee
PO Box 7070
Eugene, OR 97401



Re: Lane Transit District Proposed Transfer Station Site

Dear Committee Members:

The Oregon Housing & Community Services Department (HCS) holds the Trust Deed to the Eugene Hotel and contiguous parking lot located at 222 East Broadway, Eugene, Oregon. It is the Department's understanding that the Lane Transit District (LTD) is considering locating a transfer station on the property adjacent to the Eugene Hotel.

I would like to express the Department's concern with the LTD locating the transfer station on the property adjacent to the Eugene Hotel. The HCS sold tax exempt bonds to provide the long term financing of the conversion of the Eugene Hotel to its present use as elderly housing. As such it is imperative that loan payments be made by the owner of the Eugene Hotel in order for the HCS to make payments on the bonds. Locating a transfer station on the proposed site near Eugene Hotel may adversely affect the marketability of the units to seniors and thereby reduce the owner's ability to meet financial obligations due to reduced occupancy levels.

The residents of the Eugene Hotel are typically elderly individuals. The increased noise and traffic, both pedestrian and vehicular, may create hazards for these residents. I am concerned that location of the transfer station to the property adjacent to the Eugene Hotel may discourage seniors from living at the Eugene Hotel. One of Housing & Community Service's goals is to preserve and increase where possible the affordable housing stock for elderly individuals. I believe locating the transfer station adjacent to the Eugene Hotel may be in conflict with this goal.

I understand that the owners of the Eugene Hotel and residents have contacted you regarding their opposition to the proposed location of the transfer station. I urge you to remove the site adjacent to the Eugene Hotel from further consideration as the LTD transfer station.

Sincerely,

John Blatt for Reynard Ramsey
Reynard Ramsey, Director

Barbara Roberts
Governor



cc: Marsha Morey, Manager HCS Asset & Property Management

1600 State Street
Salem, OR 97310-0161
(503) 378-4343
FAX (503) 378-3465

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 95

The Attic Dresser

350 East Eleventh Avenue
Eugene, Ore. 97401 • 485-6666

JUL 7 1992
June 29, 1992

Lane Transit District
P.O. Box 7070
Eugene, Oregon 97401

Dear Ms. Loskey,

We, at the Attic Dresser, are deeply concerned about the prospect of the "Pasta Plus" site being considered as a permanent location for the Transit Districts terminal.

Our building, which is directly across the street was built in 1900 and is currently being considered by the Historical Society of Lane County as a building to be preserved (as is the building next door to us housing Studio 340 and Pregnancy Hatlins).

We feel there are more central sites that would be less disruptive and hope that

The Attic Dresser

2

350 East Eleventh Avenue
Eugene, Ore. 97401 · 485-6666

They will be considered much stronger
than "Costa Plus."

With all sincerity,

Pete Titus (owner of The Attic Dresser)

June 30, 1992


Phyllis Loobey
Lane Transit District
P. O. Box 7070
Eugene, OR 97401-0470

Dear Phyllis:

On behalf of Hult & Associates and our many tenants at 399 E. 10th and 401 E. 10th in Eugene, I am writing to express my deep concern about locating the bus station on the "Pasta Plus" site. As we have discussed before, the streets are very narrow on Mill and 10th and access is only allowed west on 11th and north on High. Access for our tenants would be extremely difficult, let alone for LTD buses. In addition, of all your potential sites, the "Pasta Plus" location appears to be the furthest from your heaviest traffic, i.e. government and downtown workers.

We hope you will give this due consideration in your upcoming decision. We would certainly support any of the other three sites.

Sincerely,



Gretchen N. Pierce
HULT & ASSOCIATES

GNP:mm

EUGENE STATION ADVISORY
COMMITTEE
07/13/92 Page 98

6/29/92

To Thomas J. Gray, Concerning

We owners of the Kase and Griddle, 398 E. 11th, we would like to register our objection to the Pasta Plus site for the LTB transfer station.

Locating the transfer station on this site would cause the demise of our business. The exhaust fumes blowing into our establishment would create an intolerable atmosphere. The wind seems to blow in our direction most of the time.

This location is also bordered by apartments. The noise, fumes and exhaust would make these buildings also untenable. The same can be said for many of the other small businesses located on E. 11th.

The added congestion on E. 11th and High Street would cause more problems than we already have, especially during the peak hours.

It has taken us our savings and 9 years of hard work to make our business a paying proposition. If this site is picked, we feel that we would lose everything and at age 60 it is very hard to start over again with nothing.

Thank you for your time and consideration.

Sincerely,
Skip & Tina Guilkey

DAVID E. CARMICHAEL

ATTORNEY AT LAW
150 FORUM BUILDING
777 HIGH STREET
EUGENE, OREGON 97401
29 June 1992

TELEPHONE
(503) 484-2220

TELEFAX
(503) 484-2251

Lane Transit District
P. O. Box 7070
Eugene, Oregon 97401

Attn: Phyllis Loobey
General Manager

Re: OPPOSITION TO PASTA PLUS SITE
Permanent Transfer Facility

Dear Phyllis:

Almost 30 years ago my father, Lorin Carmichael, purchased the building at 339 East 11th in Eugene for his furniture store business. Downtown urban renewal forced the move from his longtime East Broadway location. After his passing my brother Bob and I purchased the building to keep the property in the family. Our first tenant was Cole's Artist Supply. In 1980 we divided the retail space and remodeled at considerable expense. Pasta Plus has occupied half of the space for the last 10 years. We have just signed a new lease at additional expense for the neighboring space with a Southern California retailer.

We are strongly opposed to the "Pasta Plus" site consideration as the Lane Transit District's permanent transfer site facility. I have voiced this objection often over the many months to Stefano Viggiano, LTD's Planning Administrator. Stefano has reassured me and other neighboring tenants and property owners that on balance the Pasta Plus site was considered by staff to be least desirable relative to the other sites on issues ranging from rider proximity to downtown, cost and overall utility (traffic patterns on High and 11th are limited to northbound and westbound respectively). A Pasta Plus location would negatively impact the areas currently-existing desirable retail/professional mixed use.

LTD's informational packets confirm Stefano's comments. It is obvious the Pasta Plus site is the least desirable of the 4 sites and should be deleted. I did not attend the recent LTD board meeting. The next day's newspaper article said seniors who bought Eugene Hotel retirement units despite being in the same block as the Greyhound and Trailways bus depots, did not want LTD 1 block away at the "International House of Pancakes" site. It also said no one spoke on the Pasta Plus site.

Please provide copies of this letter objecting to further consideration of the Pasta Plus site to each member of your Board of Directors. It is basic that any permanent facility be located proximate to the heart of downtown, have superior overall utility and responsibly minimize (both local and national) taxpayer dollars. The Pasta Plus site does neither of these. Instead it provides 270 parking spaces servicing a healthy retail/professional mixed use, which would be lost to a permanent transfer facility. I request its timely deletion from your site list.

I appreciate both your and Stefano's courtesy and cooperation throughout this process.

Cordially,


David E. Carmichael

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 100

To Whom it May Concern

I am a resident of Eugene
Hart. My only transportation
due to a disability is by
LTD bus. To move the
LTD bus center away from
10th and Olive would
greatly reduce the chance
I have of being independent.
It is very important to me
to ~~be~~ have to my day to day
errands and travel on
my own at my convenience
instead of someone else's.

Moving the bus station
500 to 600th Ave. may seem
insignificant to others but
to many of us it is a million miles
away. I would like to
see the buses stay at 10th and
Olive.

Becky Strison
1133 Olive #913
Eugene, OR 97401

7119

LANE TRANSIT DISTRICT PUBLIC HEARING

REQUEST TO SPEAK FORM

Please fill out this form before the public hearing begins. Hand it in at the information table toward the front of the Council Chamber. When the Board President calls your name, you will be allowed up to three minutes at the microphone.

If the number of persons wishing to present verbal testimony is small, testimony will be heard in the order in which the forms are turned in. If, however, a large number of people wish to speak at this hearing, the Board President has the option of hearing from five people who wish to speak about the IHOP site; five who wish to speak about the Pasta Plus site; five who wish to speak about the Elections site; five who wish to speak about the McDonald site; and then five who have comments of a general nature. The Board President will continue this rotation until everyone has been heard, or until the meeting is adjourned to a future date due to time constraints. Speakers in each category will be called in the order in which their forms are turned in.

If you prefer to present written testimony on this issue, you may use the reverse side of this form and turn it in at the public hearing. You may also submit written testimony to LTD at PO Box 7070, Eugene, Oregon, 97401, by July 2, 1992.

Name: KENNETH V. SANDBURG

Address: 1199 N TERRY SP. 342, EUG. 97402-1445

Telephone: 688-3466

I wish to speak about the following:

| | | | |
|------------------|-----------|---------------|-----------------------|
| IHOP Site: | For _____ | Against _____ | General Comment _____ |
| Pasta Plus Site: | For _____ | Against _____ | General Comment _____ |
| Elections Site: | For _____ | Against _____ | General Comment _____ |
| McDonald Site: | For _____ | Against _____ | General Comment _____ |

General Comments About the Eugene Station Site Selection Process _____

Written testimony only X

IHOP SITE is to far from the Holt Center and the middle of town

7:14

LANE TRANSIT DISTRICT PUBLIC HEARING

REQUEST TO SPEAK FORM

Please fill out this form before the public hearing begins. Hand it in at the information table toward the front of the Council Chamber. When the Board President calls your name, you will be allowed up to three minutes at the microphone.

If the number of persons wishing to present verbal testimony is small, testimony will be heard in the order in which the forms are turned in. If, however, a large number of people wish to speak at this hearing, the Board President has the option of hearing from five people who wish to speak about the IHOP site; five who wish to speak about the Pasta Plus site; five who wish to speak about the Elections site; five who wish to speak about the McDonald site; and then five who have comments of a general nature. The Board President will continue this rotation until everyone has been heard, or until the meeting is adjourned to a future date due to time constraints. Speakers in each category will be called in the order in which their forms are turned in.

If you prefer to present written testimony on this issue, you may use the reverse side of this form and turn it in at the public hearing. You may also submit written testimony to LTD at PO Box 7070, Eugene, Oregon, 97401, by July 2, 1992.

Name: WENDELL M. COOK

Address: 37075 CLEAR LAKE RD. EUGENE, OR, 97401

Telephone: 629-6752

I wish to speak about the following:

IHOP Site: For _____ Against _____ General Comment _____

Pasta Plus Site: For _____ Against _____ General Comment _____

Elections Site: For _____ Against _____ General Comment _____

McDonald Site: For _____ Against _____ General Comment _____

General Comments About the Eugene Station Site Selection Process _____

Written testimony only X I am much AGAINST the IHO SITE! It would be very insensitive of the LTD to interfere with my right to worship. Especially when you have other sites which would serve the city now and in the future.

EUGENE STATION ADVISORY COMMITTEE
Page 103
07/13/92

Written
to back

LANE TRANSIT DISTRICT PUBLIC HEARING

REQUEST TO SPEAK FORM

Please fill out this form before the public hearing begins. Hand it in at the information table toward the front of the Council Chamber. When the Board President calls your name, you will be allowed up to three minutes at the microphone.

If the number of persons wishing to present verbal testimony is small, testimony will be heard in the order in which the forms are turned in. If, however, a large number of people wish to speak at this hearing, the Board President has the option of hearing from five people who wish to speak about the IHOP site; five who wish to speak about the Pasta Plus site; five who wish to speak about the Elections site; five who wish to speak about the McDonald site; and then five who have comments of a general nature. The Board President will continue this rotation until everyone has been heard, or until the meeting is adjourned to a future date due to time constraints. Speakers in each category will be called in the order in which their forms are turned in.

If you prefer to present written testimony on this issue, you may use the reverse side of this form and turn it in at the public hearing. You may also submit written testimony to LTD at PO Box 7070, Eugene, Oregon, 97401, by July 2, 1992.

Name: Lorene Oliver

Address: 1133 Olive St. apt 418

Telephone: 687-2759

I wish to speak about the following:

IHOP Site: For Against General Comment

Pasta Plus Site: For Against General Comment

Elections Site: For Against General Comment

McDonald Site: For Against General Comment

General Comments About the Eugene Station Site Selection Process

Written testimony only

c:bdhrgfrm.jhs

JUNE 26, 1992
YA-PO-AH TERRACE

ATTN:PHYLLIS LOOBEY
LANE TRANSPORTATION DISTRICT
P.O. BOX 7070
EUGENE, OREGON 97401

I WAS HIGHLY DISMAYED WHEN I READ IN THE REGISTER GUARD, THAT LANE TRANSPORTATION DISTRICT WERE CONSIDERING MOVING THEIR BUS TRANSFER STATION AROUND THE AREA OF SIXTH AVENUE AND PEARL ST.. I FEEL YA-PO-AH TERRACE WOULD BE DIRECTLY EFFECTED IF THIS SITE WERE TO BE CHOSEN. WE NOW HAVE THE TRAINS AND THEIR POLLUTION, WE DO NOT NEED THE ADDITIONAL NOISE AND POLLUTION FROM THE BUS LINE. I REALIZE WE HAVE TO HAVE PROGRESS BUT PLEASE CONSIDER MY COMPLAINT WITH THE GREATEST OF CARE. WE ARE ELDERLY RETIREES HERE AT YA-PO-AH AND CONTRIBUTE A GREAT DEAL TO THE TAX BASE OF THE CITY. I FOR ONE DO NOT WANT ANY MORE NOISE AND POLLUTION.

SINCERELY,
NORMA B. KASTELIC
350 PEARL ST.
EUGENE, OR 97401

Norma B. Kastelic

0633

F. W. WOOLWORTH
930 WILLIAMETTE ST
EUGENE, OR 97401

6/27/92

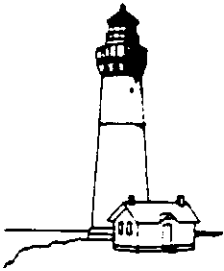
Dear Sir,

I am submitting this letter as a written testimony to the Public Hearing on the new LTD transit station.

Speaking for my company, it is critical that the new transit station be located at the McDonald site. We depend on the customer traffic brought to us by the LTD system. Moving the site several blocks away would be very detrimental to our business as well as other retailers on the mall.

After Olive Street is reopened I see putting a public library in the Sears Building and retaining the LTD transit station as two vital issues in improving the health of business on the Eugene Downtown Mall.

Sincerely,
Dave Merges
Manager
F.W. Woolworth Co.



ROBERT A. CARMICHAEL, D.D.S.
General Dentistry

July 1, 1992

Lane Transit District
P.O. Box 7070
Eugene, Oregon 97401

Attn: Ms. Loobey
General Manager

Dear Ms. Loobey:

My Dental Office has been located across the Street from the Pasta Plus site for twenty two years. I feel this site would be extremely poor for your downtown transfer station.

Traffic patterns here are poor for bus flow----11th avenue and Pearl street are both very busy streets and not suited for merging buses.

Parking in this area now is very tight. The Register Guard, The Hult Plaza, other businesses, and now a new three story professional building being constructed next door will seriously tax existing parking in this area.

Finally, this locale is not downtown, but three blocks away from your city center. Please locate this station where it belongs ---- Downtown.

Cordially,


Robert A. Carmichael



July 1, 1992

To: Lane Transit District Board of Directors
From: Pasta Plus
Subject: Location of Transit Station Site

Recent developments have renewed our concern that the "Pasta Plus" Site may be chosen for the location of the Transfer Station. We would like to address this issue by identifying three reasons for opposing a transfer site at our location.

First, the Transfer Station would have a negative impact on upscale retailers located nearby. It is highly likely that many if not all of the local merchants will vacate the area if the transfer site is moved to their vicinity.

Parking is a second issue that must be considered. As it stands now there is adequate parking for customers and employees of two banking institutions and the local newspaper, not to mention our business and others like us in the area. Relocating parking would have a negative impact on these businesses. Just as importantly, such a move would add more cars to an already dense campus area.

Finally, it has been our understanding that LTD is looking for a site that is centrally located. A move directly East to our area would put the transfer site closer to the University which already has a site and away from the downtown core area. It would be better to move the site north to the "Elections" site as there has been a significant shift in retail towards the Fifth Street Market area.

We understand the effort the Board is making to accommodate all conflicting interests. While some areas may be very vocal in their opposition by their sheer numbers, we believe that the choice for the transfer site should be based on the needs of LTD and the impact to local retailers. Therefore, issues concerning the impact on local retailers being equal, other sites are more satisfactory for the needs of LTD.

Sincerely,

Susan Jones
Yasunobu Okita
Past Plus Inc.

To : LTD

Re: Downtown Transfer Station

I suggest that a main transfer station be kept out of the downtown core area. Instead, buses should converge at a point on the periphery, and the core area should become a fare-free zone served by a fleet of small buses circling the Mall on a 12- or 15-minute schedule during business hours and less frequently in the evening.

A site that comes to mind is the old Kendall-Ford location across 13th Avenue from the present public library. Transfer at a point such as this would avoid main traffic arteries like Sixth, Seventh, Eleventh, and Eighteenth Avenues; and, as streets in the core area continue to be opened to two-way traffic, and the schedule expands, passage of full-size buses in the Mall will become both detrimental to traffic flow and unfavorable to the business climate of the Mall.

Many thanks for your good service.

Paul Fenner

6/26/92



LISL FENNER
2111 GARFIELD
EUGENE, OR. 97405-1546

EUGENE STATION ADVISORY
COMMITTEE

07/13/92

Page 109