

# Community group debates T-2000 transportation plan

By ANN TRENEMAN  
Of the Emerald

Anticipated controversies related to the Eugene-Springfield Area 2000 Transportation plan were discussed Saturday during a public forum at Harris Hall.

The forum, which attracted about 20 people, was coordinated by the Eugene-Springfield Community Meet, a council of neighborhood groups, to "begin the coordination process to respond to the T-2000 plan when public hearings come," according to Gary Spivak, Whitaker Community Council's representative.

The first few hours of the forum consisted of a panel discussion on problems the group sees in the plan. Population growth and land-use planning, potential energy constraints on private vehicles, the plan's financing, ways

of increasing use of alternate modes of transportation and traffic congestion, were also discussed.

The panel stressed that a coordinated effort with specific proposals and criticisms will be more effective during the public hearings than voiced opinions by citizens. Another forum is planned for Jan. 7, after the technical report supplement to the plan has been published.

The T-2000 plan foresees that by the year 2000, an estimated 30 per cent of all trips within Eugene will be made by alternate modes of transportation. The plan projects that 14 per cent of all trips will be made by bus. Currently, six to seven per cent of all trips are made by bus, according to Spivak.

Various incentives for people to opt for bus over automobile travel, were discussed by panel members. One suggestion was to at-

tach bicycle racks to buses to allow bikes to be carried around with their owner. But an objection was that the racks wouldn't be used enough to pay for the extra cost.

Another suggestion was the park and ride system in which people would drive to their station and bus to their destination. One woman said downtown employers could encourage bus travel by offering special deals to their employees with bus passes. A reversible lane for only bus use during peak traffic hours and intersection priority for buses were other ideas.

Staggering work hours to combat rush hour traffic was discussed as a way to increase bus ridership without adding extra buses. John Silvermoon, Friendly Area Neighbors representative said this would be a poor idea because the rush hour lasts one and a half hours instead of 45 minutes.

The plan's financing is not adequate to implement the T-2000 plan's demands Spivak said. "It will probably come down to raising taxes or raising rates."

Ollie Snowden, Lane Council of Governments transportation coordinator, noted that while Eugene has kept with its 14 per cent mass transit goal by 2000, Springfield has changed its goal from 10 per cent to 5 per cent.

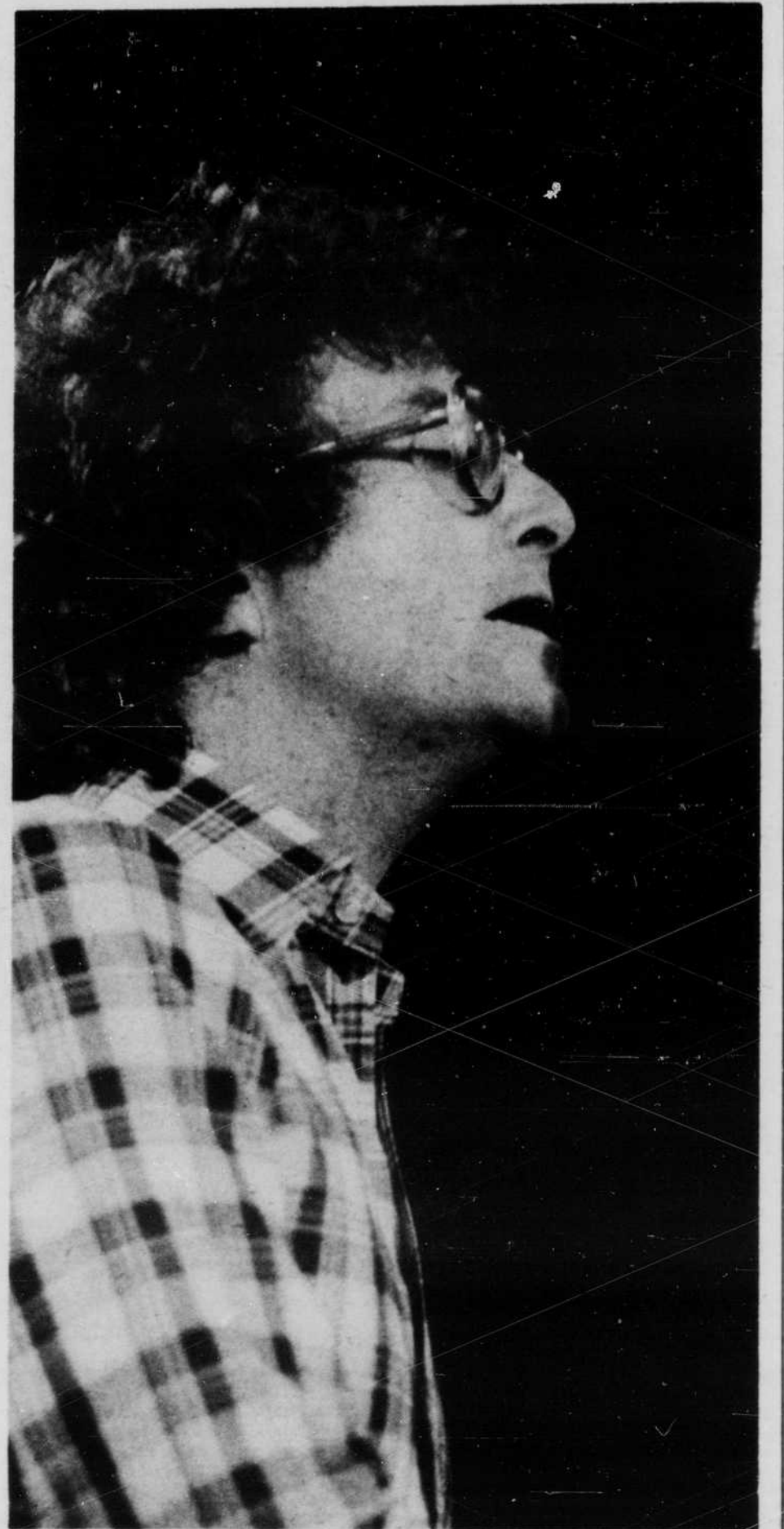


Photo by F.H.A.T. Axmacher

Randy Newman performed "Short People" and other recent hits before a Mac Court crowd of about 1,600. Earlier Steve Goodman performed with Homer and Jethro of "Dueling Banjo" fame joining.

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