

# Public debates T-2000 Plan tonight

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Of the Emerald

The public will have a chance to have their say on the proposed Eugene-Area Transportation Plan (T-2000) tonight at a joint public hearing at 7:30, Harris Hall.

The Eugene City Council, Springfield City Council and the Lane Board of County Commissioners will hear public testimony about the controversial plan that plots Lane County's street and highway, bicycle, bus and pedestrian development for the next 22 years as well as setting policies concerning area transportation goals and viewpoints.

Opposition to the T-2000 from neighbor-

hood groups and citizens centers around the \$132 million of street and highway projects included in the plan. The plan's future bus and bicycle provisions, which call for 30 percent of all trips made in Lane County by the year 2000 to be made by alternative means of transportation, have drawn little opposition.

The Community Meet, a group which sprung from neighborhood groups, has formed an organized opposition to the transportation plan and have drawn up their own alternative proposals to replace the parts of T-2000 they find distasteful.

The Meet will present their revisions at the joint public hearing and will be "calling

for the same changes" as they have previously since the plan was publicized, according to Gary Spivak, a Meet member.

Spivak says planner's response to the Meet's suggestions to date has been negative. "They have been arguing against all the projects and ideas we propose," he says.

The Meet's primary objection is the proposed \$74 million Sixth and Seventh Streets project, which would turn the streets into four-six lane freeways. The project, although not scheduled to be built until after 1990, demands immediate attention starting with purchasing the property along the two streets.

Spivak says the Meet is also critical of the

plan's effect on Eugene's downtown area. The T-2000 plan would eliminate the Community Center of Performing Arts and expand the existing Jefferson freeway system.

The Community Meet's alternative plan is to place more emphasis on reducing the downtown traffic problem through staggered work hours, bus ridership, and development of streets other than the ones proposed in the plan.

T-2000 must be approved by June 30 to receive federal funding needed for the plan's implementation. The plan has gone through more than two years of study and research by city and county planners. It is in its final phase before adoption.

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