

Project slated for summer

Airport to be expanded

By Cynthia Whitfield
Of the Emerald

The long-awaited expansion of Eugene's Mahlon Sweet Airport is just around the corner, according to Bob Shelby, airport director of aviation.

The first stage of improvements, expanding the airport's airplane parking space, is slated for the summer, says Shelby. Mahlon Sweet administrators are waiting for the go-ahead from the City Council before beginning the rest of the project. This includes improving and expanding the airport building, as well as providing landscaping, access drives, and better parking.

However, when City Council members met last week to review the airport project, they decided to meet with the airport commission in February to discuss "why some of the project items would be added," says City Councilor Ruth Bascom.

Bascom says of particular concern to Mayor Brian Obie and the council was the inclusion of a larger contingency cost.

The estimated contingency cost — extra funds added in case of unexpected construction expense — has doubled says Bascom.

The entire cost of the project is estimated at \$16 million, with \$2.5 million coming from federal funds, and another \$4.5 million from airport revenues. It is still uncertain how the rest of the project will be funded.

Improvements and additions considered less crucial to the project may have to be dropped if sufficient funding is not found, says Larry Schoelerman, airport operations manager.

Bascom says some of the "additive options" questioned include building a covered walkway and adding a second story to the airport building.

But this summer's expansion of the airport terminal apron is 90 percent federally funded, with the rest of the money coming from airport revenues.

The present parking area was originally designed for four airplanes "but there's six, seven or eight planes in there sometimes. Spacing is now much too close and too hazardous," says Shelby.

Congestion and the hope of stimulating the economy through tourism and business led the council to declare restoration of the airport a major priority, says City Councilor Emily Schue.

"There won't be enough money from federal funds," says Schue. "We're aware we have a problem. We have to decide which improvements we can afford. We should come to an agreement this spring."

Schue says Eugene-Springfield and other surrounding areas served by the airport have "doubled in size

over the years. At certain times, that airport is like a madhouse."

Schue says additional funding for the project will have to come from "some kind of tax money. Usually a city will sell bonds and pay that off with property tax, but that doesn't seem feasible right now. But if we have a sales tax, property tax will be cut, and people might vote in favor of bonds. A local gas tax is also being considered," says Schue.

Schue says taxes raise the question of whether or not the city of Eugene should be wholly responsible for providing the revenue for the improvements.

"This is a Eugene airport, but it's actually a regional airport. If you live in Springfield, for example, you pay nothing. The airport was once self-supporting, but with the present need for improvement and expansion, that has changed. That's one thing we do need to talk about," says Schue.

The airport building in particular, is in sore need of expansion and repair, says Schoelerman.

"The building was designed to last 20 years — it was 20 years old in September, 1984. We plan to expand the building in all four directions, going from 24,000 square feet to 52,000 square feet," says Schoelerman.

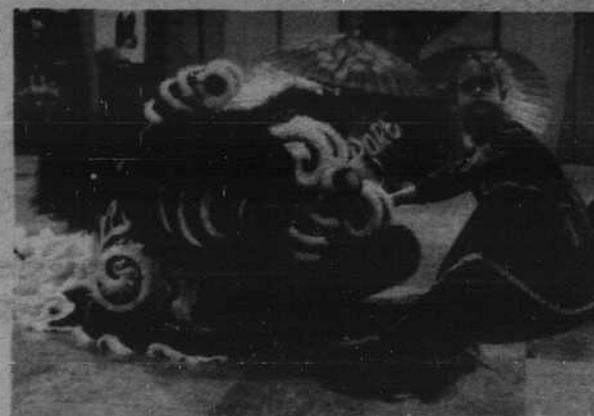
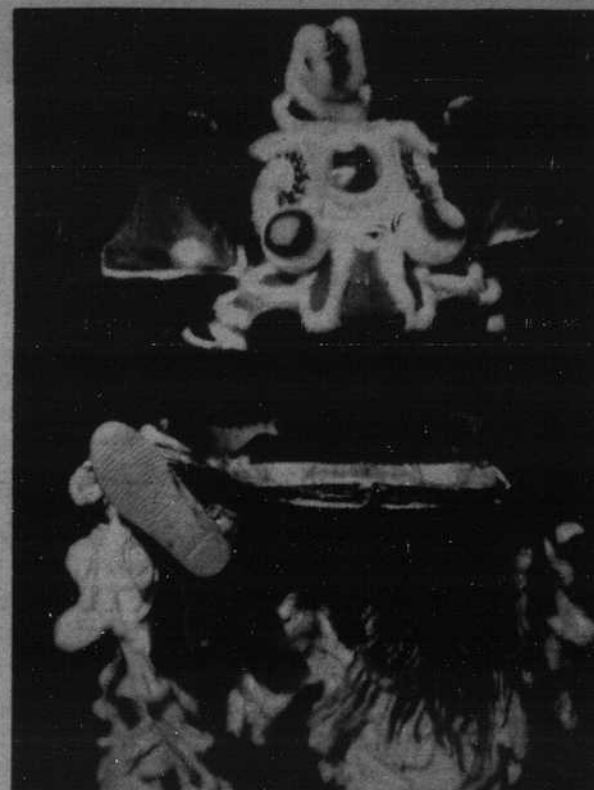
"We have to take some of the pressure off the interior. We need more space for the baggage area, for the lobby, for carriers, and for people sitting. In addition, we want to expand the lounge and restaurant and enlarge and move the gift shop. The building will look totally different when we're done," adds Shelby.

In the meantime, only the expansion of the airplane parking space is fully funded. Work will begin on the rest of the project as soon as the City Council gives the go-ahead. If weather permits, it will take an estimated 30 months from that time to complete, says Shelby.

"I think the improvements will enhance our ability to attract other airlines. Right now we have four airlines stuffed into a two-airline terminal, but our consultants say we're a five-airline market. American Airlines recently told The Register-Guard it was considering providing Eugene service. Pacific Southwest Airlines told the Wall Street Journal they would like to begin service in fall, 1985," says Shelby.

"To take in new airlines you need room. Right now, there's no place to put them. One of the things companies need is good air service. We want to make it easy for people to come and go. Inevitably, they'll compare our airport with others," says Schue.

"I'm very excited about this project. It's something we've been working on for close to five years," says Shelby.



Singapore sojourn

Traditional dances, live music and delicious Far Eastern delicacies livened up the EMU Ballroom during an evening of Singaporean culture Sunday night.

The event, sponsored by the Singapore Students Association and the Foreign Students Organization, began with a buffet dinner followed by a lion dance, slides and a film.

After the lion dance one cautious member of the audience moved in for a closer look at the beast.

Photos by Ross Martin

Women establish escort service for women

By Chris Hazen
Of the Emerald

For women who find themselves in need of an escort on or off the campus at night, but don't feel comfortable using the present escort services, the Women's Referral and Resource Service is offering an alternative — an escort service for women that is run by women.

The new service, which will begin the second week of February, will give female students a choice between having a male or female escort them around campus when they call Campus Security, says Laura Romano, WRRS director and organizer of the new escort service.

"We just saw the basic need that women need women to escort women," Romano says.

In addition to escorts, the WRRS service will also oversee a four-person foot patrol on campus starting immediately before and after evening classes in poorly lit areas, Romano says.

The foot patrols are intended to provide students with added security at night, as well as check bathrooms and

stairwells for possible rape incidents, she says.

The patrols will supplement the anti-rape efforts of Campus Security, and not replace them, since any incidents will be reported immediately to Campus Security, which would then be called in to assist, Romano says.

"We won't take anything into our own hands," she adds.

'We just saw the basic need that women need women to escort women.'

—Laura Romano

Escort service participant Ann Marie Piazza, who is among the approximately 40 persons involved in the WRRS service, calls the women's escort service "a third choice."

"We don't want to kick down anyone else's service, just add to what's available," she says. "The more choices

we have — men and women — the better it is."

The Lambda Chi Alpha fraternity and Campus Security are two such services currently offering escorts.

Piazza believes that the women's escort service will provide safety for those women who would rather walk alone than be escorted by a man they have never met before.

"I heard about the fraternity's (Lambda Chi Alpha's) escort service, and I'm kind of afraid of men escorting women," she explains. "I decided it would be good to have a women's escort service so women would have a choice."

"Those people who really want an escort service and are afraid of the alternatives we have now will have an alternative to walking alone," she says.

Members of the women's escort service have been meeting during the past months, Romano says, organizing and talking about the goals of the service and what it should provide.

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Laura Romano