

Oregon Daily Emerald

Friday, February 2, 1990

Eugene, Oregon

Volume 91, Number 91

Inside

- College TV game show, Page 4
- Animal control is back, Page 5
- Women stomp Wildcats, Page 11
- Ducks win ugly, Page 12



What comes up

Dale Rice surfaces from under Thirteenth Avenue, where he is installing the new campus telephone lines. The University will switch over to the new phone system on Feb. 10.

Photo by Mark Ylen

Group recommends skateboard complex

By Catherine Hawley
Emerald Reporter

Eugene skateboarders may be able to sharpen their skills on an indoor ramp or on one of several outdoor courses that the city is being urged to build.

A skateboard task team issued a report last week recommending that the city design and build courses for a range of skateboarding skill levels at 10 locations throughout Eugene.

If built, the skateboard parks would meet a "need to bring fun into the community," said Brad Perkins, a member of the task team. "We need something where families can show pride in the things their kids do well."

The task team recommended constructing an indoor half-pipe ramp, possibly in an empty warehouse near Washington-Jefferson Park in southeast Eugene. The task team also recommended that a centralized outdoor skateboard complex, featuring a snake-run course and a bowl, be built in the park itself, underneath the freeway ramps near Fifth Avenue.

In addition, eight mini street courses for beginning skaters should be built near each of Eugene's middle schools, the task team recommended.

Task team chair Donna Neal said designs for the eight street courses will be chosen from a competition to be held among middle schools students.

"We want the street courses to be designed by the kids who use them," Neal said.

Construction on the courses could begin as early as this summer, depending on whether the city council votes to accept the recommendations and on how soon funding sources can be located, Neal said.

The 10 courses would carry a total price tag of about \$100,000, Neal said. Once a plan is approved, the city would likely pay at least part of the cost of building the skateboard facilities from its capital improvements fund. Volunteer labor and donated materials would help keep total down, Neal said.

For insurance purposes, the indoor ramp would probably be run by Boy Scout Explorer Post 583, which used to run a skateboard facility known as 'The Cage' in a warehouse on the corner of Oak Street and 13th Avenue.

Skateboard enthusiasts from Eugene high schools and middle schools were included among the parks and recreation staff, community activists and parents on the task team.

"The kids were the consultants," Perkins said. Skaters brought in magazine articles and videos to illustrate their ideas to the rest of the team, he said. "I'm sure we would have come up with something different without them," Perkins said.

Turn to Skateboards, Page 16

Monorail transit plans 'up in the air'

By Kym Gilhooly
Emerald Reporter

Eugene has the opportunity to "move into the transit '90s with the right kind of transit system," said George Scelzo, president of Titan PRT transit systems.

Scelzo proposed Thursday that a monorail transit system in Eugene could form a "circle of mobility in and around the major activity centers in Eugene and Springfield," such as Springfield's city hall, Autzen Stadium, Valley River Center, the Lane County Fairgrounds and the University of Oregon.

The system offered by Scelzo, whose company manufactures urban monorail systems, provides a "simple, environmentally unintrusive guideway" that utilizes existing rights-of-way, Scelzo said.

The system wouldn't impede traffic, Scelzo added, because the "Jetrail" system uses elevated rails, and would form the nucleus of a transit system that integrates buses and automobiles into a uniform system.

Scelzo's proposed system would cover approximately six miles at an average cost of \$10 million per mile, which includes stations, vehicles, guideways, and installation. He said the system can be operated at a cost of approximately \$1 million per year, with cost projections including elevators and hydraulic lifts for persons with disabilities.



George Scelzo, president of Titan PRT transit systems, shows off the monorail which he calls a "simple and environmentally unintrusive guideway."

The system can accommodate up to 18,000 people per hour, Scelzo said, but added that the system would pay for itself if it served 10,000 people per day.

While the monorail proposal for Eugene initially calls for six to seven stations, Scelzo said his company would provide for expansion to areas such as the airport.

Turn to Transit, Page 16

Parking structure access examined

By Peter Cogswell
Emerald Reporter

An independent consulting report concerning the proposed parking structure at the current site of the Alder Street tennis courts reports that the structure is accessible from two streets.

The report says placing the access road to the structure on East 18th Avenue would be much more satisfactory for bicycle safety, but it is also the most expensive of the options, said Dan Williams, Vice-President of Administration.

Placing the access road on East 18th calls for building a road on University land, something that would not have to be done if the access road was on Alder Street, Williams said.

Access from Alder Street is the least expensive option and with appropriate safety measures would result in an appropriate level of safety, the report said.

The next step concerning the building of the structure involves getting out and discussing the structure with the public and the city, Williams said.

Turn to Parking, Page 10