

"The longer the system gets, the cheaper it gets," Scelzo said. "Once the core system is in, with its maintenance facilities, the operational facilities, and computer facilities, the cost drops down dramatically."

The monorail system is computer-automated with cars monitored through a central command station, where a controller views the position and progress of each vehicle.

Scelzo said that vandalism is not a consideration as each car locks automatically, is never more than two to three minutes from any station, and is equipped with a "scream alarm" that stops the car and notifies the command station.

In addition, the system can be "passenger-activated" after hours, Scelzo said, so that passengers wanting to travel at 2:00 a.m. can activate the vehicles themselves.

Scelzo countered pollution questions by stating that his monorail system is electrically-propelled. He said the "Jetrail" system is the "least obtrusive guideway system in existence" and doesn't contribute to visual pollution because it

only uses rights-of-way owned by the city.

Although Eugene doesn't have a traffic congestion problem now, city officials need to address transportation issues before problems occur, Scelzo said, adding that preliminary planning for the project would take three to five years.

"Oregon is listed as one of the ten most desirable places to live, so people will be moving in," Scelzo said.

Scelzo said Titan PRT Systems is currently involved with monorail projects in New York, New Jersey, Pennsylvania, California, and England.

Lane County Commissioner Jerry Rust, who invited Scelzo to Eugene to discuss the monorail system, said he wants to get Eugene, Springfield, and Lane County officials together within the next two months to discuss transportation possibilities.

Scelzo was scheduled to meet with civic leaders and city engineers at a luncheon Thursday to discuss the technical implementation of the proposed system.

**Parking** Continued from Page 1

"There has been a wide range of reaction to the parking structure, generally on the impact the structure will have on bicycle safety," Williams said.

Williams is going to set up meetings with neighborhood leaders to discuss concerns they have with the structure and bicycle safety.

Williams said he also plans to meet with city officials to discuss the changes that will have to be made in the streets

surrounding the parking structure.

The University is currently waiting for an air quality report on the expected effects of the proposed garage. The report is part of the standard procedure of measuring the results of drawing new traffic into an area, Williams said.

The University decided to build a parking structure after a two-year study found that the University had a need for 1,200

additional parking places.

The proposed Alder Street garage is part of a long term plan developed by the Southwest Campus Planning Committee for the southwest corner of campus. A 1984 study found the highest demand for parking was in this section of campus.

The proposed 585-space garage would only provide a net gain of 194 spaces. All but two of the tennis courts are already being used as parking lots.

**Skateboards** Continued from Page 1



File photo

Skateboarders may soon be off the streets and onto one of 10 skateboarding parks, if the City of Eugene follows recent Recommendations of a task team.

The city council will vote on a final recommendation, probably sometime in late spring or early summer, said Carrie Matsushita, public information coordinator for Eugene Parks, Recreation and Cultural Services.

In the meantime, the public will have two opportunities to comment on plans for the facilities. The Joint Parks Committee will hold a public hearing on the recommendations Feb. 27 at 7:30 p.m. in the City Council Chambers at 777 Pearl St.



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