



Peter Keyes, Associate Professor of Architecture, speaks on the need to look at the whole picture of the traffic problems in Eugene at the City Council meeting Tuesday night.

Bridge proposals to be rejected

By Tiffany Woods
For the Oregon Daily Emerald



DECISION:
Ferry St. Bridge

Proposals to create a traffic bridge near the Autzen Foot-bridge will be rejected, a committee evaluating the effects of alternative transportation systems along Alton Baker Park said last week.

The East Alton Baker Park Citizen Planning committee opposed suggestions to rebuild or expand Ferry Street Bridge, saying the proposals disrupted the atmosphere of the park.

"We are interested in preserving the integrity of the park, and as such, we oppose any alternative that puts a road through the park," said committee Vice Chairman Joseph Minato.

These alternatives were included in a Draft Environmental Impact Statement, a comprehensive analysis of the Ferry Street Bridge and surrounding area. Local engineering firms, environmental consultants and staff from the city of Eugene and the Oregon Department of Transportation have worked on the study since 1989.

The study evaluates four options for their environmental impacts and their potential to address problems near the park. Two of the options, Alternatives B and Alternative D, would have serious effects on Alton Baker Park as they would mean

additional construction through the park.

The committee said these alternatives were flawed and the DEIS did not sufficiently address their impacts on the surrounding area.

"We are thoroughly unconvinced by the DEIS that any of the alternatives are acceptable," Minato said. "We intend as a group to document the flaws of the DEIS."

Among the flaws, the committee said the environmental statement ignores the issue of passive recreation, does not address noise impact, lacks a verification that people would indeed use alternative transportation modes, neglects the impact of buses and does not emphasize alternatives for bicyclists and pedestrians.

Gesturing toward the DEIS manual in front of him, committee member Arthur Mancl said, "This is an extremely good argument to show what we don't want to happen (to the park)."

Committee Chairman Wayne Hill agreed, saying a new bridge would split the park in half.

"This doesn't help the park," he said. "It cuts it in pieces."

But David Reinhard, transportation director for the city of Eugene, said there will always be some opposition because of different points of view. The planning commission will now forward recommendations to the City Council, which will conduct another public hearing. Construction of one of the four alternatives could begin after 1998.

PARKING

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signs. He said knowing the rules of the road is the driver's responsibility.

"You don't pay attention to things until it impacts you," Drayton said. "If I put it in a big neon sign, would that be sufficient every time there's a change?"

Drayton went on to explain some reasoning behind the rule.

Officers on duty have a difficult time patrolling lots if they aren't able to see the permits, which are always placed on the back bumper. Cars backed up against a large bush make this a near-impossible feat, and overcrowded lots only add to the problem.

"That becomes a regulatory nightmare," Drayton said.

Talley said he was told a different story at OPS when he went to complain about his ticket. He said he was told that by pulling out of a parking space head-first, he would drift into a second lane,

which might be unsafe.

Carey said head-out parking could very well be a safety issue.

"Probably 90 percent of the folks out there could probably make this maneuver and never hit a bicyclist or a pedestrian or another vehicle, but for that 10 percent that's out there, it's a big enough issue," he said. "For the one person's life that it may save because we're enforcing this or one injury that we may save because of it, I think it's worth it."

Talley does not agree that safety is involved.

"You can see a lot better when you're facing the direction in which you are moving as opposed to having to reverse out and possibly hit somebody," Talley said. "To call it two lanes in a parking lot is to stretch things."

Carey said campus parking is not an easy issue to deal with. The small number of spaces available is a scarce resource compared to the large number of people who commute.

"This is not a K-Mart lot where

there is plenty of room for plenty of people. We have very small spaces," he said.

The fine for parking head-out is \$15. This is too expensive for the offense.

"This is a case where people that generally try to do the right thing are being punished ... heavier for when we do the thing purposely," Talley said. "I thought it ironic that if I had just parked in a two-hour spot, and stayed there the whole day and gotten a ticket for it, it would have only cost me \$5."

People who do receive tickets have the right to petition. About 60 percent of people who file a petition have their fines either reduced or waived. A board exists to review cases, usually by checking the student's past parking record.

Carey said he believed the law was necessary.

"It's not arbitrary or capricious. And those are the things that you evaluate a law on," he said. "It's not out there to get somebody."

BRIDGE

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only be used by buses, special shuttles, pedestrians and bicyclists. An LTD board member said the alternative gives buses a competitive advantage and encourages people to use Autzen Stadium as a "park and ride station."

Other citizens said an eight lane bridge is unreasonable and would hurt the quality of living in Eugene. One resident said many people are moving to Eugene to escape large city development and would be opposed to the eight-lane bridge.

Citizens attending Tuesday's hearing also complained that an environmental impact study (DEIS) of the four alternatives was incomplete and failed to recognize important environmental concerns surrounding each option.

"The DEIS does not provide comprehensive analysis," said Joseph Minato, vice chair of the Alton Baker Park Citizen's Planning Committee.

Within the next month, the planning commission and citizen advisory committee will make recommendations to City Council, said Jim West, city transportation planning engineer.

City Council will then sched-

ule its own public hearing in November so it can select an alternative sometime before January. The city could choose one of the four proposed alternatives or combine two options.

If a building option is chosen, West said the city could use \$24 million in federal funds earmarked for the project. Another \$14 million is available from the Oregon Department of Transportation.

Constructed in 1951 through a city and stage agreement, the Ferry Street Bridge services traffic from ten major streets and highways in Eugene, including Interstate 105, Centennial Boulevard, Coburg Road and Franklin Boulevard. An estimated 54,000 vehicles cross the bridge every day.

City officials say the bridge has needed major structural repair since 1971. In 1976, sidewalks on the bridge were widened and a ramp was built down to Alton Baker Park.

People wanting more information about the four proposed alternatives and the environmental impact statement can visit a public information center open weekdays from 11:30 a.m. until 1 p.m. at M. Jacobs Plaza, 61 West Eighth Street. City staff will be available to answer any questions.

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Peace Corps

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Information Table
Wed-Thurs, Oct 13-14, 10 am-3 pm, EMU

Special Presentations

- *How to Qualify:*
Wed, Oct 13, EMU-Cedar A&B, 12:30-1:30pm
- *Teaching in the Peace Corps*
Math and Science Volunteers share slides and stories
Wed, Oct 13, EMU-Cedar A&B, 7-9pm
- *Peace Corps Experience-Video*
Thur, Oct 14 EMU-Cedar A&B, 12:30-1:30pm

Interviews
Interviews for summer/94 openings will be held Oct 26-27. To schedule an appointment, call Anna Aguilar at 346-6026.