

04/2008

Re: Green Streets or Radial Symmetry?

Dear Editor,

It came somewhat as a surprise to me that in a city as progressive as Eugene, one would find city engineers still entrenched in the freeway mantra of the last century (cut, fill, widen and straighten). One might have hoped that our city engineers would instead be pushing the envelope on safe, green and sustainable streets but instead I found myself listening to a Eugene city engineer as he showed me a street collector map of Eugene and explaining that every 45 degrees around Eugene is a radial collector for high volume traffic except for this one little area.

That was the start of what has turned out to be a long and tortured process involving the waste of thousands of hours of volunteer work by the Crest/Storey neighbors and the expenditure of \$350K of taxpayer money as the city engineers have repeatedly gone back on their word and tried to "stealth" the collector status after the neighbors have voted to keep 18' wide streets that are slow, safe and sustainable.

Genuine city planning means respecting the terrain and topography in addition to listening to the people who live here. We have said repeatedly, we don't want a fast straight road through our neighborhood. We want a road that is slow, graceful, scenic, safe and protects the watershed. On a slow, steep road with few cars, bikes and cars can share the road as they do now. Statistics show that bicyclists/car incidents occur on straight fast roads, not on slow roads where there is enough time to react to a situation.

John Donovan
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