



Photo by Steve Dykes

We Won!

Oregon offensive guard Steve Greatwood couldn't be happier that the Ducks claimed their first Pac-10 win of the season, a 19-14 thriller over California last Saturday.

Outstanding performances by Oregon players were plentiful, but big plays by Don Coleman and Rock Richmond highlighted the game. See stories on pages 12 and 13.

Neighborhood group finds parking answer

By MARY SPANABEL
Of the Emerald

Signs posting a two-hour parking limit in the south University area have fulfilled residents' hopes to decrease neighborhood parking problems aggravated by University commuters.

As a result, the signs will remain in effect indefinitely, according to Leslie Childress-Ullman, member of the South University Neighborhood Association.

Violators of the two-hour parking limit, Mondays through Fridays, 9 a.m. until 3 p.m., will be fined \$1. This fine "might go up to \$2 later on," Duane Bischoff, a Eugene parking administrator says.

The parking plan area includes the 35 block fronts between Emerald and Hilyard streets and 18th and 22nd avenues.

"SUNA has had a parking problem for the past five years — probably longer," Childress-Ullman says. The neighborhood association asked the University for help five years ago because University commuters competed with residents for parking places. But the University denied that a parking problem existed, according to Childress-Ullman.

Actually, the increasing number of

cars in the neighborhood posed a danger to small children as well as obstructing traffic on some streets, some neighborhood residents said.

After nearly two years of fruitless struggle with University officials, SUNA turned to the city for a solution, Childress-Ullman explains. The first trial plan, the result of a compromise between SUNA and the city, began two years ago and lasted three months. The program failed to solve the parking problem, according to Childress-Ullman.

Under the original program, the parking time limit was one hour instead of two. Student commuters could not park in the restricted areas during classes. Time limits were enforced on Saturdays as well as weekdays. Don South, head of the SUNA parking program, says that parking permits were not sold to residents. Neighborhood people who did not have off-street parking had to obey the time limits.

According to Bischoff, a property owner or resident of streets marked by two-hour limit signs is entitled to purchase a preferential parking permit. This decal exempts the resident from the two-hour restriction.

To qualify for a permit, residency on a block front which has the two-hour limit posted must be proved. A utility bill or a renter's certificate are valid proof, according to Bischoff.

Residents can buy parking permit stickers at the City Finance Department in City Hall, 777 Pearl St. or at SUNA meetings for \$15. The permits for the 1980 calendar year are valid from the time of purchase.

"It would be worthwhile to be thinking about buying a sticker," Gary Gillespie, SUNA member says. "The city will have the area monitored closely by the second week of classes, so there's a good chance of (violators) getting ticketed."

The revised program, currently in effect, alleviates much of the congestion. Childress-Ullman says that residents usually find parking spaces on their own blocks. Still, commuters can park in the restricted areas to attend one-hour classes.

"A number of people are trying to add their blocks," Childress-Ullman says, but she adds that some residents are opposed to the program. She says that petitions are available for residents of either persuasion and will be acted upon if signed by a majority of residents living on a block face. These petitions are available at regular SUNA meetings or at the Traffic Engineering Office on the third floor of City Hall II, 858 Pearl St.

Nuke foes fight proposal

By GLENN BOETTCHER
Of the Emerald

The proposed Northwest power bill now before Congress is more than just regional legislation, opponents of the bill said Saturday evening during a town forum meeting in the Eugene City Council chambers.

A standing-room-only crowd applauded as Rep. Jim Weaver, D-Ore., Eugene Water and Electric Board member John Bartels and Eugene public power advocate Chris Attneave blasted the bill on a number of counts.

Lynn Frank, director of the Oregon Department of Energy, and John Lobdell, Oregon public utility commissioner, both spoke in favor of the legislation, saying it will provide an organized plan for meeting future energy needs in the region.

"There is no doubt that if this bill goes through, other parts of the country in

trouble will want their own," Attneave said.

If the bill spreads to other parts of the country, the nuclear power industry will be freed to build more plants faster because more funds for building new power-generating plants will be made available, she said.

"The Congress has gone berserk," Attneave said, adding that national leaders want to "build more and more plants and the public be damned."

Weaver, speaking from notes scribbled on the back of a University football ticket, also criticized moves toward building more power-generating plants.

"We don't need any increases to central plant facilities with a massive conservation effort," he said.

"We can use less power in the Northwest in five or ten years than we're using today."

(Continued on Page 3)

today

Pre-med students often have a hard time when they finally get to medical school because their lack of on-the-job experience has blocked their vision of what the field is really like. A program for pre-meds is trying to change that, with phenomenal success. See Page 6.

Tailgating is fast becoming a sport-within-a-sport at University football games. Fans spread a feast fit for a king on the back of their trucks or station wagons and "warm up" before the game with their own version of a gourmet picnic, en masse. See Page 7.