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stops there," said Shannon Meehan, the project's coordinator.

Last term, 304 women rode Saferide, Meehan said, adding that the number of riders increased consistently throughout the term.

Dan Williams, University vice president for administration, gave the ASUO permission to drive down the closed-off section of 13th Avenue on Jan. 5. Allowing the van to drive down 13th Avenue may involve risks, he said, but that's a chance the University has to take. The route will be evaluated at the end of the school year to decide whether to continue it.

"I thought that this was worth a try. It is the kind of thing you don't know whether it will be successful until you try it," he said.

"Going through 13th Avenue is a great triumph. I think that being accessible to those classrooms will allow more people to take night classes," Meehan said.

"I get a lot of phone calls at the beginning of each term about women who will not take night classes because it is too dark, and they are afraid of how they are going to get home," she added.

While driving down 13th Avenue, the van turns on both its hazard and interior lights, and drivers are given explicit directions about how to drive through the area, Meehan said.

Route signs are being made to indicate the times the van stops on the street.

Saferide was initiated by the 1985-86 Lynn Pinckney/John Dreeszen administration to protect University women from rape.

"They felt, and I still feel that there is the need that women have a safe way home at night, and that the risk of rape is too great for women not only all across the nation, but even in Eugene," Meehan said.

The ASUO purchased the vans with over-realized incidental fees with the stipulation that the vans were to be self-sufficient.

Money to maintain the vans is raised in part by selling advertising space on the sides of the vans. The University Bookstore donated \$500, and the Interfraternity Council and Panhellenic donated \$500, which the ASUO used to buy

radios for the vans, allowing drivers to communicate with the Office of Public Safety.

Men are not eligible to either ride or drive the vans. This precaution is taken for safety reasons, Meehan said.

"The risk is just too great to have them (men) driving or riding, especially because the driver of the van is in complete control over the van, which is a lot of control," Meehan said.

Although the drivers' criminal and driving records are checked, Meehan said a rape may not appear on someone's record.

In addition, Meehan said one of the main reasons Saferide does not allow male drivers is because of an incident at UCLA in which a woman was raped by the male escort walking her home.

"If anything occurred like that, the project would end immediately," she said.

However, men are involved in other aspects of Saferide.

"A lot of men call up to say they like the program and to give suggestions. In fact, it was a man who originally suggested we open up 13th Avenue to the van," Meehan said.

Meehan also has had calls from men asking for information about Saferide for their wives or girlfriends.

Booth said the idea of an off-campus route was well received by Westmoreland and Amazon tenants.

Many women either do not have cars and are reluctant to wait for and ride public transportation at night, or do have cars but are nervous about the walk from the parking areas to the classrooms, he said, making many women reluctant to take night classes.

"The people I've heard from so far are glad it is coming, and once the rest of the tenants hear the news, I anticipate the same response," he said.

The off-campus van is wheelchair accessible. The vans will run from 6 p.m. to midnight, Sunday through Thursday, and 8 p.m. to midnight Friday and Saturday.

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