

## Protesters target Pioneer statue

□ Columbus Day opponents vent ire

Opponents of Columbus Day draped the University's Pioneer Father statue in a white sheet Tuesday morning and planted several anti-Columbus signs in the grass nearby.

"Columbus is the original wet-back," read one of the signs. The nearby Pioneer Mother statue had a white surgical mask around its face, but there were no other signs indicating it was part of the protest.

Tuesday marked Columbus's actual birthday. Monday was the observed holiday.

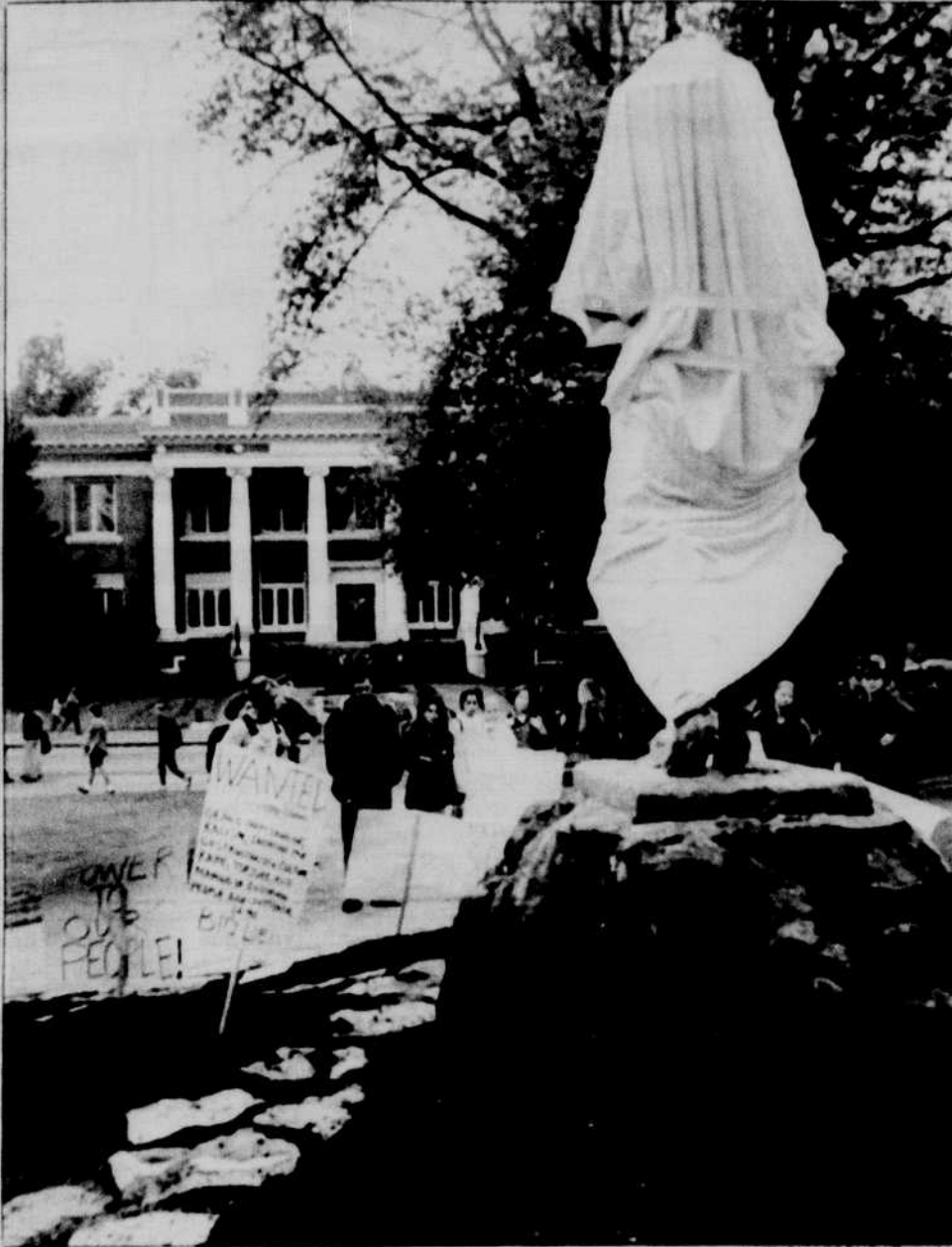
"The Pioneer Father is a symbol of the white man. He is not a symbol of greatness," said Eric Bowen, ASUO president. Bowen said students from several student groups protested the statue because history doesn't represent the plight of native groups, one caused by colonization and the pioneers.

There was talk of class walk-outs, he said, but the statue was chosen as a target instead.

Members of the ASUO Executive committee did not participate in the protest, Bowen said, but he said he personally agreed with the statement.

Columbus Day has traditionally been the target of student groups, Bowen said. One of the signs near the statue had a "MEChA" sign stamped on it. MEChA is the Hispanic and Chicano student union.

Students at the MEChA office said they were unaware of the protest at the statue. Officers for the organization were not available for comment.



Students read protest signs planted near the Pioneer statue.

ANTHONY FORREY/Emerald

## Student says reasoning for parking ticket preposterous

□ New rule for head-in parking at University lots angers doctoral student

By Markus Mazurkiewicz  
For the Oregon Daily Emerald

Daniel Talley believed he did an excellent job parking in the University staff lot on Kincaid Street — until he found the ticket.

The fourth-year economics doctoral student's anger was only increased when he found out why he received the ticket: He hadn't parked head-in.

Talley found out the hard way that the Oregon Administrative Rules have undergone a small revision this year, now stating clearly that head-in parking is required.

The rule used to read: "Vehicles must be parked in such a manner that the permits are clearly visible."

It has been revised to now read with the addition: "Drivers must park their vehicles head-in in campus parking lots. Head-in parking means the vehicle is driven into a parking space in a forward gear in such a way that the rear of the vehicle is closest to the driveway" (General Parking Regulations 571-10-045 Section 10).

The rule was revised in a public, open process before it was finally signed and added to the OAR.

"I see no advantage in my practical life having to park one way or the other," Talley said.

Talley said the rule was not in the old parking handbook.

"There was nothing posted when I got there," he said.

Carey Drayton, director of the University Office of Public Safety, does not believe in

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## Bridge solutions get thumbs down

□ Eugene residents speak out against options to renovate Ferry Street Bridge

By Rebecca Merritt  
Oregon Daily Emerald

The message was clear. Not all Eugene residents are satisfied with the city's attempt to solve traffic problems on the Ferry Street Bridge.

About 100 concerned residents attended a public hearing Tuesday to air their views before the city planning commission and citizen's advisory committee. The hearing was organized so the two groups could hear public input on four alternative solutions to the Ferry Street Bridge problem before making recommendations to City Council.

"I think we were barking up the wrong tree when we started this project," said Peter Keyes, an associate architecture professor at the University. "...we have to look at the issues more comprehensively."

Keyes said the city has treated the project strictly as an engineering problem, but should instead handle it as an urban design issue. Planners need to look at how bridge designs will effect the entire city, he said.

The city's proposed solutions range from a no-build, no-cost option to an \$89 million alternative

that includes building a four-lane bridge at Moss Street and expanding Ferry Street Bridge to six lanes. Other options include an eight-lane bridge and a six-lane Ferry Street Bridge with an alternative transportation bridge through Alton Baker Park.

Most citizens speaking at Tuesday's hearing opposed the two building alternatives that would cut through portions of Alton Baker Park. Wayne Hill, chairman of the East Alton Baker Park Citizen's Planning Committee, said Eugene voters decided last November that the park should be used only for passive recreation.

"We want to capitalize on the spirit of that vote" Hill said.

Sharon Teague, director of Nearby Nature, said two of the alternatives would cut important nature programs in Alton Baker Park, as well as damaging Pre's running trail.

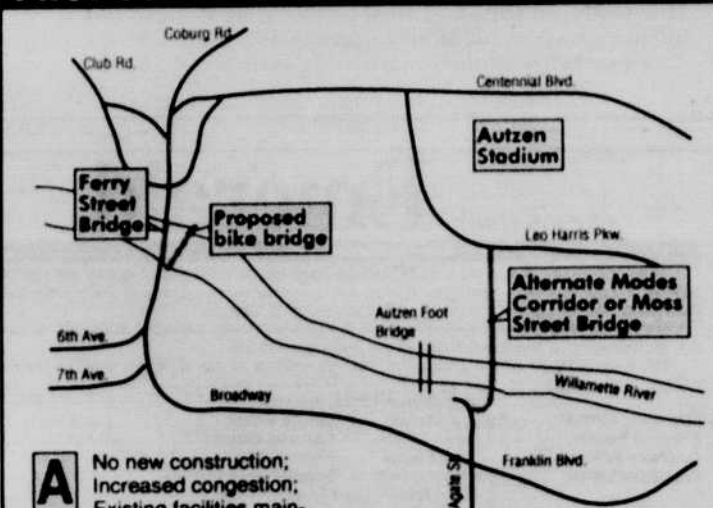
"Is this the kind of future we want for our children? And if so, will they ever forgive us.?" Teague asked.

Lane County Commissioner Jerry Rust agreed the two alternatives that would have negative effects on Alton Baker Park should be dropped. Rust said the no-build solution — leaving the bridge the way it is and promoting alternative transportation modes — is the only acceptable solution.

However, Lane Transit District supports the option of building an alternative transportation bridge through the park. The new bridge could

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## PROPOSED FERRY ST. BRIDGE OPTIONS



**A** No new construction; Increased congestion; Existing facilities maintained. Cost: N/A

**B** Expand Ferry Street Bridge to six lanes; Build an Alternative Modes Corridor connecting Autzen Stadium with Riverfront Research Park; Build a new bicycle/pedestrian bridge east of the Ferry Street Bridge. Cost: \$67 million

**C** Expand Ferry Street Bridge to eight lanes; Extensive bicycle/pedestrian

improvement within corridor; Two options: Improve Broadway Street or connect 6th/7th Avenue with Franklin Boulevard. Cost: \$59 million - Broadway; Cost: \$69 million - Franklin

**D** Expand Ferry Street Bridge to six lanes; Build a new four-lane bridge from Autzen Stadium to Moss Street; Build a new Oakmont Connector; Improve bicycle/pedestrian routes. Cost: \$84 million

JEFF PASLAY/Emerald