

# Time and energy maintain Saferide

By Edward Klopfenstein  
Oregon Daily Emerald

Look into the eyes of the four women who manage Saferide and you'll be sure to see the face of exhaustion.

Saferide transports nearly 50 women per night, forming one of the most active defenses against rape on campus.

But the toll in time and energy to provide the service has its price.

"I could spend 40 hours a week here and still not get everything done," said Angharad Freeman-Jones, volunteer coordinator since June.

The other women — Shaley Howard, administrative assistant; Jennifer Reed, co-director; and Cori Brewster, co-director — all agreed with that statement.

The operation, started in 1985, runs a three-vehicle fleet that transports women around the campus, as well as a few blocks into the surrounding community. The one van and two four-door Ford Escorts take women everywhere from the dormitories to the University Inn to 19th Avenue and Alder Street and to every place in between.

The group used to have two vans until one broke down, forcing it to turn away many last-minute riders that didn't reserve space beforehand. Reed said because there is only one van, some women have to ride the entire 30-minute route to get home.

"We're working on getting another van in the future," Reed said, "but we don't want to go to the Incidental Fee Committee again."

Reed said the group didn't want to take from the needs of other student groups by again requesting money from the IFC for its additional van.

The IFC allocated money for the purchase of the two new cars in spring 1992 after a public vote. Because of red tape, though, the cars didn't arrive until last June.

Saferide instead will ask civic groups around Eugene for



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After overcoming some red tape, Saferide got two new Ford Escorts in June. It plans to ask Ford Motor Co. to donate a van.

donations in the hope of coming up with the \$18,000 needed for a new Ford Astro Van, Freeman-Jones said. Saferide also plans to ask Ford Motor Co. for a van as a direct donation, she said.

The group needs more than just vehicles, the women said. They need volunteers.

Currently, 57 people volunteer for Saferide as drivers, pre-dispatchers or dispatchers. Pre-dispatchers organize incoming reservations and make sure each person has a seat.

But 57 volunteers isn't enough, they said. The group needs more alternates to support the permanent volunteers when they need time off.

Students can get one credit for working at least two hours per week per term through ESCAPE and the Women's Center. Other departments offer credit for work with Saferide, but students should first contact their department for approval.

Men also are welcome to volunteer as dispatchers or pre-dispatchers, a point all four of the women emphasized because so few men apply.

Men typically shy away because Saferide is a service of women drivers catering only to women drivers, a point of con-

tention by some men. The group defended its right to have only female drivers twice in student government court.

Saferide won both of its cases and still excludes men from driving, citing safety and credibility concerns for the organization.

Allowing men to drive would open private phone and address files to them, causing credibility problems with Saferide's clients, Howard said.

"I'm sure anyone volunteering for Saferide is going to be all right, but we just can't take the chance," Reed said.

Policies like this, Saferide officials said, reflect how big the problem of violence against women really is.

"That's for sure," Howard said. Violence against women "assures inequality in education because women are afraid to go to the library or to a night class. I mean, they are handicapped out of fear," she said.

Before the group started, the University Office of Public Safety handled rides around campus, according to Saferide.

Saferide is located in the Women's Center office, EMU Suite 3.

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