

Speeding

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for emergency access vehicles," Duke said.

He said the city is experimenting with median islands on some of the more heavily traveled streets in Eugene. These medians go down the middle of the street and sometimes have trees growing in them.

Medians work well with on-street parking and make the route less straight, so drivers are less likely to speed.

"We try to give the drivers visual cues that make them less comfortable speeding," Duke said.

With medians, trees and cars parked on either side, a street is "not as inviting for someone who wants to get somewhere in a hurry," he said.

But although this may be an appropriate solution for some streets, this idea is not applicable for all well-traveled streets in Eugene, including Alder Street, Duke said.

"There is a network of major streets to allow traffic to get where it needs to go," he said.

All of the possible solutions presented are good ideas, but the city is constrained in what it can do, Duke said.

On Alder Street, bikes run both ways while cars can go only one direction. The street was changed to one-way in the early 1980s because of the bicycle traffic, Duke said.

"We've tried to sign the area so

"We can't just go out and do what we want and what the public wants. We have guidelines that go beyond safety issues."

Nathan Duke
Eugene neighborhood transportation planner

it's clear there is two-way bike traffic, more than on an average street," he said. "We've gone to the extent that we think we can."

Although there are no real possible solutions for the Alder Street problem so far, Duke said, the city is always open to the public's suggestions.

Meanwhile, Cutler is meeting with OPS Associate Director Tom Hicks to assess the severity of the problem.

Hicks said he wants to get a visual sense of the problem in the area, and after that a meeting with city officials and the Eugene Police Department may be necessary to find a solution.

But Hicks said the speeding problems are campuswide.

"We have a problem with traffic on Agate, and I'm sure Alder is also a problem," he said. "So I don't know if I can say Alder is worse than any other area."

The first step in finding a solution, Hicks said, is getting a

clear sense of a vehicle count on Alder Street. The count shows how many people use the street and if there is a need for an additional stop sign or speed bump.

"Before a permanent solution is reached, the city will want to do a traffic count," Hicks said. "And we want to make sure that gets done in a timely manner."

Quite often, Hicks said, the first solution suggested is another stop sign, but that is not always the best idea.

"With the addition of stop signs, traffic goes a different direction and then upsets other neighborhoods," he said. Racing is also always a possibility with stop signs, he said, along with the problem of squealing tires.

Although OPS has no jurisdiction over Alder Street because it is part of the city, Hicks said he wants to keep it safe because so many students use it.

"We feel we have a vested interest in the safety of the street," he said.

Cutler appreciates Hicks' concern with the problem, although the final decision will be made by the city.

"It's just nice to have another campus voice," Cutler said.

Felicity Ayles covers city development and the West University neighborhood for the Emerald. She can be reached via e-mail at fizzer@gladstone.uoregon.edu.

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4 on 4 Grass Volleyball	April 22	63 Esslinger	4:00p.m.
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Softball	May 10	204 Condon	4:00p.m.
Soccer	May 11	TBA	4:00p.m.
4 on 4 Grass Volleyball	May 17	63 Esslinger	4:00p.m.
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Nike/Nutri Grain	April 9	April 10	check RIM office
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Tournaments	Deadline	Dates	Location
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