

• Eric Richardson, the **president of the local NAACP**, invites the community to “A Love Supreme,” sponsored in part by Oregon Humanities. The presentation and forum that follows will be an examination of African legacies and the black diaspora. The event starts with a light meal from 5:30-6:30 pm Sept 23, at the Unitarian Universalist Church of Eugene on 13th and Chambers. The forum following Richardson’s presentation will allow for questions and discussion. Richardson will also honor the 90th birthday of John Coltrane by reading the prayer “Psalms” written by Coltrane for his *Love Supreme* album. For more information contact info@naacplanecounty.org.

• “A Night at the Races,” a **fundraising benefit supporting RideAble**, is 5 pm, Saturday, Sept. 24, at the Unitarian Universalist Church. Attendees can pick their horse, place a “bet” and win great prizes, the nonprofit says. The evening includes six real videotaped races, a silent auction, dinner, wine and beer. According to RideAble board member Jane Kramer, “RideAble has provided horsemanship instruction and essential life skills for the special needs community in Lane County for more than 20 years,” and depends heavily upon fundraisers. “A Night at the Races” tickets are \$60 for adults, \$20 for youth and children under 12 are free. All proceeds go to RideAble and its student assistance program. Go to RideAble.org or Facebook.com/RideAble, or call 541-684-4623 for more information.

• **Eugene Sunday Streets** rolls into the south university neighborhood noon to 4 pm Sunday, Sept. 25. The city will shut down traffic on parts of Hilyard, 24th and Agate, making the streets free for bicyclists and pedestrians to roam at will. Expect live music, informational booths and a celebration of all things car-free. Also, don’t miss your last chance to enter the Beautiful Bikes Pageant. Just show up with your bike, have your photo taken, and you’ll be entered to win a prize for Eugene’s most beautiful bike.

• **The Moving Wall Vietnam Veterans Memorial** comes to Eugene’s Skinner Butte Park Thursday, Sept. 29. The wall arrives by truck at 8:15 am, organizers say, escorted by members of the Oregon and Combat Veterans’ Motorcycle Associations. The Moving Wall will be officially opened for viewing by the public, free of charge, immediately after the opening ceremony an noon that same day. The Moving Wall is a 250-foot long, half-scale replica of the Vietnam Veterans Memorial in Washington D.C. It is being hosted in Eugene by the Emerald Empire Chapter of the Military Officers Association of America.

• The Native Women Unity Association has launched a fundraising campaign to support Rowena Jackson of the Klamath Tribes to travel to, and participate in, the protest against the **Dakota Access Pipeline** in Cannon Ball, North Dakota. While there, NWUA says Jackson will learn community action, nonviolent civil disobedience and other techniques to aid in efforts to defeat the Pacifica Connector natural gas pipeline here in Oregon. Sale of an “Honor the Treaties 1851 #NODAPL” T-shirt will got to travel funds. For more info go to gofundme.com/nativewomenunity.

CORRECTIONS/CLARIFICATIONS

In our Sept. 8 issue *EW* quoted Wendy Baker from an *R-G* story in which she said, “Some will say the case was dismissed on a technicality.” The quote, which appeared in full in the *R-G*, continues, “This is not true. It was dismissed on the premise that intentional destruction of evidence cannot be tolerated in a judicial system founded on giving each party a fair opportunity to have its evidence heard.” See our story in this week’s issue on the topic of destruction of evidence.

NEWS

BY CAMILLA MORTENSEN

OUTDOOR SCHOOL LOOKS FOR LOTTERY FUNDS

While Measure 97, the tax on big corporations to help bolster Oregon’s struggling schools, seniors and health care has gotten the most press, Paige Richardson of the Outdoor School for All campaign wants to draw people’s attention to another education bill on the November ballot: Measure 99, which would create a separate fund, financed through Oregon Lottery Economic Development Fund and administered by Oregon State University (OSU), to provide Outdoor School programs statewide.

Richardson says sending 12-year-olds, fifth or sixth graders, to Outdoor School allows them to not just experience the outdoors but immerses them in Oregon’s natural resources and provides hands-on science for a week out in the field.

The program has been around for 60 years, Richardson says, with 85 percent of Oregon students attending at its peak, but cuts to education funding has meant the program has been shortened or eliminated in school districts across the state.

According to Kerry Delf of 4J, only a few Eugene schools have the program, including Adams Elementary, Corridor El-

ementary, Edgewood Elementary, Family School and Twin Oaks Elementary. In Springfield, Thurston Middle School lists Outdoor School as a 2016 program.

Richardson says the goal of Measure 99 is for all students across Oregon to be able to participate, regardless of abilities or family income. She says both the younger students as well as high school student leaders benefit from the program as they learn to be both more collaborative and more self-confident.

State Sen. Betsy Johnson, one of the measure’s opponents, writes in a May editorial in *The Oregonian*, “Our love of good intentions is turning Oregonians into pickpockets,” and complaining the measure would take \$22 million a year in lottery funds from state economic development.

Richardson counters that for only \$400 a student’s performance in science and math improves and students start to see themselves as scientists and teachers.

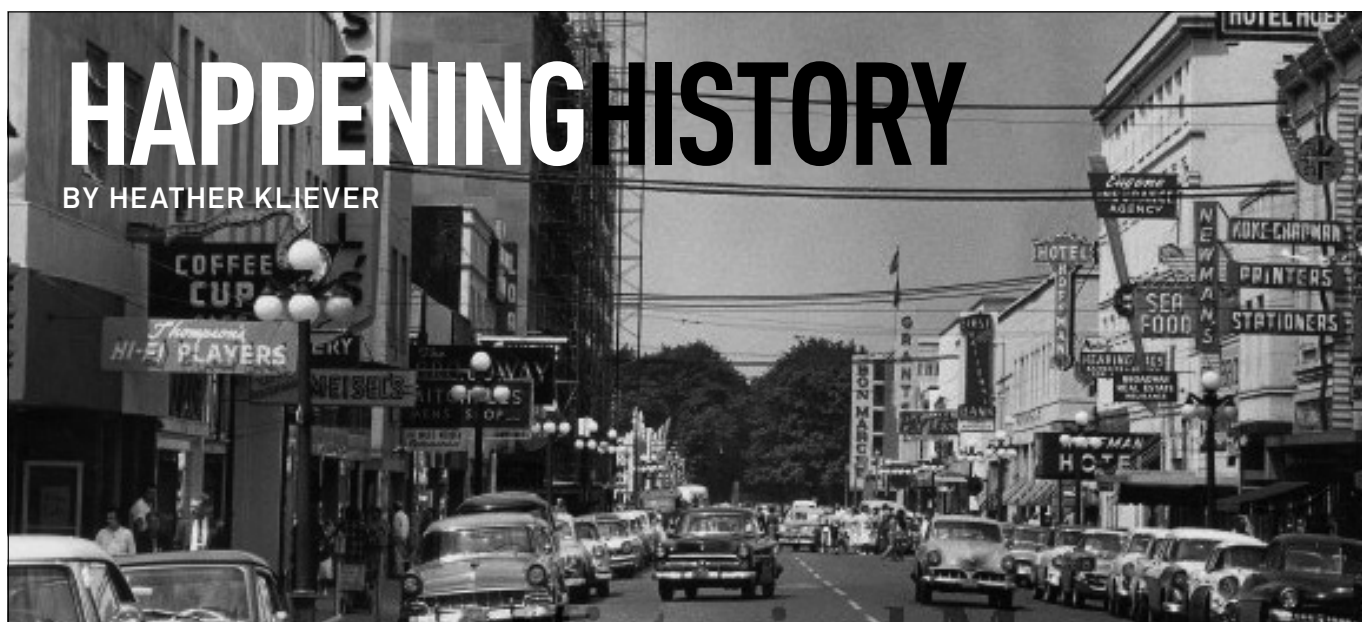
And when Gov. Kate Brown endorsed Measure 99, she addressed the economic development issue, writing that developing a bond with the natural environment is an “important part of growing up in Oregon and is fundamental to instilling the values of conservation in our children,” and adding that, “While I support the measure, I will preserve funding for important economic development programs currently funded by the lottery.”

Richardson points to a study out of Northeastern, featured on a recent episode of PBS’s *Frontline*, that found when compared to the typical high school graduate, a dropout will end up costing taxpayers an average of \$292,000 over a lifetime.

“Failure to graduate starts early,” Richardson says. “Four-hundred dollars a year invested in every 12-year-old is worth it.” ■

HAPPENING HISTORY

BY HEATHER KLIEVER



EUGENE’S TRAFFIC HISTORY

Some of you may have heard Eugene was the first city in the state to have one-way streets. Well, you are correct! Eugene was one of the first cities in the nation to give one-ways a try. Here is the story:

The impetus behind our one-way system was downtown congestion. City businesses were concerned in 1948 about the vitality of downtown and the threat of the suburban shopping mall in addition to “creeping lines of cars, ... irate horns, watch(ing) the crises caused by so simple a thing as a double-parked delivery truck. Traveling the Oregon Trail in a Conestoga wagon was a snap compared with a modern day journey across town in a club coupé,” according to the October 1949 issue of *The Rotarian*. Prohibiting parking (most business wanted nothing to do with that) and widening Willamette (cost prohibited at \$500,000) were ideas considered for easing traffic congestion.

The city needed a fresh approach. This is where the idea of making a 40-square block one-way business district came into the mix. Originally, the idea was to make three downtown streets one-way, but it was expanded to a 40-block area in order to lessen confusion for out-of-town drivers. The thought behind the one-way plan was to make left turns easier, shorten bus travel time, reduce hazards of

passing double parked delivery trucks, minimize glare of oncoming headlights and make the city safer for pedestrians.

A grid pattern was drafted and submitted to City Council for a six-month trial period.

The “sell” aspect of the idea was then put in place. Eugene’s then-city manager, Deane Seeger, pointed out that citizens were impressed by the grid idea that was generated by merchants and others outside of city government. Radio and newspapers explained the shift from two-way to one-way in detail. By the time the changes were put in place there was virtually no confusion — or at least none notably reported.

After six months, the one-way streets were deemed a success. City-planning consultant Howard Buford estimated traffic capacity to have increased 90 percent. Oregon State highway engineer R.H. Baldock claimed accidents were one third to half as numerous on one-ways compared to two-way streets. Most notable of all was the cost to implement the plan. It was \$1,500. The low cost was from utilizing existing streets and relying on the use of signage and traffic dividers. Eugene’s success spurred Portland and Salem to study the one-way plan for implementation in their cities.