

Russia

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office released a text of his decree that omitted any reference to the "special order" of rule mentioned when he announced the decree on television.

It was not clear whether Yeltsin had revised the decree to meet the court demands, or whether he had exaggerated its harshness in his TV address.

Later Wednesday, Yeltsin met

with Khasbulatov and Constitutional Court chief justice Valery Zorkin.

"The goal of the Supreme Soviet and the Congress leadership is not to stabilize the situation in the country, but to use any means to remove the lawfully elected president and open the way to power for the forces of revenge and totalitarian restoration," Kostikov said in a statement.

Khasbulatov rushed back to the parliament building to reconvene the Supreme Soviet and finalize the Friday Congress session.

He told the legislators that the

meeting was useful, but that Yeltsin did not "clearly understand the situation in the country."

"We want to offer the Congress some sensible alternative," Khasbulatov said. "I will make all efforts to find a normal base before the Congress."

Khasbulatov said he presented a list of demands to Yeltsin, including one for a government of national consensus and another to hold simultaneous, early presidential and parliamentary elections instead of the referendum.

Yeltsin has agreed to early elec-

tions, but opposes simultaneous balloting because he wants to outlast the Congress.

Parliamentary elections currently are set for March 1995 and presidential elections for June 1996.

After Khasbulatov's speech, some anti-Yeltsin legislators began to shout from the floor, but were cut off and the speaker pushed through a final vote on convening the Congress and inviting Yeltsin to appear.

Many hard-liners fear the speaker would make too many concessions to Yeltsin.

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Traffic

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intersections. The system controls 37 traffic lights in College Station.

Hard said one measure that should reduce traffic congestion is the upcoming widening of Texas Avenue to six lanes between University Drive and Dominik Avenue. Construction bids will go out this fall for the Texas Department of Transportation project, the design of which is "pretty much complete," he said.

One question in that design is whether motorists will still be able to turn left from Texas Avenue onto Dominik Avenue. The city council will vote tonight on including a median in the design which would prevent that turn.

"The council has got a tough decision because they have got to weigh the benefits to the traveling public in terms of safety and operational improvements against the possible impacts to the businesses along Dominik," Hard said.

That area is one of the busiest in College Station: The city estimates 55,000 vehicles each day travel the stretch of Texas Avenue between Dominik Avenue and George Bush Drive.

Other efforts by the city regarding its streets are proposals to install traffic lights on University Drive at Spring Loop and at East Tarrow, and to renovate College Main from University Drive to the city limits.

An altogether different ap-

proach to traffic congestion, Lomax said, is what he called "demand management." It would include encouraging mass transit and the use of bicycles, and changing work and school schedules so students and staff would not all be on the road at the same time.

Tom Williams, director of Parking, Transit and Traffic Services at Texas A&M, echoed the demand management theme, saying, "We should be making it not as attractive to drive a vehicle to campus. If we had 50,000 parking spaces on campus, the streets surrounding campus could not handle the traffic."

A&M has 23,500 parking spaces now, he said.

About half of A&M's 30,000 off-campus students use the shuttle bus system to get to school instead of driving.

The shuttle bus system is operating near its capacity, Williams said, but PTTs would, if necessary, expand the system to accom-

modate more students. "I would much rather see one more bus than 52 cars," he said.

As for bicycles, a study is being done to determine the number of bicyclists and of bicycle spaces on campus. The study is intended to find out where bicyclists enter campus and where they want to park, Williams said.

PTTS created bicycle lanes on university streets in 1990, but Williams said the city must help if bicycles are to become a more viable transportation option.

"Until Bryan-College Station develops an integrated bicycle plan that's consistent with Texas A&M's plan to offer bicyclists safe routes, it won't be useful," he said.

Hard said College Station has started to consider bicycles in its transportation planning. He cited a bikeway ordinance passed last summer that allows the city to require developers to install bike paths.

A bike lane was installed on

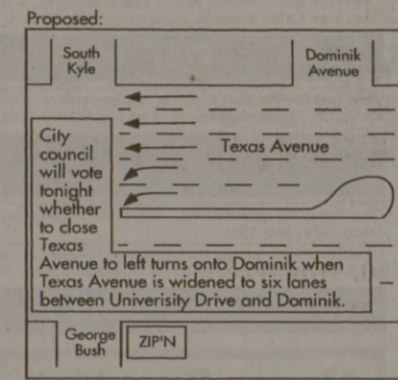
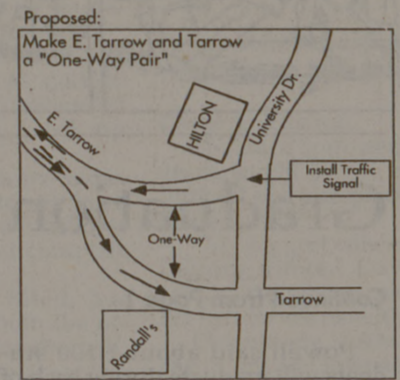
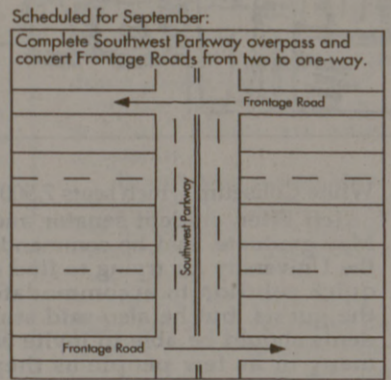
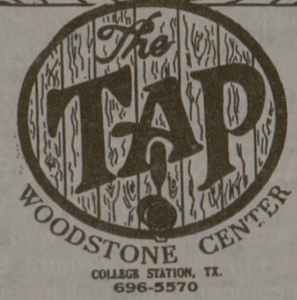
Holleman Drive during its renovation.

As for mass transit, the only system other than the University shuttle bus is Brazos Valley Transit's trolley-style buses with stops in Bryan and College Station. Though, Hard said, the buses probably do not go far in helping relieve traffic congestion.

Overall, College Station's traffic problem stems from the fact that the city has only one main north-south road in Texas Avenue, and a new traffic artery can't just be built right through existing neighborhoods or through the campus, Hard said.

Tim Lomax said there is no "magic, silver bullet solution" to College Station's congestion problems, but if something is done the effort should be focused on the campus.

As for the campus, it will only continue to attract more traffic - the Bush Presidential Library is expected to draw half a million visitors a year.

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