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# Truman State University INDEX

102 years of excellence

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Joyce Wong/Index

Poor driving conditions have not resulted in any incidents out of the ordinary for Kirksville or weather-related car accidents on campus.

## Kirksville drivers cope with winter weather conditions

**DPS reports zero car accidents on campus thus far**

BY REBECCA SMITH  
Staff Reporter

Snow, sleet, and ice - all these winter weather conditions add an extra level of danger to driving.

For the most part, this winter has been catastrophe-free for Kirksville and Truman, with no reported weather-related car accidents on campus and nothing out of the ordinary on Kirksville streets.

"We haven't had very much snow so far this year so that has helped a lot," said Ray Sandstrom, Kirksville street maintenance supervisor said.

Thomas Johnson, director of the Department of Public Safety, said Truman has not had any weather-related car accidents on campus yet.

"This is the first storm I can remember that we haven't had at least one accident [on campus], so people are either being more careful or just not driving."

**-Thomas Johnson  
Director of DPS**

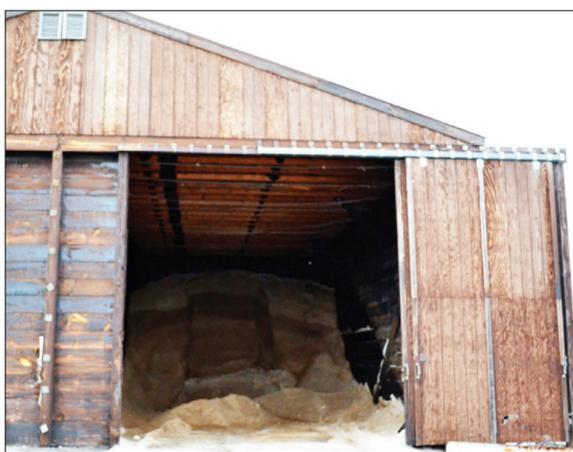
"This is the first storm I can remember that we haven't had at least one accident [on campus], so people are either being more careful or just not driving," Johnson said.

Johnson said he thinks the driving conditions are dependent on when the streets and parking lots are cleared. He said the Physical Plant does the actual plowing of the streets on campus.

"As long as the weather stays cold, I would expect driving conditions will not get much better," Johnson said.

Steve Farnsworth, a sergeant in the Kirksville Police Department, said that while major roads in Kirksville are dry and most of the intersections are clear, some of the side roads remain slick.

Farnsworth said that during the day of the first major snow there were three accidents, several the following day in the high school parking lot, and one or



Lauren Tyler/Index

The city of Kirksville has approximately 600 tons of salt left to treat the streets with during bouts of winter weather.

two a day since then.

"Usually after the first snow of the winter or the first couple snows, we have an increase in accidents," Farnsworth said.

Communication among all transportation departments is essential for safe driving conditions, one example being the police department calling Public Works to get them to clear streets if the weather begins to get bad, Farnsworth said.

In Kirksville, the Public Works street maintenance department handles the maintenance of the streets and they have encountered no major problems this year, Sandstrom said.

"Driving conditions have been pretty good for us so far this year," Sandstrom said. "We have used roughly a couple hundred tons of salt."

Kirksville Street maintenance  
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## Nixon mum on higher education funding

BY JACK NICHOLL  
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Gov. Jay Nixon gave little indication as to how much will be cut from Missouri higher education funding last night in his State of the State address.



Nixon

As a result, it remains to be seen how much will be cut from Truman's budget, which is between \$110 and \$115 million this year.

Matthew Potter, chair of the Board of Governors, told the Index in October that it was difficult to make budget predictions without knowing what state appropriations were going to be.

In August, University President Troy Paino predicted Truman would face a \$5.7 million cut  
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## Job rate reflects assets

BY JACKIE KINEALY  
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Kirksville is hurting for jobs, but the pain could be worse.

During the past decade, Kirksville has lost hundreds of manufacturing jobs and the unemployment rate has more than doubled. But the city's unemployment rate still is lower than the statewide average due to the educational and medical institutions that create hundreds of jobs and attract related businesses.

The unemployment rate in Kirksville is 7 percent compared to the statewide figure 9.2 percent, and 9.7 percent in Moberly, according to Nov. 2010 statistics from the Missouri Department of Economic Development.

"We haven't been hit as hard [by layoffs] as St. Louis and Kansas City and other parts of the state," said Cathy Collop, the workforce development supervisor for the Missouri Career Center in Kirksville.

Phil Tate, director of job creation for Kirksville, said Kirksville is less vulnerable to high unemployment than other areas of the state because higher education is more stable than the manufacturing industry, which has been moving factories to low-wage countries  
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## Local woman seeks to change speed on Boundary Street

BY ANDREA HEWITT  
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Fifteen-year-old Nell Davis was biking down Boundary Street on Nov. 3 when she attempted to turn left into her driveway. A truck tried to pass her on the left hitting Davis and sending her to the hospital for two days with a fractured skull and pinkie

finger. Three days later, Davis' mother, Rachel Ruhlen sent a request to the Kirksville City Council for the speed limit on Boundary Street to be decreased.

City Manager Mari Macomber said she received the request from Ruhlen, but because Boundary is outside Kirksville city limits, there is nothing the Council or city can do about

it. Macomber then sent an e-mail to MODOT Area Engineer Phil Sandifer and told Ruhlen to contact him about it.

Ruhlen said MODOT came out and did a traffic study on the road and told her half the drivers were going over the speed limit and half were going under, so MODOT wasn't going to change it, which Ruhlen said didn't make sense to her.

"This is 55 mph traffic and there's no shoulder and no sidewalk," Ruhlen said. "People are trying to run, bike and walk their dogs on this street and it's really fast traffic on a narrow road."

Because MODOT declined to take further action, Ruhlen drafted a petition and is asking people to sign it in an effort to lower the speed.

The petition states that Boundary/Highway H is heavily used by both pedestrian and high speed vehicles that could be made safer by extending the 35 mph speed zone south to Shepherd Road or by introducing a 45 mph zone between Shepherd and the current 35 mph zone.

Ruhlen said she took the petition out Saturday and has 60 signatures as of

Wednesday night. She said her goal is 100 signatures, but will keep asking for signatures for a few weeks. Her next step is taking the petition to local government groups and getting their support. She said she will then present the petition and the local support to MODOT.

Sandifer said the petition probably wouldn't  
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