

# Car, bike users vie for extra parking funds

By NANCYANN LOFGREN  
Of the Emerald

Automobile drivers and bicycle riders are waging a small tug-of-war for \$250,000 in surplus University parking money.

The car drivers need it for a new parking structure, and the bike riders need it to improve University bike facilities, and to make cycling safer — 30 students have been treated at the University Health Center for bike-related injuries since Sept. 20, center officials estimate.

Most of the money will be spent to build a parking structure on the south side of campus, according to Ray Hawk, University vice president of administration and finance.

"We've been scrounging to save all the money we could toward making a parking structure," Hawk says. He estimates the University needs 10,000 more parking spaces.

Meanwhile, ASUO Pres. Scott Bassett is forming a committee to muster support for more bicycle accommodations. The committee, which will be composed of both students and faculty members, will meet Wednesday at 12:30 p.m. in the EMU, room to be posted.

Hawk says he recognizes bikers also have a parking problem, and he plans on diverting a small amount of the funds to the University's bike plan.

"We desperately need to do something with what we've got" to solve the bike problem, he says, but adds persons who want more auto parking are as numerous as those who want better biking facilities: "Their problem is just as real."

Unlike the drivers that pay for

their parking, however, "the cyclists have not contributed to the surplus fund," Hawk says.

He says the cyclists aren't willing to give up something to get something. "Nothing is coming out of the cyclists but ideas," he says.

"Everybody's got the idea (of improving bike travel on campus), but with someone else's money," Hawk says. The bike situation is "a little bit like a welfare program," he adds.

This summer the University Planning Department completed a comprehensive bike plan to help solve the campus bike chaos. The plan calls for bike paths that tie in with the city's bike routes, covered bike parking, travel zones designated for bicycles, a bicycle thoroughfare, special dismount zones, and areas restricted from bicycle use.

Carl Hosticka, community service and public affairs assistant professor and a Democratic state representative candidate, disagrees with the University's position, calling it "piecemeal."

"It's a short-sided view. We all pay for automobiles; we breathe their fumes," Hosticka says. "It's a community issue. You can't separate one issue from another."

Hosticka says that if the bike plan were implemented, the amount of parking needed would be reduced — thus solving two problems at once.

This philosophy "has an element of truth in it," Hawk says, but he says it contains one main fallacy: "I don't think you can change the human animal. The current ratio of bicycles to automobiles won't increase regardless of what we do."



Emerald photo

The lack of adequate bicycle parking facilities has forced many cyclists to create their own solutions to locking their bikes — most of them illegal, like

the one above. The University has a bike plan to solve the problem, but cyclists must wait in line after car drivers for funds to carry out the plan.

## Standards

(continued from Page 1)

increase the percentage policy?" Bernau asks. "They're saying, 'We're not going to let these folks in the front door, but it's okay if they come around to the back door.'"

Although Bernau says the OSL board of directors is in favor of the percentage policy change, he questions the motives behind the board's action.

Bernau notes that many ethnic minority students who are admitted under the current 3 percent plan are athletes. The increase from 3 to 5 percent may be a move to recruit ethnic minorities with athletic — not academic — promise, he says.

"The board is telling ethnic minorities that they're going to be recruited on the

basis of their athletic performance," Bernau says. "That's what I think is being said. State board members don't realize the implications of that policy."

Wyss says the instruction committee recommended the percentage change because it realized the TSWE requirement may "change the makeup of the student body" by reducing the number of ethnic minorities and foreign students admitted to the two universities.

Bernau says the TSWE policy upset OSL board members because it sets the University and OSU apart from other state system schools as being "better."

Wyss says the state system is a three-tier system and different admission policies already exist. He adds that he

would like have all of the state system institutions eventually adopt the TSWE requirement.

Bernau also says the option plan and the TSWE policy could put a clamp on public access to public education.

"The reason behind public education is to allow the greatest amount of access to the broadest spectrum of the public," he says, adding that institution administrators seem more concerned with establishing admission requirements for financial reasons and not for reasons of accessibility.

Public demand for better efficiency out of higher education dollars is the reason for the new policies, Wyss says.

### Ad correction

The advertisement placed by Endgames in the Friday, Oct. 26 Emerald contained a typographical error. The manufacturer of the backgammon sets on sale through Oct. 31 is Skor-Mor, not "Shor-Mor." We regret any inconvenience caused to Endgames.



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