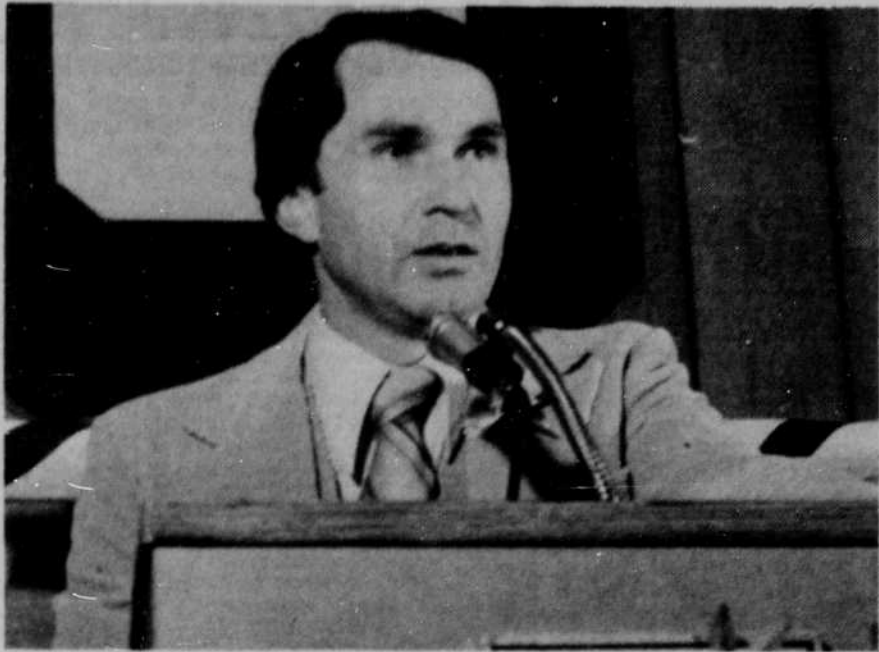




Rich Brooks

Photo by Steve Dykes

Pacific-10 picks Brooks

Rich Brooks, the University's head football coach, was named the Pacific-10 conference's coach of the year on Wednesday.

In his third year at the Oregon helm, Brooks directed the Ducks to a 6-5 season record this fall, which is the first winning football season for the University since 1970.

Brooks edged Southern California coach John Robinson and California coach Roger Theder for the award.

Oregon finished tied for third place in the Pac-10 conference this year, behind nationally ranked and bowl-bound Southern California and Washington. The four conference victories by Brooks' team is the highest number since 1970, when Oregon finished with a 6-4-1 season record and second place in the Pac-10.

The exact vote count was not revealed by Pac-10 officials, but one coach —

Oregon State's Craig Fertig — publicly lent his support to Brooks before the balloting was conducted among the conference's ten head football coaches.

Brooks recently announced that he would not sign an extension to his University contract until University Pres. William Boyd made a decision on the proposed basketball arena that the Athletic Department forsee as a successor to McArthur Court.

Groups set to roll on bike plan

By JEFF PETERSON
Of the Emerald

The University Committee for Better Biking met Wednesday to decide what actions should be taken to promote energy-efficient transportation on campus.

"Roughly 5,000 bicycles each day use the campus," said Don Chalmers, director of the Office of Student Advocacy. The problems of bicycle congestion must be rectified, he added.

The group divided into two subcommittees, each of which will submit ideas to a committee meeting Wednesday at 1:30 p.m. in the EMU, room to be announced.

One subcommittee, under the direction of Chalmers, will work on a project proposal for improving bicycling conditions on and around campus. The

proposal will be submitted to the committee for approval, and will then be offered for general review on the campus sometime in mid-January.

After public input has been gathered, the project proposal will be submitted to Ray Hawk, University vice president of administration and finance, probably early in February, Chalmers said.

One problem the committee anticipates in getting project funding is that the University's Office of Management and Budget has been "generally unreceptive" to the idea of using money generated by parking revenues for bicycle-related projects, he said.

Chalmers said of \$250,000 currently in that fund, \$100,000 to \$112,000 has been set aside to pay Eugene Sand and Gravel

Company for land the University is buying.

The remaining \$138,000 traditionally has been set aside for street repair and for parking meter maintenance. Committee members say they would like to use some of this money to finance special projects outlined in the campus comprehensive bike plan proposal.

Carl Hosticka, community service and public affairs professor and a Democratic state representative candidate, said the first phase of the proposal would provide for covered racks on campus to improve bicycle parking, the painting of stripes on streets to reduce the "free-for-all" and a bicycle path that would connect the south and north ends of campus.

The bike committee says it will include as much of that phase as possible into the University's capital construction budget to be submitted to the Oregon Legislature in the next biennium.

The second subcommittee, directed by Steve Brye, newly-elected president of the Committee for Better Biking, will be drafting a University transportation policy based on energy efficiency.

Based on the current popularity of energy savings policies, Chalmers said the University would have a difficult time resisting a chance to adopt an energy-efficient transportation plan. "We need a policy that will discourage driving cars to campus," he said.

In other business, committee members agreed that money from excess parking funds should not go to funding a parking structure until the University's long-range transportation policies and goals have been reviewed.

Local official raps nukes

"We have a technology which is corruptive, deceitful and possibly more dangerous than we ever imagined," said EWEB commissioner Jack Craig at a Wednesday meeting of Save Oregon's Land, Air and Resources, a campus environmental group.

Craig addressed nuclear technology, accusing that industry of a "con game" which makes "bigger and better suckers than ever before."

Nuclear technology is not cheap nor safe, and recent scientific discoveries show the industry to be "perhaps the greatest threat to the biology of man," Craig said.

Craig worked on construction of the Hanford nuclear power plant in Washington in the 1940s to raise money for college.

"Hanford was super-secret then, because it had to be due to

World War II-related research, but unfortunately, it and most other atomic installations have retained this super-secret aura, even though in most instances it is no longer needed," he said.

Citing his own battle against the proposed Jackson bill, which would establish the Bonneville Power Authority as a regional administrator of all power for the Northwest, Craig advocated greater restrictions on, rather than more influence for, the BPA. He accused them of unfair lobbying practices in the Senate for that bill.

Finally, Craig warned against the possibility of terrorist groups using home-made nuclear weapons in guerrilla-type activities.

"Once you get started, there seems to be little you can do to separate the bombs from the power generators," he said.

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