

## Davis report

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Regents, "in cooperation with the rest of the University community, to set forth an explicit policy for the hiring of teachers."

Ratliff, who was invited by the Board last month to present a report of possible new information, told the Regents Monday that Michigan's philosophy department is considering a nationwide campaign to urge potential philosophy teachers to boycott the University of Nebraska.

Varner told the students he believes chances are slim that the Regents will reverse their decision not to hire Davis.

The Board did not comment during the meeting on the report, nor on the possibility of boycott action by the University of Michigan. However, the Regents did unanimously approve a resolution commending the effort of the students.

# Campus bike population explodes

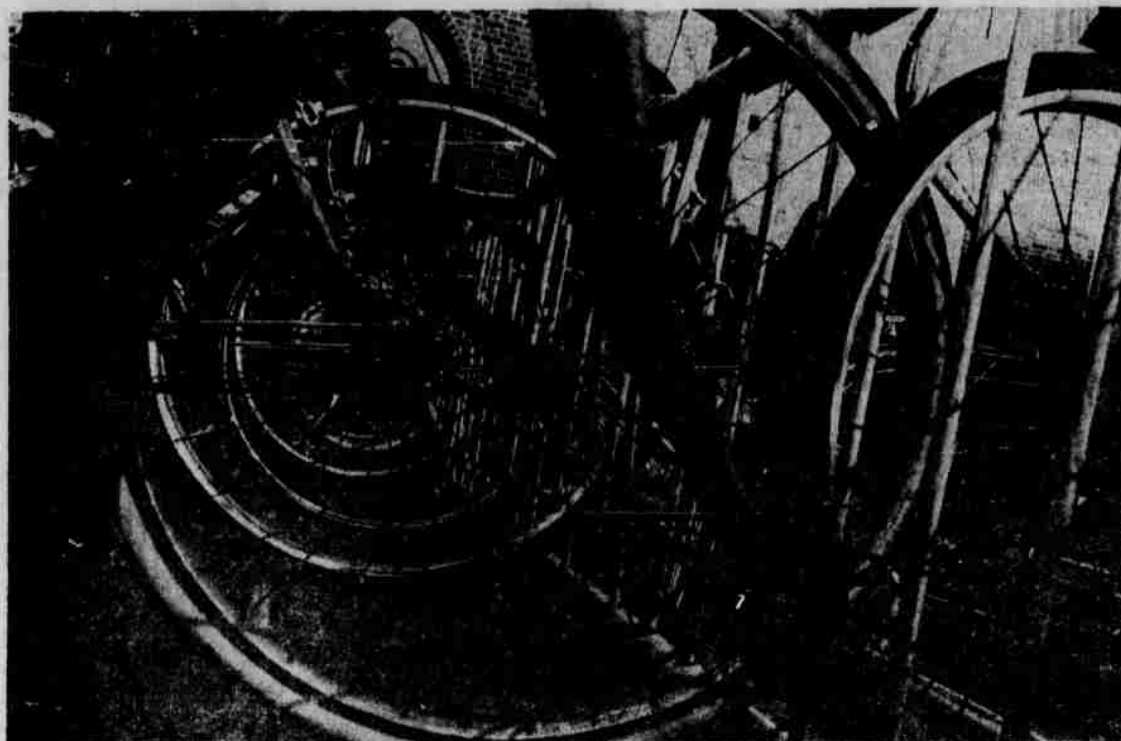
by CHARLES HARPSTER  
Nebraskan Staff Writer

Amid heliports, elevated trains, and all the other Sunday-comic transportation miracles projected for coming generations, students on the University of Nebraska "campus of the future" will swarm from place to place on machines used since the French Revolution.

As cars are moved from the center of campus to giant lots on the campus fringe, streets will be unnecessary. In their place, classrooms, labs, malls and satellite student unions will move in.

But unless another substitute for walking is invented, students will increasingly rely on bicycles to take them across the sprawling campus.

For nearly half a century,



Carl Donaldson has been watching the campus change. After 13 years as University business manager he is now retired but he was recently appointed as special consultant on campus improvement by President Joseph Sosinik.

He came to NU in 1924, when Morrill Hall was on the edge of the campus, and Greeks complained their houses along 16th Street were placed too far "off-campus."

"There's going to be a steady increase in bikes around the campus as cars disappear from the center," he said.

One plan under consideration to accommodate the increased number of bicycles, he said, is to have one-way, concrete paths running beside the sidewalks. Regulations, licenses and bike-sized stop signs will control the bicycle traffic.

Another consideration will be the natural paths created by students who take the shortest route to their classes, often across lawns and through bushes. These paths were analyzed by a computer to find the most traveled routes, Donaldson said.

"Bikes are increasing on the campus for another reason besides growth," Donaldson added.

A local bike dealer claims that whenever the University closes a street, such as 12th, 13th, or 14th, his bicycle sales increase.

"Students don't like to cross city streets with their bikes. So whenever a street is closed, more bikes are naturally used on the campus," he said.

Donaldson said parking spaces for the bikes will be installed as the need arises. The plan calls for the concrete "bucket" type now used, he said, but other designs will be considered because this type provides no place to lock the bike.

This suggests other problems that may be spawned by the increase in the bike population.

So far this semester, according to Lt. Chester Parnham of campus security, 18 bikes have been stolen from the campus, with four reported recovered. The record is incomplete, he said, because university police are not always notified when city police recover a bike.

Although bikes must be licensed with the city, Parnham said, no special university license is required. Campus police will not pick up an unlicensed bike unless it is

suspected of being stolen, he added.

Someday, cars will be outlawed from the center of the campus. No one is sure when this will happen, but one thing seems certain. If the "campus of the future" is going to adapt to this change, some arrangements for the expected bicycle population explosion need to be made.

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