

Lincoln bikers...

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Before 1973, there was little consideration for the bicycle when streets were built, Haden said. How does this project affect bicycles?

Dean Leitner, Lincoln chief of police, was quoted in the Committee's pamphlet as having said: "I consider bicycles to be more important as a mode of transportation than as a recreational toy. The bicycle is an economical conveyance that has a legal right to our streets within the traffic system."

While Brenneise sees the bicycle as an alternative form of transportation, he said it won't replace the car. Having to run between two stores and a warehouse, Brenneise is not ashamed to admit: "I drive a BMW and I'm proud of it."

A great concern in creating an effective bicycling environment is the bicyclist's voice in city politics, according to Frederick L. Wolfe, a planner for the Denver Planning Office. Wolfe's report was published in the proceedings of the Pedestrian-

Bicycle Planning and Design Seminar which was held in San Francisco in 1972. He adds that a well organized bicycle club to coordinate rallies and to apply pressure is needed.

The Mayor's Bicycling Committee, which Haden coordinates, meets the last Tuesday of the month. It reviews police reports, plans for future improvements and discusses transportation problems. Darrel Brenneise regrets that the committee does "very little" except act as a sounding board for legislation.

"Nobody listens to the committee," Brenneise said, "It's just someplace to throw rabble-rousers."

Brenneise used to be a regular member on the committee. He still attends some of the meetings. He praised the committee for its work in developing the Antelope bikeway and for setting up bicycle standards for Lincoln.

Despite money problems, there are always plans for bike paths waiting in the

wings, in case some funding comes through.

One plan was for a bike path to be built along with the Northwest Radial. Haden said the city owns the land even though the Radial won't be constructed because of its defeat in the April 7 election.

"The city can still use it for a bike path," Haden said, but he added that chances of that happening are very slim. Any paths built from now on will most likely be possible only because they're hooked onto some major project, like the radial, Haden said, as a companion project.

Another area of town being considered as a site for a bike path is the UNL East Campus.

"There's a pretty good route already available," Haden said. Students have worn a path walking beside the Plant Science Building.

There are plans to have the brick sidewalk in that area widened and paved to make the surface smoother. There is a need to separate bikeway and walkway to relieve congestion during the time between classes, Haden said.

"The university's priorities are not on bike paths but on education," Haden said. Building of the path must wait for more funds. For Haden and others in the city's planning department, each year gets tighter and tighter.

But despite the need and the wish for better places to ride, cycling Lincolmites should consider themselves lucky to have such an optimal city in which to ride.

On a scale from one to 10, Brenneise rated Lincoln's potential about an 8½.

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Foundation has \$1.4 million in scholarships

The NU Foundation reported today that \$1,436,220 in scholarships will be made available next academic year from endowed funds and contributions.

This figure is about \$75,000 more than was distributed this school year, according to Herb M. Potter, Jr., foundation treasurer.

The 1981-82 scholarship recipients will be selected this spring by the scholarship and financial aids office on each of the three campuses. The breakdown for each campus is: UNL, \$1,143,894; UNMC, \$185,180; UNO, \$43,471; and system-wide, \$63,675.

Of all the colleges, UNL College of Agriculture is the leader with \$104,669 available.

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Top No. 2. A red and white poly-cotton top with notched sides. Sizes S to XL. \$8.50. Shorts No. 2. White poly-cotton shorts with red and white accent piping. Sizes



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