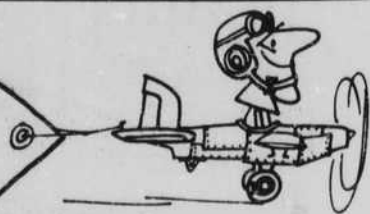


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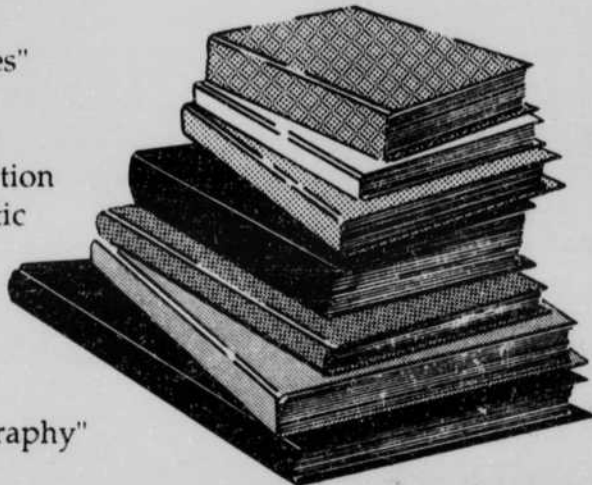
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# ASUN president favors new parking fee proposal

PARKING from Page 1

Blaha said he thinks Hill's plan will not receive much support from committee members.

Committee decisions are approved by John Goebel, vice chancellor of business and finance and Chan-

cellor Martin Massengale.

Hill said he will talk to members of the Parking Advisory Committee about the proposal during the committee's meeting today. He said he also will try to persuade Goebel and Massengale to implement a new fee plan.

# Five cases are diagnosed

UPDATE from Page 1

Because the semester is almost over, Ewert said, there are no plans to require students to present proof of immunization as they enter final exams. Students who feel sick should stay home, he said.

Students should not skip finals because they fear catching the disease, he said. Health center officials will not give students excuses to miss a final for that reason, he said.

Ewert said officials have not de-

cidied if graduation exercises should be restricted. They probably will be making that decision later this week, he said.

Ewert said the health center still is receiving "lots of phone calls" from concerned students who want immunization shots. The students can go to the center and get shots during the clinic's business hours, he said.

Several hundred students have been immunized at the health center since the mass immunizations April 26 and 27.

# New director of public affairs sought by chancellor's office

From Staff Reports

University of Nebraska-Lincoln officials are looking for someone to fill the newly created position of director of public affairs, an official in the chancellor's office said.

Herbert Howe, interim associate to the chancellor, said the new director will be responsible for "planning, implementing and evaluating the university's institutional advancement and public relations activities."

The new director also will coordi-

nate UNL's institutional information, image and public relations activities, Howe said.

The university created the position based on recommendations from the Chancellor's Image and Communications Task Force, he said.

A search committee composed of faculty and administrators has interviewed four candidates so far, Howe said.

Howe said they hope to fill the position by the end of this summer.

# New bike trails will grant another commuting option

By Roger Price  
Staff Reporter

University of Nebraska-Lincoln students and faculty members will have new options for commuting between campuses when new campus bike trails are completed.

John Ludden, chairman of the Mayor's Recreational Trail Advisory Committee, said his committee will use a \$1.7 million bond issue to convert abandoned railroad beds into bike trails throughout the city.

Abandoned railroad beds are ideal for bicycle trails, Ludden said, because they are level, can handle heavy traffic and offer long, uninterrupted stretches.

Ludden said he hopes to have the major trails, including the one that will connect City and East campuses, completed within 12 to 18 months.

Ludden said he wants to see the trail between the two campuses be a Class I trail. He said Class I trails are paved and open only to bicyclists and pedestrians.

Based on other cities' estimations, Ludden expects a high percentage of trail users to be members of the university community.

In Madison, Wis., Ludden said, 40 percent of the traffic within three miles of campus is university faculty members and students.

Madison is a good city to compare with Lincoln, he said, because it's about the same size and has a major university.

One problem the committee is facing is routing the trails across City Campus, Ludden said.

Ludden said he wants to use the section of the historical Rock Island line that runs across campus. But the university has already built over parts of the Rock Island line and the proposed trail would have to go around these structures, he said.

The property city officials want to use to bypass those structures is owned by Union Pacific. Thus, city officials must get permission from UP to build on this property before they can complete the trail.

The trails also must cross busy streets, he said.

Ludden said his committee looked at three options for getting the trail across O Street: going over, under, or using traffic signals. The trail probably will cross O Street at 19th or 21st street, he said.

Ludden said building an overpass or underpass would cost about \$500,000, while using existing lights on O Street would not cost much.

Ludden's committee also is looking at installing lights on Vine Street, where the trails would cross at 19th Street.

Not only would the new bike trails be more convenient for bicycle riders, they also would reduce automobile traffic on city streets, Ludden said, because more commuters would ride bicycles.

In other cities that have extensive trail systems, Ludden said, traffic has been reduced by 10 to 11 percent.