

CADET SLOUCH by Jim Earle



"It's what I call a break-away kit for those who had rather disassemble their bikes instead of registering them. I've got one problem to work out—It takes two hours to put it together again!"

Shuttle Scuttlebutt

It seems terribly appalling that students who have gotten so upset over the proposed bicycle path system and enforcement of new bicycle operation rules have completely ignored the grand steal of them all—the shuttle bus.

At present the bus system is only able to serve about 15 per cent of the enrollment at A&M, while the other 85 per cent have absolutely no use for the novelty item, as it seems for them.

The buses go nowhere, as far as on-campus students are generally concerned, and yet on-campus students haven't said a word about the services fee money being used to pay for the system.

The total cost for this semester alone is \$61,600, and \$50,000 came from the services fee fund. In other words, 85 per cent are paying for the luxury of the off-campus students.

Things would be slightly different if in the near future administrators could promise a route which would run on campus, but it isn't feasible until most of the cars are cleared from the inner campus.

Once the cars are gone, this will leave the inner campus for buses, bicycles and pedestrians.

This entertains another question. How much of the proposed bicycle path system will be taken out after the cars have been removed? How many thousands of dollars aren't really necessary when we could have put up with inconvenience just a little while longer?

This isn't knocking the people who have put in many hard hours trying to find a solution to A&M's traffic headaches. To the contrary, these should be praised.

But, the question should be asked, "Is it really worth it now?"

A meeting will be held Thursday morning in the President's office. A strong possibility exists the Shuttle Bus Committee which meets there may decide to ask for another bus (an additional \$6,000 at least).

If you are interested, voice your opinion. We assure you, you will be listened to.

Bike Path System Detailed

Continued from page 1) campus to steal anything they can get."

Luther noted that he has approximately \$1,000 worth of stolen bicycles stored in university owned areas and is currently looking for a way to dispose of these.

As far as the proposed bike path system is concerned, Woods noted his committee did a "Study for the Campus Bicycles Facilities" from the Office off the University Landscape Architect, dated January, 1972.

He said his committee took into consideration the amount of construction on campus and proposed a phased program divided into five categories.

PRIORITY ONE connects the existing paths in the civilian dorm area with Houston Street and the extreme west end of the pedestrian mall, extending as far south as the new MSC. This priority may be broken into three major parts which include changing Military Walk into a pedestrian and one-way bike path to the north, tying into Ross Street.

The other two parts are the bikeways on Houston Street.

PRIORITY TWO connects the north and south ends of the campus on the east side by an existing service road, Bizzell Street, and a new bike path to the married students' housing.

PRIORITY THREE would connect the campus to the east sector

of College Station by means of one-way bike paths which would be built off either side of East Main Drive. This system would connect to the remaining one-way bikeways on Ross, Lamar and Lubbock Streets. The latter would be connected via Spence Street.

Bike paths on both sides of Ireland and a portion of Ross Street would be built with no on-street parking. The Ireland campus entrance would be continued as a one-way bike-loop which connects two major bike parking areas. A bikeway on each side of the Throckmorton entrance to campus as far as the MSC would also be allowed for.

PRIORITY FOUR would include the completion to Spence Street and the construction of Houston Street from the vicinity of the Post Office south to the south campus entrance thus completing a one-way couplet with Military Walk and providing two additional campus entrances.

Also in this priority would be the completion of the connection

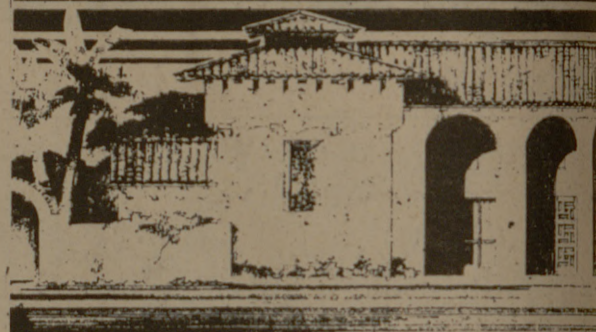
between Ross and Lamar-Lubbock via the semi-circle at the west end of campus. Bikeways on West Main Drive between the Coke Building and the YMCA would be constructed also.

Finally, PRIORITY FIVE includes a loop through the Corps area, work on Nagle Drive between the Corps area and the Library and a one-way couplet on Joe Routt Blvd. A new route through the tennis court area and over the new dam by the President's House to Throckmorton will be built and a two-way connection in front of the new athletic dorm is scheduled.

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