

WARRD



LOTRAK

(Continued from page 1)
below ground level through campus, while existing streets, like University Drive, Joe Routt Boulevard and George Bush Drive, would stay at ground level.

Northbound Wellborn traffic would stay on the present Wellborn Road, while southbound traffic would travel on what is now Finfeather Road.

The depression of Wellborn and the railroad tracks would eliminate traffic stoppages because of trains and eliminate braking and turning by cars caused by Wellborn intersecting other major streets.

Ziegler said the LOTRAK project was undertaken because of concerns by the state, A&M and the cities of Bryan and College Station about safety hazards on Wellborn Road, which handles 50,000 cars daily.

Pedestrians crossing Wellborn, increased vehicular traffic, hazardous train cargo and emergency personnel being stopped by trains were among concerns, Ziegler said.

In order to handle pedestrian traffic more effectively, a pedestrian mall as large as 200 feet wide would be built at Main Drive in front of the Albritton Bell Tower and a smaller crossing near the tennis complex.

Both crossings would connect east and west campus without coming into contact with a street or the railroad tracks.

James Bond, deputy chancellor for external affairs at A&M, said the University supports the LOTRAK project because it is "indispensable" to A&M to connect the whole campus because of the west campus' growing role.

College Station Mayor Larry Ringer, Bryan City Manager Ernie Clark and the cities' Chamber of Commerce all echoed support for the project.

Not everyone, however, spoke kind words about the LOTRAK project.

One woman in the audience asked why the entire four-mile section of Wellborn had to be reconstructed to become a divided, one-way freeway since it would hurt many small businesses along Wellborn.

"The traffic by my business will be cut in half," she said.

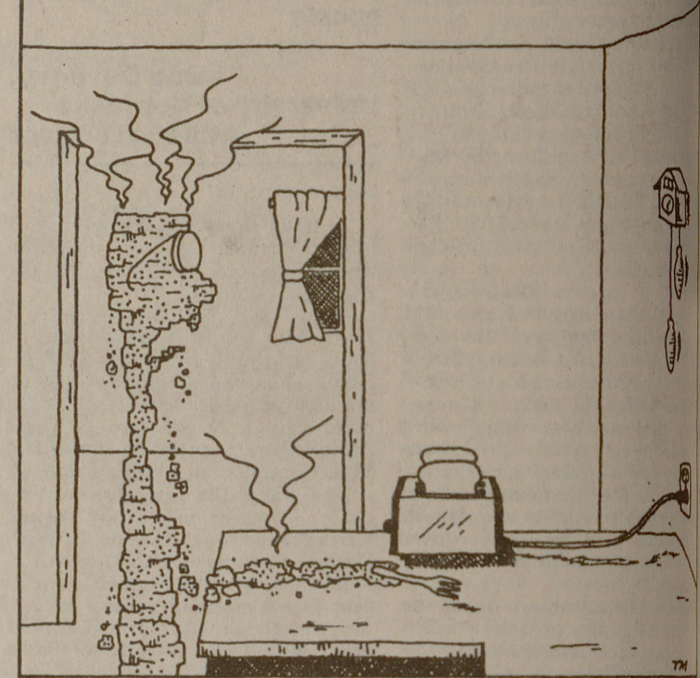
Ziegler said businesses probably will lose some customers, but that the present plan was the best alternative.

A Bryan man in the audience asked if bicycle traffic had been taken into account when the plans were drawn, but Ziegler said it would be up to the cities and A&M to make bike paths available in the area.

The lion's share of the \$39.7 million project — \$25.7 million — will be paid for by the state. A&M will contribute \$6.6 million, College Station will add \$4.5 million and Bryan will add \$2.9 million.

Nerd House

By Tom A. Madison



HERBERT REALIZES THAT HE SHOULD HAVE THOUGHT TWICE BEFORE TRYING TO PRY TOAST OUT OF THE TOASTER WITH A FORK.

Study: Speeders have lower accident rates

ORLANDO, Fla. (AP) — Lead-foots probably will be happy to hear about a new study, partially performed in San Antonio, that says speeders may actually be safer than folks who follow the posted limits.

"They're not all fools," said Samuel Tignor, the Federal Highway Administration's chief of traffic safety research. "Some of them know what they are doing. They are driving at what they think is a reasonable and appropriate speed."

According to Tignor, studies conducted along 52 highways with speed limits of 50 mph or less and other research indicate that:

- Seven out of 10 drivers exceed speed limits.
- Drivers maintain the same speeds even when the posted limits are lowered or raised.
- On roads with a speed limit of 50 mph, the lowest rate of accidents and deaths occur among drivers whose average speed is between the legal maximum and 80 mph.

What that means, Tignor said Monday, is that most drivers gauge their speed based on traffic and road

conditions rather than the posted limits.

It also means that the posted speed limits do not necessarily reflect the safest speed, and traffic engineers need to do something to correct that problem.

Two things that do not effectively slow traffic are white lines along the edge of a road and stop signs, said Andrew Ballard, citing his own research as a traffic design engineer in San Antonio.

Ballard said the "edge lines" do nothing to slow traffic along two streets leading to residential areas in San Antonio.

He also said cars slowed when approaching stop signs, but not enough to warrant using the signs to reduce speed.

The only sure-fire deterrent to speeders, he said, are the presence of police cars or potholes.

"Most of the people driving highways aren't having accidents," Tignor said. "So they must be doing something right. On the other hand, that is not to say we don't have potential for improvement."

Illinois' lawmakers repeal grandparents' visitation law

SPRINGFIELD, Ill. (AP) — Five days after the General Assembly passed a law strengthening the rights of grandparents to visit their grandchildren, Joni and David Gammie and their three children left the state.

The couple put their brick home in the Chicago suburb of La Grange on the market, left their jobs and didn't tell their families where they were going. They wanted to keep Joni's mother from ever seeing the children again.

That was in 1989, and this year lawmakers decided state law went too far. Last month, they passed a law that repealed what they'd done the year before. Gov. James R. Thompson hasn't decided whether to sign it. He has until late September.

All states have laws allowing grandparents to ask the courts for rights to visit grandchildren if a parent is divorced or dead. But additions to the "grandparents' rights" law enacted last year in Illinois allowed grandparents to sue for visitation rights even if the parents of

the children are married or living together.

Lawyers said they know of only a few lawsuits filed under the 1989 law, but they have been bitter.

On one side, grandparents argue that family courts shouldn't keep them from their grandchildren. On the other side are parents who disapprove of how their parents treat the grandchildren, and lawyers who argue the law is an unconstitutional interference with parents' rights to raise their children as they see fit.

"The law doesn't give rights to the grandparents," said Mrs. Gammie, who now lives in Mesa, Ariz. "It takes away rights from the parents."

The law was passed after three years of attempts by Rep. James Stange, who decided to sponsor legislation after hearing stories such as that of Mrs. Gammie's mother, Ruth Etheridge.

Etheridge and her daughter have accused each other of abusing the grandchildren. Each side says there's no evidence for the other's allegations.

Magazine 'scent strips' raise stink

NEW YORK (AP) — Some magazine readers are thumbing their noses at "scent strips," the fragrance advertising inserts that can make everything in the mailbox smell like a perfume store.

These people want scent strips sealed in odor-proof wrappers to protect the health of the allergic, asthmatic and hypersensitive, as well as the olfactory sensibilities of everyone else.

Legislation to regulate the use of the strips is even being considered in some states.

Women were able to sample the powerful perfume at their leisure, and anyone else not directly upwind also got a blast. Giorgio became America's best selling fragrance.

Billions of fragrance inserts have been distributed over the past decade, and about 30 major magazines regularly carry them. The mag-

azines love the ad revenue — \$1 million last year — but some readers don't like the scents.

One is Amy Solomon, 38, who opened a fashion magazine last spring on a train ride from Manhattan to Albany.

By Beacon, she had a headache. By Poughkeepsie, she could barely open her eyes. By Hudson, she felt sick to her stomach.

"There ought to be a law," she told herself. As director of communications for New York state Sen. Martin Connor, she was in a position to help pass one.

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When you finish reading The Battalion pass it on to a friend, but please... don't litter!

Vol. 89 No. ...

University Police... the scene of the South College... fence surround...

Startle strike

Two Texas dents were treat... injuries following night car accident... of South City Drive.

A&M student... ard, 22, and... identified female... taken to Hum... the 1987 Toy... driving struck... on University D... The students... released early... ing. Bob Wiatt,

Fres

By JEFFREY A. Special to The Ba

More than hal... ing freshmen w... land starting Frid

The first grou... in Aggie jargon... Four such camp... prior to the fall

For Texas A&... day orientation co... Volunteer cou... erything from stu... good nutrition to

A&M is perman

By JULIE MYERS Of The Battalion S

Texas A&M stu... more in fees this... maintaining each... tion card.

Assistant Reg... Ritchey said the s... nance fee was imp... sult of the Texas... System Board of... last year to use p... every year instea...

"The \$4 fee co... getting into and... Information S... Ritchey said. "Be... work this fall, we... you've paid your... files to see if you... ing."

"We then activa... the magnetic strip... you use it to get f... brary books."

Ritchey said the... for the verification... IDs is expensive.

"This is a bypr... one-time card ins... each semester," Ri... Students previo... year for a new ca... matically update... With permanent c... a one-time \$5 fee... and \$4 every year... puter update inf... card.

"We're saving... over what they... spending on new... said. "Once you g... to it."

Ty Clevenger, s... ident and senior g... he does not have... new \$4 fee as long... date information... Clevenger said... committee to loo... ment in the fall.