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Roads planned thru woods

By Susan Ide

Guilford property may soon be crisscrossed by two large roadway systems. The first of these proposed roads, sponsored by the state Transportation department, will create a northern access to the newly remodeled airport. The second, sponsored by the City of Greensboro, will be part of a proposed beltway system meant to encircle the city.

The airport road, scheduled to be completed around 1986, is still in the planning phase. An Environmental Impact Statement (EIS) is being completed and public hearings are being held. The next will be in late November. There are seven alternative routes (see map - page 4). H.R. Jenkins of the State Highway and Transportation Bureau, says, "Personally, I don't think the alternative through Guilford is a good choice. We need an alternative that makes use of pre-existing roads." Jenkins admitted, however, that he had little influence on the final decision.

The final decision will be based on a series of actions. First, the EIS staff will recommend one of the alternative routes. Their recommendation will be based on the findings of the study and on the public hearings. "The need for the road has already been estab-

lished by the professionals," said Jenkins. "The public hearings are held primarily in order to decide which alternative will create the least amount of public arousal."

The recommendation of the

"The thoroughfare plan is an attempt to solve tomorrow's problems with yesterday's solutions."
-Donald Gibbon

EIS staff is then voted on by the State Board of Transportation. The Board is under no obligation to act upon the recommendation and may choose an entirely different alternative.

The second road, scheduled to be completed in 2000, is part of the proposed beltway system that will eventually encircle Greensboro. The plan, first formulated in 1954, consists of a four lane beltway going around the city. The beltway will have "full control" - it will have cloverleaf exit and entrance ramps. Sections of the beltway have already been built. One such segment is Freeman Mill

Road.

The beltway system is being built in segments. Each section is individually considered in order to determine whether it justifies further consideration. An EIS is then done in order to determine if the road should be built and what the alternatives are. One of the alternatives considered is changing land use patterns of today with an eye to the future. This would involve a change in traffic control, an encouragement of carpooling, and possibly an upgrading of the public mass transportation system. Another alternative would be to upgrade the existing facilities. The EIS also considers such things as environmental, natural, and human elements that will be affected.

The reasons for not doing an overall EIS on the whole system are twofold. The first of these is that, according to Jim Laumann of the Greensboro Traffic and Transportation Department, the cost of an overall EIS would be in excess of one million taxpayer dollars. In addition, the EIS would be virtually meaningless by the time the building took place. "Things may change in that time. Cars may decrease in number and size and we may not need the new beltway system," says Jim Laumann. "To do an EIS of the whole project would be a useless waste of tax-payers' money."



Guilford's atmosphere may be in danger if beltway is constructed.

Jim Laumann believes the Guilford College section (see map) will be justified within ten to fifteen years. He believes the traffic increase will call for the increased capacity that the beltway will allow. Once the need has been established, an EIS will be done and public hearings will be held. The public hearings and the EIS play an important role, according to Jim Laumann. If there is a great deal of public opposition, the project may be delayed. Jim Laumann admits, however, that "to prevent a project altogether, you need a very strong case." The final decision, once the public hearings are over, lies in the hands of the federal government. The federal govern-

ment, since they are expected to finance much of the project, makes the decision jointly with the EIS staff.

There are some arguments against the plan. Don Gibbon, one-time professor of geology at Guilford, was very much opposed to the proposed beltway. He argued that the implications of the beltway far exceed what the segmented EIS can cover. The beltway, scheduled to go through an old residential area will destroy the feeling of community. In addition, it would encourage people to move out to the suburbs, thus overloading the already over-taxed water supply, argued Don Gibbon.

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Search for new dean underway

By Barbara Phillips

The dean search committee is now recruiting candidates for a position which has been vacated seven times in fifteen years.

The position being recruited for is the academic dean, which involves a change in title, from the dean of the faculty, and a clarification of the responsibilities now included in that office.

The changes, according to William Rogers' explanation during the September faculty meeting, involve making the dean "the chief academic officer" of Guilford. At present, academic responsibilities, including membership in the Faculty Affairs Committee, are shared between the dean (interim dean John Stoneburner) and the provost (Bruce Stewart). FAC's responsibilities include making recommendations on the promotion and tenure of faculty members.

According to John Stoneburn-

er, the clarification is greatly needed. "It's been a jungle," he says, referring to the tangled responsibilities of the offices and the confusion on the part of the rest of the community. Richie Zweigenhaft, chairman of the search committee, concurs. "It's really been a mess the past several years."

The search committee, according to Zweigenhaft, is functioning in a similar way that the committee two years did, when Catherine Fraser was recommended for the position of dean of the faculty.

The situation, however, in 1978 was different for two reasons, says Zweigenhaft. First, the college was going outside the community to fill the position, which had not been done in many years. Second, the search was conducted in Grimsley Hobbs' thirteenth year of administration, not William Rogers' first year. These factors may well lead to a very different recommendation than was appropriate two years ago.

Major responsibilities of the office have changed over recent years. In 1972, the dean's office was responsible for overseeing the library, admissions, athletics, the registrar, and all the academic departments. Now, it includes only the registrar and the academic departments. Changes in responsibilities have been accompanied by changes in titles. Various people associated with the office have been called the academic dean, executive dean, acting dean, dean of the faculty, interim dean, and provost. In addition, there is a dean of continuing education, formerly dean of the urban center.

Qualities of the person being sought include an earned doctorate, experience in administration, qualifications to hold a teaching position in an academic department, and ability to work with students, faculty, and administration. The search committee is encouraging nominations from the Guilford community as well as outside.