

# The Daily Tar Heel

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Arts editor needed

The Daily Tar Heel needs a new Arts and Entertainment editor. Anyone interested in the position should contact Editor Greg Porter at the Tar Heel in the next two days.

## Chance of rain

There is a 60 per cent chance of rain today with a 70 per cent chance tonight. The high today and Thursday will be in the 80s with the low in the mid-60s.

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Please call us: 933-0245

## Campus use of mopeds accelerating

### Motorized bikes ease parking, traffic blues

By KEITH HOLLAR  
Staff Writer

Increased transportation problems seem to have spawned a form of transportation at UNC which is relatively new to the United States — the moped.

Mopeds, or motorized bicycles, have taken a hold on the country as perhaps the newest form of transportation, and their numbers are increasing at UNC.

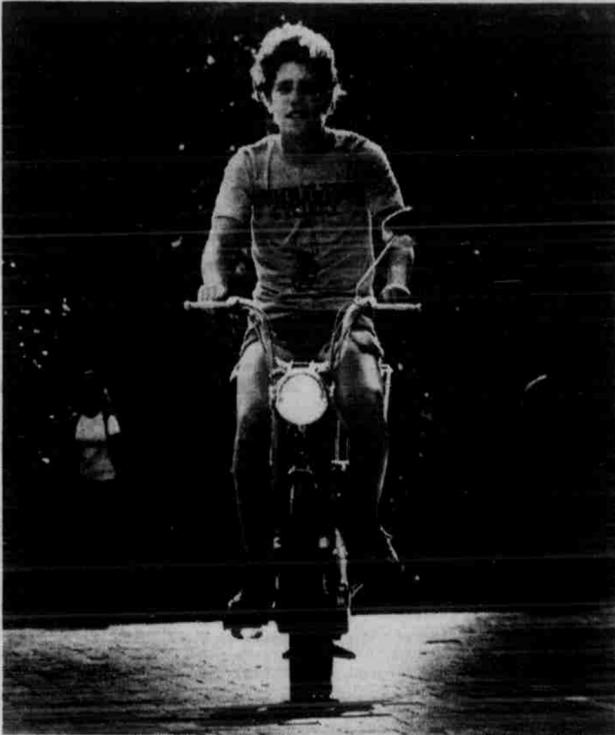
"More people are realizing that they're easier to drive through town than a car," says Bill Stokes of Tumbleweed Cyclery in Carrboro. "We've sold 10 in the past three weeks."

Stokes said that when his store began selling mopeds about two years ago, local residents bought most of the machines. Now he says that student customers account for almost half of the total sales.

"A lot more students seem to be buying this fall than last fall," he said.

The less-than-one-horsepower engines which power the mopeds are regulated to not exceed 20 miles per hour, in conformity with a North Carolina law. As a result, mopeds do not have to be licensed, and riders are not required to wear helmets, but they have to be at least 16 to ride on the streets.

The original cost of a moped may be as high as \$400 to \$500, but their operational cost is low. According to Stokes, mopeds will travel approximately 150 miles on a gallon of gasoline mixed with two ounces of motorcycle oil.



Staff photo by Fred Barber

Energy-saving mopeds are becoming increasingly popular in Chapel Hill, as well as in the rest of the country, as a means of low cost transportation. An additional incentive for UNC students is that a parking permit isn't required.

"You can get by on 50 cents or a dollar a week," he said. "They're very economical."

Mopeds also have another advantage over some forms of transportation. Because they are regarded as bicycles by University police, mopeds are not required to have parking permits.

"Unless something major happens, that will be our policy," said Lt. C. E. Mauer, police liaison officer for University police.

Reliability seems to be another asset for mopeds. Stokes said they generally need

only minor repairs, such as new spark plugs and carburetor adjustments.

"A couple have 10,000 miles on them," he said.

Mopeds first became popular in Europe after World War II, when fuel was expensive and hard to get. They have caught on in the United States only in recent years, following in the tire tracks of the bicycle boom.

"Motorists have accepted them easier than they did bicycles," Stokes said. "Bicycles have laid the groundwork."

## Hunt criticizes desegregation plan

RALEIGH (UPI) — North Carolina's two plans to further desegregate its universities and community colleges were mailed to federal officials Tuesday with a letter from Gov. James B. Hunt Jr. criticizing the official document ordering the plans.

Hunt told Department of Health, Education and Welfare (HEW) Sec. Joseph A. Califano Jr. that he, the N.C. Board of Education and the UNC Board of Governors are opposed to racial segregation in any state institution.

"Therefore, I join those boards in rejecting the implication in the title of your criteria and in several other places in that document that we now maintain racially segregated institutions and therefore must accomplish 'desegregation,'" Hunt said in the eight-page letter accompanying the two plans.

He said neither the 16-campus UNC system nor the 52-campus community college system is racially segregated "either by law or in fact."

"Therefore, the obligations assumed by the state of North Carolina and its institutions in (its new desegregation plans) are not a

consequence of any form or current or recent racial segregation or discrimination practiced by any public institution of higher education," Hunt said.

He acknowledged a racially-dual system exists at the state's colleges and universities, but said it is not the same as racial segregation.

"The criteria do a disservice in confusing the two and in treating them as if they were one and the same," Hunt said. "I trust that this confusion will not persist."

Hunt said whatever the results, students are free to choose a school on the basis of "historic racial identity," and added that elimination of racial duality will require time.

He also told Califano that state officials were handicapped in drawing up new desegregation plans because federal officials failed to specify why the state's 1974 desegregation plan was unacceptable.

The five-year plans, one for the UNC system and the other for the community college system, were drawn up under guidelines set forth by HEW, which acted under court order.

## Cigarettes to go up a nickel

By STEVE HUETTEL  
Staff Writer

Cigarette smokers on campus will need to cough up an extra nickel to get their favorite smoke when the price of vending-machine cigarettes rises to 50 cents per pack by Oct. 1.

The increase results from a wholesale price hike of 1.7 cents per pack announced last month by the manufacturers, coupled with a 1.5 cent rise last January. Bob Greer, vice president and general manager of Triangle Coin Caterers, said Tuesday.

"We've heard from R. J. Reynolds, American Tobacco and Liggett and Myers about the increase," Greer said. "And once you hear from some of them, you'll hear from all of them, we've learned."

Before Triangle Coin Caterers alters their machines to take 50 cents, the company will send notices to its customers, including the University, asking if there are any objections to the increase.

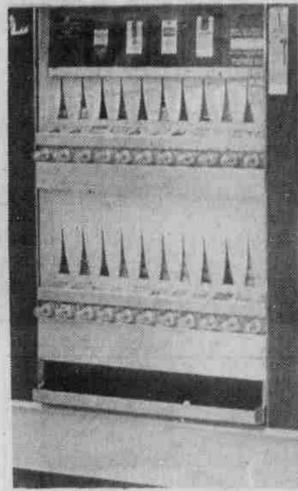
The price hike came as no surprise to the vending machine company. Greer said. "In our budget for this year we projected a price change in July, but it just came a month late."

The tobacco companies usually increase their wholesale prices at the beginning of the year and again in the sixth or seventh month, Greer said.

Vending-machine cigarette prices were last hiked in March 1976 from 40 to 45 cents, an increase which Greer said "came long after the need."

"We dislike most to increase retail prices," Greer said. "It's a last resort measure — sales always take a fall afterwards and it takes three to six months to recover."

"We've had a downward trend in cigarette sales in the past several years at the University, although sales of all other goods have increased."



## County coalition forms to voice opposition to proposed I-40 construction

By MARK ANDREWS  
Staff Writer

The Orange County Board of Commissioners will meet next Tuesday with a coalition of people and agencies to plan opposition to the proposed 20.4-mile section of I-40 from Hillsborough to the Research Triangle.

A panel of state and federal highway officials Tuesday formally approved alternate IB, which begins at I-85 near Hillsborough, travels through rural Orange and Durham counties and connects to the existing I-40 at the Research Triangle Park.

The N.C. Transportation Board will meet Friday in High Point to consider the panel's recommendation. Richard Whitted, county commission chairperson, said only a "remote" possibility exists that the board would scrap the proposed route.

Whitted said he is opposed to any further development of interstate highways in Orange County at this time. He said Orange County would benefit

most from upgrading N.C. 86 and widening N.C. 54 between Chapel Hill and the Research Triangle from two to four lanes.

Maintaining that the proposed alternate route is not needed, Whitted cited state studies which show that primarily local traffic will use the new road.

Whitted said the IB route conflicts with Orange County's land-use plan for the area. He said the county wants to maintain a greenbelt between the sections of Duke Forest where the highway would run, and there would be only "very, very, light development."

Whitted maintained that if IB is constructed, interchanges would also be constructed and there would unavoidably be some development in the area.

"It (route IB) would tremendously change the character of the area," Whitted predicted.

Whitted said the opponents' first course of action is likely to be political pressure. Federal transportation officials must approve the proposed

alternate route, and Orange County will probably appeal to them.

The county had proposed that alternate route 4 be approved instead of IB. Route 4 begins at the existing I-85 and U.S. 70 interchange in Durham, follows U.S. 70 and then cuts through Bethesda before linking up with I-40 at Research Triangle Park.

The commissioners, though, are presently concentrating their efforts only on halting route IB, Whitted said. Whitted said alternate route 4 is the least expensive, would require the least new construction and is the least damaging to the environment.

State highway administrator Billy Rose said state and federal officials evaluated the effects of each of the proposed alternatives on the surrounding areas and found that IB was the most advisable.

"We're going to crank up and fight," said Durham attorney B. B. Olive, coordinator of the local opposition to the proposed alternate route. He said they will consider legal action as well as a public relations campaign in trying to

## Temple: transit system must improve night service

### University will not sign bus contract

By ELLIOTT POTTER  
City Editor

The University will not sign a previously agreed upon contract for bus service with the town of Chapel Hill until it can obtain more service for students and faculty, a University administrator said Tuesday.

John Temple, UNC vice chancellor for business and finance, said the service outlined in the final contract proposal made by the town "was not the same as what we had agreed to earlier." The present transit system provides for no fixed-route night service, which is a necessity for students who wish to travel to and from campus, he said.

The Chapel Hill Transit System has replaced night bus service with a shared-ride taxi service. Under the present night-time transit system, taxis transport riders in areas within one-

fourth of a mile of any bus route except in Carrboro and the core of the campus.

Town officials said last week the night-time taxi service has gotten off to a slow start.

Temple said University officials did not understand night bus service would be eliminated when they agreed to sign the contract this summer. The contract agreement was reached under a compromise, spearheaded by Mayor James C. Wallace, in which UNC would pay the town a \$400,000 subsidy for the transit system.

"We have received some complaints about the service shutting down on some routes after 5 p.m.," Temple said.

Transit system officials announced Aug. 29 that service on some routes would be expanded.

"That was a result of our concern that people weren't able to get a bus from

work and go home," Temple said. But the expansion did not resolve the conflict between town and University views on night service. "Our preference would be that we have some fixed-route service, even if it were spaced throughout the night," Temple said.

Temple's position is supported by Student Body President Bill Moss and student transportation Paul Arne.

"I can't blame the University for what they are doing," Moss said Tuesday.

Arne said, "It has gotten to the point I don't care what we do to solve the problem. Just go down to Ramshead parking lot and you can see why."

The Ramshead lot has been overflowing with vehicles since the opening of school.

An agreement on the level of night service and the subsequent contract-signing by the University may ensue by Friday, Temple said. "I have indicated to the town we would like to get this resolved."

## Glass, aluminum to be recycled

By DAVID WATTERS  
Staff Writer

After a delay of almost a year, Student Government's Environmental Awareness Program (EAP) is completing arrangements for a campuswide glass and aluminum recycling program.

The Chapel Hill Board of Aldermen authorized \$150 on Sept. 25, 1976, at Student Government's request to purchase 100 55-gallon metal drums for the project. The drums are to be placed in dormitories and on campus as collection containers for the program.

The project has been delayed by the unavailability of a glass crusher in the Chapel Hill area and the absence of a response from the University's Building and Grounds Committee on EAP's request for permission to place the cans around the dorms.

EAP Chairperson Barbara High met Friday with Maurice Lee, chairperson of the Building and Grounds Committee. Lee told High she would have to wait and address the entire committee at its October meeting before she could receive its permission.

High said she hopes the series of setbacks for the project will end at the October meeting.

However, the EAP still will have to wait for the completion of the construction of a glass crusher by a local Boy Scout troop and the delivery of the metal drums.

High said her group was unable to locate a glass crusher with the capacity it desired, so Boy Scout Troop 39, which is constructing a 30-ton capacity crusher, was contacted last fall.

A glass crusher is critical to the recycling project because the material is to be transported to a Henderson plant. Crushed glass is more practical to transport.

High said she received a letter from Town Manager Kurt Jenne that month informing the group the drums were

available for pick-up. But when she inspected the drums more than a month later, High said she found they were not suitable for use because of sharp edges and rusty spots.

She said the only preparations of the cans made by the town was cutting off the tops. Because the total purchase of the drums amounts to \$37,50, less than a third of the Board of Aldermen's promised appropriation had been spent for the project when EAP received Jenne's letter.

High said she expects the remainder of the \$150 to be spent on painting the drums.

Chapel Hill Mayor James C. Wallace, a self-proclaimed supporter of the recycling project, said last week he told High the town will arrange for the final preparation, or the painting, of the containers.

But the mayor said the arrangements will be delayed until the Building and Grounds Committee okays the program — a position the town has maintained since last spring.

High said she tried several times this summer to contact Lee about getting permission to put the drums on campus, but could not reach him.

High said her group did not consider pushing for the initiation of the aluminum recycling project while the glass crusher was being built.

The Reynolds Aluminum Co. sends a truck to Chapel Hill once a week to collect aluminum.

Money received for recycled glass and aluminum would be funneled back to the dormitories that collected the material. High estimated that a dormitory with 100 residents could recycle as much as \$60 worth of glass per semester.

She said that while the main purpose of the program was to clean up the campus by collecting recyclable material, the money would serve as an incentive for dormitories to participate.

Reynolds Aluminum Co. pays 15 cents for a pound of aluminum, which is about 20 cans, and the glass recycling company in Henderson pays 75 cents per 100 pounds of glass.

The town of Chapel Hill also has played a part in the project delay, according to High.

Of the 100 collection drums promised to the EAP, only 75 were purchased and delivered to the construction site of the Boy Scout's glass crusher in February.

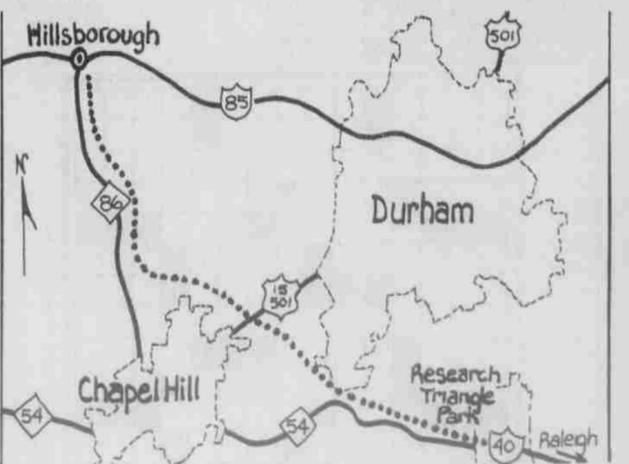
## Campus parking shortage worsens; rezoning, town ban reduce space

Because 300 to 400 more students applied for on-campus parking this semester than last, 110 applicants do not have a place to park. In addition, heavy-usage parking zones have been oversold by as much as 20 per cent.

William Locke, director of traffic and motor-vehicle registration, said Tuesday the Chapel Hill zoning ordinance that prohibits parking on public streets has cut out some 500 spaces, forcing more students to seek on-campus parking.

Also, the parking area at Morrison Dorm has been given to hospital employees, causing the S-5 Ramshead zone to be oversold by 20 per cent as opposed to 15 per cent last semester.

"Last semester we oversold Ramshead by 15 per cent, and it was never completely occupied," Locke said. "This year the lot will be occupied by dormitory students as well as commuting students. The zone has 654 spaces, and we sold 785 permits."



Construction of a state-approved 20.4-mile section of I-40 would follow the dotted line from Hillsborough to Research Triangle Park. County officials hope to block the project and improve existing highways.