

Controversy's side-effects: enrollment up

By **STUART TONKINSON**
Staff Writer

How many students are willing to spend their Monday afternoons in a three-hour-long political science class?

Well, if the class in question is American Intelligence Agencies, this year it's a record number.

The class — Political Science 151 — is taught by Assistant Professor David J. Garrow. That course and Garrow's Civil Liberties in the United States course — Political Science 157 — are filled to capacity, Garrow said Tuesday.

Garrow has been the center of controversy on campus since the political science department voted five months ago not to reappoint him when his present term ends in 1984.

Garrow said Tuesday he has sent a petition to UNC President William C. Friday asking for a hearing before the UNC Board of Governors in the ongoing appeals process.

Garrow said that the civil liberties class, which usually has 50 or 60 students, had 80 students attend on Monday. Garrow said he plans to move the class to a larger lecture hall to accommodate the extra students.

He said that the intelligence agencies class, in which he expected to have 25 students, presently has 40 students on the roll.

The interest in his courses is pleasant, Garrow said, but also can be detrimental.

"I like having the intelligence agencies course being a discussion course," he said. "It will be hard to do that with 40 students."

On Tuesday, students were stopping by Garrow's office, asking to be let into the course. Their numbers were "unusually high," Garrow said.

D.C. Taylor, a senior political science and history major, said that besides being interested in the subject, he signed up for the course partly to "find out what kind of [Garrow] is."

The courses usually attract a large number of students interested in legal careers, but the publicity given his case no doubt has heightened interest, Garrow said.

The students are not radicals, Garrow said, but mostly those interested in legal careers or careers with intelligence agencies.

Taylor, for example, said he was a member of a newly created conservative group on the campus.

"I seem to draw a very broad ideological spectrum," Garrow said.

The only limit to the size of the classes is the number of textbooks available, Garrow said. He said he does expect some students to drop the courses.

Garrow is the author of several works on the subject of civil rights, including the 1978 winner of the Chastain Award of the Southern Political Science Association. His latest book discussed the FBI's investigation of Martin Luther King Jr.

Dispute slows thoroughfare talks

By **JOHN CONWAY**
City Editor

Final consideration of the Thoroughfare Plan for Chapel Hill by the Town Council has been postponed until later this year due to opposition and controversy regarding the Parker Road extension and other controversial elements in the plan.

The Thoroughfare Plan is designed to meet the long-range transportation needs of the Chapel Hill community as its population expands. The proposed changes have been suggested to ease traffic congestion in future years.

Town Manager David Taylor is reviewing the plan and will present his final recommendations to the Town Council.

Assistant to the town manager Greg Feller said there are many other issues occupying the manager's time, and therefore, a decision will not be made immediately.

The proposed extension of Parker Road, the most debated element of the plan, would cut through Mason Farm, a tract used by the University for environ-

mental, ecological and biological research. UNC biologists and area environmentalists have strongly opposed this leg of the plan.

Other controversial elements in the plan include one-way pairing of Franklin and Rosemary streets and Columbia and Pittsboro streets, extending McCauley Street to connect with Merrit Mill Road and the extension of Estes Drive. Also, the proposed extension of Pittsboro Street would require the removal of the Kappa Alpha fraternity house, as well as several other buildings in the downtown area.

There does not seem to be agreement on any of these proposals by Town Council members, and they expect to re-evaluate each item individually when the plan formally comes before the Town Council.

According to estimates of the Chapel Hill Planning Department, without adoption of Thoroughfare Plan recommendations, accidents would increase in the Chapel Hill area up to as much as ten more per year by the year 2000, the average speed on area roads would drop 13 mph, and the level of gasoline con-

sumption and exhaust pollution would increase.

The Thoroughfare Plan has been discussed since 1968, when the original plan was adopted, and has been updated periodically to accommodate changes in population growth and town traffic flow.

In 1978 the state proposed the set of revisions which are still being considered. This latest set of revisions has not been adopted because of local opposition to many elements of the plan.

Despite the 15 years of delay, Planning Director Mike Jennings is optimistic about adoption of the plan by the town and said he feels some version of the plan will be adopted before the end of the year.

Chapel Hill Transportation Planner Danny Pleasant said he hopes the Town Council will consider the plan before the November elections. If the council fails to act on the plan until after the elections, Pleasant said adoption could be pushed back two or more months so that the newly elected members could become acquainted with the issues.

Perennial parking problems persist

By **STEVE FERGUSON**
Staff Writer

Sold-out parking permits, stiff fines for illegal parkers and high-priced private lots will mean continued parking headaches for students this year.

Though there are 3,135 student parking spaces on campus, including those in F and P fringe lots, 4,034 permits have been issued, said Assistant Director of Security and Traffic Ben Callahan. Campus parking lots traditionally are oversold, with 29 percent more permits sold this year than are available, he said.

As of Friday, all lots were sold out with the exception of the F and P lots.

On Monday, UNC Traffic Office personnel began checking for valid permits in all lots with the exception of the F lot, where students can park without permits until Sept. 19.

Because permits are a necessity when parking on campus, some students may go through illegal channels to obtain parking permits, said Jane Riley of the Security Office.

"The only place they can buy a permit legitimately is at the Traffic Office," she said. "If any trading is to be done, it should be done at the Traffic Office."

According to the warning given when parking permits are issued, the penalty for illegal transfer of a permit is a \$50 fine.

That does not include towing fees that may be required, adding an additional \$22 to \$42 to the penalty.

To prevent parking on campus without permits, the University employs about 50 traffic monitors.

These enforcement personnel also are enforcing the new one-way traffic on Stadium Drive. Construction on the new residence hall required one lane for equipment and Stadium Drive was made one-way to prevent the loss of parking spaces, Callahan said.

"People will have to get used to it, and once the new dorm is built it will return to a two-way street," he said. Completion of the dorm — and the end of the one-way traffic — will not be for at least three years, Callahan said.

Finding a parking space off-campus can also be a challenge.

The parking on Rosemary Street is primarily intended for short term parking, said Greg Fuller, assistant to the Chapel Hill town manager. Rates there range from 25 cents to 45 cents per half hour, depending on the length of the stay.

Parking is free on Cameron Street near Fraternity Court, but is prohibited on one side of the street from 7 a.m. to 10 a.m. and on the other side from 3 p.m. to 6 p.m., due to the traffic flow to and from the University.

Gordon Rutherford, UNC planning director, said the construction of the new Student Activities Center will help the situation.

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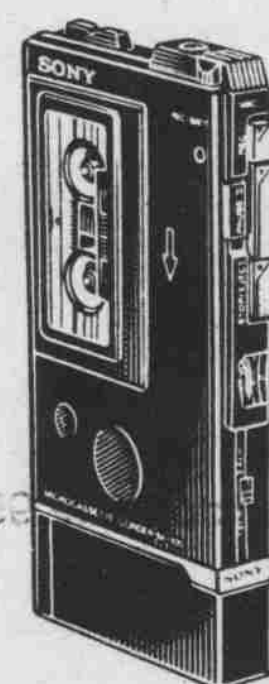


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