

Lawn issue deemed 'learning experience'

by Tom Nicolosi
Associate editor

According to President Edmund T. Cranch, the final decision concerning the future of the Higgins lawn will be made by the Board of Trustees. Cranch's remarks came in an interview held in his office in Boynton Hall last Friday morning. When asked if it was the intent of the administration to pass the plans to pave the lawn on to the Trustees without notifying students, Cranch replied, "No, categorically no." He went on to say that, "This kind of perception that people voice is totally unfounded and irresponsible."

Cranch claims that the paving of Higgins lawn has been a possibility since 1970 when the architectural firm of Charles W. Moore Associates suggested that the site be used for parking in a study conducted for the school. However, the present plans were only under consideration since the February 23 meeting of the Trustees where the present plans for the renovation of Atwater-Kent were approved. These recent plans called for the elimination of the present parking lot located in the rear of the building on West Street in order to provide more office space and to add a

(continued to page 7)



John Mar

In a recent interview, President Cranch discussed possibility of alternative sites for the parking lot.

WPI Newspeak

The student newspaper of Worcester Polytechnic Institute

Volume 8 Number 13

Tuesday, May 20, 1980

Special
Higgins House
lawn debate
issue

Commuters take stand on proposed paving of HH lawn

by Jeff Roy
Newspeak staff

Who should be more concerned with parking than commuters? With the issue of paving of Higgins lawn at stake, the newly formed WPI Commuter Association has decided to support any action against the proposed lot.

The Commuter Association, which recently adopted a constitution and elected officers for next year, is aware of the need for parking at WPI, but feels that there are alternatives that could be taken before the paving of the lawn.

On Thursday of last week, the Executive Committee of the WPICA met to discuss the proposed lot.

Included on the agenda for the meeting were alternative parking areas, limiting the number of cars on campus, and the closing of West Street.

Commented Rich Ferron, President of the WPICA, "In my opinion, we need parking, but not behind Higgins. We're definitely short. People have to park around the Quad (illegally). If you come back at night (i.e., a basketball game), then there are even worse problems."

Ferron also admitted that he, per-

Reeves responds to parking alternatives on the hill

by Doug Fraher
News editor

One response to the parking problem at WPI would be to reduce the number of cars on campus by encouraging people to walk, bicycle, use public transportation, carpool or other alternative ways of getting to campus. However, people often reject these possibilities because of real or perceived inconveniences. Many who favor those alternatives also believe that it is up to the individual to take those steps without being pressured by possible administration policies. Robert Reeves, Vice-president of Student Affairs, was interviewed with

regard to his view of the parking situation and what his office may do to alleviate it.

Questioned as to how many commuters carpool, Reeves replied, "It's difficult to compile precise figures, but a number of staff members, faculty, and students do carpool. This was induced by the cost of gas, however, not parking difficulties." Asked what the administration could do to encourage carpooling, Reeves said, "Most techniques would involve some kind of monitoring, some kind of special attention for cars with two or more people in them. A problem that we face here, however, is the lack of uniformity

(continued to page 6)

Continuing toward a pedestrian campus

by Jim Diemer
Graphics editor

In the past week the proposal for the Higgins House parking lot has been trampled on by students and faculty. Petitions, a protest, and the formation of many anti-Higgins lot groups, have expressed the campus' disapproval of this plan and the method of which it has been proposed. On Wednesday, May 14, Newspeak interviewed Gardner T. Pierce, Director of Physical Planning and Plant Services, to determine his reaction to the campus response to the proposal.

Although no campus study was done, Pierce defended the need for additional parking based on the fact that there are currently some 200 more parking stickers distributed than there are spots available. This fact in

combination with the loss of the Atwater-Kent parking lot which is composed of 47 spaces, was used in determining the need for additional parking.

The Atwater-Kent lot would be partly taken up by the new extension of Atwater-Kent with the remainder being converted into a plaza, similar to, but less elaborate than Freeman Plaza. Pierce defended the plaza by saying, "I would really like to improve the Atwater-Kent area. To me that's important." The plaza would be a continuation of the plan to make the campus more pedestrian oriented by using the "pedestrian mall" concept.

Pierce went on to defend the selection of the land behind Olin as the site for a new parking lot. In reference to the dirt paths and the untrimmed trees, he said, "This area is becoming less

than pleasant in appearance. I know that I could make this look much nicer." Pierce intends to make the area more functional for community use by putting in numerous picnic tables and possibly barbeques in the area betwween the proposed lot and Olin Hall and possibly between the lot and the Higgins House. However, these tables and barbeques are not currently on the

plan which will be presented to the trustees, therefore, additional money would have to be appropriated for this. He also defended the site selection saying, "The long sweep (the western Higgins lawn) which the students use more, is still being maintained."

The proposed lot will not destroy the views from the Higgins House. Pierce

(continued to page 7)

Moratorium on parking lot discussed at faculty meeting

by Doug Fraher
News editor

The recent faculty meeting was largely concerned with course changes and the issue of tenure. However, at the meeting, which was held on Thursday the fifteenth, the issue of the proposed parking lot on the Higgins Estate was brought up. Professor S. G. Weininger of the chemistry department introduced the following motion, "I move that the faculty request the Board of Trustees to call a moratorium on plans for a parking lot on the grounds of the Higgins Estate, pending a review of all alternatives by a committee containing representatives of the administration, faculty, and students."

Professor Weininger sponsored this motion because he was dismayed not only by the decision of the administration but he also found the administration's handling of the affair to be suspect. He remarked "we were told of the plans for the Higgins House lawn in connection with other concerns on campus at a meeting labeled 'Atwater-Kent Renovations' and the

Greening of the Campus.' It seems to me that there was a slight error there—they left out the de-. Only through Newspeak did the WPI community become aware of what was really going to be discussed at the meeting. I'm very much opposed to the plan for the parking lot, but I'd entertain it as a possibility. However, the manner in which it was presented by the administration was irresponsible. Not seeking proper input from the faculty, staff, and students beforehand was a poor way to do business. If the faculty accepts the manner in which this is being conducted by the administration it won't be the last time we'll be put in this type of position."

As the meeting had already been extended five minutes past its normal cutoff time in order for Weininger to present his motion, it was moved that the motion be tabled for discussion at the next faculty meeting on May 29th. The motion was seconded and a voice vote approved tabling the motion. Thus, Weininger's motion will be the first piece of business at the meeting.



Pierce explains the attributes of the Olin site.

John Mar

EDITORIAL

The lines are drawn

The thing that has most dominated the issue of the Higgins House Parking Lot is not deception of the students, faculty, and alumni by the administration. While this may or may not be the case (many will agree that the issue was clouded over and almost slipped by the campus community, but this only borders on deception—doesn't it?) the real thing that is the issue here is the lack of imagination and innovation on the part of the administrators of WPI. One of the most important things that the engineer does is to innovate. It is simple. One is presented with a problem that must be solved and then steps are taken to solve that problem.

The problem here is that about fifty parking spaces are being wiped out by the renovations of the Atwater-Kent building. What must now be done is to solve this problem of tight parking *without paving over the Higgins House lawn*. The reason that this constraint is put on the problem is because of the statements made by two of the top administrators on campus, President Cranch and Vice President of University Relations Denney, that they are sensitive to the opinions of the members of the WPI community. If they are truly sensitive to the community then they are asked to look at the facts.

Fact number one is that this past Thursday afternoon a total of about two hundred students and faculty members gathered in front of Boynton Hall in protest of the paving of the Higgins lawn. This indicates extreme concern by many members of the campus community. The rally was poorly publicized—only a few posters strewn on random walls a couple of days in advance—and it came at a time when students were concerned with the completion of their courses and projects for the term. Yet a significant number of people showed up and voiced their protest to the paving plan. When was the last time something like this was seen on this campus?

Fact number two is that a random survey of undergraduate students at WPI shows 87.1 percent of them oppose the paving of the Higgins House lawn for the construction of a parking lot. It cannot be argued that 87.1 percent is not a majority of students.

Fact number three is that in a similar random survey of faculty members not one person polled believed that the paving of the Higgins lawn was the best alternative to the parking situation on campus. Not one.

In light of this evidence and the statements of President Cranch it is thought that the only thing for the administration to do is to withdraw its plan from the Board of Trustees. Only this would be consistent with the claim that the administration is truly sensitive to the opinions of the whole campus community and not simply a slave to economics and expediency. It is hoped that President Cranch will recommend that the Higgins lawn not be paved.

Instead, it is hoped that the alternative of peripheral parking will be the

one that is pursued wholeheartedly. The paving of the Higgins lawn would be nothing more than a very expensive half way measure. If it is really the intent of the administration to push for peripheral parking and a totally pedestrian campus as they claim, then the money should be spent now on that alternative. Do what must be done to the Dover Street lot, pave over the West Street site, encourage car pooling. And why not look seriously into stacked or underground parking? An investment here would solve the problem permanently and accomplish the greening of the campus that has been mentioned so many times.

What more can be said? The students have spoken, the faculty has spoken, and now it is only the administration and the Board of Trustees that must act. Hopefully they will do so prudently and responsibly.

LETTERS

Higgins estate raped

To the editor:

Some 50 years ago, a man named Aldus Higgins set out to build an aesthetic masterpiece which came to be known as Higgins estate. He spent nearly a half a million dollars to have it built, and spared nothing. European craftsmen and supplies were even imported to give it the astounding style of a Tudor castle. Although the setting was close to the city, it was neatly tucked away by plush trees to preserve the atmosphere. Over the years, this atmosphere gradually began to deteriorate as a result of nearby WPI's need for growth. Higgins Labs, Olin Hall, Goddard Hall, and Harrington Auditorium sprung up one by one, each raping this gem of its lush atmosphere a bit more. Soon there was no bordering property which retained the precious trees that contributed to this atmosphere, and the estate stood half naked, clothed merely by the few remaining trees that stood on the Higgins property.

In 1970, the estate was bequeathed to WPI when Mrs. Higgins passed away. After only one year in the hands of the school, the administration had already drafted a plan to bulldoze the trees on one border and pave part of the grounds for use as a parking lot. Fortunately, the interested campus community managed to explain to the administration that such action would constitute an irreversible crime. They saw their error and withdrew the proposal.

Now, nine years later, the administration has once more endeavored to strip part of the estate for the very same purpose. Perhaps they have already forgotten their 1971 folly, but they certainly learned from it. This time the proposal was unannounced to the campus faculty and students until the school year was nearly over (and even then it was discovered quite by

accident as the result of a student's IQP research). The administration covered their tracks by claiming that they were planning to mention it at an informal discussion titled "Atwater Kent renovations and the greening of the campus". They neglected to comment on the fact that this discussion was scheduled for one week before the end of the school year, nearly insuring that the students could not be informed in sufficient time to take action before leaving for the summer. The proposal planned to have the lot completed and waiting for the students when they arrived in September. They furthermore declined to discuss the oversight which caused the prefix "De-" to be left out of the title of the discussion, which might have insured that no more than ten students would show up.

These actions are inexcusable, but that is not the point at hand. A real parking problem exists and if the administration allows the lot to be constructed without thoroughly examining and eliminating all other possibilities, the devastation will be irreversible. The campus is full of brilliant, creative minds that originate solutions to technological problems all over the world through an innovation called the WPI Plan. These students have dozens of sensible ideas which should be listened to and discussed by the administration before such an important decision is made. Failure to do this would be no less than admitting that the administration does not believe in the Plan.

The overwhelming response of the campus community proves that these minds are willing to be put to work to save the last bastion to which students can retreat to in order to escape from the asphalt jungle long enough to bask in the sun and reflect on the day's ac-

(continued to page 6)

Newspeak

(USPS 535-480)

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Phone (617) 753-1411 extension 464, or 756-6575

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WPI Newspeak of Worcester Polytechnic Institute, formerly the Tech News, has been published weekly during the academic year, except during college vacations, since 1909. The editorial opinions expressed herein are the opinion of the person or persons whose name appears at the end of the editorial and are not necessarily those of the editorial board or of WPI. Letters-to-the-editor must be signed and contain a telephone number for verification. WPI Newspeak is a member of the Columbia Scholastic Press Association and the National News Bureau. Newspeak subscribes to Campus Digest, Collegiate Headlines, and National On-Campus Reports. Editorial and business offices are located in Room 01, Sanford Riley Hall at WPI. Copy deadline is noon of the Saturday preceding publication. Printing done by Jeda Corporation, 11 Harvard Street, Worcester. Second class postage paid at Worcester, Massachusetts. Subscription rate is \$5.00 per school year, single copies 20¢ within the continental United States. Make all checks payable to WPI Newspeak.

Presentation a farce

To the editor:

I was at the farce camouflaged as an interactive presentation last Monday, the 12th (scheduled, quite by coincidence I'm sure, so that coverage in the Newspeak was made possible only by withholding the presses), and found it a reassurance that the whitewash did not go out with Tom Sawyer. I found the presentation fraught with poor logic, inconsistent value judgements, and some outright untruths. The only statements compatible with rational thought seemed to be the ones made when questions were asked.

Poor logic? How about the equating of the mature trees to be destroyed with the saplings proposed to replace them? How about assuming that the addition of parking facilities at the Dover Street lot would necessitate that the faculty use them? Or the proposition that the meeting itself is an indication of an ever-present intention to include the campus community in the decision, when this intention manifested itself only after the newspaper's discovery of the proposed lot.

Inconsistent value judgements? When Denney responded to an audience suggestion to pave the other side of Higgins House with an exposition on the "old deciduous (Did you pick up

that term in the 1971 parking lot controversy?) trees in that area," the uneasiness in my stomach was, for once, not the result of Daka. When the fervor of one young man in the audience inspired a warning to categorically restrict emotional considerations, I would have lost my lunch had I had the nerve to have eaten that day. Furthermore, Professor Hall's concern with the faculty begrudging lost time, when viewed in context of the student's (and some of the faculty's) begrudging the loss of the lawn, clearly assumes that the expedient concerns of those responsible for our education are of more significance than our own concerns for our surroundings (which are, more than indirectly, a vital component of our education).

As far as outright untruths (a euphemism for lies) are concerned, we have the following: 169 saplings and shrubs are going to shield this lot from Higgins House. The Dover Street lot will only hold twenty more cars (try forty). Nobody will park there (take a look some time). Or the all-time favorite; that the proposal was made with the ultimate interests of the entire campus community in mind—that none of us, student or faculty, were consulted on the matter is evidence that the administration serves our interests with

(continued to page 5)

LETTERS

Do not let apathy decide the issue

To the editor:

A valuable resource may soon be lost to the WPI community, and we have an opportunity to rescue it; the Higgins House lawn--parking lot issue is important to all of us at WPI, as an opportunity to stand up for our opinions on campus affairs and a chance to participate in the administrative decision process. Everyone on campus is now aware that this issue exists, thanks to the *Newspeak* staff, without which we might now be up to our ears in asphalt. Many of the students on campus are expressing their discontent with the idea, but a great deal think that either there is nothing they can do to stop this outrage, or that others will take care of the problem for them. I say, wrong on both counts. This issue was proposed once before and defeated by the students and faculty on campus at that time. Of course, they were informed about the event prior to any meetings on that subject. We were not given any such notice, but the fact remains that we can indeed stop this disgrace.

Higgins Lawn is known to everyone on campus, though not all take advantage of it, as a slightly secluded, restful location where one may go to enjoy the day, whether for picnics or Frisbee. Students and faculty alike feel free to go to the Lawn as a retreat between classes, for lunch, or just for a little rest and relaxation. Many of you were at Thursday's protest to hear the views of the other 150 to 160 present there. (This is less than 10 percent of the campus population.) Some could not be present, but were there in spirit. Some simply didn't know, and the rest just didn't care. I would like to persuade the latter that this is more important than they realize.

Other administrative decisions have gone unchallenged in the past. The movie that the Men's Glee Club wanted to present as a fund-raiser for an upcoming tour, *Alice*, was cancelled within the week before showing because the administration deemed that the x-rated movie was morally unacceptable (and bad for our image). This was accepted by the Glee Club, although most were very unhappy to take the resulting loss, since the film could not be returned for the fee, and another could not be obtained in time.

I believe the students and faculty deserve much better than the deal which we have gotten, in the Parking issue especially. After all, we pay \$6000-\$7000 per year, some of which pays a few salaries. Why weren't we told about the *Greening of the Campus* meeting?

The following are some suggestions which you might use to passively protest with us:

- 1) Wear Green armbands or clothing on campus to classes or meetings.
- 2) Use those parking forms which were passed around at the protest Thursday.
- 3) Write your opinions on paper and send them to a trustee, or anyone else involved. Let them know what you think.
- 4) Bring signs or T-shirts bearing slogans with you to classes.
- 5) Sign one of the petitions which have been circulated.
- 6) Use the Higgins lawn. Show that it is wanted.
- 7) Attend the upcoming meeting at Alden Hall, Tuesday at 4:00 p.m.

Steven P. Nickel, '81

Dover lot looks good

To the editor:

I wish to express my disappointment in the gross mishandling of the parking problem presented by the Atwater-Kent renovations. It seems that in the process of expanding the WPI campus, the WPI philosophy was lost or overlooked. I remember reading on page 6 of the 1980 Operational Catalog, "the rapid growth of concern for the degradation of our world--have brought home to all of us that the learning of facts without values can no longer be acceptable." The text refers to the job of scientists and engineers to evaluate the consequences of technology, to have an awareness of human values, etc. Are administrators exempt from this task simply because they don't appear in print?

As a viable alternative, the Dover Street lot was suggested, which anyone would agree is a damaged

piece of land. I ask then, is it better to create a second piece of damaged land? From their decision, the administration seems to believe that the mark of a good engineer is one who leaves a lasting impression. In this case that impression is damage. I can only see any construction on the Dover Street lot as an improvement. As far as the faculty is concerned, if they can't handle the "long" walk then make it a student lot and move the faculty closer to the school. As far as vandalism is concerned, why not take the 50,000 dollars and buy a fence?

This project has been a long time in the making, but only a very short time in the news. Is secrecy one of the signs of a professional? I hope not, otherwise, I stand little chance of making it as a professional!

Dean Sorensen, '83

See the 'fools on the hill'

To the editor:

When was the last time you spent an afternoon on the Higgins House Lawn, President Cranch? It must have been the day that you and Gardner Pierce skulked over to plot the downfall of our only real sanctuary in this mad-mad-mad world of AC'S, AD'S, NR'S, Comps, Gweeps, IQP'S, MQP'S, and college administrators who would heartlessly destroy a thing sheer of beauty for the sake of "progress." Had you or your cohorts spent your time more wisely, i.e. enjoying the surroundings, rather than forming your plan of attack (is this the WPI PLAN?) you might have been able to momentarily shed that "Technology or Bust" attitude of yours for the more humanitarian one of "Live or Let Live". True, you have seen the lawn; you stood upon it under the warm May sun, in the glorious sea of green, with gentle winds wafting through the majestic pines, whispering of impending doom, but have you ever seen it for what it is, and not what your warped sense of logic would make it? I tend to doubt the supposition that the administration has maintained an "open mind" through this struggle of "parking lot" vs. lawn; They had clearly taken their stand on this matter long before the proposal to smear asphalt on Higgins Lawn was made "public", and they continue to maintain this overwhelming unpopular position, despite the undisputed existence of several feasible, alternative plans for solving the anticipated parking shortage which the renovation of Atwater Kent will supposedly present. One might even go so far as to suggest that out of the security of going along with the sim-

pler solution, and nothing more, they have chosen to purposely overlook the alternative plans presented by the WPI student body-- the makers and breakers of our future-- and staff. How much intelligence and thoughtful planning does it take to eliminate a revered, recreational, "non-technical" area, in favor of developing a foul, unenjoyable, basically disgusting one? Anyone can put up a parking lot (and put down a lawn), but it obviously takes a certain type of person to proceed with such a venture while controlling the urge to "throw caution to the wind", and to do the job right, in such a way that every required condition and need is met, rather than overlooked if not convenient for "the good of a select few."

One would hope that the administration of such a fine engineering institution as WPI--having the innovative "PLAN" of integrating technology with an awareness of society and its needs--would treat this parking dilemma with the same regard that a responsible WPI engineering graduate might exhibit in a "technical" problem-solving process. One would also hope that the administration would never make a decision which would conflict directly with the very principles upon which the "PLAN" was founded, and do it in such a dishonorable way as to provoke the mass protest of the student body-- and then ignore the multitudes of "the thousands of voices trying to get through."

Isn't there justification in concluding that this situation has been rendered "hopeless" by the "fools on the hill", and no one else?

Joan Marler '83

Tar earth...next week tar Mars

To the editor:

Sometimes you have to scream. But we are fortunate that our system has such checks if the members are aware. Sometimes it takes a strong punch to wake someone up. The punch has been delivered and the campus is awakening.

I returned to campus last Wednesday night to visit some friends. I heard the news about the "greening of the campus." Many such "events" have previously occurred behind students' backs such as the "student affair" of the Daniels lounge or the "dorm rooming" of the Riley study room. We are lucky *Newspeak* caught this before it became another "Oh, well." True these and many other "events" may be considered as beneficial--only our trusted officials know for sure.

Seriously though, I do not recommend belligerent attitudes toward the administration for they are locked into making economic decisions for the student and faculty bodies. And some-

times it takes too long to inform and consult everyone. But if student activity grows the voice of the student will be considered. Even if it is only to shut you up--whatever the means--the work is heard. This is how the system checks itself [negative feedback], so if you have something to say say it and if you are hushed--speak up.

The culprit seems to be the expanding Atwater-Kent building and a new concrete plaza absorbing the rest of the parking room. Now what is the reasoning behind this new, concrete and token bush field?--beautification? This all depends on your definition of beauty. Just because this is an engineering school doesn't mean that the students love concrete and steel.

If the school needs concrete meadows to attract future students or to appeal to the representatives of various companies then either I misunderstand the purpose of school or the campus is being exploited. Perhaps the attraction of sources of income is of primary concern, but at

(continued to page 7)

Unifying WPI community

To the editor:

In the past two weeks, the Higgins House lawn has become more than a quiet parcel of land in the center of campus. For the first time in my two years among WPI's decentralized student body, a large segment of the school community has come together. As of Thursday, the petition drive to prevent the construction of the Higgins House parking lot was said to have collected 700 signatures, with as many as 700 more expected. Between 100 and 200 students took time out from a busy final week to rally in front of Boynton Hall on Thursday, hoping to catch the attention of higher-ups in the administration. *Newspeak* decided to put in another week of work to protest the parking lot construction. Finally, but possibly most significantly, a resolution calling for a moratorium on any paving on campus was put on the agenda for the next faculty meeting, scheduled for later this month.

However, the accounts of tyranny in Boynton Hall and the shocked reactions of administrators to the groundswell of opposition might lead an outside observer to believe that a war was beginning. On the contrary, this controversy could turn out to be a healthy way of revitalizing dialogue between students and administration, a dialogue which had seemingly faded to the dry bed of a brook during a drought.

Certainly there is an element of urgency in the situation. When the students, with their fleets of cars, return in September, the Atwater-Kent parking lot will no longer exist. Further, summer is the paving season. If a new lot not completed by the end of October, there will be no new parking until at least June, 1981. With the parking situation already tight, the elimination of parking spaces can only cause more headaches for the administration.

By the same token, any student action must take, place immediately, and

it must strike like, a gavel amid the buzz of the administration's plans. There have not been any issues in which the student body as a group has taken an interest since the inauguration of President Cranch in 1978. Through disuse, the administration's ear toward the students has become less sensitive than it should be; thus, any student action must be sharp and clear.

However, the question that remains through the hubbub is this: how to conduct a dialogue between students and administration on the topic of parking so that a new parking lot can be constructed this year? One solution would be for the administration to swiftly assemble several alternatives to deal with the parking problem, outline them in a brochure, and send the brochure, along with a ballot, home with grade reports. These ballots would have to be returned by a specified date, say June 30. As many as 1000 ballots might be returned by that time, forming an excellent cross-section of student opinion. The administration should then inform the students of the results of the balloting, and their decided course of action. Construction of a new lot at any site on campus could then begin by mid-August.

For the students not to return their ballots would be a sure symptom of apathy, punishable by the paving of the Higgins House lawn. For the administration to ignore the results of such a poll would be irresponsible, punishable by mass protests of a thousand angry students.

Handled responsibly on both sides, the Higgins House debate could serve to open ears in Boynton Hall, and could draw students and administration closer together instead of driving them apart.

Paul Cottle, '82

Alternatives to HH lawn are available

The need for more parking facilities is a matter that is still under debate, but assuming for the purposes of this article that such a need does now, or could in the future, exist, what are the options open to WPI in meeting this need?

To begin with, there is the lot on Dover Street. At the presentation last Monday, those who attended were given bits and pieces about how this lot now holds about twenty cars, and that paving it would add but twenty more. As detailed in the diagram

below, it is possible, using the same standards as the lot on Hackfeld Road, to fit a total of 60 spaces in this lot. Contrary to what seemed to be the popular belief at the presentation, the creation of parking facilities does not necessarily entail that the faculty use them. In fact, when the first-come, first-served basis of the student and staff parking facilities now in use is considered; it becomes clear that the faculty, whose tight schedules require that they arrive before the students, will in general come nowhere near the Dover Street lot. By and large, the lot would become a student lot.

If the expensive consideration to implement a plaza between Atwater-Kent and Salisbury Laboratories is abandoned, only twenty parking spaces will be lost, instead of fifty (one

count yielded only 42 spaces in use now). Agreed, all these spaces may be temporarily lost during the actual renovating of Atwater-Kent, but this loss could be accommodated for by temporarily utilizing the land at the corner of Institute and West Streets for parking. This area is close to Alden Hall, where the EE department will be located during the renovation.

The least expensive and most rewarding idea though, is to make West Street a one-way street and implement side-by-side parking along all

Salisbury Labs, and 22 in front of Atwater-Kent. In addition, 7 more can be situated in the east side of the turn in at Salisbury Street, between the sidewalk and the island. Conveniently enough, this comes to a total of 100 spaces, an increase of 60.

What would result from making a one-way street through campus? Recalling the local opposition to the traffic problems resulting from the closing of the same street about six years ago, one has to consider the same possibility with regard to this proposal. The problem six years ago, however, was that the traffic situation was very different (the rotary was undergoing construction, for instance) and the local residents attacked the closing of West Street in an attempt to

ameliorate the situation. The closing of West Street was then postponed to a later date when traffic conditions and local sentiment would permit it.

Making a one-way street out of West Street would serve to effectively close it from a good portion of traffic (obviously), and it would better accommodate the public than the sudden closing off of it entirely. If the goal is to eventually close West Street, then this move can be considered a step in that direction.

I feel that these proposals are reasonable. I ask the administration to consider them, and to bear in mind the overwhelming opposition to their present intentions.

Jim Dyer

STAFFITORIAL

below, it is possible, using the same standards as the lot on Hackfeld Road, to fit a total of 60 spaces in this lot. Contrary to what seemed to be the popular belief at the presentation, the creation of parking facilities does not necessarily entail that the faculty use them. In fact, when the first-come, first-served basis of the student and staff parking facilities now in use is considered; it becomes clear that the faculty, whose tight schedules require that they arrive before the students, will in general come nowhere near the Dover Street lot. By and large, the lot would become a student lot.

If the expensive consideration to implement a plaza between Atwater-Kent and Salisbury Laboratories is abandoned, only twenty parking spaces will be lost, instead of fifty (one

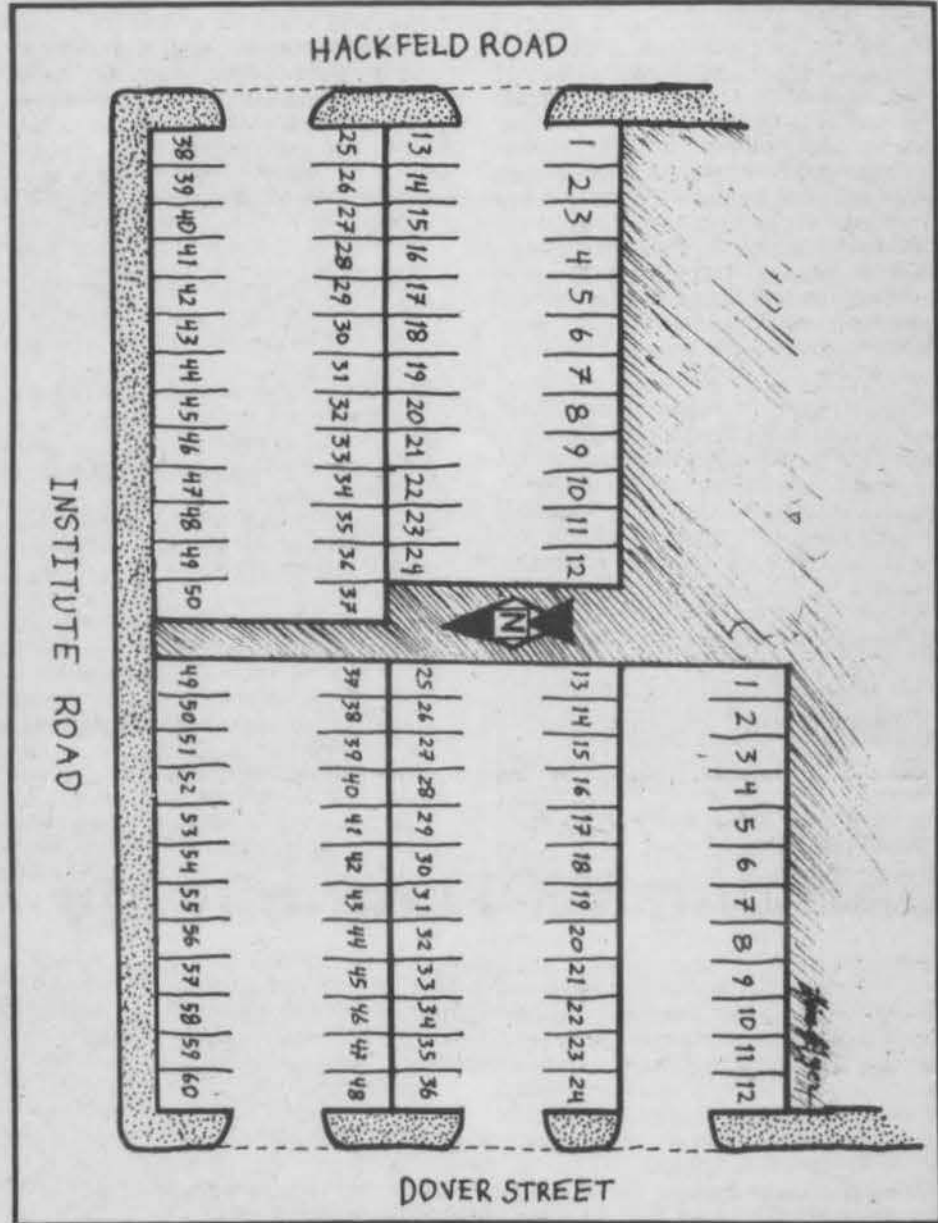
(or at least part) of its length. It's estimated that this proposal would add 60 more spaces.

The situation as it is now allows parallel parking on the east side of the street, which can accommodate (using the dimensions of a typical delineated parallel parking space) 13 cars on the uphill stretch across from Alden Hall, 8 in front of Stratton Hall and the Project Center, 10 in front of Salisbury Labs, and 9 near Atwater-Kent. This is a total of 40 (in actuality, it is possible to fit a bit more in, since these spaces are not delineated).

If side-by-side parking is implemented, we can then (using the dimensions of a typical delineated side-by-side parking space) accommodate 30 cars up the hill, 17 in front of Stratton Hall and the Project Center, 24 in front of



Dover Street lot is seldom crowded. John Mar



A modest proposal to WPI community

by S. J. Weininger
Department of Chemistry

I was present at and took part in the meeting in Alden Hall last Monday afternoon that was principally concerned with the Administrations Trustee plan to turn the wooded area in back of Olin Hall into a parking lot. While I was grateful for the opportunity to express

of the Higgins Estate, that proposal was also introduced late in the academic year. At the least, the timing demonstrates much insensitivity to the legitimate feelings of a large segment of the campus community.

My suspicions were not allayed when Mr. Denny used the fact of the meeting as evidence that the process

Administration attempted to assess student feelings on the matter? In commenting on the "democratic" nature of this process one of my student friends shrewdly observed that it reminded him of "democracy," in the Soviet Union- you either vote for the Party's candidate, or you don't.

Now let's tackle the proposal itself.

meeting noted that the alternative solutions mentioned above would entail additional inconvenience, particularly for faculty with tight schedules. They are correct, and their concerns should not be dismissed out of hand. Those concerns should, however, be put into perspective. One has to assess the price to be paid by

'...the timing demonstrates much insensitivity to the legitimate feelings of a large segment...'

FACULTY PEN

my own views and hear those of others, I left the meeting quite unhappy on two counts. One of these had to do with the way in which the whole issue was handled administratively, the other with the quality of analysis and imagination that led to the present proposal.

Let me deal with the administrative issues first. Am I overly suspicious in believing that the timing of this proposal was such as to technically meet the definition of "informing the campus" without in fact allowing time for real opposition to develop? Perhaps so, but I do recall that when the Administration traffic planners proposed several years ago to bulldoze through the trees on the western edge

was being carried out "democratically." He and I understand democracy differently. In my book it means that the people affected by policy have the opportunity to *shape* it, and not merely *talk* about it. We were told that the principal beneficiaries of this new parking lot would be the faculty. But, as Prof. Hoffman accurately pointed out, no one has attempted to find whether the faculty in fact want this "benefit."

The most eloquent statements on the subject came from the students themselves, for many of whom the Hill is home for four years. It contains little enough green, shaded land as it is. Have any of the "democrats" in the

It was not all clear to me, and many others, that alternative solutions had been adequately considered. Extra parking spaces can be obtained by paving the Dover Street lot, by converting more spaces for small car use, and by better use of existing facilities. In the Goddard and Library lots, for instance, there are often both empty spaces and unauthorized vehicles. I would prefer to see more money spent on revamping, policing and securing present facilities, rather than on some token shrubbery to hide the proposed scar behind Olin Hall.

Several of my colleagues at the

the rest of the campus community to alleviate that inconvenience. Furthermore, one has to ask if the inconvenience is a reasonable one to bear. At most other urban campuses that I am acquainted with neither students nor faculty have the luxury of the "back door" parking that prevails at WPI. Nor, I might add, do they seem to have suffered serious operational impairment or large scale faculty loss on this account.

Finally, my modest proposal. It is based on the simple premise that plowing up and paving the Higgins

(continued to page 6)

Surveys show opposition to HH lawn

by Doug Fraher
News editor

Both students and faculty members were surveyed by *Newspeak* about the campus parking situation (the survey questions and results are listed below). Of those faculty members that felt parking spaces should be added to the campus after the Atwater-Kent renovations are completed, 93.3% opposed the paving of Higgins lawn. 87.1% of the students when asked, "Are you opposed to the paving of Higgins House lawn?" answered "yes."

Carpooling might be one way to reduce the need for parking spaces, but most professors felt that the irregularity of their schedules makes a viable carpooling program difficult or impossible. Many of the professors felt that WPI does not need another plaza and that the elimination of the one planned for Atwater-Kent would be desirable because it would save those spaces.

In addition to responding to the survey, many professors gave strong opinions on the parking subject and the way it had been handled by the administration. Professor Graubard of the social sciences, policy studies, and management departments expressed the view of many, "I would have liked to have been in on this earlier." Professor Browne of the chemistry department said, "I think all the alternatives should have been looked at—there are other, more desirable ones."

Some of the professors saw conservation as the answer to the administration's proposals. Professor Keil of the physics department said, "I think part of WPI's social responsibility is to discourage people from bringing cars on campus, not to encourage it. Parking should be charged for—we should charge a lot for convenience. Parking lots should not be made out of the few green spaces on campus." Professor Sacco of the chemical engineering department echoed this last sentiment, "I don't think they should pave over green spots and make a concrete jungle."

Professor Beal of the chemistry department believes that the institute should work toward more carpooling, bicycling, and walking. This is in line with national trends and should be continued. The campus doesn't have many green spaces and the choice of one of them for a parking lot is just atrocious."

Several professors had suggestions for alternate lot sites. Professor Scala, head of the chemistry department, said that "over on Institute Street and West Street there are several vacant lots where the school tore down triple-deckers. These could be easily paved to provide the same amount of space." Professor Sokal of the humanities department thought that "rigorous enforcement of parking regulations would cure a good deal of the problem." Professor Walther in the physics department commented that "a few professors complained that because they travel during the day, they have trouble finding spaces to park when they come back. There's nothing against reserving a few parking spaces for those who have established a need of this sort. There could be another set which one could get permits for a particular day when one had to visit a company. Carpooling, bicycling, etc. could take up some of the slack." Three professors in the electrical engineering department said they would be willing to walk from any lot on the periphery parking spaces belonging to the campus.

Comments fielded while conducting both surveys indicated that most members of the WPI community feel that the alternatives to the Higgins House parking lot are far more desirable and need to be adequately considered by the administration and trustees. Faculty members from Atwater-Kent, Salisbury Labs, Olin and Goddard Halls were surveyed in an effort to gain some insight as to their feelings concerning the parking situation at WPI. These buildings were chosen due to their proximity to AK renovations. The responses of the thirty surveyed are as follows:

Faculty Survey

1. a) Do you get to work by car?
Yes 21 (70.0%)
No 8 (26.7%)
No answer 1 (3.3%)
b) If so, do you carpool?
Yes 2 (9.8% of riders)
No 19 (90.5% of riders)
2. Do you think the Administration should promote a carpooling program?
a) Arrive by car
Yes 17 (81.0% of riders)
No 3 (14.3% of riders)
Undecided 1 (4.8% of riders)
b) Arrive by other means
Yes 7 (87.5%)
No 1 (12.5%)
3. After completion of the Atwater-Kent renovations, do you believe new parking spaces should be added?
a) Arrive by car
Yes 12 (57.1% of riders)
No 4 (19.0% of riders)
Undecided 1 (4.8% of riders)
Not enough information to say 4 (19.0% of riders)
b) Arrive by other means
Yes (37.5%)
No (50.0%)
Not enough information to say (12.5%)

*Note—the one person who did not answer question 1 did not favor the addition of new spaces. Fifty percent of all the faculty surveyed favored addition of spaces. Thirty were definitely opposed, and twenty percent were not sure.

c) Those respondents who favored the addition of parking spaces were asked, "Do you believe the proposed Higgins House lot is the best alternative to the parking problem?"

Of these fifteen, fourteen (93.3%) answered "no." One person (6.7%) was undecided. Those who felt no spaces should be added all expressed displeasure with the choice of the Higgins House lawn as a proposed site.

Student Survey

1. Are you a on- or off-campus resident?
68 on-campus (73.1%)
25 off-campus (26.9%)
2. Are you opposed to the paving of Higgins House lawn?
a) On-campus
No 9 (9.7%)
Yes 57 (61.3%)
No opinion 2 (2.2%)
b) Off-campus
No (1.1%)
Yes (25.8%)
No opinion (0%)

...Farce

(continued from page 2)

an excellence that transcends the banal need for communication (this becomes obvious when one considers the overwhelming support of their benevolent proposal).

There is another "presentation" Tuesday at 4:00 (scheduled, by yet another remarkable coincidence, so that coverage in the *Newspeak* is quite impossible). For a change, let's try some rational arguments. Or at least allow

the audience to respond immediately to the rationalizations our officials are so good at answering with, before switching to another raised hand (and therefore, a new subject). I feel confident that some of the audience can be trusted to make this meeting what it should be, but can the perpetrators of last week's farce? Just to stay on the safe side, I'm skipping lunch today.

Jim Dyer, '83

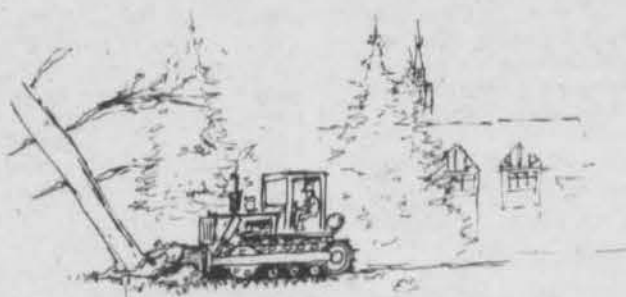
Let your voice be heard

Meeting to discuss proposed

parking lot on

Tuesday, May 20, 1980

at 4:00 p.m. in Alden



University relations answers questions

by Tom Nicolosi
Associate editor

Vice-President of University Relations, Thomas J. Denney answered the questions of a group of students that remained outside of Boynton Hall after the crowd of two hundred at last Thursday's protest rally had dispersed. Denney had spoken briefly at the rally, taking the stump in defense of the actions of the administration in dealing with the issue of the Higgins House parking site and in the defense of the plan itself.

Accosted by students after the rally, Denney assured them that the administration was receptive to them. One student asked, "Are you going to take what we say into consideration?" Denney quickly replied, "Without question. Without question." He went on to say that, "This is a community and we can't disregard any member. The easiest thing would have been to move in the bulldozers in August when nobody would have known. That would have been criminal. That would not have happened."

Denney also cited the parking problem on campus as the driving force for the new parking lot. He asked, "Can you get more students not to bring cars?" Here several students indicated that they were willing not to drive and some suggested that they lived so close to the campus that they would not think of driving to school. Said Denney, "Don't ignore the neighborhood." He suggested that increased parking off campus would upset and inconvenience those living close to the school.

He also addressed the issue of alternatives to the Higgins parking

plan. When asked about the library lot and the seemingly bountiful supply of empty parking spaces that had been reportedly observed there, he replied that parking in that lot was in a state of "constant flux" and that at times there were no spaces available there. When asked about the plan to close off West Street to traffic, Denney replied that there was a political problem here. Apparently a petition had been filed with the Worcester City Council to close off the street to traffic in 1974. This petition was supported by both the fire and police departments, however it was evident that a large enough majority could not be mustered on the Council for approval of the measure, and rather than have the plan rejected outright it was withdrawn until a more favorable atmosphere for its passage existed in the Council. According to Denney, the opposition of a few vocal neighbors and the instability of plans for routing traffic in Lincoln Square were what resulted in the lack of support for the measure.

Denney stated that he was in favor of one alternative to the plan and that was what he referred to as "stacked parking" or the building of a parking garage; however, he cited high cost as a negative factor in this type of plan. Denney stated, "While we're at it let's get rid of the lot that I like least." He pointed back over his shoulder at the quadrangle parking lot. This suggestion seemed to be something that he hoped could be done in the far future for he had just discounted several alternatives as infeasible and offered no alternatives that he thought as workable to alleviate the "tight" on campus parking situation other than the paving of the Higgins lot.

...Commuters react to proposed lot

(continued from page 1)

sonally, did not have trouble finding a space to park during the day, but also stated that the earlier he got here, the easier it was to find one.

But the proposed renovations for the Atwater-Kent building include the elimination of approximately 40-50 parking spaces. Taken as an added burden on present lots, the loss of the spaces points to a need for more parking.

Alternative Sites

At the meeting, the Executive Committee also discussed the possibility of allocating more cars into the Dover St. parking lot. According to Ferron, this proposal was opposed because security in the lot was inadequate.

In order to "beef up" security in that area, the members were in favor of either adding lighting to the lot, or increasing security in the area. It was also pointed out that the present size of the WPI Campus Police would not make this alternative feasible.

As to the Boynton Lot (behind the library), security was once again listed as a factor against such a proposal.

The crime rates in both of these areas is excessively high during the evening hours, and the WPICA did not buy the excuse. Not as an excuse to pave Higgins lawn anyway.

The six officers argued that, the proposed parking was to aid during the daytime, and that other measures could be used in order to control evening problems.

One way to aid in the parking here would be a measure to limit the amount of cars on campus. Once again, the WPICA pointed to the Campus Police.

It was felt that gates should be set up and monitored by WPI security in order to prevent non-WPI associated vehicles from parking in the campus lots.

Figures released by the Campus Police showed that there were 200 more parking stickers circulated among WPI students and faculty than were available spaces. What the figures failed to show, was that most students and faculty possess more than one sticker. The reason for having more than one sticker is simply because some students or faculty members drive different cars to the campus on any given day.

According to present policy, a student can receive as many stickers as he, himself, deems necessary, providing of course that he registers the automobile upon which the sticker will be placed.

An idea to limit the number of parking stickers was also presented.

Closing West Street

Ferron felt strongly that West Street should be closed to city traffic in order to use it as a parking area.

"That idea had been presented by WPI in the past, but the city did not go along with it because many neighbors complained that there was already a problem with students parking along side streets, and that closing West Street would cause more of this", added Ferron.

Steve Brodeur, a commuter, presented an idea that West Street should be open for one-way traffic, and that slanted parking should take place along one side of the road.

Ferron continued, "We should try to get students to park in WPI lots, rather than along streets. This proposal would provide many more spaces for WPI traffic. They could even make another plaza along the street."

Committee Before Trustees

Ferron was one of the three students elected to appear before a subcommittee of the trustees, along with three faculty members that will express their disapproval of the proposed lot. Ferron will join Lynn Hadad and D. J. DiMarco on this committee.

Although the WPICA is opposed to the paving of the Higgins Lawn, Ferron pointed out that the timing of the incident is good for building the association.

"This whole issue is something to rally behind and it is helping the Commuter Association, he stated. "This is what a new organization needs." Ferron, in saying this reaffirmed the WPICA's disapproval of the lot.

But after all of this talk, and after the student protest in front of Boynton, there was still one question left for Ferron to answer:

Newspeak: In all sincerity, do you think we'll come back in September and see the lot paved despite continued displays by students and faculty against the proposed lot?

Ferron: In all sincerity...unfortunately, yes. I'm not saying that the administration is not listening, but if you look at alternatives for parking, it's [the Higgins lawn] a viable alternative that is easily obtainable.

...Modest proposal

(continued from page 4)

House grounds is an irreversible act, and ought not to be carried out until other solutions have been proposed, tried, and found wanting. Since we are supposedly dedicated to empiricism and open mindedness at WPI, let's be faithful to those principles. And let us also, in the spirit of the Plan, look beyond our own parochial interests.

campus do have sensible ideas which ought to be heard and debated. Right now our faculty and students are busy finding humane solutions to technological problems in Fitchburg, Washington, and the Third World. Why not turn some of this talent loose here on the Hill? Clarity begins at home.

I strongly advocate a moratorium on any plans to convert part of the

'Why not turn some of this talent loose here on the Hill? Clarity begins at home.'

Data from the AAA and the Federal government indicate a drop in the number of cars on the road and the number of miles driven. Why then are we planning to disfigure our campus to accommodate the automobile, when social and economic requirements suggest that we do just the opposite? Is this how "technological humanism" puts its money where its mouth is?

Since last Monday's meeting a number of faculty and students have made suggestions to me about alternative solutions to the parking problem, some of them quite imaginative. I have not been able to assess their viability, but I have learned that many people on

Higgins Estate to a parking facility, while a vigorous, rational, and democratic effort is carried out to weigh alternatives. If you feel as I do, please notify President Cranch, Mr. Paul Morgan, Chairman of the Board of Trustees, and Mr. Leonard White, Chairman of the Physical Facilities Committee, Board of Trustees.

The motion reads as follows:

I move that the Faculty request the Board of Trustees to call a moratorium on plans for a parking lot on the ground of the Higgins Estate, pending a review of all alternatives by a Committee containing representatives of the administration, faculty, and students.

...Alternate parking presents added problems

(continued from page 1)

in schedules at WPI that office or factory workers who carpool don't have to worry about. We certainly ought to encourage carpooling and I am open to suggestions on the subject."

If the percentage of small cars could be increased, the lots could be re-lined to hold more cars. One way to encourage the use of smaller cars would be to base the price of parking stickers on car size. On this idea Reeves said, "It certainly could be done, but we anticipate that more and more members of the WPI community will be driving smaller cars anyways. Some of the lots will be partially re-lined in the future in response to this."

Parking at night on campus can be a problem as well when there are events that attract large members of people outside the WPI community. Construction of a security booth at the visitor's circle entrance and the addition of extra security men at other access points when a large influx is expected would help in reducing congestion by directing overflow to the appropriate lots.

Another possible way to reduce the number of cars on campus would be to run a small bus service for WPI staff and faculty members. Dean Reeves did not look favorably upon this, saying, "No, it hasn't been considered, but I'd have to say no to that idea. It handles only one dimension of the problem."

Asked what the ideal solution to the parking problem would be, Dean Reeves replied, "Given the constraints we operate under the acquisition of perhaps an additional 200 spaces in close proximity to the most intensely used areas of the campus would be ideal. This could be used both for the influx from special events and for cars from normal working hours traffic. But we're so landlocked that the choices are limited." Also, Reeves said that the "impact on other programs WPI is trying to have has to be considered," for the financial burden of acquiring the land and building a lot or garage has to be considered. The parking problem at WPI cannot be removed from context and its relation to other needs on campus has to be considered.

...An old folly returns to meet new opposition

(continued from page 2)

tivities. A few of the possibilities for consideration might be:

1) Increase the number of parking spaces offered in the current lots by repainting some of the lines to change them into compact car lots. This has been shown quite effective in similar situations. Furthermore, stickers to the lots nearest to the academic buildings might be distributed with a priority given to car poolers.

'...the wisest choice that the administration could make would be to call a moratorium on plans for the Higgins parking lot...'

2) Pave the Dover street property which is currently an eyesore due to its barren appearance. It has been argued that twenty or so cars already park there and that this would not replace the fifty places lost by the renovation of Atwater Kent. This seems misleading however since most of the 10 cars that park there regularly do not have a WPI parking sticker and therefore are not registered. It is well known around campus that the Dover

street lot is the place to go if you don't have a sticker. This lot could hold at least forty cars.

3) A few administrators hold that the five minute walk from Dover St. would be too time consuming in their daily schedule. If this is actually the case and they could not merely alter their schedule to leave home five minutes earlier, there are still several alternatives. There are three sets of tennis

courts on campus. The courts at Boynton and Institute might be paved to provide a lot that is "close to classes" for the few administrators who claim that distance of the Dover St. is unappealing. If necessary, the Dover St. lot could be turned into tennis courts to replace those lost.

4) Another possibility would be to once again raise the idea of modifying West St. Perhaps it could be closed and a

parking area put at each end. An alternative to this would be to make it one way and widen it to accommodate head-in parking.

5) Stricter enforcement of the rules regarding registration of vehicles and a clamp-down on the distribution of parking stickers is yet another possibility. The Gordon Library parking lot is seldom full except during bingo at the Armenian church. The argument has been that more parking stickers are given out than parking spaces, but what people do not realize is that many faculty members have more than one car and thus get more than one sticker. Seldom if ever does a professor have both cars on campus simultaneously.

6) The administration refuses to accept the West St. property which the school owns as a choice since it is being saved for a future central maintenance facility. However, this is at least five years in the future...Why can't the lot be filled in with crushed rock and used as a temporary lot to offset the Electrical Engineering Department while a more in-depth study of alternatives is done?

7) Think blue skies! A one story parking garage over the Gordon Library lot would be relatively inexpensive since a natural ramp already exists, and this would double the capacity of our largest lot on campus! Another possibility would be to take advantage of the sunken football field to build a subterranean garage, and then put an artificially surface football field on top of it (The administration has already mentioned artificial turf in the past).

These are only a few of the possibilities. Many of these may have already been examined, but perhaps not in enough depth. Furthermore, I am sure that the students and faculty of this campus can come up with many more if they are only given the chance.

With this in mind, the wisest choice that the administration could make would be to call a moratorium on plans for the Higgins parking lot, at least until all other alternatives have been proposed and thoroughly reviewed by a committee of representatives from the student body and faculty in conjunction with the administration.

...Cranch interview

(continued from page 1)

plaza similar to Freeman plaza located between Salisbury Labs and Washburn. Previous plans had called for most of the renovations to be carried out in front of the building on Salisbury Street, leaving the parking lot essentially intact. With the approval of the more recent plan the administration was faced with the elimination of approximately 50 parking spaces, adding to what Cranch describes as an already "tight" parking situation.

According to Cranch, the administration was not ready to go public with the plans until trustee Milton Higgins had seen the plans. Cranch contends that the first time that Higgins had reviewed the plans with the architect was when his photograph was published in the May 6 issue of *Newspeak*. Cranch states that Higgins was aware of the possibility for the use of the Higgins lawn as parking space since the Moore study. The plan was intended to be made public at the meeting that was held in Alden last Monday. Said Cranch, "You can't go public with something until you have the concepts."

During the interview Cranch discussed the possibility of alternatives to the Higgins lawn site. When asked about the Dover Street lot Cranch replied that since only 40-44 spaces are available there this would not be adequate. The plan to pave the lawn was also designed to add fifteen more spaces in addition to the present parking capacity of the campus. When asked about the library lot and the large number of empty spaces reported there Cranch replied that a survey had already been conducted and that the number of available spaces there was subject to change daily. Cranch contends that the ideal situation for the campus would be to have all parking on the periphery and leave the hill itself totally pedestrian with West Street closed off to traffic and parking lots

located at both ends. However, WPI is not proposing to the Worcester City Council that West Street be closed off at this time and the last time that a proposal of this type was up before the council it was withdrawn because of lack of council support. Evidently problems with the passage of the proposal were the protests of several vocal neighbors and problems with the traffic flow coming from Lincoln Square. Said Cranch, "We must consider the neighborhood. To do nothing [about the parking problem] would not be a responsible action. Nothing would please me more than to have all the parking off the quadrangle. That would be Nirvana."

Cranch, however, stated that he was sensitive to the opinion of the students. "No question," he said, "the administration senses the reaction of the students...We are listening." He also stated that he would, "like to hear the voice of the faculty," as the parking situation will perhaps have the most impact on them. He said that he was aware of the student's "perception of seclusion with those grounds. That has been part of the learning process." He added that people are disregarding the improvement of the campus by the "greening of Atwater-Kent and Salisbury," that is part of the renovation scheme.

When asked about the possibility of militant student action such as a blockade of the lawn Cranch replied that, "We are listening...This is a community where people can express themselves—even unpopular ideas." He branded such an action an "un-thinking" and stated that the only place where this kind of action can be successful is on a college campus. "Are they going to do this all their lives?" he asked. "I hope that one of the things that we can get from this is a learning experience for the entire community," he said.

...Paving planets

(continued from page 3)

the expense of the students mental, physical, and emotional health? The environment directly affects people. Even if the school decision-makers are string pulled by monetary reservoirs (hopefully not true) one reservoir must have been forgotten or written off as oblivious.

I received a letter from a friend, former classmate of mine convincing me to donate to the ol' school. Luckily I delayed and now most likely will write him back with some facts—I suggest that *Newspeak* help inform the alumni—let them know what their money is really doing around campus. (I'll help with the mailing costs.)

I don't see the major problem as being the tarring so much as the tyranny. Keep a check on the system as I stated earlier. Don't hate individual figureheads, though, they are only trapped in their roles. In these same positions you yourself may make, or be pressured into making the same decisions (unless you have a very strong will). All of us forget...let's just keep reminding.

The story does not end—it has implications deep implications, about this society and the world we scientists and engineers are to "better." How much more "degreening" must be done to the world? Why is it that we must find reasons to keep building more parking lots...without removing any? How many more till we learn we just can't live on tar alone!

Why is this still going on? I thought people were aware. Do we have no control? Even decision-makers. Is it that their hands are tied so that they cannot make proper decisions? Are their hands tied by the need to show monetary profits? Often this is necessary for the

function of the organizations they head. It seems cyclic and hopeless. Even if this particular event of tarring is stopped the fact still remains that it was thought of as a good solution. What is the criteria used? We must not use only monetary values to evaluate projects—somehow an environmental value must be established at its proper perspective. Think of the extremes; can we live without nature?

Everytime one uses the telephone he acknowledges the benefits of technology. But technological humanism is not something to go "ya ya, where's the degree?" with a mind so focussed on "big bucks." However hard we work, however clearer our ideas, however tall our buildings—one loose brick, one hasty job done without true intentions may cause it to fall. We must be careful. Basically we must know what we are dealing with. Be responsible. We can not afford to jump to the most economical solution, for more than economics determine our fate. And more than economics is at stake. More than a few schools or even cities.

We cannot afford it for we can't buy another earth (not even the tar to cover it). There is a limit, a balance we must reach if we are to continue with present technology and peace of mind. But one thing is sure...we won't have to worry about living in a world of only tar and buildings because the increase of mental, physical, and emotional problems will certainly cause our extinction.

Ed Ayoub

...'Grass is to walk and to smoke'

(continued from page 1)

states, "So far as destroying the looks from Higgins House—it doesn't." The lower elevation of the house helps to hide the cars from view. A major landscaping job would be done to beautify the area and also hide the cars.

None of the proposed plantings possess the capacity of growing into mature trees. All of the proposed plantings are shrubs. Dogwoods and hemlocks are the only shrubs capable of becoming trees. Pierce explained the purpose of the planting is to act as a natural border. The average initial height of some 160 shrubs would be about 30 inches. Pierce stated, "There is no need for higher trees." The existing trees will serve the purpose of filling in the upper levels. Pierce did admit to the possibility of losing three or four trees that will butt up to the lot. This will depend on the root structure and only time will tell. He went on saying "...if it goes through, it will look better and I'll stake my reputation on it...it will be fixed into a very attractive area, better than it is now."

Gardner Pierce says he is "very sensitive to the looks of the campus." When asked, to his knowledge, are there any restrictions placed on the Higgins Estate, or the use of the property, Pierce replied, "none, absolutely not." He went on to say, "WPI is very sensitive to the feelings of its constituency." Milton Higgins, a relative of the Higgins family and a trustee of the school, approves of the plan now, just as he approved the plans for another parking area back in 1971. In questioning the ability to alter the Higgins property, Pierce stated that, "After the property was given to WPI, Milton Higgins asked if we wanted to tear it [Higgins House] down." The school eventually found uses for the house thereby justifying the \$50,000 annual maintenance costs. Today, the house is considered by most to be one of WPI's greatest assets.

Gardner Pierce was eager to discuss other possible sites for the selection of

new parking lots. The sites that were discussed are primarily on the perimeter of the campus.

The recently purchased lots at the corner of West Street and Institute Road could hold about 28 cars at the cost of about \$15-25,000. The reason for this \$10,000 uncertainty is that a major part of the expense would go toward retaining walls around the lot and the remaining house, the new home of the religious center. These lots cost the school \$40,000 a piece and demolition costs ran about \$4,000. Pierce calls this location "an ideal site" especially during the time while the EE department is located in Alden Hall. The problem with this site is that the school has future plans to build a maintenance facility at this location. When asked if the lot could be made into a temporary lot by just leveling and graveling the space Pierce said, "It could be, but if you gravel it you half the density (the number of cars able to park)." This temporary lot would cost about \$10,000.

The next alternative lot considered was Dover Street. This property has the capacity of 40-48 cars depending on the size of the space. Pierce explained that small cars can fit comfortably in a seven foot wide spot, while a big car requires nine feet. The new lots would contain eight foot spaces which will be "cramped" for the big cars and spacious for small ones. The total cost of the Dover Street operation would be \$30-35,000. Again, this price does not include the original price of the purchase of the property and the demolition of the houses. The combination of this lot with the Stoddard lot was looked into but disregarded due to the differences in terrain. About a third of the Stoddard lot would have to be dug up to level the terrain. Pierce feels that a green area between the two lots would look nice and prevent people from racing through the parking lot.

Tiering the library lot was also discussed. This sizable project would

cost about \$1.25 million and after financing the total cost would come to about \$2 million. The school finds it hard to justify the use of this amount of money for parking. Pierce says he has only seen this done in places like Boston where it is only possible to build up.

For comparative purposes Pierce explained that the Higgins lot would cost about \$50,000 for seventy-two spaces. This relatively small amount of money would come out of the general operating budget, so that no financing would be necessary. Pierce also pointed out that the school did not have to purchase the property.

Gardner Pierce's ultimate plan would be to build a two or three level underground parking garage under the quad. Pierce says if this were done he would "remove all other parking on campus." The quad would be enlarged to take up the whole central portion of the campus and the old lots could become grassy areas or possible building sites. The problem with this plan appears to be the price for which no estimates are available.

Gardner Pierce claims that the proposed Higgins Parking lot is exactly that, "a proposal." When asked if the plan's status as the administration's proposal to the trustees has been changed due to community reaction Pierce said, "There is still an opportunity for change, sure. I'm open, I haven't issued any contracts at all." He said, "I am unsure if it is the best proposal." Pierce directed the students to contact their "elected representatives" to express their opinions. These are the students who will meet with the trustees to express student opinion as promised by President Cranch at last Monday's meeting in Alden Hall. Pierce went on to say that there is still an opportunity for change. Monday's meeting was to get a campus reaction before the plan became "concrete"; the administration was not trying to be "sneaky."

Many of the attributes of the

proposed lot cannot be appreciated without knowledge of plans that Pierce would like to materialize in the near future. A major goal of Pierce is to remove cars from the center of campus. The proposed plaza would unite the eastern part of the campus. Pierce would also like to see West Street closed to unite both the east and west campuses. If West Street were closed the Higgins parking lot would still be accessible since the street would be open to the Goddard lot entrance. When asked where the exit of the lot would be, Pierce pointed to the aerial map and moved his finger from the edge of the proposed lot, behind Harrington, and in between the baseball and soccer fields out to Park Avenue. He added that this would depend on "a major future concept" for a field house which would extend out the rear of Harrington Auditorium, possibly onto the Higgins House property and the soccer field. Should such a structure be built, this new parking lot would service this facility.

Pierce claims that one of the biggest problems he has in carrying out his beautification of the campus is that "There has been a change in philosophy of the students around here: Grass is to walk on and to smoke." He described the current condition of the quad as "horrible." As soon as possible Pierce would like to Astroturf it and put plantings and seating arrangements on it.

Another place that Pierce is currently working on is the improvement of the area between Boynton and the Power Plant. He would like to remove some asphalt, extending Freeman Plaza into this location.

Throughout the time that Pierce has been serving the WPI campus, he had been instrumental in the creation and implementation of many ideas which have beautified the campus. Pierce stated that he hopes he can continue "to increase the beauty of the campus...by working for the best interest of the college."

FACULTY PEN

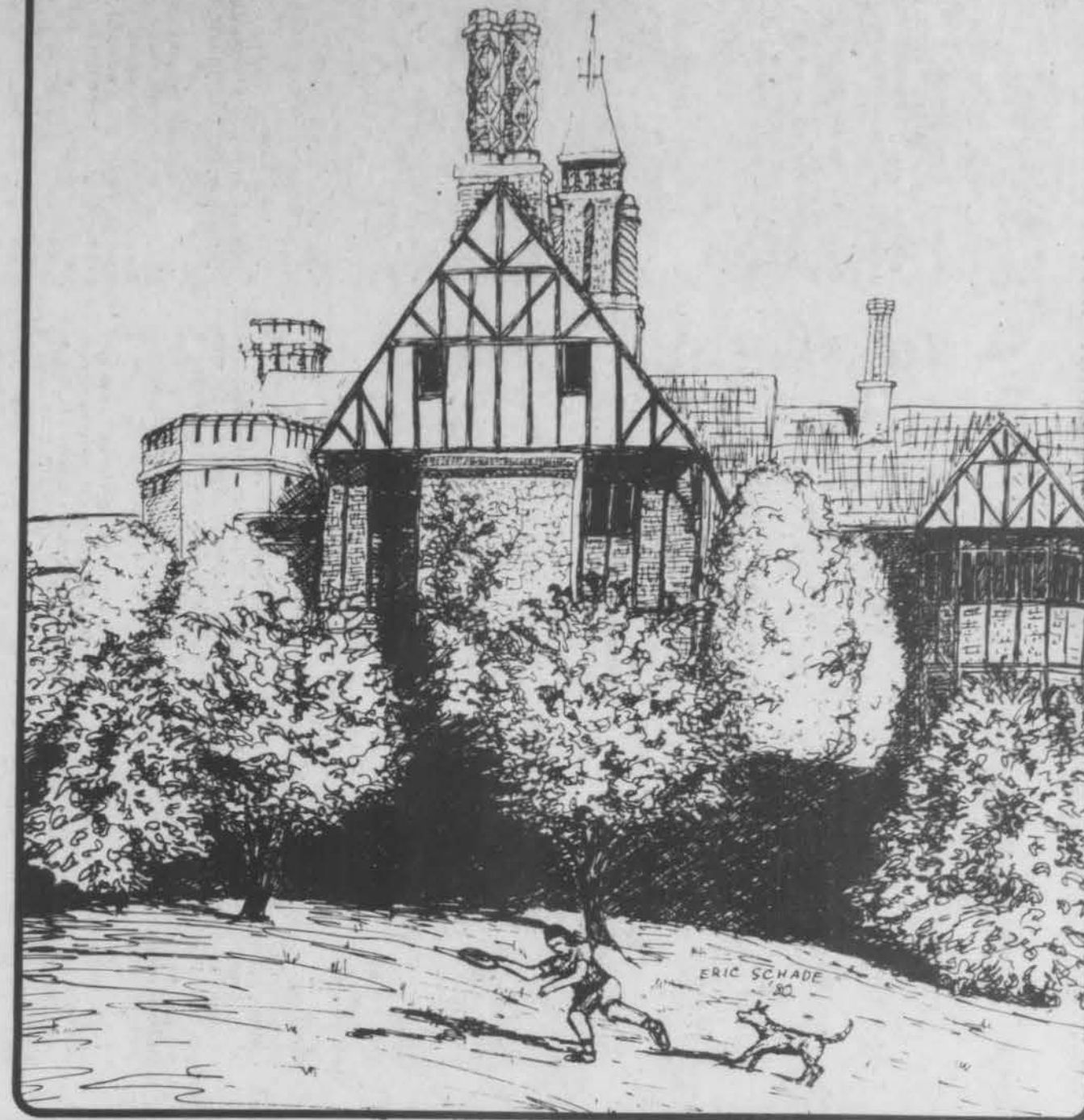
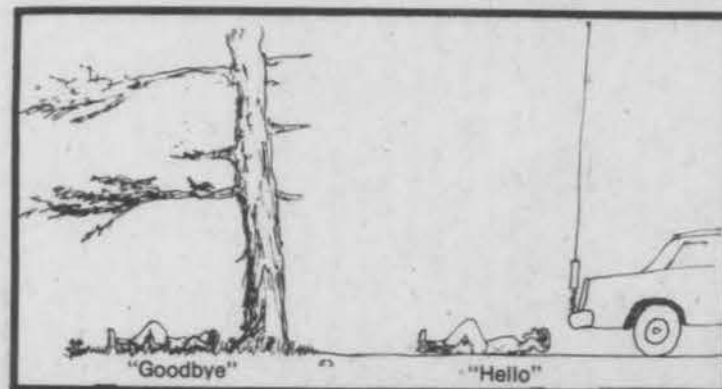
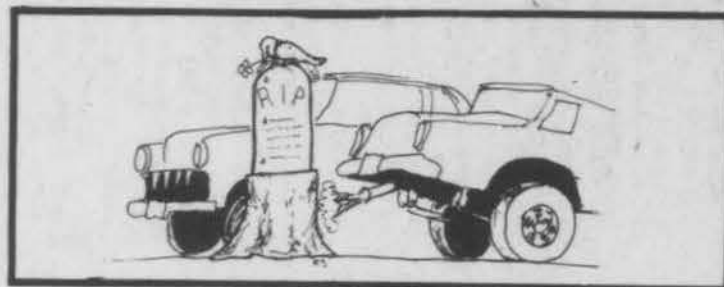
The tarring of the green

(To be sung to the tune of "The Wearing of the Green")

Oh Paddy dear, and did you hear the news that's going round?
The grass so green is now obscene...and banned from Techy ground.
They're choppin' trees and diggin' sod and pourin' out the tar--
They'll do 'most anything just so that you can park your car.
So say goodbye to mushrooms, to the chance to lie on grass,
To spy on birds a-nestin' and to watch the clouds scud past.
But you will park your Buick right up close to where you work;
To hike up from the Boynton lot--that's strictly for a jerk!

The Plan is clankin' right along. By nineteen eighty-four
With any luck we'll save a buck by trimmin' grass no more.
Macadamized and concrete-clad, our campus will be clean;
No filthy dandelions will there ever more be seen.
So sell all those contraptions used for cuttin' of the grass--
We can use the dough we'll take in for the buyin' of more gas.
Now count your blessings, Techies all, and thank Big Brother, who
Has figured all the angles--and he did it all for you!

...the mad chemist



WPI Newspeak

The student newspaper of Worcester Polytechnic Institute

Volume 8 Number 13

Tuesday, May 20, 1980