



OPINION

Harvard recruiters give false hope to students who need it most

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Harvard University recruiters give black high school students false hope by sending them down a strenuous path that ultimately leads to a letter of rejection — and it's not the first time they've been involved in racial controversy in recent years.

Harvard took a monumental step back in time in 2017 when officials condoned racially segregated graduation ceremonies for the first time since the Civil Rights movement. Now, in the wake of lawsuits accusing the university of racial discrimination, Harvard Admissions officers have lowered the bar yet again by heavily recruiting underprivileged high school students who effectively have no chance of acceptance, according to a National Bureau of Economic Research (NBER) study last month.

The study found that Harvard employs recruit-to-deny strategies — a method that boosts perceived prestige by bringing in a new crop of students to reject, consequently lowering the acceptance rates for schools like Harvard.

It offers Harvard Admissions a bragging point — its 4.6% acceptance rate — at the expense of mostly African-American students.

The study also found that U.S. News and World Report rankings consider acceptance rate as an indicator of prestige.

The average SAT score for Harvard's class of 2023 is 1540 out of a possible 1600. But

Harvard's recruitment letters this year went to black students with SAT scores of 1100 or greater — a score lower than the national average for white students, according to the College Board.

The NBER study found that most of the underperforming students recruited came from a low socioeconomic bracket. Forget about the time they waste trying to perfect their applications — these students also stand to risk losing money they might desperately need along the way.

That 1100-point threshold applies not only to blacks, but to Native Americans and Latinos. And Americans making the maximum yearly salary to qualify as impoverished, 90% of whom are non-white, still make less than the \$75 application fee that in a day.

Although the application fee can be waived on a financial-needs basis, visits to campus may increase applicants' chances of acceptance, especially at small and elite universities, according to Forbes. And students with an 1100 on the SAT need all the help they can get to be accepted with test scores hundreds of points below Harvard's average. Harvard could effectively be stealing money from those recruits who don't meet any of the acceptance criteria.

A 2016 Gallup poll found that 65% of Americans oppose the use of race in any college admissions consideration. But this year, Harvard paid the College Board 45 cents per student for demographic information like race. That's all an underprivileged student is worth when Harvard can



Claire Hutchinson Staff Cartoonist

exploit them to boost their own prestige.

Included in that 65% is New York Times columnist Anemona Hartocollis, who expressed her disapproval of Harvard's methods on Friday.

"Based on race, [Harvard is] intentionally drawing applications from a large portion of African-Americans in particular who effectively have no chance of getting in," Hartocollis wrote.

The fundamental problem with Harvard's recruitment campaign is that, while they lowered recruitment standards for minority students, the

standards for the same students to be accepted have risen. Furthermore, as black student applications to Harvard have spiked in the past decade, the number of black students accepted into Harvard has remained constant, according to statistics from the New York Times.

Harvard also came under scrutiny earlier this year for using race as a deciding factor in its admissions process.

A group of Asian-American students filed a lawsuit against Harvard after determining

that, in what their admissions officers consider "sparse country," including the states of South Dakota, Montana and West Virginia, Asian-American students are not recruited at all. Those who were recruited in more populous states needed to perform up to 280 points better than their black counterparts on the SAT to get any recognition from the Admissions Office.

Harvard has enough clout both in the U.S. and internationally to afford a higher admissions rate, especially when it means they

can come by it honestly and fairly. Abolishing the recruit-to-deny strategy would be the first step in ending this public relations crisis and erasing Harvard's reputation as an institution willing to discriminate based on race for financial gain and increased stature.

Elias Weiss is a senior broadcast journalism major and the Opinion Editor for the Arkansas Traveler.

Subpar gameday bus system causes traffic, disruption

"I realized more and more women were coming in and were uncomfortable working in an environment with men. We had women coming in with bloody knuckles, that's how recent their situations were,"

-Cole Saugey, Instructor and owner of Fayetteville Krav Maga Self Defense.

Women process trauma from attacks at Krav Maga class, page 2.

THE ARKANSAS TRAVELER



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Jade Teeuwen and Elias Weiss
Staff Columnist and Opinion Editor

Traffic on football gamedays is a headache for people in Fayetteville trying to get from one place to another. If UA officials put more buses in operation around parking garages and bigger lots farther away from campus, congestion would decrease and attendees wouldn't have to walk to and from the game.

Most universities in the U.S. use a bussing system to transport fans from distant lots to their stadiums' curbsides. Arkansas is no exception, but these bussing systems are not created equally. Arkansas' gameday transit falls short of similarly-sized schools like Virginia Tech University, for example.

Donald W. Reynolds Razorback Stadium has capacity for 76,000 fans. Virginia Tech's Lane Stadium seats a whopping 10,000 less than Arkansas — but five gameday bus routes at Virginia Tech service 26 stops around Blacksburg. Arkansas' two routes total just eight off-campus parking facilities.

Even Virginia Tech's

gameday bus offers far fewer off-campus lots than other SEC West schools like Missouri and Alabama, which run as many as 16 buses per route on game days.

The UofA has 25 Razorback Transit Buses, in comparison to Virginia Tech's Blacksburg Transit, which has 69 buses. What's worse, Fayetteville's population of 85,000 is almost twice that of Blacksburg, with 44,000 people, according to U.S. Census — but Fayetteville barely has one-third the running buses they do.

At both universities, based on the area a car is parked, there is a designated bus color that matches that area. After the game, you get onto that bus, and it takes you to the lot where your car is parked. But the UA bus system is insufficient to meet the needs of fans and commuters.

Fayetteville's traffic problem is worsened by the fact that, on football gamedays, up to 70% of the fans in attendance are visitors from out of town. Last year, in their worst season on record, Arkansas averaged 60,000 attendees

per game. That means about 42,000 people show up from out of town for every home game.

Let's assume everyone drives to Fayetteville in full cars — that's still over 10,000 new cars introduced to town on a given Saturday morning.

Razorback Transit's Orion VII buses seat 43 people per bus. If everyone parked away from Fayetteville's major roadways, it could reduce the number of extra vehicles on the road by at least four times.

Locals and game attendees have to plan their Saturdays based on traffic flow between August and November.

"Gameday traffic is terrible. I was trying to get to a restaurant that was two minutes away, and it ended up taking me 15 minutes," Freshman Jacob MacKenna said.

Most game attendants pay for parking that is close to the stadium, but this takes away parking spots for some students who pay extra for special parking.

"Parking is tough, even though I have a Harmon parking pass, because people attending the game can pay to park in Harmon," Dylan Smith, a freshman, said.

Students pay \$926 every year to park in the Harmon Garage.

Many students also think UofA gameday traffic patterns aren't clear, and this can be a struggle for people trying to navigate major roads. Students and people in Fayetteville who are trying to get around don't know what is shut down or how to properly get to their destinations.

"The roads being shut down is inconvenient, and people don't know how to drive because they don't know what's shut down," Colby Williams, a freshman, said.

If attendees of the game were required to park further away and the UofA got its bus system up to par, then main roads close to campus such as Martin Luther King Jr. Boulevard and Razorback Road wouldn't be as congested and non-attendees could navigate their days as normal.

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