

The Tar Heel

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Chapel Hill, North Carolina

Five Yugoslavians discuss US defense

By Lane Mitchell
News Editor

Five Yugoslav journalists and educators traded concerns on Reagan's Strategic Defense Initiative research program Monday with a small group of University faculty during a panel discussion on U.S. security and defense issues. The discussion was sponsored by the international visitor's program of the United States Information Agency.

The five visitors claimed to be of "the new generation of leaders" preoccupied with major Yugoslavian and global security issues.

"Our main concern for quite a long time has been our own security," Laslo Tot, Foreign Affairs Editor and Commentator for TV Novi Sad, said. "We are living in a world which we cannot influence in the way we would like, especially . . . confrontations of the two superpowers."

Zeljko Jerkic, Assistant to the President, Republican Committee

for Foreign Relations of Bosnia and Herzegovina, said his country wished to soften any undesired confrontation between the US and the Soviet Union with policies of non-alignment and non-interference. "Based on these policies we don't feel jeopardized from either side, now or in the future. But we remain ready to defend ourselves."

Tot said he thought the US and the Soviets were approaching a period of a more intense arms race and have yet to initiate serious arms negotiations.

"We'll spend a lot of money and waste a lot of effort and possibly bring ourself into an intense situation before we negotiate," said discussion moderator Dr. James Leutz, chairman of the Curriculum in Peace, War, and Defense.

Tot said 23 million Yugoslavs were interested in "Star Wars," the defense

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Tar Heel/ Jonathan Serenius

Workers from the athletic department have been sodding sections of Fetzer Field, mainly around the softball areas, with new grass this week.

Council declares 'speed trap'

By Hisayo Nishimaru
and Joy Thompson
Staff Writers

The Chapel Hill Town Council voted unanimously Monday night to make the Franklin Street area near Glendale Drive, Davie Circle and Roosevelt Drive known as a "speed trap" in order to prevent accidents in the area, Mayor Pro-Tem Beverly Kawalec said.

However, the council refused to approve any further traffic regulation until a study is made on the cost and effects of having a traffic signal put at the Franklin Street and Glendale Drive intersection.

Town Engineer George Small said that putting a traffic light in that area "would create more accidents than it would resolve."

Requiring the stop would cause more rear-end collisions, a common problem in this area, he said.

Small said the state Department of Transportation would not approve having a signal at the intersection.

Council member R.D. Smith advocated a traffic light on East Franklin Street near Glendale Drive, a route school buses often take.

"We've got to learn how to protect our kids," Smith said. "We should tell the Department of Transportation that in the process of protecting our children we're protecting the citizens as well," he said.

The council also objected to resolutions recommended by Small to widen East Franklin Street from Boundary Street to Howell Lane and to prohibit left turns at the Franklin Street and Roosevelt Drive intersection.

"An \$800,000 widening project sounds to me like a very subtle way of putting (the issue) to rest, forever," council member David Godschalk said. The resolution would also interfere with the Historic District, Godschalk added.

Eliminating left turns at the Franklin Street and Roosevelt Drive "is a 'Band-Aid' which doesn't deal with

the long term problem," Godschalk said.

The council also could not agree on another traffic resolution concerning an ordinance for the one-way pairing of South Columbia and Pittsboro streets. The ordinance would allow through truck traffic and create a bikeway on Pittsboro Street.

Acting Town Manager Sonna Loewenthal said because the council voted to delay the adoption of this ordinance construction on the pairing will not be completed until after students arrive in the fall.

The Council also approved two planned development resolutions.

The council agreed to grant a special use permit to the Windy Hill planned development "under protest," Kawalec said.

The council plans to appeal the court order forcing it to grant the building permit, according to council member Jonathan Howes.

The council discussed legal strategy in an executive session before the regular meeting.

Regarding the special use permit for Mill Race, which revised plans for 72 units on 14 acres zoned R-

3 and R-4 east of Hillsborough Street and south of Bolinwood Road, the council voted 7 to 1 to grant the permit, with council member David A. Pasquini dissenting.

Before the permit was granted, the Mill Race developers had to agree on the stipulations that all trees in the construction area be protected with barriers extending to the root line and that the buildings not exceed four stories.

The council denied the request by a fraternity to temporarily close Pickard Lane on Aug. 24.

Other issues voted unanimously by the council include the approval of an ordinance establishing a Greenways Commission and the approval of a public hearing Sept. 16 on amending the development ordinance to provide that the town council conduct site plan reviews.

Mayor Pro-Tem Beverly Kawalec presided over the meeting since Mayor Joseph L. Nassif was not present, and Sonna Loewenthal took the place of David Taylor, Town Manager.

The next meeting will be Monday, Aug. 26.



Tar Heel/ Jonathan Serenius

'Voices of Peace Gospel Choir' practices for an upcoming show in the Great Hall on July 16th at 8:00 p.m.

Transit extends service

By Tom Conlon
Staff Writer

The Chapel Hill Transit system will extend bus service to three new apartment/condominium complexes on August 19, Alan Tobias, Administrative Assistant for Transportation at the Town of Chapel Hill, said Tuesday.

Complexes which will receive new bus service include Kensington Trace/Carol Woods, The Villages Apartments and Woodbridge Apartments. While most of the new service will operate by extending existing routes, the Kensington Trace/Carol Woods area may be served by a new route, Tobias said.

"We plan to meet the extensions of service with the same number of buses, drivers and operating hours," he said. "Existing service schedules will not change other than minor time changes to make up for extended routes. It will affect slightly the headway in time between buses but we have been able to take advantage of extra time built into current schedules so the change will not be dramatic."

The Kensington/Carol Woods service would also serve Weaver

Dairy Road and be an extension of the A Route which currently ends at Airport Road and Dixie Lane unless a new route is created serving the new area.

The J Route, which currently ends at Smith Level Road and Highway 54 Bypass in Carrboro, will be extended to The Villages Apartments on Smith Level Road. Woodbridge Apartments' service will be an extension of the C Route currently ending at Davie and Jones Ferry Road in Carrboro.

The August 19 implementation date is when the Chapel Hill Transit system resumes full service. Reduced service operates during the UNC summer and Christmas vacation periods.

"We have only 13 buses running during peak hours now, but will have 27 or 28 during full-service," Tobias said. "During reduced service periods, there is no evening bus service."

The Chapel Hill Transit system is operated by the Town of Chapel Hill and receives funding from local property taxes, user fees and federal funding via state government. Recent

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