

# Community favors park and ride plan

By JESSICA LANNING  
Staff Writer

Since last week's approval to establish a park and ride lot on N.C. 54, many residents and students look forward to its completion and hope it will help alleviate parking congestion in Chapel Hill.

Chapel Hill Town Council member Art Werner said he supports the establishment of the park and ride lot.

"We (the town) are the ones that asked for it," he said. "It's the first of many."

"I'm very pleased we got it all settled, and we're ready to go," Werner said. "There's good University and town cooperation on this, and that's great."

Chapel Hill parking superintendent Eric Luther said the project can only benefit the town.

Park and ride lots appeal to people who come into town for a long time, such as students who come for several classes or people who come into town to work, Luther said.

Park and ride lots are cheaper for these people, he said.

Most of the parking lots with hourly rates along Rosemary Street are consistently full during the lunch hours, 10:30 a.m. to 1:30 p.m.

People typically wait for spots along Rosemary Street, and many of these spots are occupied by people who are parked for long periods of time, Luther said.

Park and ride lots would solve part of this problem. "Hopefully, this will make our turnover (of parking spaces) improve," he said.

The town actually loses money

*"We're not in this business to make money. We're here to provide a service."*

— Eric Luther

when cars park for short periods, but providing parking spaces is more important, Luther said.

"We're not in this business to make money," he said. "We're here to provide a service. We have two goals conflicting — to provide parking and to raise money. (In this case) the service is more important than the revenue."

Tony Marder, general manager of Slug's at the Pines, said the park and ride lots can benefit him as well.

University officials asked him several years ago to let them pay the restaurant to provide parking spaces in the lot for University purposes.

Marder said he would let people park in the lot, but he did not accept money because the restaurant is closely affiliated with the University and he is willing to help the University in any way he can.

Several years ago, only 10 to 15 car owners wanted to park there, Marder said. Now about 100 cars park in the lot on a daily basis.

The restaurant does not open until 5:30 p.m. for its dinner clientele, so the lot is usually empty during the day. Marder said the restaurant sometimes requires people to leave the lot when private lunches are scheduled.

The restaurant owner is considering opening for lunch within a year,

and this will cause a conflict with all the people using the lot now, Marder said. "If we open for lunch, we're going to need our parking lot."

Marder said the opening of the new park and ride lot around the beginning of 1990 would be about the time Slug's would open for lunch.

Marder said he was unsure what would happen to the people who park at Slug's. Either parking would be eliminated, or the University might be willing to work with Slug's on some sort of parking permit program, he said.

The University has not contacted Slug's since that time several years ago, Marder said.

These are only some of the options Slug's is thinking about, Marder said. "Something has to be done out here," he said.

Dave Aspenson, a graduate student from Durham, said he has been parking at Slug's since last September.

Aspenson said parking at Slug's is convenient since he drops his son off at a day care center on N.C. 54 and avoids the cost of buying a parking sticker.

"I don't mind riding the bus in from there," he said. "It's a hassle to find a parking meter."

Poor weather conditions are not a problem, Aspenson said. "The buses

run pretty much on schedule." Aspenson said he would be willing to use a park and ride lot if one is established.

"Especially if they are closing Slug's," he said. "It's a fine arrangement — just as good as any."

Shea Tisdale, a junior from Hendersonville, said the park and ride lot is inconvenient for him.

"It's hard to orient your schedule," he said. "My roommate does that (rides the bus), and he has to leave 30 minutes ahead of time."

Tisdale said it is not a problem to find a parking meter on Franklin Street as he does now because there are usually an equal number of people leaving and trying to find a space.

Tisdale said he could get an F lot or P lot parking permit, but that also was a hassle.

"It's a little ridiculous for me to ride a mile from my house to park two miles from campus to ride a bus," he said.

If the buses ran more frequently to his neighborhood, Tisdale said he would take the bus from there.

He said he used to live at Old Well Apartments but had problems with the buses there.

"If you had an 8 or 9 o'clock class, the buses would be so full there would be no room for anyone to get on and you would have to wait for the next one," he said. "We moved because it was so hard to get a bus."

Although the park and ride lot is not worthwhile for Tisdale, he said the park and ride idea is good for students who live far away.

"It would seem like a logical thing to do," he said.

# Pizer appointed to Union board post

By SIMONE PAM  
Staff Writer

The UNC Union Board of Directors has selected Billy Pizer as the new Carolina Union Activities Board president for the 1989-90 academic year.

Pizer's selection was based on his previous experience as Cabaret chairman and on his "top-notch student leadership," said Tracy Taft, 1988-89 president of the Union Activities Board.

The Carolina Union is a student group that organizes and sponsors events for the Student Union building. The activities board heads the Carolina Union.

Pizer, a junior physics major from Raleigh, said he decided to apply for the position for many reasons.

"It is an excellent way to get involved with activities on campus," he said. "It is also an excellent way to gain experience in dealing with a lot of different people. After years of working here, I felt I had something I could contribute to the activities board."

Pizer said he had several long-range plans for the 1989-90 academic year.

As president, he said he hopes to improve the role of Union student volunteers. The responsibility and the amount of time spent working should be clarified, Pizer said. "The key word is that it is

an activities board; you are supposed to be active," he said.

The people involved with the Union should have the right attitude, Pizer said. "I am interested in trying to get people involved who are dedicated and have a lot of time to give," he said.

As president, Pizer will be chairman of the Carolina Union Board of Directors, chairman of the Carolina Union Activities Board and will supervise and assist the committee chairmen, Taft said.

In addition, the president serves as a representative of the Student Union and helps publicize its activities, Pizer said.

Pizer's responsibilities start immediately, Taft said. She said she will assist Pizer in recruiting and will help acquaint him with the Board of Directors.

"I will begin by trying to recruit activities board members," Pizer said. "I must put together a board for next year and prepare them as best as I can."

The activities board includes about 10 individual chairmen, Pizer said. Each is in charge of a committee with defined responsibilities that focus on providing activities to students.

Recruitment for chairman committee positions will begin Feb. 20, he said. Applications are available at the Union desk.



DTH/Brian Foley

Student Body President Kevin Martin speaks at the UNC parking policy forum Monday

## Parking

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the lot until around 1 a.m. for the entire year?

"We've got to have transit systems, and we've got to use them."

A recommendation from the ad hoc committee to alleviate the problem of on-campus evening parking includes allowing faculty and staff working on University business to park on campus free, while requiring all others, including students, to pay a \$2 fee.

Neil Riemann, Student Congress speaker, said the demand for night parking was sporadic. The solution to the problem is to retain the present

policy of allowing a certain number of allotted spaces in certain parking lots, not to charge a \$2 fee, he said.

Hardin said the construction of the proposed Craig parking deck had been delayed because of a funding shortage.

The University will concentrate on parking decks in the future, Hardin said. Another parking deck on South Campus, in addition to decks on the east and west side of campus, is proposed for future construction.

Also included in the ad hoc committee's recommendations is the implementation of a parking devel-

opment fund, which would replace parking lots lost to construction. Martin asked the committee and the students to recognize this proposal as student government's idea.

But Roger Lotchin, chairman of the Transportation and Parking Advisory Committee, said: "We've been working on that issue for 10 years. I do not like you (Martin) to take credit for that."

During the conclusion of the forum, Hardin told students: "I care about your welfare, your parking concerns and traffic concerns. Believe me, I am listening."

# Sports

## An NBA money machine

Mark Anderson  
Staff Writer

Hornet Mania has swarmed over most of North Carolina. Unfortunately, in their frenzy, Charlotte fans have missed one important detail: they were stung by the NBA.

Ditto for the new Miami fans; they should be getting hot over the shortsightedness of their fellow owners. I can't see how the current NBA policies toward expansion teams can help the league.

After a disastrous period in the early '80s, the NBA has rebuilt its reputation to the point where games are consistently selling out, and the television money is flowing in. With the league's popularity on a high, the owners have picked up a tremendous amount of power. Unfortunately, this power has been abused when it comes to the handling of NBA expansion.

Due to its popularity, the NBA feels the time is right for more teams. However, more teams means splitting the pie more ways. Therefore, the owners came up with a plan to ensure that they not only held on to what they had, but they will probably come out ahead.

First, they forced cities to grovel at their collective feet in order to receive the necessary votes for entry. You can be sure that each city spent inordinate amounts of money holding rallies, entertaining owners and executives, and publicizing themselves.

For this expense, four cities were granted entry.

Guess what that means? That's right, more money. The cities then had to prove that they were ready for the NBA. This means more publicity, especially for ticket sales. For Charlotte, it meant forking out more than \$74 million for a coliseum and the roadways that led to it. Oh, I almost forgot those dues to join the exclusive NBA club: \$32.5 million.

So this means that Charlotte owner Jerry Shinn has paid out well over \$100 million in base costs alone, not including things like salaries or maintenance. Multiply this by four teams and it's obvious that a lot of money is changing hands. The other owners have guaranteed that at least \$130 million will go directly into their own sweaty palms.

For their money, what did these owners graciously guarantee the expansion teams? Only that they would be incredibly bad for the next several years. Put yourself in the owners' position. Would you want to give up some of your talent to create a competitive team that could turn around and beat you? Of course not.

So the owners made sure that the new teams could only pick the worst players out of each roster and locked them out of the lottery picks in the draft. This ensured that the new teams would win about 20 games (The first season average is 21-61).

It also guarantees that the new teams won't be a force for many years. The psychological effects of being pounded night after night often destroy the confidence of the young players that these clubs rely on.

Think of previous expansion teams: Cleveland (1970), Chicago (1966), Phoenix (1968), Portland (1970), Dallas (1980), and the L.A. Clippers (1971). Not only were these teams pushovers their rookie years, but none experienced success for at least six years. The Cavaliers took 15 years, while the Clippers still haven't found it.

"The owners doomed them (the expansion teams) to fail," said Bulls' broadcaster Johnny Kerr, who should know since he coached both

the Bulls and the Suns in their inaugural seasons.

What is the downside? In the owners' shortsighted view, none exists. They collect their money and get a couple of easy wins along with it.

They know, as Charlotte and Miami have proven, that fans will gobble up tickets no matter how good or bad the home team plays. By the end of this season, Charlotte fans will have shelled out more than \$16 million for tickets alone.

The issue is not whether expansion cities and their fans are stupid for shelling out this kind of money. No one blames them for wanting to enjoy NBA basketball with some of the finest athletes in the world.

The issue is why did NBA owners find it necessary to take advantage of these basketball-hungry people? In the long run, their decision to force mediocrity on these teams will dilute the quality of the entire league. When the novelty wears off, these clubs will no longer be draws on the road.

Ways to solve this problem exist, but they will probably never be implemented because they involve the reigning NBA hierarchy giving up too much of its current power.

My solution is to give the expansion clubs the first two picks in the draft, then hold the lottery. I would also allow clubs to protect only seven players on their roster for the expansion draft.

Although they would still lose often, this would at least make the teams more competitive. Secondly, it would provide a better building base. This would mean that, with the right moves, an expansion team could reach the playoffs in as few as three years after joining the league.

Bringing a franchise into the league that can be competitive seems to be good for the future. Maybe that's too big a sacrifice. But if I had just shelled out hundreds of millions of dollars, I would be pretty upset at getting nothing in return.

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