

Malone mess

Malone.

The word signifies more than just an area. It represents an attitude, a way of life. But more than anything it is an image.

For some time, the Malone area has been supposed to be the "poor" section of town—if not a ghetto, something close to it. Disproportionately black, its residents have been consistently looked down on, denied overall improvements and generally ignored.

Until now. Suddenly the Malone area has become the center of attention. The neighboring University, crammed to its limit, must find room to expand.

Hemmed in on the west and north by the Interstate and the State Fair Grounds, UNL is forced to expand either south or east. To the south lies downtown, only a few blocks away. So expansion in that direction is limited. Which leaves the east—and the Malone area.

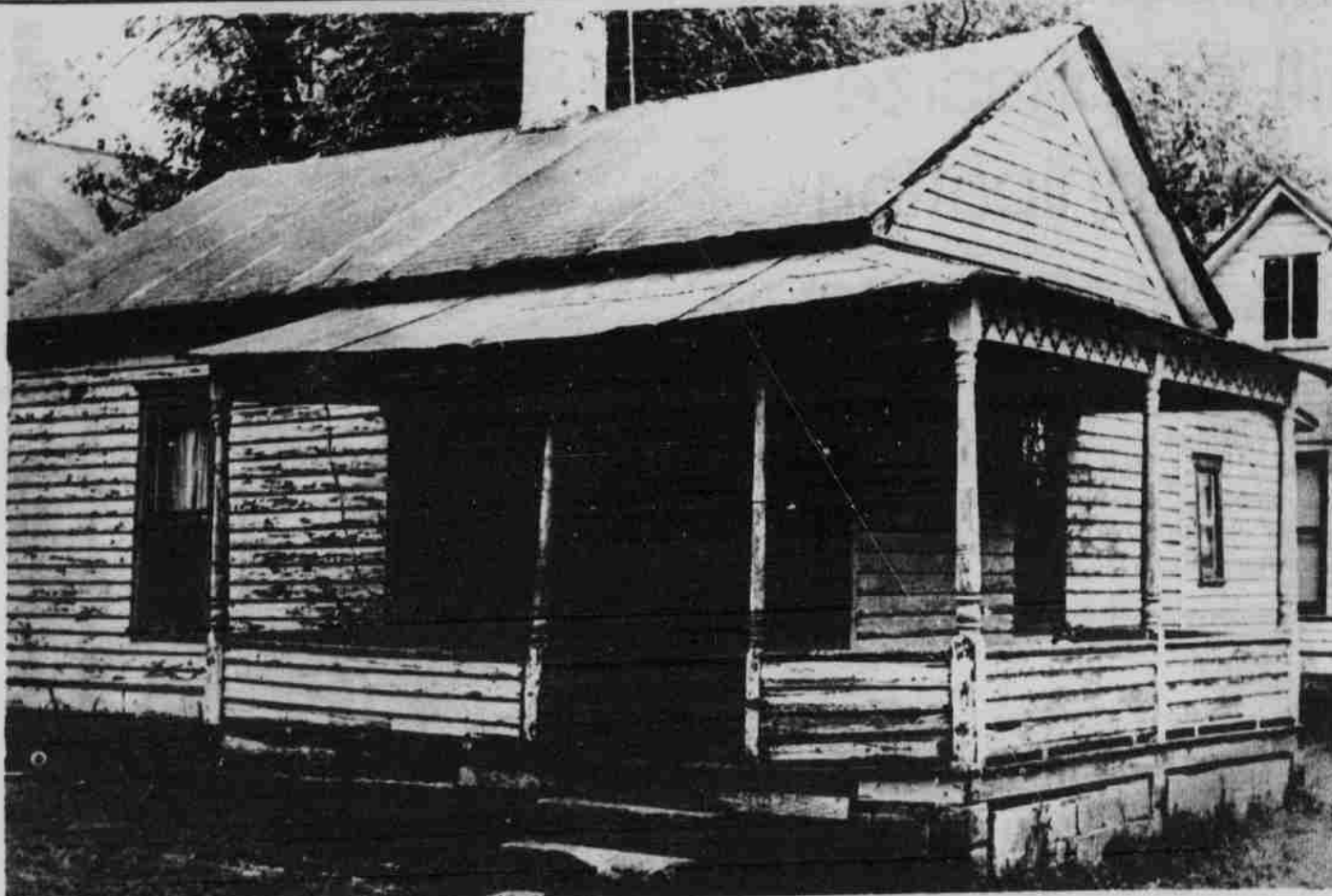
But what would University expansion in the Malone area mean?

Already, much of Malone's low-income housing has been endangered by the proposed Northeast Radial highway to run, naturally, through the center of Malone. This will place a definite strain on the housing market.

University expansion will only make the situation worse. If the University rips out large quantities of middle-to-low income dwellings, hundreds of residents will be thrown into the housing market. Real estate prices will rise. And many will be unable to find housing of the same quality at the same price elsewhere. And that is unjust.

Malone's ghetto image has led Lincoln to believe it will be ridding itself of a problem by expanding the University in that direction. This ghetto image is a sham, however.

Most of the houses in Malone, while old, are well-preserved. Well-kept and clean low-to-middle-income houses abound in the



area. The worst of the area does not even approach the squalor of true slums. Pretending the city would be better off if Malone were razed is unrealistic.

The University has an obligation to Malone residents and the entire city to see that alternative housing at a just price for displaced residents is obtained through some means—federal, state or city.

UNL must have a moral conscience in expansion matters. As an educational endeavor, the University must recognize the consequences of its actions.

ASUN-ine

It looks like ASUN has hit the doldrums a little early this year. Generally it takes until

early spring for ASUN senators to lose interest and stop attending weekly meetings. This year it's happening in early fall.

ASUN's inability to conduct business Wednesday because of lack of a quorum is ridiculous. There is really little or no excuse possible for neglecting the responsibilities of an office actively solicited less than six months ago. If interest is so lacking, those consistently absent (whether excused or not) should resign their posts and allow others who are concerned with student needs to take them over.

Student government has no room for apathy.

Jim Gray

Pedestrians jeopardize environment



Rumor has it that in the interest of motor vehicle safety, the Lincoln City Council is considering a ban on all pedestrian traffic. The ban, sponsored by a group of concerned automobile dealers, proposes that an area roughly corresponding to downtown Lincoln be declared off-limits to all pedestrians.

As everyone is aware, pedestrians are particularly apt to congregate in the downtown area. This inevitably leads to congestion of traffic and dangerous starting and stopping which wears on both vehicles' motors and drivers' nerves.

"If it were not for the established link between pedestrian traffic and crime, such a proposal would not be necessary," an unidentified spokesman for the auto dealers said.

"Just imagine the irreparable damage to our environment," commented one auto manufacturer. "These irresponsible

and malicious offenders ought not to be merely ticketed, but imprisoned," stated one man who wished to remain anonymous.

Strangely enough, this same survey indicated that more individuals dressed in red were involved in accidents than persons dressed in white, black or green. An investigating committee has been established to look into this strange phenomenon, and is expected to propose some sort of restriction on the use and wearing of this color.

Admittedly, if this proposal is enacted, there may be widespread repercussions. Downtown area businesses may experience a slight decrease in their number of patrons. They may also incur a slight increase in building expenditures—construction of moving sidewalks to accommodate vehicle

occupants so they may avoid regular sidewalks and the label 'pedestrian.'

A former hitch-hiker, now a confirmed pedestrian, was quoted as saying she was a University student and had difficulty getting to campus. Due to monetary problems, she could not afford to ride a bus and had no desire to buy a noisy, contaminating car. "I guess I'll have to scrape together the money to buy a bike," she said.

"That's not a very good idea, either," a woman standing behind her commented. "At next week's meeting, the Council is going to seriously consider dissolving all bike routes and reordering them through Waverly."

The University student hesitated a moment and then muttered, "I finally understand why there'll soon be as many horses as people in this state."

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