



The campus looked like this ten years ago and will expand even more than it has today, if comprehensive plans set by the university and city are followed.

## Expansion 'compatible' with comprehensive plan

By Mary Jo Pitzl

UNL campus expansion plans are generally compatible with proposals presented by the Lincoln City-Lancaster County Comprehensive Regional Plan, according to UNL assistant business and finance manager Ray Coffey.

Coffey said the university supports any action initiated by the comprehensive plan that would help UNL realize the goals of its long-range plans. The latest draft of the city comprehensive plan shows no areas of goal conflicts with UNL plans, Coffey said.

The city's final draft will be presented at a public hearing at 7 tonight in the County City Building.

"We've been involved in the input into this (the city comprehensive plan) and the review of it to this point," Coffey said. "By and large it's quite compatible. It needs to be," he said. UNL is a "big piece of the city of Lincoln."

The comprehensive campus plan was drawn up separate from the city comprehensive plan and adopted by the NU Board of Regents in 1967, Coffey said. City planners were given a copy of that plan when formulating the city comprehensive plans.

### Boundaries set

The comprehensive campus plan set city campus boundaries at Holdrege St. and the Burlington Northern railroad tracks on the north, Q St. on the south, 20th

St. on the east and 10th St. on the west, Coffey said. East campus is bounded by Huntington St. on the north, Holdrege St. on the south, 48th St. on the east and 33rd St. on the west, according to the city campus comprehensive plan.

The city comprehensive plan proposes construction of a northeast radial highway that would bound city campus on the east, according to city planning director Doug Brogden. Brogden said the city's plan had located the radial at 21st St. and the city had bought property for right-of-way at that site.

However, since UNL population projections do not show a need for expansion as far east as 21st St., Brogden said the city plan would like to keep the radial as close to 19th St. as possible.

"Our office has recommended it, the planning Commission has approved it," he said, adding the recommendation is now awaiting approval from the Lincoln City Council and the Lancaster County Board.

The northeast radial would reroute some of the heavy traffic off 16th and 17th streets, Brogden explained, because the city dislikes arterial routes running through heavy land-use areas, such as the campus. If the proposed radial were constructed, 16th and 17th streets could be developed according to campus comprehensive plans, Brogden said.

Coffey said UNL prefers closing the two one-way streets or at least down grading them to residential street status.

"We support action which will help us toward our long-range goal for 16th and 17th streets. If this requires a northeast radial, we would encourage that," Coffey said, adding that such a radial "would tend to" set a definite eastern boundary for the city campus.

### Concerns voiced

He also voiced a concern for the safety of campus pedestrians since the city now has a 25 mile per hour speed limit on the two one-way streets running through the heart of the campus residence area.

UNL has been trying for at least five years to reduce the speed limit to 25 mph and install traffic lights at busy pedestrian crosswalks as safety features, Coffey said.

Construction of a Holdrege St. extension is another expansion matter included in both comprehensive plans. The extension would run along the south side of the Burlington-Northern railroad tracks, north of the Harper-Schramm-Smith residence unit and continue to 9th or 10th streets, Coffey said. This road would reroute traffic around the campus, eliminating some of the 16th and 17th street traffic.

The Holdrege extension has been "pretty much in the mill for a long time," according to Coffey. "It's now included in the new city plan. I don't see much of a problem there."

## Festival preparation hard work

Walpurgisnacht is a "festive and unique evening," but it is also more than four months of difficult preparation and work, Union Program Council (UPC) Walpurgisnacht Chairwoman Sherry Cole said.

Cole, a senior integrated studies major from Grand Island, and her committee have been planning Walpurgisnacht as an "all-council effort" where all 14 UPC committees provide events.

Walpurgisnacht features more than 60 events from 6:30 p.m. to 4 a.m., Cole said. She described Walpurgisnacht as an "all-council effort" where all 14 UPC committees provide events.

The festival will have 300 volunteers and three campus policemen for security. Volunteers are divided into two groups, event managers and trouble-shooters, Cole said.

Event managers will organize and stay with assigned event, while trouble-shooters will help event managers if necessary, Cole said.

Volunteers, who work for two hours, will receive free tickets for the rest of the night.

Walpurgisnacht admission is free but individual events might cost up to five tickets. Tickets cost 25 cents, but some tournaments require a cash entry fee, she said.

Through Jan. 25, any group can buy 100 tickets for 20 cents a ticket and will receive one free Walpurgisnacht T-shirt, Cole said. From Jan. 26 through 28, there will be an advance ticket booth where groups of 11 tickets can be bought for the price of 10 tickets, she added.

Cole said she thought the most difficult part of organizing the festival was meeting each event's operational needs. Supplying equipment for each event and making sure it is at the right place at the right time is essential, she said.

Walpurgisnacht is financed by about \$1,900 in student fees. Cole said about \$2,500 from ticket sales is needed to break even. She said she expects from 7,000 to 8,000 people to attend.

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