



Photo by Linda Howe

Public buses to trials, fair skip the jams

Ride your city bus. That often-repeated TV slogan is especially apt now that the Olympic Trials are under way. Your city bus may be the fastest way — and for some the only way — to get to the trials.

For those staying in far-away motels and for those who just live across town and want to avoid the traffic snarls, the Lane Transit District (LTD) has a well-planned transportation system to get persons there and back. Buses are running every 15 minutes from the downtown mall station to Hayward Field.

How do you conveniently get downtown? LTD thought of that, too. They have brochures with explicit directions and maps for each of the following areas around town that are central to housing concentrations: East Broadway Boulevard, Lane County Fairgrounds, West Sixth Avenue, Mohawk Boulevard, Valley River Inn, Franklin Boulevard east of Agate Street, Coburg Road and Beltline Road. After the last track and field event each day until the trials end on June 27, buses will leave Hayward Field

directly for these areas.

Also as long as the trials are in town, LTD will have a special pass on sale from various merchants and from their downtown information booth. The pass costs 75 cents and is good for an unlimited number of rides anywhere within the Eugene-Springfield metropolitan area.

The last three days of the trials, June 25, 26 and 27, another little festive event will get underway, complete with bus service. The Oregon Country Fair, a crafts and foods event with scheduled entertainment that used to be called the Renaissance Faire, runs morning to night on farm country west of Eugene near Veneta. Buses will go to and from the fair every hour and possibly every half hour, according to Rosemary Boss, LTD marketing director.

So much for the special rides. If you just want a ride to town or out to Valley River Center, a bus ride costs just 30 cents. Buses travel regular routes around the metropolitan area every half hour. Maps are available from the mall information booth.

But bus service doesn't stop with the city area. Buses travel to and from Veneta, Junction City, Coburg, Marcola, Vida, McKenzie Bridge, Jasper, Lowell and Goshen. With the city in Zone 1, outlying areas up to as far away as McKenzie Bridge fall into higher-numbered zones. Ten cents is added to the regular price of a ride every time you cross a zone. So a ride up the McKenzie in Zone 8, would cost \$1.10. Not a bad price for a day on the river.

by Phil Waldstein

Board of Commissioners cater to county complaints

If you're wondering who zoned the land along the McKenzie River, approved construction of a new campground on the coast, and directed road crews to fill the pothole in front of your house, the answer is simple: The Lane County Board of Commissioners.

Elected to four-year terms in accordance to Lane County's Home Rule Charter, the commissioners are chosen to occupy three seats. The elections are open to all county residents, and the commissioners are chosen at-large.

Being partisan positions, the November ballot is decided by the outcome of the May primary election. Seats One and Three are up for grabs this year, and Seat One incumbent Nancy Hayward, a Democrat, has been eliminated by challenger Archie Weinstein for the fall runoff with former county assessor John Parkhurst. Seat Three incumbent Frank Elliott, a Democrat, faces a challenge from Republican Andy Maxon. Seat Two Commissioner Bob Wood, chair of the board, will face re-election in 1978.

Working in the face of election year pressure, the commissioners will continue to push for solutions to county problems. A major issue

is the proposed county corrections facility which went down to defeat on a ballot measure in the May primary. Although the citizens' advisory committee has urged them to submit the same proposal, the commissioners agree that they will have to re-draft a new plan for the November ballot. Bob Wood sums up by saying their plan of attack will be to "trim it (the proposal) to make it more palatable to the people."

Another measure which was defeated would have set up a county library service. The outlook for re-drafting this proposal is bleak, however. Hayward says they are "open for suggestions."

The county is funded through property taxes, timber tax revenues, receipts from the now-defunct Oregon and California Railroad, and through state and federal funds. With property owners rebelling against increases of property taxes, all three commissioners say they must find other sources of revenue. Wood and Hayward say they would support a graduated county income tax, and Elliott says he is working on a plan to keep timber revenues at a high level in the future.

by Rick Bella

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