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From page one

Tri-Met Board unanimously approves 3-zone fare increase

Commuters from Gresham to Portland can buy a monthly pass for \$20, up from the present \$16 pass that riders within two zones will continue to pay.

Tri-Met planner Paul Bay said the three zones addresses criticism heard at a Gresham public hearing that a proposed two-zone system unfairly charged riders who make short trips across boundary lines. Under that system, riders would have paid 45 cents to ride within one zone and 65 cents to cross zones.

To appease other suburbs, Tri-Met extended the boundary to include Milwaukie and Beaverton in Zone 2, Cass said.

Board members expressed concern that planners estimated the company would lose \$100,000 to \$150,000 net revenue by instituting a three-zone instead of two-zone system. "We're dealing in the realm of probability," Cass said.

"We've designed this system to meet our needs for the next year, but we may be back to the board with a fare increase next year," he said. Cass said

employee negotiations resulting in higher salaries for bus drivers may necessitate increased fares.

In separate action, the board approved forming a citizen advisory committee that will examine revenue that can be gained from advertising on buses. Cass pointed out that contracts will not allow ads on buses until Jan. 22, 1979.

During the hearing on the zone proposal, Douglas White testified that Interstate 205 would be a better Zone 3 boundary than 82nd Avenue. "With 82nd Avenue, you're going right through a very populated area. People would walk to where they could pay a lower fare," White said. "I-205 would be a good buffer to avoid that."

Bay said the planners had considered 92nd Avenue or I-205 as the boundary, but decided to make it as close to town as they could. "It's a lot easier to move a boundary out later than move it in," he said.

Charles Savie, representative from Associated Oregon Industries, favored the three-zone plan but argued that

Fareless Square does not reduce auto traffic downtown.

Rep. Rod Monroe, D-Portland, suggested that Tri-Met suspend Fareless Square between 4 and 6 p.m. to alleviate crowded conditions. Riders who boarded at that time would pay when they enter rather than as they leave, as is currently the system. Bus driver Les Moss said Monroe's idea was "fantastic," stating that Fareless Square creates major problems for drivers during rush hour.

"We've had a lot of interest in doing this," Cass said. Frankly, we didn't have the time to include it (in the fare increase proposal). He told the board that Tri-Met would come back with a Fareless Square suspension proposal in October or November.

Moss also said the system would be easier on riders if the Zone 3 boundaries were all exactly within a five-mile radius. They now vary, with the easy boundary at 82nd Avenue being about the shortest from downtown. "The majority of the people in the outlying areas are already taxed," she said.

Conference set for handicapped

A national conference on environmental barriers will be held in Portland July 23. The public forum is scheduled from 9 a.m. to 5 p.m. at the Portland Hilton.

The meeting will cover federal and state laws and programs affecting citizens throughout the Pacific Northwest and Alaska, especially the region's handicapped residents.

Numerous local, state and federal officials are expected along with disabled citizens, businessmen, builders, architects, designers and educators.

"Coming to grips with new state and federal laws and programs is essential," said Mason H. Rose, V, a Los Angeles attorney who chairs the National Advisory Committee on an Accessible Environment. Rose's group is a citizen-advisory panel to the U.S. Architectural and Transportation Barriers Compliance Board.

The 16-member committee of mostly handicapped persons from around the


country is cosponsoring the Portland conference. Previous ones have been held in Berkeley, Washington, D.C., and Atlanta.

The board is the Washington, D.C.-based enforcer of a 1968 law requiring all federally funded facilities after Aug. 12, 1968, be accessible to and useable by all persons.

Rose said some of the topics to be covered include accessibility standards and building codes, enforcement procedures, access to transportation, education, housing, legal rights and legislation.

Other sponsors of the conference are the Oregon Architectural Barriers Council and the Governor's Committee on Employment of the Handicapped.

For details about the meeting, contact the Oregon Architectural Barriers Council (503-686-9706) or the Architectural and Transportation Barriers Compliance Board, Washington, D.C. 20201 (202-245-1591).




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obituaries

Erle Ogle

Erle Cecil Ogle of Gresham passed away at the age of 60 in a Portland Hospital. He had suffered from cancer.

He was born April 8, 1918 in Liberty, Oregon. He grew up in the Salem-Amsville area and served in the U.S. Navy from 1942-47. Upon discharge, he settled in Fremont, California and moved to Gresham in 1972.

Mr. Ogle was a carpenter by trade and was employed at Mt. Hood Community College. He attended the Church of Christ.

Surviving are his wife, Maxine, Of Gresham, two daughters, JoAnne Watkins of Boring and Melinda Montgomery of Sandy. Also three brothers, Eldon of Roseburg, Kenneth of Amity and Blaine of Sutherland; two sisters, Rita Manley of Sutherland and Velma Bush of Wood-

Shawna Smart

A graveside service was held for Shawna Marie Smart July 10 at Firhill Memorial Cemetery.

Shawna Marie was the infant daughter of Janice and Jim Stuart of Boring. She was born prematurely on June 27, 1978, at the University of Oregon Health Sciences Center in Portland and lived until July 5.

Besides her parents, she is survived by a sister, Sklynn Smart, grandmother Donna Louise Wineberg of Longmont, Colorado, grandfather Jim Smart, Sr. of the Portland area, and great-grandparents Floyd and Gladys Sanders of Huntington, Oregon.

Funeral arrangements were in care of Clayville Funeral Chapel in Estacada.



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Noel Churchill

Noel Lemont Churchill, 64, 35440 SE Highway 211, Boring, died Thursday.

Churchill was born in Elgin.

After serving three years in the Navy during World War II, he returned to the Portland-Sandy area and accepted a job as a hydro-maintenance man for Portland General Electric at the Bull Run station. After 30 years, Churchill retired in 1975.

Survivors include: his wife, Renee; his son, James Soiso of Sandy; his daughter, Geneva Freeman of Albuquerque; and his sister, Genevieve Motts of La Grande.

Funeral services were held Monday at Bateman Funeral Chapel with interment at Cliffside Cemetery in Sandy.

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