

Groups look to state Supreme Court for help

by MICHAEL P. JONES
Post Correspondent

Mt. Hood residents who oppose the development of

the Cedar Ridge area near Brightwood have petitioned the Oregon Supreme Court to review the portion of the Clackamas County

Comprehensive Plan that would allow three subdivisions to be constructed.

The Mountain Area Corridor Citizens and the Environmental Committee On Suitability initially appealed the acknowledgement of the Cedar Ridge area in the Clackamas County Comprehensive Plan when it went before the state Land Conservation and Development Commission last December.

At that hearing LCDC acknowledged that portion

of the county plan is committed for development. Planned is a 192-unit Alderwood mobile home subdivision on 48 acres, a 347-unit Brightwood Glen development on 93 acres, and the 462-unit Tillikum Woods development proposed for 209 acres.

The Cedar Ridge area was annexed into the Hoodland Service District in May of 1980 and is located within the local improvement district and will be assessed for the area's new sewer treatment plant.

MACC and ECOS representatives unsuccessfully argued that any developments in this area would impact wildlife, fisheries, wetlands and water quality, a violation of state land use goals.

In early July John W. Hitchcock, a McMinnville attorney representing MACC and ECOS, appealed the decision to the Oregon Court of Appeals.

On June 3 the Court of Appeals dismissed the motion because only parts of the county plan had been

approved. The court ruled that until the entire plan had been acknowledged by LCDC, the Cedar Ridge area could not be subjected to judicial review.

MACC and ECOS representatives disagreed, fearing the delay would allow work on the three developments to proceed. MACC and ECOS members felt it would be difficult to stop the subdivisions if they were already under construction.

On July 7 they petitioned the state Supreme Court to

review the decision of the Court of Appeals.

In his petition, Hitchcock said the 1981 Legislature concluded that insulation of a continuance order from judicial review is a bad public policy. As a result, the law was amended to permit such a review.

In a recent interview, Hitchcock said the higher court must rule in favor of his clients because the intensive level of development planned for the Cedar Ridge area could have serious impacts on main-

taining scenic beauty and the quality of the environment along the entire Mt. Hood corridor.

When the county goes back before the LCDC in October, Hitchcock said little discussion will be allowed concerning this area. So the time for examining the uses of that particular area is now.

Unless the Supreme Court overturns the earlier decision of the Court of Appeals, said Hitchcock, the development of this area may be inevitable.

Roberts selected to optometry program

Emas Roberts of Sandy is among the 86 students admitted to the fall class at the Pacific University College of Optometry.

There were 238 applicants for the 86 positions.

The Pacific University College of Optometry is housed in Jefferson Hall on the campus in Forest

Grove, 25 miles west of Portland. A full-service clinic, open to the public, is operated at Jefferson Hall. Another public clinic is run in Portland.

Sandy man completes course

Marc G. Williamson is among the teachers who have completed a training session at Pacific University for project T.E.A.C.H., a nationwide course designed to assist "Teacher Effectiveness and Classroom Handling."

Williamson has been named an adjunct professor at Pacific University and will teach courses for area teachers.

Williamson was educated at Linfield College and the University of Portland. He now teaches in the Sandy School District at Firwood Elementary School.

Public Notices

BOARD APPLICATIONS BULL RUN SCHOOL DISTRICT #45

Bull Run School District #45 is now soliciting applications for appointment to position #4 on the board of directors. Appointment will be made at the regular September meeting, and will be until June 30, 1983. To qualify, you must have been a resident of the district for a period of at least one year immediately preceding the appointment, and a registered voter. Send applications to: Ms. Karen Rollins, Chairperson, Board of Directors, Bull Run School District, 44848 SE Warriner Road, Corbett, Oregon 97019. Applications close August 31, 1982.

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THANKS TO FASTER, DIRECT ROUTES, THOUSANDS OF TRI-MET RIDERS CAN SOON SKIP TOWN.

For years, Tri-Met has followed the general route patterns established by the old Rose City Street Car lines. These ran from northeast and northwest Portland to the downtown core area, sort of like spokes radiating out from the city center hub.

So even if someone just wanted to go across the east side of town, they had to come downtown first.

That's about to change, come September 5.

After tackling mountains of data and thousands of scheduling problems, our planners have created a new route system that does away with much of the spoke pattern and replaces it with more of a grid pattern. For our north, northwest and east side passengers.

In other words, these new straighter routes let riders go across town and skip going downtown. Or, if they want, it lets them go to and from downtown faster, with some 3,500 more seats available.

MORE BUSES, MORE OFTEN

This is no minor change of a few routes here and there. It's the first big step of a larger grid system concept.

Something else. With our new self-service tickets and equipment (as you'll read below) transferring from one bus to another can now be done through any door, without having to show the driver anything.

Another reason why traveling in the north, northwest and east side will be on the fast side.

EVERY SILVER LINING HAS A DARK CLOUD.

With all of this good news, some of the more skeptical out there are probably wondering what the catch is.

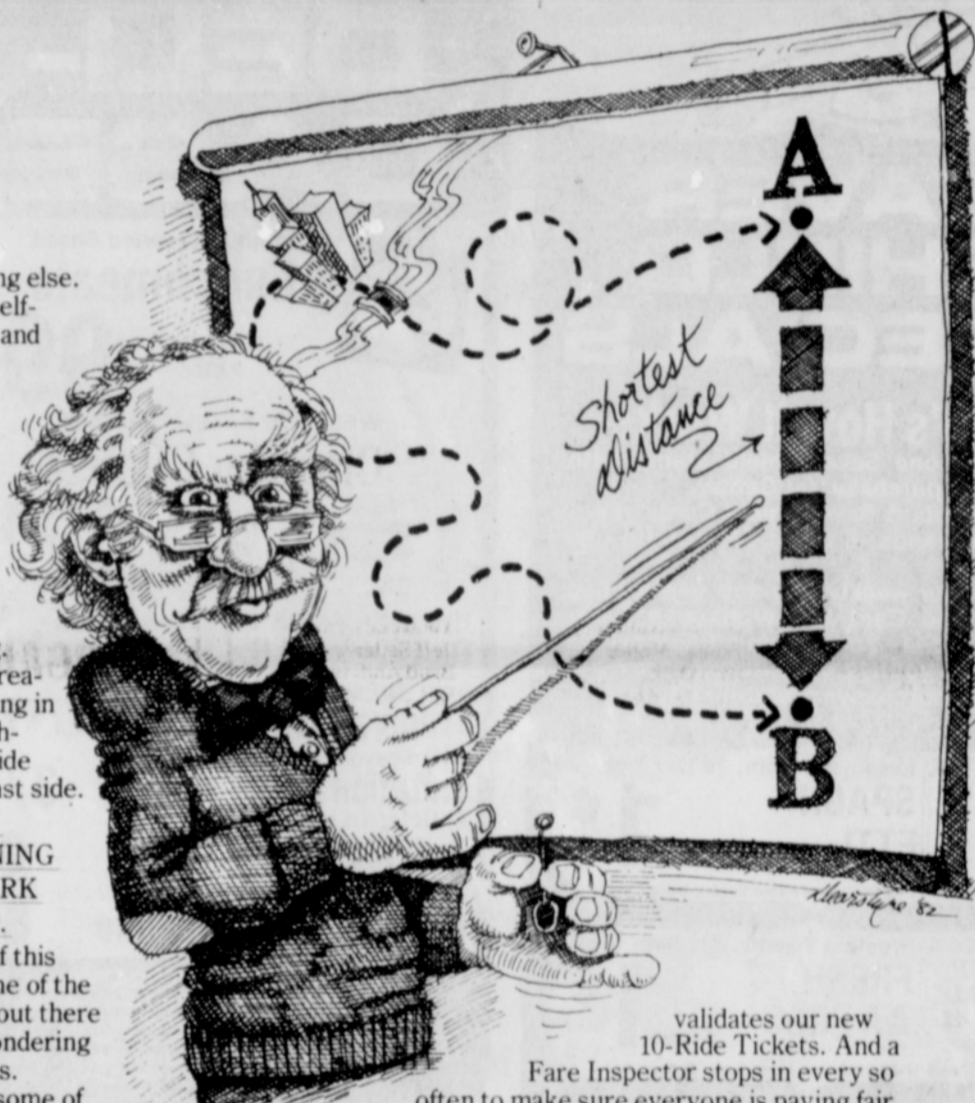
Well, for some of you, it means you'll have to learn new routes. In a few cases we've had to eliminate certain routes. In many cases we've had to change or re-route others.

So yes, there may be a little confusion at first, but like our buses, it should pass quickly.

SPECIAL SPEED EQUIPMENT ABOARD EVERY BUS.

There's another reason why Tri-Met will have the fastest buses in the country. Because we'll have the first buses with self-service boarding equipment. Something usually found only on European transit systems until now.

One machine dispenses single ride tickets for cash-paying customers, another



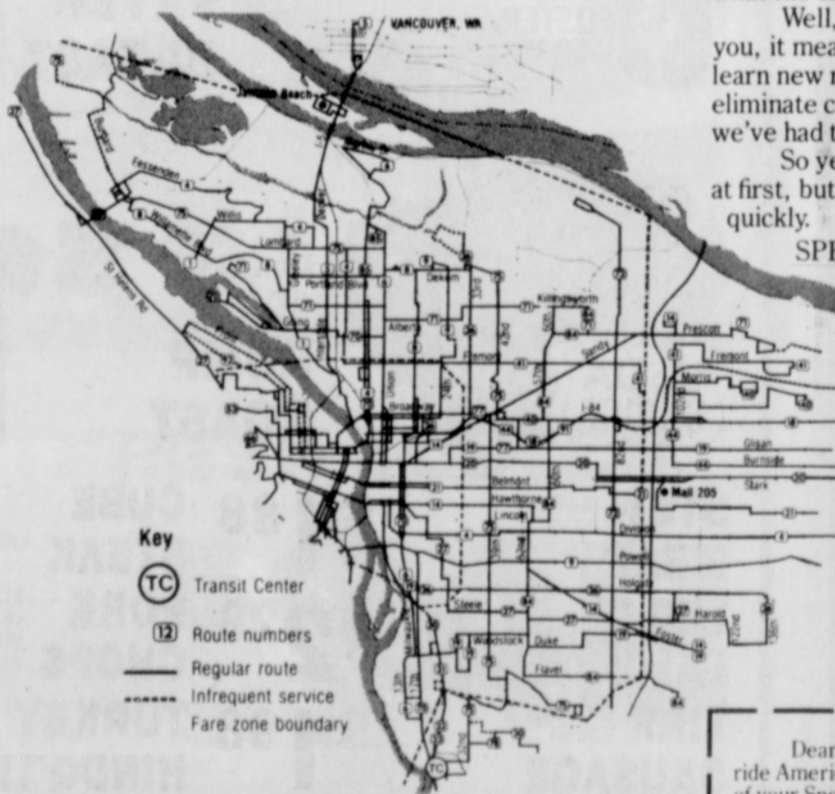
validates our new 10-Ride Tickets. And a Fare Inspector stops in every so often to make sure everyone is paying fair.

SEND FOR YOUR FREE SPEED RIDING MANUAL.

If you haven't attended our big yellow Bus School demonstration buses yet, call 233-3511 and we'll tell you the location of the one nearest you. That's a good first step, and it only takes about ten minutes.

Better yet, send for our free Speed Riding Manual below which explains all about the new self-service system in general and the new services in particular. Route-by-route, it tells you which ones change, how and where.

That way, when September 5 arrives, you'll know exactly how to jump on America's fastest buses and skip town.



Altogether, about 400 hours of bus service a day are being added for our customers. Efficient new direct service at that. So, for example, you can go from the Laurelhurst and Montavilla neighborhoods to the Civic Stadium with a direct, no-transfer trip.

And you'll find the waits between buses now significantly shorter. So you can spend a little more time at home and a little less at the bus stop.

Dear Tri-Met: I want to learn more about how to ride America's Fastest Buses. Please send me a copy of your Speed Riding Manual which explains in detail the new equipment, zones, and routes.

Name _____
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 P.S. I'd also like some help figuring out my specific trip. According to the info below, please tell me how many zones my ride will be, what it'll cost and where I should catch the bus.
 Desired arrival time at destination _____
 Desired departure time from destination _____
 What day(s) of week _____
 Home or Starting Address/City/Zip _____
 Check one: I am a(n) Adult (19 or over) Youth (under 19) Honored Citizen (65 or older)
 Mail to: Tri-Met, c/o 925 N.E. Everett, Portland, Oregon 97232
 (Please mail prior to August 19th)



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