

Viola!
A new look

Southeast precinct gets a face lift and brings determined attitude to East Burnside



See Metro, page B1.

The Jones Girl

Rickie Lee Jones was one of the innovative songbirds to perform at the H.O.R.D.E Festival, Saturday.



See Entertainment, page B3.

Bringing the Pier to the beach

Pier 1 Imports brings their wordly touch of style to Jantzen Beach.



See Business, page B6.

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THE WEEK IN REVIEW

White House goes after Dole

The White House is criticizing Bob Dole's new economic plan and saying President Clinton will not offer new tax cuts in response to his Republican challenger. Clinton spokesman Mike McCurry says Dole's plan to make \$548 million in tax cuts while balancing the budget does not add up.

New wreckage being checked

A Navy search ship is looking at a new-found trail of wreckage from the TWA disaster. Scanners have found luggage and debris from the plane's forward hold several miles west of the known crash site.

Deal reached in Mostar

Muslims and Croats in the Bosnian city of Mostar reached an agreement on forming a local government, settling a dispute that had threatened to disrupt the Bosnian peace process. Croats had been refusing to accept a slender Muslim victory in June's local elections in the city, which is deeply divided along ethnic lines.

ABA won't give up ratings

The new president of the American Bar Association says the lawyers group will continue to rate judicial candidates, despite criticism from Washington. N. Lee Cooper of Birmingham, Ala., says cutting the ABA out of the process would be done at the peril of the justice system.

Hiroshima bomb: 51 years later

On this date in 1945, an American bomber unleashed the world's first nuclear attack on the Japanese city of Hiroshima. Japan marked the 51st anniversary of the event with prayers for the victims and fresh vows to fight the spread of atomic weapons.

Syria rejects Israeli overture

Syria rejected Israeli Prime Minister Benjamin Netanyahu's offer to resume peace talks. The official Syrian media dismisses Netanyahu's overture as a gesture that has nothing to do with peace.

Wildfire near Reno

Hundreds of firefighters are making progress battling a 6,000-acre wildfire about 10 miles outside Reno, Nevada. They say the blaze is now about 40 percent contained and slower winds are helping.

Furor over pending twin abortion

Anti-abortion activists in Britain are now offering more than \$69,000 to a single mother who wants to abort one of her healthy twin fetuses because she can't handle two more children. But officials at the hospital where the woman is a patient refuse to relay the offers to her for confidentiality reasons.

Whale needs help

A rare northern right whale is in trouble off Massachusetts. Various vessels and a Coast Guard helicopter have been trying to find the 40-foot, 50-ton whale in hopes of freeing it from a tangled web of fishing gear. The executive director of the Center for Coastal Studies in Provincetown, Mass., said rescuers are standing by.

Median removal, parking proposed for MLK

BY LEE PERLMAN

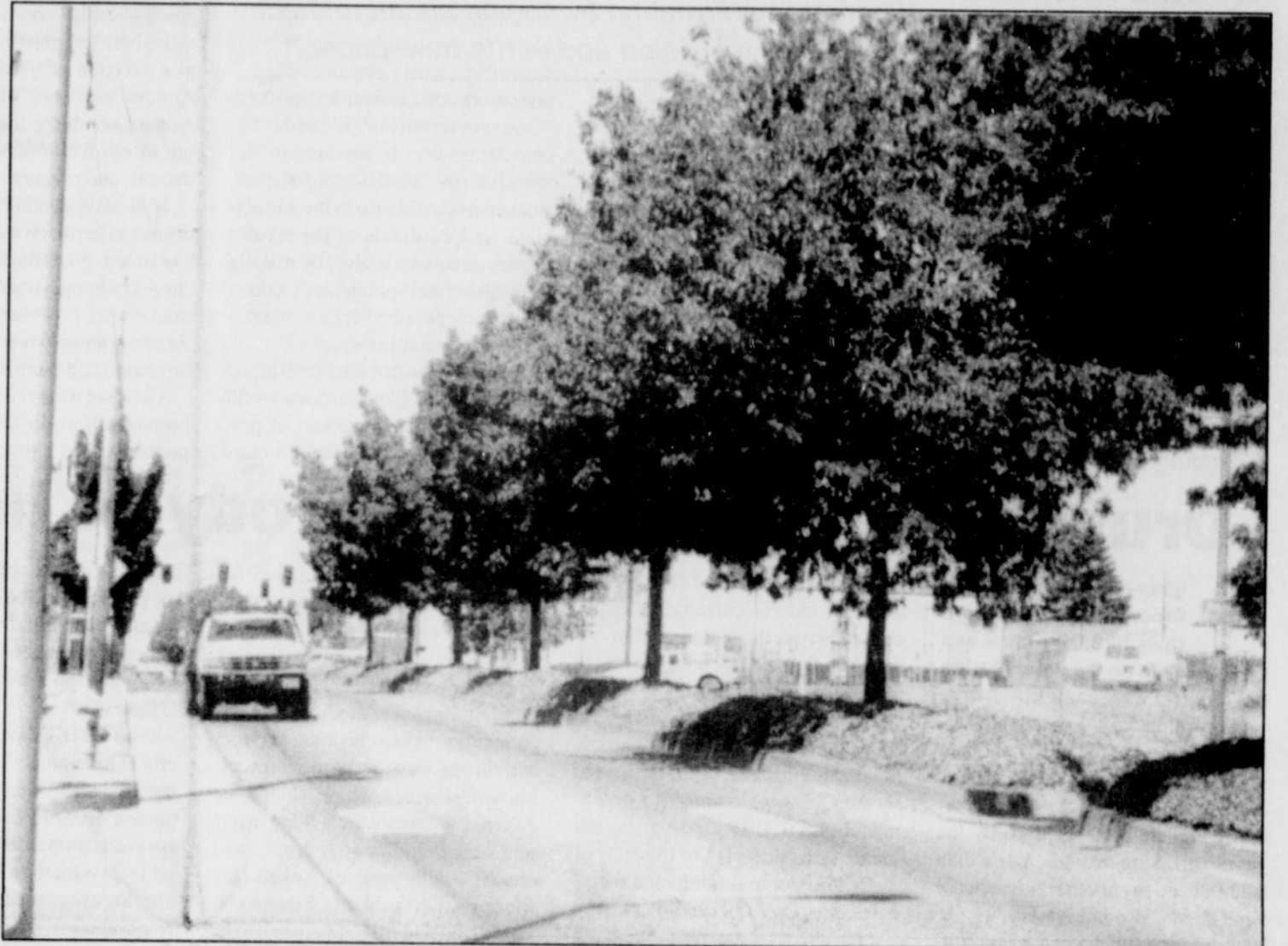
City and state engineers have devised a preliminary plan that would remove the center median and restore on-street parking for parts of Northeast Martin Luther King Jr. Boulevard.

Dan Layden of the Oregon Department of Transportation reviewed the interim proposal with the Martin Luther King Main Street Project Community Committee at a July 23 meeting. Among other things, the proposal would 571 feet of median between Northeast Alberta and Killingsworth streets and provide curb parking for 30 vehicles. Between Northeast Tillamook and Fargo streets it would remove 462 feet of Median, and allow 70 parking spaces.

The plan does not provide curb parking on all streets in the sections under study because of the need to provide for other traffic features, including left-turn lanes at Northeast Killingsworth, Alberta, Knott and Russell streets, Layden said. Thus, the plan would allow little curb parking between Northeast Alberta and Wygant streets, or Killingsworth and Webster streets, and none between Russell and Graham streets.

The plan proposes to remove a traffic signal and left-turn lane on Northeast Morris Street, and a lane allowing northbound traffic to turn south where Northeast Grand Avenue meeting the boulevard at Hancock Street. In both cases, Layden says, "We didn't find a compelling reason for them to exist." At Hancock he proposed putting in a pedestrian crosswalk across the boulevard.

Several key features of the plan are still to be determined, he noted. One is whether the boulevard will continue to carry four lanes of



Local officials plan to remove the center median on Northeast Martin Luther King Jr. Blvd. to make room for street parking.

traffic, or two lanes with two bicycle lanes. Another is whether to install curb extensions, or small pedestrian "islands" in the middle of the street, at key intersections. (Layden noted

that curb extensions didn't appear to give pedestrians many additional opportunities to cross the street safely. A third is whether buses would pull off the street into designat-

ed bus zones (reducing the amount of on-street parking), or stop in traffic as they do

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More board Tri-met than see Blazer games

BY JOEY MURPHY

More people are riding Tri-Met than ever. Tri-Met said annual ridership was up 4.5 percent, or 3 million boardings, in the last fiscal year that ended June 30.

That translates into 64 million yearly boardings. MAX light rail hit a record high 9 million boardings for the year, said Tri-Met.

The results were measured by a revenue-based model, Tri-Met manager of communications Mary Fetsch said.

Fetsch explained why ridership reached record levels. "We offer a couple of innovative services," Fetsch said. Also, public transit is a cheaper alternative to private transportation, Portland's population has increased, parking is limited, and Tri-Met extended their service hours," she said.

Portland State University professor in the center for urban studies, Jim Strathman, agreed with Fetsch.

"For some, public transit is their only option," Strathman said, "they're too young or too old, or can't afford a car."

Strathman called those the "captive population." Others, he said, choose public transit because "its level of service is preferable."

Part of the "innovative services" include organizations partnering with Tri-Met to offer their employees express bus routes to and from work, Fetsch said.



Passengers board a Tri-Met bus in Northeast Portland. The number of users in the metro area has risen drastically in recent years.

Among them are OHSU, the veteran's and shiner's hospitals.

Even though Portland's Tri-Met is growing, the national trend shows declining use of public transit, Fetsch said. "Portland is a national model for public transit," Fetsch said. "Other cities look to us to see how to do it right."

Along with ridership increases, MAX line is expanding from downtown Portland into Hillsboro. Fetsch said it's expected to open to the public in the fall of '98.

Strathman sees benefits to a successful public transit system.

"It improves a viable central business district, which is important for overall economic health," he said.

Cities without a healthy public transit system "have real mobility problems," Strathman said. "In other mid-sized cities, a decline in bus service means a large segment of the population is not able to get to work."

Overall, however, Strathman said "if I were to give (Tri-Met) a grade, it would certainly be in the B range, and some would argue higher."

Ridership is expected to continue increasing, Fetsch said.

Bomb detection research targets safer skies

The downing of TWA Flight 800 has heightened public concern about terrorism and aircraft safety and raised the question: is there any new research currently under way in the field of bomb detection that may someday lead to safer air travel? The answer is yes.

Two University of Oregon physicists are exploring the feasibility of a very high-tech answer to this very basic question of survival. For the last five years, Jack Overley and Harlen Lefevre have been conducting experiments for the Federal Aviation Administra-

tion (FAA), seeking to develop a workable bomb detection system.

In their work, the researchers use a controlled beam of neutrons. When short through a suitcase, for example, the beam passes through the various materials inside and creates a shadowy image similar to the image created when an X-ray passes through soft tissue and bone. Unlike an X-ray, however, the neutron beam shadow is able to identify various kinds of explosives by detecting their chemical fingerprints.

"It is like candling an egg, only we use neutrons instead of light," Lefevre says. "Explosives show up different from other items in a suitcase."

Overly states, "there is no question in our minds that the technique can detect a wide variety of explosives with a high degree of reliability—if given lots of time. We are now exploring ways to speed the process."

Overley and Lefevre conducted a series of successful tests last year using live plastique explosives.

The scientists are quick to point out that their research is still far from practical application. However, Lefevre notes, "we've had some good news lately. Our research group

has developed a new method that dramatically lowers the number of false-positive test results."

At the same time, recent events have increased their sense of mission. In a horrifying coincidence, Overley's wife flew to Paris on the very day TWA Flight 800 exploded. Overley notes that with a slightly different itinerary, his wife would have perished along with the rest of the passengers on the doomed flight.

"That was just too close to home," he says. "I came in to work the next day with a remarkable sense of purpose."