



DTH-File photo

During peak hours

# Transit system fares raised

By SARAH RAPER  
Staff Writer

Again this year, the Chapel Hill Transit System will provide a variety of bus services for members of the UNC community. Transportation Director Bob Godding estimates that 10,000 UNC students will use the local transit system in the upcoming academic year.

Following a major revamping of the routes, the bus system will operate this year with nine lines. Two routes, the S and U, will transport riders around the UNC campus while the other seven serve commercial and residential areas in Chapel Hill and Carrboro.

Godding urged students who will be using the bus system to pick up schedules, available at more than 50 locations in Chapel Hill and Carrboro. Schedules are also distributed on the buses, and are printed in individual pamphlets, color-coded according to the route.

The schedules also contain detailed information on fares and discounts. Standard fares for adults are 50 cents during peak hours and 40 cents at other times. The U and S routes will cost 25 cents during peak hours and 20 cents at other times. Transfers are free on all routes except the campus routes. On the U and S lines, transfers are available for an additional fare.

Several types of bus passes also are available. Long-term bus passes may be purchased at a discount price by UNC students, faculty and staff from the UNC Department of Parking and Traffic, located in the campus YMCA building.

The Chapel Hill Transit System will have 2 routes for on-campus service, the S and U lines. Seven other lines will serve areas in Chapel Hill and Carrboro.

Passes for the entire academic year are \$40 for an unlimited number of rides on either of the campus routes, and \$80 for an unlimited number of rides on any of the nine routes. Semester passes are also available and sell for \$24 for campus service and \$48 for full service.

Another option is the 40/80 Ride Ticket. Priced at \$16, this pass entitles the purchaser to 80 rides on campus routes or 40 rides on any of the routes or any combination of the two.

Handicapped passes can be purchased only at the town's Municipal Building on North Columbia Street. All routes have some buses that are equipped with lifts. Those runs with a lift service are marked with an H on the printed schedules.

The transit system includes two types of Shared Rider Service available to riders holding passes. A feeder service is available on weekdays in three zones: Morgan Creek, South Lakeshore and Cedar Hills.

"These areas don't generate enough ridership for regular bus service," Godding said. For the price of the regular

adult fare, the rider may call the dispatcher to arrange a pickup time and transportation to the nearest bus stop by limousine-type vehicles.

The second type of Shared Rider Service is System 1, which operates from 6:30 to 11:45 p.m. on weeknights and from 10 a.m. to 5:45 p.m. on Sundays. System 1 replaces regular weekday service on some lines. Regular adult fares apply for trips which start and end at a bus stop. Door-to-door service is available at an additional cost.

Godding said there would be some bus stop changes in conjunction with the rerouting of the lines. Stops will continue to be marked with red and blue signs. The transit department hopes to complete the removals from and additions to existing signs by today.

Godding also said that new driver uniforms have been ordered and will arrive in early September. The decision by the town council to outfit the drivers followed a highly publicized debate earlier in the year.

The scene after a crash near the Horace Williams Airport ... the Orange County Commissioners are under pressure to approve the proposed Midway Airport

## Commissioners vote tonight on new airport

By BONNIE FOUST  
Staff Writer

The Orange County Commissioners will vote tonight on whether to approve the construction of a new airport in the county. The commissioners' decision comes one week after the Orange County Planning Board recommended the rejection of the airport.

The proposed Midway Airport has been a subject of controversy since fall 1980. Occupying 232 acres of land nine miles west of Carrboro in Bingham Township, the airport would consist of a 5,000 foot runway and hangar space for 276 planes.

The approval of Midway would allow for the closing of the highly criticized Horace Williams Airport, located north of Chapel Hill, off Airport Road. Two airplane accidents have occurred at the airport during the past year, and area residents are concerned that another might crash into nearby Seawell Elementary School.

In rejecting the Midway proposal, members of the planning board cited three reasons:

- the airport did not meet all Federal Aviation Administration requirements
- fire protection was inadequate
- the project was incompatible with the development plans of that area.

"I was opposed to it on the basis of certain defects in the application," said Dr. Logan Irwin, a planning board member.

"The developers did not have right of way or easements at the end of the runway. I felt that is important because accidents can be caused if you do not have clearance at the runway end," Irwin said. "It also does not conform to the land use plans of Bingham Township. People believe the township should be an agricultural and residential area. The airport is not in the best interest of this," he said.

Dr. Alice Gordon, another planning board member, agreed with Irwin.

"Basically, I was opposed because it (airport) would have an adverse impact on the surrounding area," she said.

Lee Mehler of Pelloquin Associates, architect for the proposed airport, said that although the reaction of the board was expected, the board's reasons for turning down the proposal were invalid.

Mehler said that since Bingham Township was an agricultural area, it would be a prime location for the facility. A letter he received from the state transportation department stated that most airports in the state were developed in rural areas.

Also, as far as fire protection is concerned, Mehler said it would not be easy, but if certain conditions were met, adequate fire protection could be provided.

Concerning the FAA requirements, Mehler said: "To everybody, including the FAA, we have met all FAA requirements."

Fred Hazard, agent for Buck Mountain Development Group, which is planning Midway, also maintained that the project has met all FAA requirements.

"We have reworked the project to meet all FAA and state requirements. We intend to and can meet all FAA requirements," he said.

Hazard said he received a letter from William Tuntle Jr. of the North Carolina Division of Aviation stating that Orange County was placing standards above and beyond those required by the FAA.

However, Irwin said the FAA has different standards for private airports. And while Midway may have met those standards, it did not meet the standards for general airports.

"We have to consider the wording of the zoning ordinances," he said. "The airport should meet all FAA requirements for general airports."

"The airport should have control over approach, departure and clear zones. The developers do not have control over approach, departure and clear zones."

"We have to make a judgment on the way the ordinance is worded. In that respect they did not meet the requirements," Irwin said.

Although it is true that private airports do not have to meet any particular requirements, an airport applying for a special-use permit (which is the case with Midway) must meet all FAA requirements, said Bruce Mathews, Airport Development Specialist for the Division of Aviation.

For an airport of its type, Midway has met all the requirements, he said.

Mathews also said that whether an airport meets the standards depends on how stringently the requirements are interpreted. Orange County probably uses a very strict interpretation of FAA rules, he said.

Members of the Chapel Hill Coalition for Airport Planning believe that Midway Airport would be a good alternative to University-owned Horace Williams Airport. UNC officials said that they would shut down the airport if Midway was acceptable to all University requirements.

But Gordon said that the Midway proposal was reviewed objectively and the Horace Williams problem was not and should not be taken into consideration.

"We judged the proposal on its own merits and found it wanting. I sympathize with the pressure and concern about Horace Williams, but I feel it was irrelevant in the consideration for Midway," she said.

Both Mehler and Hazard see no concrete reason for rejecting the proposal.

"The only legitimate reason I see is that the planning board members do not want an airport or least not an airport in Bingham Township," Mehler said.

Both men expect the county commissioners to approve the proposal.

# Thanks y'all!

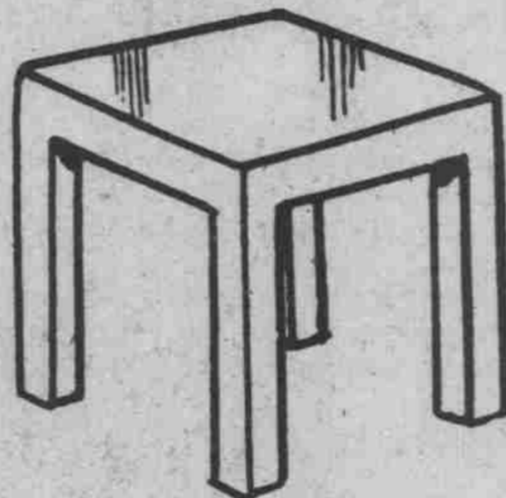
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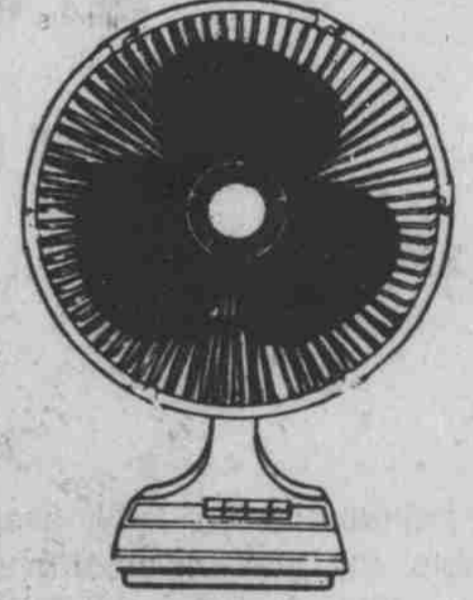
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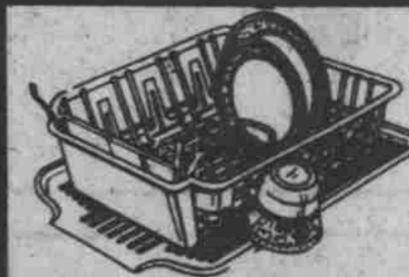
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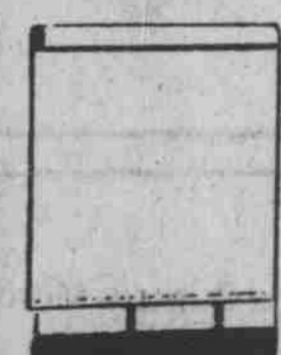
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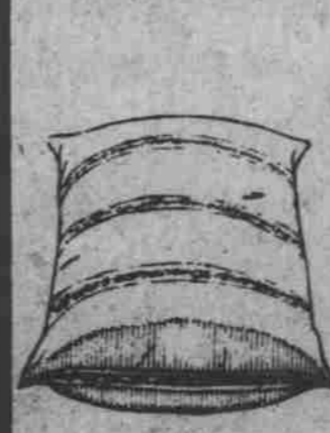


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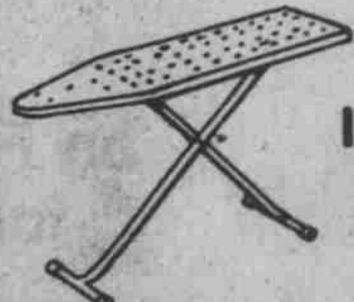


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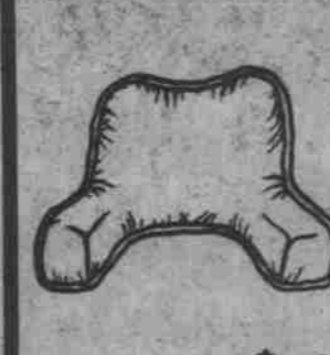
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