

# CTT Clearwater Transit Times

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September 1978

## I-5 accident: Slick roadway major factor

Investigations into last month's three-bus crash on the I-5 freeway have shown that slippery, wet pavement on the covered sections of express lanes may have been a major factor in the accident.

Metro asked Northwest Laboratories and the National Safety Council to conduct tests on the covered section of the express lanes after one of the buses involved in the accident was discovered to have worn tires that did not meet state or federal standards.

During testing, investigators found that the condition of the tires—worn or with good tread—made "no significant difference" in the stopping distance of a bus on either dry or wet pavement. However, they found that the covered sections of the freeway, where the accident occurred, were extremely slippery in wet weather, much more than exposed sections.

According to Transit Director Chuck Collins, the tests showed that operating buses on the covered express lanes under wet conditions is similar to driving on compact snow or ice.

He said he could only speculate about the cause of the "ice like" road conditions. But the age of the freeway pavement and the overhead roadway that prevents rain from rinsing oil from the street may be factors.

**BECAUSE OF THE FINDINGS,** Collins said that investigations of all other express lane accidents involving Metro buses would be reopened.

Collins also reported that Metro buses will maintain reduced speeds on the express lanes until all investigations into alternative operating procedures are completed. Immediately after the I-5 accident, all buses traveling on the express lanes between N.E. 42nd Street and Columbia Street were required to cut speeds to 45 m.p.h. During the morning rush hour all buses traveling between Mercer and Columbia Streets have to stay under 30 m.p.h.



TV crews were on the scene during last month's tests on the I-5 express lanes.

The three-bus accident occurred on August 22 just south of the Mercer Street off-ramp. A Metro coach had run out of fuel and pulled over to the shoulder. It was hit by a second bus, which was then struck by a third coach. Sixty-eight people were treated at area hospitals after the accident. The three drivers involved also suffered minor injuries.

**PRELIMINARY ACCIDENT** findings showed that the rear tires on the second

coach were worn below the minimum level required by law. A fleet inspection following the crash found that about one-third of all buses had deficient tires. All bad tires have since been replaced.

Tires on all Metro buses are provided, inspected and maintained by General Tire and Rubber Company.

Collins said that General Tire "failed significantly" in the performance of its contract with Metro. He added, however, that Metro bears the ultimate re-

sponsibility for fleet safety. Since the accident, procedures have been changed. Tires are now inspected by Metro maintenance personnel.

At CTT press time the accident investigation was still in progress. Complete findings will be reported when they are available.

## Davis named to federal post

Aubrey Davis, Metro councilmember and chairman of the council's Transit Committee, resigned last month to accept a position as regional representative for the U.S. Department of Transportation.

Davis, a Metro councilmember since 1970, was named by Transportation Secretary Brock Adams to the federal Region X post, which includes Washington, Oregon, Idaho and Alaska.

As Metro's transit committee chairman since its beginning, Davis has played a vital role in the agency's progress and development.

Formerly the mayor of Mercer Island, Davis was a Mercer Island city councilmember and chairman of the Standing Committee on Transportation of the Puget Sound Council of Governments. He resigned both posts upon appointment to his new position.

## Transportation chief visits



Lonnie Sewell, Metro's chief of traffic coordinators, talks to U.S. Transportation Secretary Brock Adams. When the transportation chief came to Seattle last month he talked to people in the transit department and heard a presentation on Metro's minority business program.

## Employees aid the injured

There was a positive aspect to the August 22 freeway accident—some outstanding follow-up work by Metro employees.

Shortly after the accident, three Metro buses and several staff cars were on the scene to help transport injured riders to hospitals and take others to their destinations downtown.

According to Jim Calhoun, operations coordinator, the first bus was on the scene within four minutes after the accident occurred. "The driver of the bus, Edith Allen, did a great job," said Calhoun. "She helped many of the injured onto her bus and kept them calm."

Between 40 and 45 of the 68 injured people were taken to hospitals in Metro vehicles. Some of those people were then driven to their destinations after being examined.

In the days following the accident, several Metro staff members accompanied insurance adjusters who visited the accident victims. The staffers offered to help the injured passengers overcome any inconveniences they might have faced as a result of the crash.

## Letters

### Retired and flying high

Dear Metro:

When Metro transit operator Fred Snyder retired last March, after 32 years as a bus driver, his last trip to Renton on the 26 Latona line was indeed a memorable occasion. On this "au revoir" ride, his friends came in droves, carrying gifts, cakes, pop and packages of every color and size. Before the bus reached Second and Pike, it was completely filled and crowded with standees.

Riders on his route are still talking about Fred. A more popular transit operator would be hard to find.

And now in retirement, his many friends will be glad to learn of Fred's leisure time avocation—hang gliding. Yes, it startled me too, to find this out. With a friend, Fred has set up a jump platform on Zimmerman's bluff, about three miles from Bothell Acres. Three times a week Fred can be seen soaring over the terrain, "dipsy-doodling" and twisting above admiring onlookers.

Fred says that any of his friends and former riders can come out and watch. He will be happy to serve up plenty of food and drink. He misses his former riders and would like them all to come out and spend the day.

Cesson Friedenpuhl  
Seattle

### Convention thanks

Dear Metro:

We would like to express our appreciation to Metro and its employees for the fine service given us during the recent convention of Jehovah's Witnesses held in Seattle.

Ted and May Brown  
Kemmerer, Wyoming

## Atlantic driver wins 'roadeo' title

Charles Davis, driver from Atlantic, is Metro's 1978 bus roadeo champion. With Metro since 1973, Davis won the title over 32 other transit operators at the second annual bus roadeo held last month.

Davis scored 603 points in the competition that tested handling skills, safety practices and equipment operation. The second place finisher with 592 points was Atlantic driver D. W. Beck. Milton Merkel from Atlantic and Dearborn driver Marvin Sherwood tied for third place with 573 points. Atlantic driver George Nightingale placed fifth, and Roger Cady from the East Base finished in the sixth spot.

As champion, Davis was awarded a \$100 cash prize and will receive an expense-paid trip to Toronto later this month to compete in the North American bus roadeo competition sponsored by the American Public Transit Association.

## CTT

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All Metro employees are encouraged to contribute stories, photographs and ideas to the CTT. Send contributions no later than the end of each month for publication in the following month's issue.

# Council approves waiver application



Executive Director Neil Peterson explains the impact of combined sewer overflows to the Metro Council.

The Metro Council last week approved a motion to submit preliminary applications for waiver of the federal requirement for secondary wastewater treatment at Metro's Puget Sound treatment plants.

The preliminary waiver applications do not commit the council to seek secondary waivers for Metro's Puget Sound treatment plants, but they keep open that option. The federal deadline for submitting the applications was September 25. Complete waiver applications will be due 90 days after the Environmental Protection Agency publishes its final secondary waiver regulations.

The action by the council authorizes

waiver applications for Metro's plants at Richmond Beach, West Point, Alki, Carkeek Park and the proposed facility in the Duwamish industrial area.

The proposed Duwamish plant is part of the preferred facility plan proposed by Executive Director Neil Peterson.

Peterson, in a report to the Metro Council last month, recommended a program that will take immediate action to solve today's water quality problems as well as address future areas of concern.

The facility plan includes major programs to control combined sewer overflows and reuse sludge, an extensive study of toxic pollutants, construction of a wastewater treatment plant in the

Duwamish area and application for a waiver of the secondary treatment requirement.

PETERSON SAID COMBINED sewer overflows were the major water quality problem facing our region today. He called for overflow control programs at four priority locations—Lake Washington swimming beaches, West Seattle beaches, Longfellow Creek and southern Lake Union.

The construction of a Duwamish area plant, Peterson told councilmembers, would solve existing problems and have a minimum impact on neighborhoods. The proposed plant, to be completed in 10 years, would also allow Metro to abandon its present Alki and Carkeek Park plants.

A vital part of the proposed plan is the proposed \$6 million toxicant research program. Peterson said that toxic pollutants will be the "main threat to water quality in the nation in the last quarter of this century."

PETERSON ALSO recommended a program to reuse sludge. He called sludge management the "most serious residual waste problem facing sewage agencies all over the country." The recommended program would use sludge for forest land improvement, park land development and agricultural purposes.

The total cost for all aspects of the plan would be approximately \$373 million for Metro and \$27.1 million for the city of Seattle. If approved, 75 percent of the costs would be provided by the federal government and 15 percent by the state.

Peterson stressed that if Metro were to convert to secondary facilities now, capital costs would be an additional \$140 million and operating costs an additional \$108 million in 1978 dollars over the next 30 years.

"The critical point here is that we are not asking the public to pay these costs now because we cannot yet point to significant benefits from secondary treatment," Peterson said.

## MetroSpeak

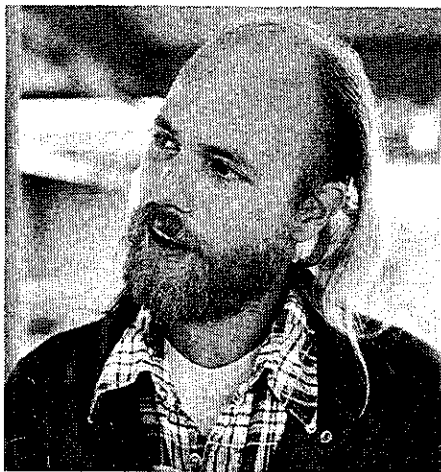
"What do people say to you when they first learn you work for Metro? Do they give you advice on policy, operations or what?"



Steve Saxby, transit operator, Atlantic—"I just had lunch with my aunt. She rides the bus quite often, and she was complaining about a driver. Transit involves so many people that I guess just about everybody has a Metro story."



Jeanette Bell, transit operator, Atlantic—"They say, 'you drive that great big bus? Aren't you afraid of all that weight behind you?' Actually most people think it's great, and I think they're kind of proud of me. They tell me I have a lot of guts."



Bob Swanson, operator, Alki treatment plant—"Most people aren't familiar with the water quality side. I have to explain what I do. They can't quite figure out what I'm doing in sewage at Metro. I just tell them the job security is pretty good."



Hank Byington, gardener, Alki treatment plant—"People say 'oh the buses.' Then I have to explain about the water quality operation. Usually people are then pretty positive."

## MetroSponse

### TM cancellation

"I heard recently that the scheduled 'Brown Bag Special' on transcendental meditation at Metro was cancelled because of objections raised by a group known as the Christian Bus Drivers' Fellowship. These objections seem to indicate to me that they do not believe in a person's right to choose whether he/she would like to attend a particular event.

"I have heard they objected to this lecture on the grounds that it was 'demonic.' To the best of my knowledge a person's conscience and sense of right and wrong is much stronger than any demon, real or imaginary, even in meditation. Perhaps these individuals have not read the results of research done at major universities indicating the positive effects of meditation on stress. TM, as far as I know, is not incompatible with any religion I've heard of. Christ meditated in the garden.

"In my opinion, anything that will bring a bit of calm or personal peace in this chaotic, violent world ought to be tolerated."

MetroSponse: Michele Demitriades, compensation and employee relations supervisor, reports that the lecture was cancelled not because of the objections of any group but because the TM institution is considered a religious organization by the courts. On the advice of legal counsel and in order to uphold the constitutional doctrine of separation of church and state, the presentation was called off.

# Court rules in favor of rush-hour lanes

# Metrograms



The rush-hour bus lanes in downtown Seattle are helping buses travel smoothly on Second and Fourth Avenues.

An effort to prevent the city of Seattle and Metro from operating exclusive rush-hour transit lanes on Second and Fourth Avenues downtown was denied last month by King County Superior Court Judge T. Patrick Corbett.

Corbett ruled against a motion for a temporary injunction filed by a group known as the Downtown Traffic Planning Committee. The committee argued

against the lanes on the grounds that the city had failed to comply with state law by not filing an environmental impact statement.

Judge Corbett said the operation did not show a significant environmental impact. He said further that there was no probable cause to believe that the exclusive lanes would lead to a significant impact in the future. Corbett also noted that such environmental

problems as noise, air pollution and traffic accidents appear to have decreased with the introduction of the new lanes.

Previously Corbett had ruled against the Downtown Traffic Planning Committee in a motion for a restraining order against the rush-hour lanes. The group has now filed for a permanent injunction. A trial date has not yet been set.

## In the news

Almost a million dollars in Metro construction contracts were awarded to minority-owned businesses during the second quarter of 1978.

—Facts

The County Council delayed until next year the issue of having voters decide whether to merge the county government and Metro.

—Seattle Times

Metro transit's ambitious \$38 million trolley updating and expansion project is being sidetracked by a shortage of electrical workers throughout the area, according to Ted Mallory, Metro's technical services director.

—Seattle Post-Intelligencer

The state Department of Agriculture has cited Washington Tree Service Inc. for "operating in a faulty, careless and negligent manner" when it treated Green Lake with herbicide April 6.

—Seattle Times

Metro will ask the state Department of Transportation to increase the official estimated cost of a new Interstate 90 crossing of Lake Washington by \$86 million to cover construction of bus-access lanes in Seattle and Bellevue.

—Seattle Times

Bicycle racks were originally attached to San Diego and Seattle buses to solve the problem of getting cyclists across city bridges where they're banned: the Coronado Bridge across San Diego Bay, and the Evergreen Point Bridge across Lake Washington.

In San Diego, the bike rack bus fleet has been expanded to 18 and now covers three regular routes, taking bikers farther than just across bridges; cyclists are able to get to scenic destinations without pedaling a long way. Seattle's program is still confined to the bridge.

—Sunset

Several Seattle-area streams, damaged and polluted as the region has grown and developed, would be restored to support spawning fish runs under a program involving Metro, the state, King County and several cities.

—Seattle Times

An overwhelming majority of local citizens support completion of the expanded I-90 Mercer Island Bridge corridor, according to the latest opinion poll commissioned by the Seattle Chamber of Commerce.

—Seattle Post-Intelligencer

A citizen group called the Toxicants Task Force has learned that wastewater entering Metro sewage treatment plants contains 24 synthetic or organic toxicants, including 18 of the 65 toxic substances listed by the federal Environmental Protection Agency (EPA) in its proposed regulations for controlling toxins.

—Kent News-Journal

Graphics design Supervisor **Jan Laughlin** was a featured speaker at "Publicity Plus '78," a seminar sponsored earlier this month by Women in Communications, Inc. Laughlin's presentation covered problem-solving in graphics. The conference included professional communicators from throughout the greater Seattle area.

The Seattle Police Department is looking for "dog donors." Its K-9 Unit is searching for male purebred German shepherds, 9 to 24 months old and weighing more than 75 pounds. Anyone interested in donating a dog for police service should call the Seattle Police Department at 625-4691.

**Earle Roberts** of the West Point division reports that North Seattle American Legion Post No. 112 is looking for eligible veterans to become members. The post now has 20 Metro employees as members, Roberts said. Anyone who served in the U.S. armed forces from 1917 to 1918, 1941 to 1946, 1950 to 1955 or 1964 to 1973 is eligible. Those interested in joining Post No. 112 should call Roberts at 782-3926.

A new magazine that should make bus enthusiasts happy will begin publication shortly. *Bus World*, published by Sunset Enterprises in California, promises to cover "the world of buses—transit, intercity and charter."

United Way of King County has announced that its 1978 fund drive goal will be more than \$14 million. This year United Way will direct special attention toward services for families, battered women, neglected and abused children, elderly persons and emergency housing, according to officials. United Way of King County now has more than 400 volunteer positions open. For more information on the 1978 fund drive running from September 11 to November 9, call United Way at 447-3765.

Metro Exchange Building employees and others who work in the downtown area will be happy to know that King County now has a driver's licensing bureau open in downtown Seattle. The bureau is in Room 401 of the King County Administration Building at Fifth and James Streets. Office hours are 8:30 a.m. to 4:30 p.m., Monday through Friday.

*Change Your Mind About Your Body* is the title of a new publication from Blue Cross that discusses diet, exercise, alcoholism, smoking, stress and the role of self-care in good health. The booklet and other health information are available from Health Awareness, Blue Cross, P.O. Box 327, Seattle 98111. The phone number is 361-3446.

**Lonnie Sewell**, chief of Metro's traffic coordinators, has been awarded a grant from the Urban Mass Transportation Administration for a five-week transit study program conducted by Carnegie-Mellon University. Sewell will complete three weeks of classroom work at the university in Pittsburgh and then spend two weeks observing transit systems in Europe. In past years **Jerry Dow**, **Don Munro**, **Jim Patrick**, **Mike Voris** and **Howie Picht** have participated in the course.

The Metro Council has approved several changes in travel policy for staff members.

Major changes include an increase in reimbursement for personal car use from 13 cents to 15 cents per mile and actual cost reimbursements for food and lodging. The changes will require employees to retain receipts for all meals and lodging and submit estimated travel costs before trips are authorized.

## Flyer low bidder for new bus fleet

Low bidder last month on a Metro contract for 150 new buses was Flyer Industries Ltd. of Winnipeg, Canada.

The firm's bid for the project was just below the \$13.9 million allocated by the Metro Council for the order. AM General, the only other bidder, entered a bid of about \$17 million.

The new fleet will include 120 standard buses 40 feet long and 30 smaller buses 35 feet long.

If the Metro Council awards Flyer the contract, delivery of the first buses is expected next summer.

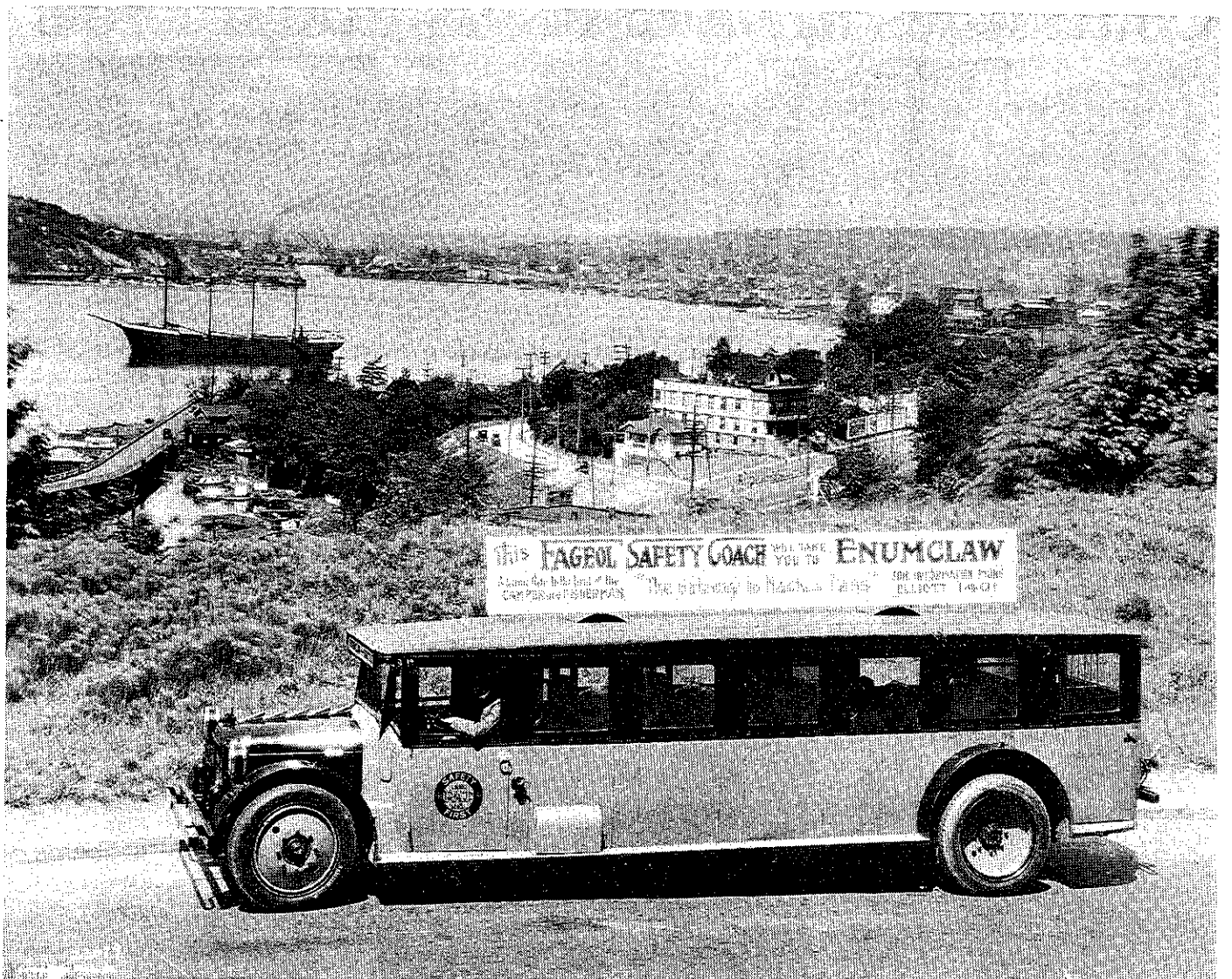
## Suggestion awards

Dennis McCarthy, maintenance mechanic at West Point, was awarded \$50 and a merit certificate for his design of a special suction nozzle for eliminating sand and rags that clog the plant's No. 3 digester. West Point reported McCarthy's design would substantially help correct the situation.

Ronald Wheeler, transit operator at Atlantic, was awarded \$50 and a merit certificate for his suggestions on revising Metro's one-hour pass to separate the a.m. and p.m. time blocks, eliminate the 50 cent column in favor of a "30-50-30" arrangement and add information about zone marker use. Transit marketing said the ideas would improve the design and use of the pass.

R. J. Withey, vault operator at North Seattle, was awarded a merit certificate for his suggestion to remodel transfer and schedule containers to prevent them from being soaked by water. Transit operations reported that although repair work had been scheduled some time ago, containers still need repair.

Charles Tiebout, transit operator at Atlantic, was awarded \$25 and a merit certificate for his suggestion to place "12:00" at the top of the one-hour pass instead of at the bottom in order to prevent passenger abuse of the pass. One-hour passes have hours listed in



## Backward glance

It's easy to see from this photo that Metro's van service to Enumclaw and the Green River Valley is nothing new. In the early part of the century this "van" traveled between

Seattle and Enumclaw—the "land of the camper and fisherman," according to the sign. Note the large sailing vessel in the background anchored in Lake Union.

order along the left side and minutes along the right side. When a passenger asks for a one-hour pass, the driver cuts off the bottom of the pass at the hour and minute that the pass expires and punches "a.m." or "p.m." on the pass. With "12:00" at the bottom, some passengers were taking passes expiring between noon and 1:00 p.m. and cutting the passes shorter for another hour so that they could use them later in the day. Transit marketing said the idea would definitely cut down pass abuse.

William Brossman, carpenter at Atlantic, was awarded \$15 and a merit certificate for his suggestion to form grooves on the boarding steps of coaches

to make them less slippery for passengers. Transit operations reported the idea would improve safety and save money.

## Retirements

Charles H. Buerger	Transit Operator	7/4/78	9 years
Byron L. Kennedy	Equipment Service Worker	5/2/78	33 years
Robert F. Krebs	Transit Operator	7/6/78	27 years
Alfred J. Muirhead	Service Supervisor	8/3/78	28 years
Dorothy V. Swanson	Employment Specialist	7/1/78	34 years

## Top drivers named for August and September

Metro's operators of the month for August and September have been named.

August operators of the month are Alfred Gisselberg, Atlantic; Ted Lammers, North Seattle; Leonard Gustafson, Dearborn; and Dewey Parsons, East Base.

Gisselberg has a 15-year safe driver award and an excellent attendance record. He also has received two commendations and many comments on his outstanding work with older passengers.

Lammers has not had a miss since he was first employed in 1946. He also has

a 28-year safe driver award.

Not only has Gustafson received commendations for his polite service, but he has not had a miss in 17 years. He also has a 25-year safe driver award.

Parsons has an outstanding attendance record and has the longest safe driver award of any Metro operator—32 years.

September's operators of the month are Loren Womack, Atlantic; Walter Mandel, North Seattle; Marv Sherwood, Dearborn; and Cecil Jarvis, East Base.

During his two years at Metro, Womack has earned a two-year safe dri-

er award and received a commendation for courteous service.

Mandel has an excellent attendance record and a 17-year safe driver award.

Sherwood has received three commendations for his polite service and won a nine-year safe driver award. The Dearborn driver also tied for third place in this year's bus roadeo competition.

And Cecil Jarvis, winner of a six-year safe driver award, has an outstanding attendance record, with no late reports or unexcused absences since he started work as an operator in 1949.

## Safe driver awards

### 3-year awards

Charles A. Davis	Atlantic
Elmer O. Eckhart	North Seattle
Diane M. Eggleston	Atlantic
Ronald G. Higashi	Atlantic
Harry P. Jackson	Atlantic
Peder S. Jensen	Dearborn
Hillary J. Kolyer	East Base
Frank E. Koons	Atlantic
David P. Kunz	Dearborn
Alvin J. Lofton	Atlantic
Frank W. Neubert	Dearborn
Mark A. Parr	East Base
Robert R. Toner	North Seattle

### 5-year awards

John P. Clemence	North Seattle
Irving E. Clithero	North Seattle
Dennis M. DeWitt	Atlantic
Rodney R. Moore	East Base
Charles L. Perley	North Seattle
Steven A. Saxby	Atlantic

### 15-year awards

Gordon W. White	East Base
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### 25-year awards

Charles J. Allen	North Seattle
George E. Suckles	North Seattle
Vernon G. Streib	Atlantic

### 30-year awards

Cecil Hume	North Seattle
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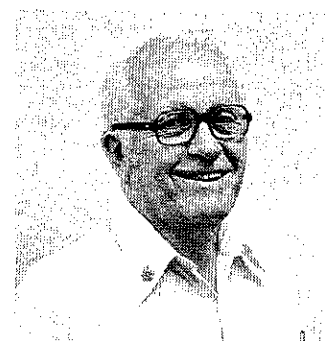
Alfred Gisselberg



Ted Lammers



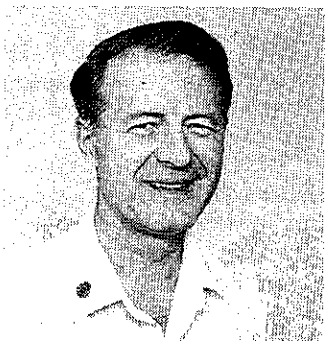
Leonard Gustafson



Dewey Parsons



Loren Womack



Walter Mandel



Marv Sherwood



Cecil Jarvis