

CTT Clearwater Transit Times

Published for its employees by the Municipality of Metropolitan Seattle

January 1983

Congestion hurting retail sales downtown, Peterson says

Traffic congestion in the central business district is hurting retail sales and causing delays in bus service, Executive Director Neil Peterson told the downtown Rotary Club Jan. 5.

Peterson said that if nothing is done about the congestion problem, the average speed of bus service downtown will drop from about 5 miles per hour to 3.5 mph in 1990.

Delays would cost the agency about \$21 million a year. They could also cost retailers millions of dollars in lost revenue if shoppers perceive that it's difficult to get in and out of downtown.

To remedy the situation, Peterson said the community must do three things to improve ease of access to downtown:

- Free existing streets for automobiles.
- Provide adequate short-term parking for shoppers.
- Provide direct, non-stop transit into the downtown area.

"WE IN THE SEATTLE/KING County region are at a crossroads," Peterson said. "We must improve ease of access to downtown Seattle, especially during peak hours. The question before us is what is the right course of action to take?"

Peterson reviewed several options available to solve the congestion problem downtown.

A transit mall used exclusively for buses during peak hours would improve bus speed and reliability, but this option offers only a short-term solution.

A mall with terminals at either end



Executive Director Neil Peterson warned Rotarians that bus service is being delayed and retail sales downtown are suffering because of congestion in the Seattle central business district.

would significantly improve the congestion problem until about 1990. It would, however, require passengers to transfer at the terminals to a shuttle system operating on the mall.

The third option, which Peterson called a higher-risk solution, is to build an underground transit concourse, perhaps down Fourth Avenue to Pine Street and Interstate 5.

An underground transit concourse

could tie in with plans now being considered by the city of Seattle to improve the Westlake area downtown.

"AN UNDERGROUND concourse from I-5, opening up to Westlake Mall, would bring 70,000 people a day into the basement, the heart of our downtown retail core," Peterson said.

Going underground would free existing streets for automobiles, im-

prove bus trip times dramatically, reduce operating costs and reduce the number of transfers required.

"It's time to confront a serious problem occurring in downtown Seattle," Peterson told the Rotarians. "We must improve ease of access through downtown, not only for transit but to protect and vitalize the retail activity so essential to the life of our city and our region."

Metro to keep watch on state legislative action

Legislators are back in Olympia grappling with many serious problems facing the state including the budget, record unemployment, an inadequate tax base, drunken driving and a host of other issues.

Aside from these political hot potatoes, Metro hopes legislators pass several bills concerning transit and water quality topics. These bills include:

Motor vehicle excise tax—This measure would increase public transportation's share of the state motor vehicle excise tax from 1 percent to 1.5 percent. The overall state MVET tax rate would not change.

Metro would receive an additional \$10 to \$15 million per year from the locally collected MVET. The revenue would help fund the mid-range downtown transit project and other elements of the regional Transit 1990 Plan.

Authority to pledge MVET to secure payment of bonds—This measure would restore authority to pledge MVET revenue for repayment of bonds.

Metro analysts expect the agency to issue bonds in the mid-1980s to help fund the mid-range transit capital program. This bill would secure payment of those bonds.



Olympia report

Enforcement of conduct on Metro vehicles—This bill would authorize police officers to make arrests for illegal passenger conduct on Metro buses. Currently there is no law, other than obstruction, that allows police to cite passengers for illegal conduct. Metro expects this law to free transit operators from having to intervene in problems occurring aboard buses.

LIDs for lake restoration and aquatic plant control—This bill would amend local improvement district legislation to help citizens control milfoil and other aquatic plants.

Amendments to LID legislation would satisfy a request by the Metro Council to find a mechanism that

citizens could use to fund milfoil control and other lake improvement projects.

Metro also has special interest in several other bills:

State gas tax increase—Under this proposal, the current 12-cents-a-gallon gas tax would increase 3 cents in fiscal 1983, 2 cents in fiscal 1984 and 2 cents in fiscal 1985. All revenue would be distributed according to existing statutory formulas.

The tax increase would raise about \$140 million in the coming biennium. It would be used primarily for rebuilding roads, but some revenue would be used to build new park-and-ride lots and high occupancy vehicle lanes.

Creation of a Puget Sound Water Quality Authority—Introduced by Senator Phil Talmadge, this bill would establish a Puget Sound Water Quality Authority to conduct studies and make recommendations concerning the water quality of Puget Sound. The authority's 21-member board would be appointed by the governor. The state Department of Ecology would provide staff support.

Increase sewer district representation on the Metro Council—Sewer districts are proposing an amendment to Metro's enabling legislation that

would add one more sewer district representative to the Metro Council. Currently, the sewer districts have one seat on the council, now held by Betty Lunz of the Val-Vue sewer district.

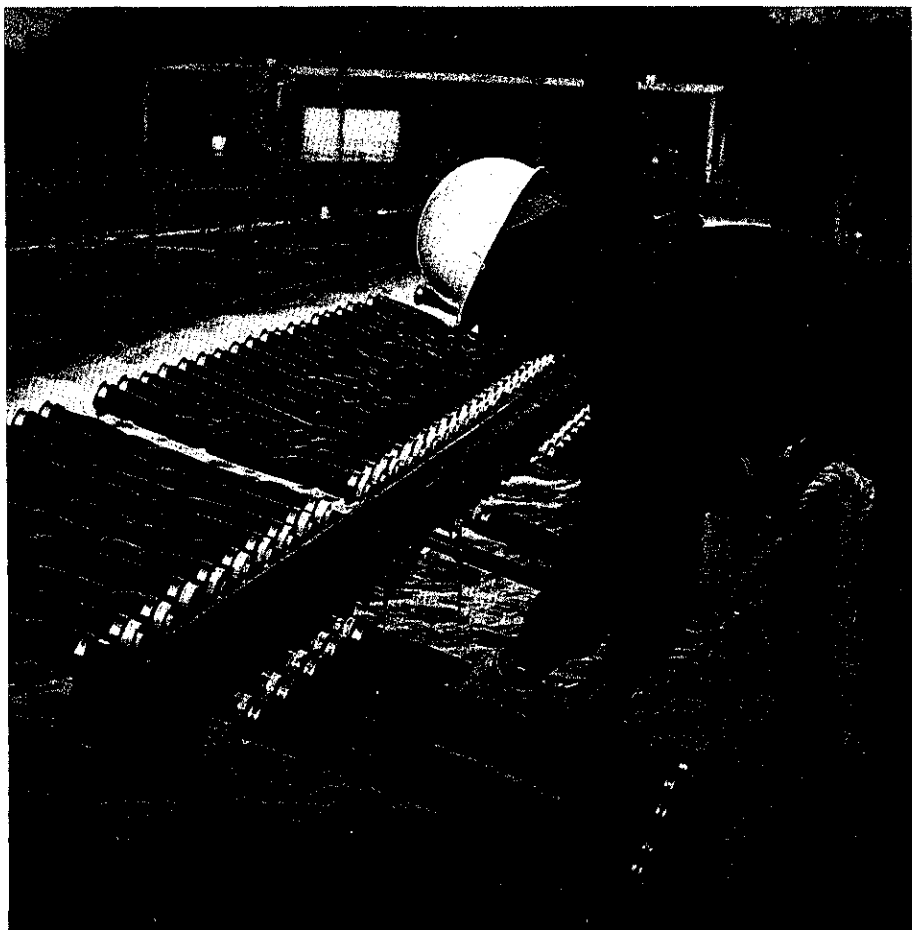
Gas tax increase makes cents to Metro

Motorists and mass transit agencies, including Metro, will benefit from the 5-cent a gallon gasoline-tax increase signed into law by President Ronald Reagan earlier this month.

Under the legislation, the federal gas tax will increase a nickel to 9 cents a gallon beginning April 1—the first federal gas tax increase since 1959.

Eighty percent of the expected \$5.5 billion a year in revenue is earmarked for repair and construction of highways and bridges. The remainder will go to mass transit capital-spending projects.

"Metro should receive about \$28 million a year in formula funds," said Ron Posthuma, senior government relations analyst. "There also is an opportunity to go after additional discretionary capital grants for major projects like the downtown Seattle transit project if the local match is available," Posthuma said.



Workers install new energy-efficient bubble diffusers in the aeration tanks at the Renton Treatment Plant.

New diffusers pay off three ways

Installation of energy-efficient bubble diffusers in the aeration tanks at the Renton Treatment Plant may allow Metro to save money in three ways.

In the aeration process, air is blown into wastewater to provide oxygen for bacteria, which feed on organic material in sewage.

This aeration process uses electricity—up to 50 percent of the plant's total electrical needs.

Escalating power rates have pushed Renton's energy costs sky high. The plant's electrical bill has risen from about \$10,000 a month a few years ago to about \$50,000 a month today. And the projected 1983 power-rate increase should push those costs to \$65,000 a month.

To cut costs Metro studied the aeration process and reviewed existing diffuser technology. Engineers concluded that the agency could save money by replacing the plant's coarse-type bubble diffusers with fine diffusers.

THE SAVINGS COME FROM more efficient transfer of oxygen to wastewater. The finer the bubble, the higher the oxygen saturation and the less energy used.

"We estimate a savings of about 350,000 kilowatt hours a month or about \$120,000 a year by going to the fine-bubble diffuser," said Bill Burwell, east division manager. "The system should pay for itself within three to four years with reduced power bills."

That's payback number one.

Several different types of bubble diffusers are on the market. The porous plate type, which works much like an aquarium aeration stone, is

the most efficient. But installation of this system would require taking one of Renton's two aeration tanks out of service and constructing extensive air-cleaning equipment.

Instead, plant operations personnel selected a tube-type diffuser made by Ron Wyss of Water Cleaning Inc. A year ago Metro fitted one header with the Wyss diffuser to test whether the new system would operate properly.

"THERE HAVE BEEN REPORTS of fine diffusers clogging after a few months of operation," said Dick Finger, process control supervisor. "We'll need about 10,000 diffusers for the entire aeration system. At \$31.50 a unit we didn't want to just leap in without testing the system."

After three months Finger checked the diffuser for clogging and found no problems. Then maintenance and facilities crews began the formidable task of converting a quarter of the plant over to the fine diffusers so Metro could conduct large-scale efficiency tests.

"We set up the fine bubble diffusers side-by-side with the coarse diffusers to compare the two systems," Finger said. "After running a series of field tests to measure oxygen transfer we concluded it would be cost-effective to continue with the project."

DURING THE EVALUATION, plant personnel also concluded the Renton plant would need another coarse aeration blower to meet projected flows to the plant. As flows increase, the amount of air needed to treat wastewater must increase proportionally.

Another aeration blower would cost about half a million dollars. To retrofit the plant with fine bubble diffusers will cost about \$400,000.

That's payback number two.

The third payback makes the retrofit even more desirable. Puget Power will pay up to 70 percent of the project cost because of the energy savings involved. This arrangement is the industrial equivalent of interest-free loans available to homeowners for energy-conservation improvements.

Crews are now installing fine bubble diffusers throughout the remainder of the plant. The monthly energy savings alone are enough to power about 350 homes annually. The other savings make a good thing even better.

Containment system to cap stray gas

The Renton Treatment Plant, recognized for its outstanding safety record, will soon be even safer when a new containment system designed to trap chlorine or sulfur dioxide gas is completed.

About 1,500 pounds of chlorine are used daily at the plant to disinfect effluent. Before the effluent is discharged into the Green River, it is treated with sulfur dioxide gas to protect fish and other aquatic life. About 1,000 pounds of sulfur dioxide are used daily at the plant.

During routine maintenance of the chlorination system, small amounts of chlorine or sulfur dioxide gas can get trapped in the lines. Instead of venting the fumes into the atmosphere, Metro is constructing a collection system at the Renton plant to neutralize the gases.

When the containment system is completed, minor gas discharges will be piped into a small 600-gallon tank where they will be neutralized by a diluted solution of sodium hydroxide.

In the unlikely event a relief valve

opens due to a feeder system malfunction, gas would be piped into a larger 4,000 gallon tank and neutralized.

Rising high above each tank are two u-shaped pipes called barometric legs. These legs prevent the caustic solution from being drawn back into the gas feeder piping if a vacuum develops in the system.

Supervising engineer Eddy Chu designed the \$52,000 gas containment system, which is similar to the unit used at the West Point plant. It is being built by the McKinstry Co. contractors.

"This containment system is being installed at the Renton plant in the vital interest of safety and protection of both plant personnel and the general public," said east division manager Bill Burwell. "With expansion of the Renton plant a new chlorine building will be constructed, and additional safety features will be incorporated to accommodate storage of liquid chlorine in railroad tank cars."

Farris ends 20-year Metro career

Glen Farris, a name synonymous with Metro's water quality monitoring activities, retired Dec. 31 after 20 years of service.

Farris joined Metro in January 1963 as a senior water quality planner. At that time Metro was just beginning its 10-year sewerage plan, which called for construction of four wastewater treatment plants, new trunklines and large interceptor sewer lines.

In January 1965, Farris was promoted to chief of water quality. Later that year Metro opened the Renton Treatment Plant.

The following year Metro's water quality monitoring responsibilities expanded with completion of the West Point Treatment Plant, and Farris was promoted to superintendent of water quality monitoring.

In 1976 Farris was assigned to manager of water quality. With reorganization of the water pollution control department in 1980, his job title changed to manager of the analysis, special projects and field activities division.

In that position Farris managed staff working in the special projects unit, industrial waste unit, field unit

and the conventional and toxicant laboratories.

The division's responsibility includes monitoring water quality around Metro's Puget Sound outfalls to ensure compliance with established water quality regulations; toxicant and waiver monitoring programs that require sampling of fish, shellfish and algae; routine monitoring of the treatment plant systems; and continual inspection of local industrial discharges.

Under Farris' direction, Metro organized the highly sophisticated toxicant laboratory to monitor trace organic materials in Puget Sound, industrial discharges and Metro's treatment system.

At the Dec. 2 Metro Council meeting Farris received a certificate of recognition and a 20-year service pin for his dedication to water pollution control.

"Glen personally has been responsible for the high quality of Metro's monitoring activities during the last 20 years," said Metro's water pollution control director Chuck Henry. "We're going to miss him."



Glen Farris, center, manager of the analysis, special projects and field activities division, receives congratulations for 20 years of service during the Dec. 2 Metro Council meeting. Farris is flanked by Metro Council Chairman Gary Zimmerman, left, and Executive Director Neil Peterson.

CTT

January 1983 Vol. 11 No. 1

Published monthly for all active and retired employees of the Municipality of Metropolitan Seattle.

Editor John Gustafson

Designer James Callahan

Photographer Pia Luppino Doss

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.

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The new regular Metro monthly pass includes several features designed to thwart counterfeiters. When dupli-

cated the photocopy changes color, and special fine-line engravings lose detail.

Metro cracks down on pass counterfeiters

Metro hopes new features incorporated in the January 1983 regular monthly pass will foil forgers' attempts to duplicate the transit pass on color copying machines.

Special ink is now being used to print the color band on the bottom of the pass. When the pass is photographed or duplicated, the reproduction does not match the original color.

Also, for added security the new pass includes two metallic silver fine-line engravings. When duplicated the engravings lose detail and take on a halo effect.

Both these features may discourage people from counterfeiting the pass and help drivers spot bogus passes if they are used.

"We expect the new pass to cut down risk and exposure, but not add much to our production costs," said

Jim Munson, accounting manager. "We hope the pass will knock out the people who are making color photocopies."

Because the special ink used on new passes is fluorescent, the color bands are now slightly different shades. The blue one-zone band now has a purplish tint, the red Snohomish band looks more pink and the orange two-zone pass is lighter in color.

Metro hired Virgil Barta and Associates to examine the agency's exposure problem and recommend additional ways to reduce risk. The firm developed anti-counterfeiting measures for Portland's Tri-Met honor fare system and has designed security features for traveler's checks and foreign currencies.

Metro introduced its popular four-color monthly passes, which feature

scenic photos of the Northwest, in 1977. Ironically, the agency hoped this type of pass would reduce security problems but technological advancements in color photocopying have caused an increase in counterfeit passes appearing on Metro buses.

The agency does not know just how serious the forged pass problem is, but up to 15 doctored passes have been discovered in a single month. Also, there have been reports of people selling bogus Metro passes on the street near the Pike Place Market.

Metro will test the new anti-counterfeiting pass in January, February and March. Meanwhile, the consultant is analyzing additional security measures that would make Metro passes even more difficult to duplicate.

In the news

Metro buses and trolleys have carried 2.4 million fewer riders in 1982 than the previous year, a 3.6 percent decline.

This is the first year in Metro's history that its ridership has not increased from the year before.

—Seattle Times

There is a chance that if the Pilchuck Tree Farm is allowed to spray sludge on about 70 of its more than 15,000 acres of land north of Arlington, up to 15 years can be shaved off the time it takes to grow timber for harvest.

—Everett Herald

A contract of almost \$7 million to widen the three miles of Interstate-90 across Mercer Island was awarded to a Woodinville firm. Work will start within a few weeks, for completion by the fall of 1984.

Originally scheduled more than 10 years ago, the current project will provide six lanes across the Island, with opposing traffic separated by median barriers. Two center rever-

sible lanes will accommodate public transit and high-occupancy vehicles; on either side will be two lanes in each direction.

—Mercer Island Reporter

More than 6 million salmon eggs, fry and yearling fish were being kept alive by a backup system of pumps at the Issaquah hatchery after the main water supply failed.

A dam which provided the state hatchery's water partially blew out after a heavy rainstorm, jeopardizing 4.5 million Chinook salmon fry, a million coho eggs and 970,000 yearling coho which were due to be released in about three months.

—Seattle Post-Intelligencer

High concentrations of lead in the air and surface dust have placed Harbor Island on an inclusive, but dubious list.

With one monitoring station recording lead levels several times greater than national human health standards, Harbor Island is among 418 sites

nationwide being reviewed under the federal Environmental Protection Agency's "Superfund" program.

—West Seattle Herald

An environmental group is concerned about a proposal by the state Department of Agriculture to spray some 940 acres in the Ravenna Park area in north Seattle to destroy an infestation of gypsy moths. The moths in their larval stage of caterpillars destroy trees.

The spraying might be done with aircraft, if plans are approved. However, there would first be a series of public meetings.

—Seattle Post-Intelligencer

With the advent of colder weather, Metro transit is "thinking snow."

Metro has contingency plans to keep buses running on schedule—or as close to schedule as possible—if heavy snowfall makes some streets and roads impassable or unsafe for driving.

—Seattle Times

Carl Smith, supervisor of the compensation and EEO section, has been named president of the Pacific Northwest Personnel Management Association, the local chapter of the American Society of Personnel Administrators. Smith, a chapter member for seven years, has served as vice president of program development, vice president of membership, arrangements coordinator and board member at large. The chapter has more than 500 members.

On behalf of all Seattle-area blind people, the Seattle Independent Blind Association presented Metro with an award for helping blind citizens use the transit system. The association mentioned Metro's help in getting blind riders to major events planned by the blind community, having drivers call out stops in the downtown area and having drivers pull to the front of bus stops instead of pulling into traffic at the middle or end of zones.

David Boggs, former director of Metro's finance, budget and administration department, was named general manager of regional transit in Sacramento, Calif. Previously Boggs worked as finance director, assistant executive director and executive assistant of the Houston transit system.

The communications division received several honors at the Society for Technical Communication's annual awards competition held Jan. 12 at the Seattle Design Center. The *Clearwater Transit Times* won top honors in the house organs category; The *Community Report* won first place in the newsletters category and the *Clear Water Watch* came in second; the *Metro Style Manual* took first place in the training manuals category; a brochure called *Sludge—Developing a natural resource* received an honorable mention in the bulletins category; and a story in the *Clear Water Watch* on saltwater intrusion in Lake Washington received an honorable mention in the news articles category.

Water quality planning manager Jeff Bauman is temporarily filling in as manager of analysis, special projects and field activities—a vacancy created by Glen Farris' retirement. During Bauman's reassignment, water quality planning staff will report directly to water quality superintendent John Lampe.

Transit operators of the month have been named for November. Honored are Booker Williams, central base, 14-year safety award in 26 years of service; Albert Viau, east base, seven-year safety award in nine years of service; Steve Funderburke, North Seattle base, nine-year safety award in 10-years of service; Michael Parliament, Ryerson base, six-year safety award in nine years of service; and Claudia Younkin, south base, one-year safety award in two years of service.

The Bellevue City Council endorsed construction of a Metro regional transit center on Northeast Sixth Street between 108th Avenue Northeast and 110th Avenue Northeast. The recommendation will go before the Metro Council on Feb. 3. The council will vote on the proposed Bellevue Transit Center on Feb. 17.

Council set to review north base site suggestions

Two north King County residents won Metro's Place That Base! contest by proposing the Firland complex as a location for a northend Metro bus base.

Emery Shrock of Shoreline and Jackie Smith of Kenmore both suggested the base be built on the southwest corner of the government-owned Firland complex between Northeast 150th and Northeast 160th streets on 15th Avenue Northeast.

Citizens submitted 162 ideas during Metro's Place That Place! campaign. A nine-member committee, chaired by Dr. David L. Moberly, reviewed all entries. Moberly is executive director of the Seattle Foundation and former Seattle School District superintendent.

The two proposals selected as the best were so similar that the committee decided to present both to the Metro Council. The committee also presented three other site suggestions it felt deserved further study by Metro staff.

Those sites include an underground base beneath Seattle's Jackson Park golf course and a site at the Sand Point Builders Supply Co. in Mountlake Terrace. The committee also suggested that Metro take another look at the Aurora Drive-In Theater site rejected by the council in October.

Staff will prepare a comparative analysis of all those sites and two other locations—a tract at Holyhood

Cemetery, examined in the previous environmental impact statement, and a site near the Lynnwood park-and-ride lot.

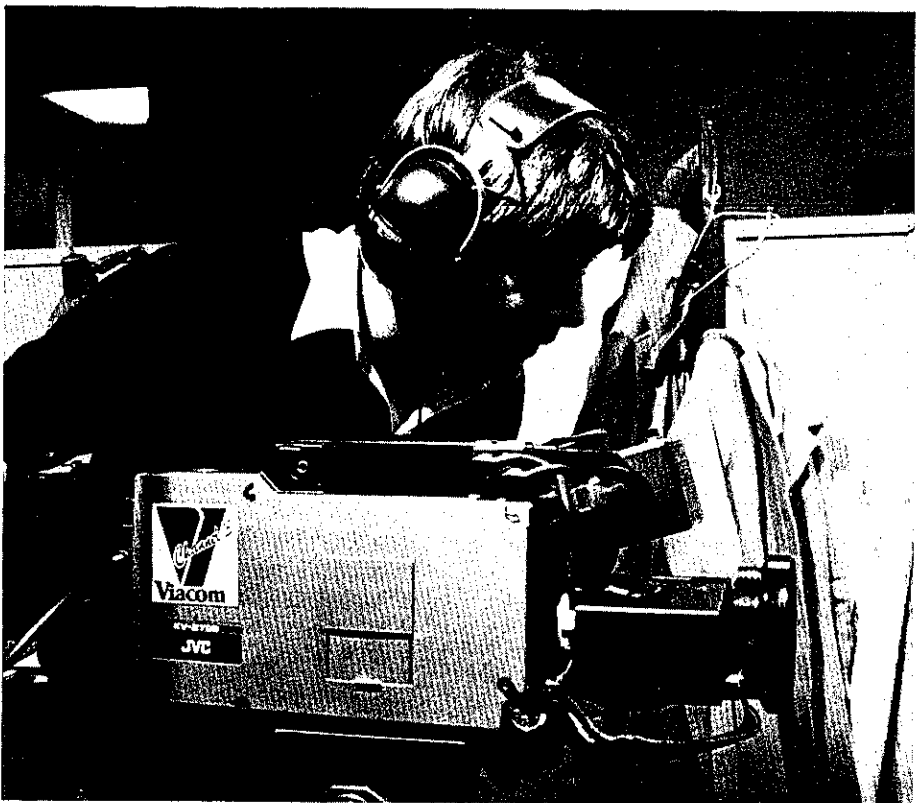
In response to perceived environmental impacts from a northend base, Metro staff has abandoned its plans to build a 400-bus base at a single location. Instead, each site will be evaluated on housing a 200-250 bus base.

Staff will analyze each site on the following criteria: size, zoning/land use, incremental traffic impacts, land cost, construction cost, operating costs, environmental impacts (air, noise, water, human health, economic), access and community considerations.

To determine which sites should undergo a detailed environmental impact analysis, the Metro Council will conduct one or more workshops in late February or early March.

In making a decision, councilmembers will review ridership projections, the base program called for in the 1990 mid-range transit plan, the status of the city-owned North Seattle and Jefferson facilities and the 18 sites already analyzed by Metro staff.

If the council wants further analysis on any site that has not undergone a full environmental evaluation, a north base site decision would occur in late 1983 or early 1984.



Assistant producer Richard Wieser concentrates on taping a segment for an upcoming cable TV show.

On the job

Wieser works behind the scenes

Chances are you've heard of Metro's monthly cable TV program featuring a variety of transit and water quality topics. Chances are even better you've never heard of Richard Wieser—the man behind the video camera used in the productions.

Wieser, assistant to cable program producer Doug Nine, not only does all the camera work for the show, but he edits the program, maintains its technical quality and handles promotion and distribution.

Video is not a new experience for Wieser, who's spent his entire career in broadcasting. While in college he spun discs for a rock radio station, and produced documentaries and advertisements.

For two years he worked at WKEF-TV in Dayton, Ohio, moving from production assistant to master control director to commercial director.

Then after earning a master's degree from Ohio University Wieser joined

KPTS, a public TV station in Kansas, where he produced documentaries.

"We covered everything from dance to governmental issues," Wieser said. "I stayed at the station for 18 months before escaping to Seattle."

Metro's cable TV project interested Wieser because it combines industrial-type production with documentary work.

"What we're doing here is really unique," he said. "Cable allows us to reach out to the community and provide two-way communication through a phone bank available during and immediately after each show."

Metro's latest cable show, scheduled Feb. 2 at 7 p.m., will examine Metro's accessible transit system. The half-hour program, televised on the community channels of six cable TV companies, will also feature a short update on the north operating base project.



Ted Lammers, who has racked up 32 years of safe driving, checks his mirror before pulling out into traffic.

Lammers' safety streak spans 32 years

Not many transit operators can equal the years Ted Lammers has spent behind the wheel. Even fewer can match his safety record.

Lammers began his bus-driving career on Feb. 25, 1946. He's been carrying passengers through Seattle streets ever since. Last December he received a 32-year safe-driving award in recognition of his excellent record.

"I don't do anything differently than other drivers," Lammers said when asked about his good record. "But I thoroughly enjoy my job," he said. "I think that has a lot to do with it."

Through the years Lammers, who drives out of Metro's North Seattle base, has received numerous commendations.

Back in March 1955—before many current Metro drivers were born—a passenger commended Lammers for returning a wallet stuffed with \$520. Two years later, another passenger praised Lammers for returning a lost purse.

His record also shows commendations in 1969 and 1974 for excellent

service. In August 1978 he was named operator of the month. Charles Collins then the transit director, congratulated Lammers on the award and praised him highly.

"The selection committee was particularly impressed with the excellent driving record you have earned despite the considerable overtime you have worked," Collins told him. "Even with the added 'exposure' out on the road, you have managed to compile a 28-year safe driving record. Another remarkable achievement—no misses in 32 years of employment—is an outstanding example for other Metro employees."

Last year Lammers was one of five North Seattle drivers to receive letters from North Seattle base supervisor Bob Sokol recognizing outstanding attendance records.

"Ted's worked virtually every route there is, including the streetcar and Monorail," Sokol said. "His willingness and cooperation to work whenever needed is much appreciated."

1983 holiday schedule

Here's the vacation schedule for 1983. In addition to the holidays listed below, every eligible employee receives a personal holiday. Employees

represented by Local 6, Service Employees International Union, should refer to contract article XIV—holidays, section 1—for their holidays.

Lincoln's Birthday	Friday, Feb. 11
Washington's Birthday	Monday, Feb. 21
Memorial Day	Monday, May 30
Independence Day	Monday, July 4
Labor Day	Monday, Sept. 5
Veteran's Day	Friday, Nov. 11
Thanksgiving Day	Thursday, Nov. 24
Day After Thanksgiving	Friday, Nov. 25
Christmas Day	Monday, Dec. 26