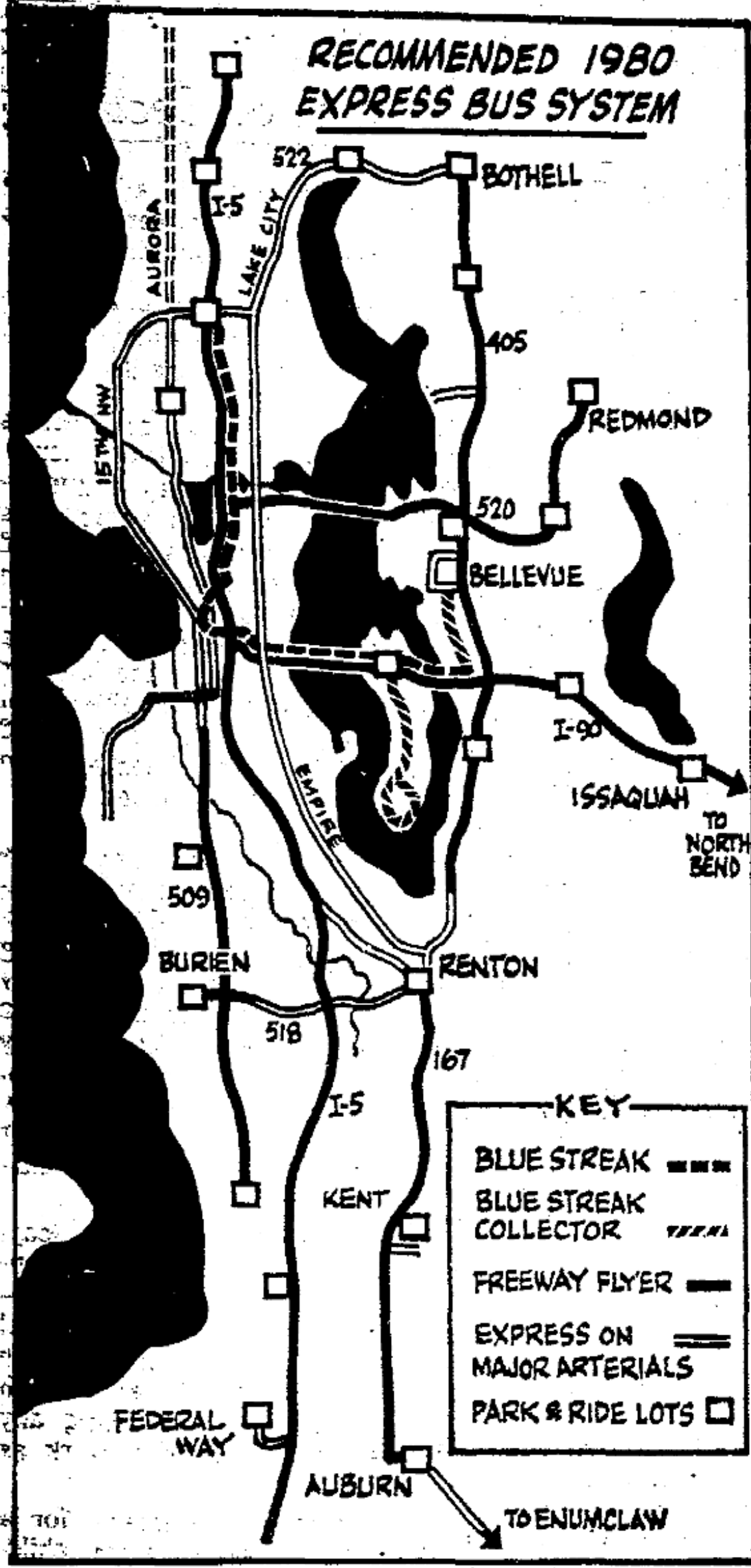


Freeway routes basic in regional bus plan



This map shows express routes recommended by transit planners. Local routes will be added later.

By BOB LANE

A basic building block for a regional bus system has been proposed and approved. The next job, beginning this week with the help of the public, is to design the rest of the pieces.

The Metro Council last week approved the basic part of a metropolitan-area bus plan by endorsing the concept of a multicenter express bus system.

Beginning Tuesday, with three public meetings, the consulting firm which proposed the express system will gather ideas for the local feeder routes and shuttle lines that will carry passengers to express bus service on freeways and highways.

Additional public meetings will be held Wednesday and Thursday evenings throughout the county.

A multicenter express bus system has some resemblance to the rail rapid-transit bus system rejected by voters at a Forward Thrust election in May, 1970.

THE SIMILARITY is the freeway flyer, a trunk-line bus service operating on freeways and serving fixed stations at scheduled times — just like a rail system.

The freeway flyer, a system used in Los Angeles and other cities, would not leave the freeway. It would operate between specific points, such as a terminal near the King-Snohomish County line and downtown Seattle. The express buses might make only four or five stops enroute, usually at special bus stations built along the freeway.

That's a 1980 concept. Something similar, but with fewer convenient bus stations could go into operation fairly soon if voters authorize Metro to operate the system. The election has tentatively been scheduled for September.

Planning meetings scheduled

Public bus-system-planning meetings will be conducted throughout King County Tuesday, Wednesday and Thursday at 7:30 p. m.

Tuesday meetings will be at the West Seattle Y. M. C. A., 4800 40th Ave. S. W.; Colman Grade School, 1515 24th Ave. S.; and Dimmitt Junior High School, 12320 80th Ave. S.

Wednesday — Eckstein Junior High School, 3003 N. E. 75th St.; Mercer Island High School, 9100 S. E. 42nd St.; Shorecrest High School, 15343 25th Ave. N. E.

Thursday — Kent Junior High School; Bellevue Highland Park, 14224 N. E. Bellevue-Redmond Road; Ballard High School cafeteria, 1418 N. W. 65th St., and Seahurst Junior High School cafeteria, 14603 14th Ave. S. W.

THERE WOULD BE other types of express bus service, too.

Wallace A. DelaBarre, of Daniel, Mann, Johnson & Mendenhall, said the system also would include Blue Streak-type service, with buses running nonstop from point to point, and express bus service on major arterials.

DelaBarre said expansion of the grid system used for bus routes by the Seattle Transit System would require about 20 per cent more buses than the multicenter concept. The buses also will be used more in the multicenter-express system.

Farebox revenue will be greater with the multicenter-express system.

"The major thing that caused us to lean toward a multicenter system is the flexibility of service," DelaBarre said.

Blue Streak service would not stop at freeway stations, as would the freeway flyer.

"There is a penalty in the stops on the freeway," DelaBarre added. "But we feel that it will be more than made up by the frequency of service on the freeway..."

CAMB to seek another victory in high court

By CONSTANTINE ANGELOS
Education Editor

Attorneys for Citizens Against Mandatory Bussing, fresh from one State Supreme Court victory last week, will try for another in Olympia Tuesday.

This time, however, John P. Muckelstone and James E. Kennedy will be trying to persuade the state court to uphold a Superior Court decision.

Last week, the State Supreme Court overturned, on a CAMB appeal, a lower court order that would have prevented Camb from circulating recall petitions against the Seattle School Board.

This time, it is the School Board which is appealing an August 10 pro-CAMB decision by Superior Court Judge William J. Wilkins which delayed for a year board school-desegregation plans. The board also is seeking a stay of the judge's injunction prohibiting mandatory bussing.

CAMB's judicial victory last week, however, may include the seeds of defeat on the larger desegregation issue.

In any event, Tuesday's hearing before all nine State Supreme Court justices, is but another step in a legal battle which ultimately may go to the United States Supreme Court.

Both the CAMB attorneys and Camden M. Hall and Gary M. Little, School Board lawyers, have indicated that the side that loses will appeal to Washington, D. C.

In his ruling last August, Judge Wilkins issued two injunctions. One prevented the board from implementing its plan to cross-bus 842 black and white youngsters between Meany-Madrona Middle School in the Central Area and three North End middle schools.

The other injunction prevents the board:

... From bussing involuntarily or transporting involuntarily any child to a school other than his neighborhood school, as recognized by the said district prior to November 11, 1970, or the school such child has been attending during the 1970-71 school year except as necessary for the benefit of the individual child or with the consent of the parents or guardians of such child."

After permitting the school district to open the North End Middle School as neighborhood facilities, Judge Wilkins noted that the most important parts of the action involve mandatory bussing and pupil assignment.

The issue involves de facto

(because of housing patterns) as opposed to de jure (imposed by law) segregation.

"I am satisfied that this question, as we have it here in Seattle, has never been before the Supreme Court of the United States, the question being the mandatory bussing of children from their neighborhood schools for the purpose of effecting the lessening of racial imbalance which came about not because of any governmental action, but purely because of housing patterns," Judge Wilkins said.

"If at all possible, I would like to see this case go all the way to the Supreme Court of the United States."

Interestingly, in permitting CAMB's recall attempt to proceed, the State Supreme Court Thursday said mandatory-bussing objections were insufficient grounds for a recall try.

The state court permitted the recall on two other CAMB contentions, one involving a contention of the incompetency of Dr. Forbes Bottomly, superintendent, and the other that the board established de jure segregation, especially in the Meany and Madrona schools.

The State Supreme Court majority said that the United States Supreme Court decision in the Swann-Mecklenberg case "upheld a court-ordered desegregation plan which incorporated mandatory bussing in a Southern school district which was infected with de jure racial segregation."

A companion federal decision "rejected the notion that school authorities cannot consider the race of students in formulating and implementing desegregation plans, the state court said."

One of the chief contentions of Hall in his supporting appeal brief is that federal law applies to the Seattle case and that Judge Wilkins erred "by refusing to recognize any federal questions..."

In fact, Hall argues that Judge Wilkins' action constitutes court-imposed segregation in violation of federal law.

"There can be no question," the board's brief contends, "but that the action of the trial court, in the instant case has thwarted and delayed, if not prevented, the eradication of racial segregation in the Seattle School District."

The board attorneys also will argue that the lower court was in error in substituting its judgement for that of the board acting as a legally constituted body.

Judge Wilkins, in his opinion, said the evidence left

him "with a definite and firm conviction that a mistake has been committed by the action of the School Board in the adoption of its November 11, 1970, plan. I have no hesitancy in concluding the action by the board was arbitrary and capricious."

The board says that the November 11 decision came after public hearings and study by board members and staff over several years.

A friend-of-the-court brief on behalf of the School Board's appeal has been filed by the State Human Rights Commission, the State Board of Education and the State School Directors' Association.

In their reply, the CAMB attorneys contend that no federal issues are involved.

The CAMB brief also contends that the board's November 11, 1970, decision "was privately agreed to and decided upon prior to the open public meeting and was a secret agreement..." in violation of the then existing open-meeting statute.

CAMB attorneys also will argue that the board's action violated anti-discrimination provisions of the State Constitution in singling out grade, sex and race as criteria for participation in the desegregation plan.

THE CAMB POSITION also is that neighborhood schools and parental rights to educate their children have been recognized as "sacred rights," which cannot be subverted.

"This is precisely the circumstance at this bar, wherein parents have exercised their right to educate their children in a particular school by obtaining a residence in the neighborhood of that school," the CAMB brief argues.

One other contention by the anti-bussing group's attorney is that the board ignored the effects on individual children of a mandatory transfer program.

A friend-of-the-court brief on CAMB's behalf has been filed by Arthur E. Piehler, Seattle attorney. Piehler and his wife were among the founders of CAMB.

Tuesday's hearings, scheduled for 1:30 p. m., will give each side about an hour of oral arguments before the high court. The justices then will take the case under advisement. School attorneys hope that a decision will be issued before the end of the school year.

In the meantime, the school district is proceeding with long-range desegregation planning, hoping for a favorable decision from the highest court in the state.

TWENTY OR MORE parking lots providing approximately 15,000 spaces would be developed for the express service. The lots would be built away from activity areas, such as shopping centers and community business districts.

"The function of the bus system is to take people to the activity centers," DelaBarre told the Metro Transit Committee last week. "We feel it is not best to put a park-and-ride lot in the activity centers."

"The objective is to provide access via public transit and not to encourage people to drive their autos there..."

An express system developed by Daniel, Mann, Johnson & Mendenhall, based on the multicenter-express concept, would include express routes circling Lake Washington, and extending north and south of Seattle to provide fast public transportation to city dwellers and residents of suburban neighborhoods and towns.

Full development of that system by 1980 would require modifications to some streets and highways to expedite express bus service. The plan for 1980 also assumes that some projected highways, such as the new Interstate 90 crossing of Lake Washington, will be constructed.

FEDERAL FUNDS will be available to help buy buses and to finance parking lots and highway and street improvements.

An informal directive to

Seattle gets \$5.2 million as share of liquor profits

Seattle received \$5,216,826 from the Liquor Control Board last year as its share of liquor profits and taxes in the state.

King County received \$1,246,496.

Profits in the Seattle total were \$3,362,809 and taxes \$1,854,016.

Profits to King County totaled \$805,582 and taxes \$440,913.

Cities, counties and the state itself shared almost \$69 million in liquor profits and taxes in fiscal 1971.

The total included \$44.4 million to the state's general fund. The state's cities shared \$18.7 million and the 39 counties split \$4.7 million. A total of \$1.1 million went to the State Health Department to help finance its alcoholism program.

Daniel, Mann, Johnson & Mendenhall from the Metro Council has urged the design, if possible, of a pay-as-you-go bus system — one that would not require the sale of a large bond issue to finance bus purchase and terminal construction.

That would enable Metro to use all of its income for the bus systems and eliminate the need to make interest payments on bonds.

DelaBarre said studies so far indicate pay-as-you-go "is not out of the question."

est payments on bonds.

Hub January Clearance!

SHOP SUNDAY 12 to 5
DAILY 9:30 to 6 Friday 'til 8:30

Use Your Credit at the HUB!
5 FLOORS OF FURNITURE
REDUCED FOR THIS ANNUAL EVENT

YOUR CHOICE \$89

Mr. & MRS. SWIVEL CHAIR PLUS OTTOMAN...
in Gleaming Vinyl
ALL 3 PIECES...
\$89

5 Pc. Pedestal DINETTE SET

Luxurious looking oval pedestal table with no-mar top, plus four swivel chairs with vinyl upholstery.
REG. \$109.95
\$89

BUNK BED SET

Complete with Mattress
\$89

SPANISH OAK TABLES

Cocktail Table SET OF 3 \$89
Hexagon Table
Square Commode

YOUR CHOICE \$148

TUXEDO SOFA
in your choice of Herculon or Black Vinyl
REG. \$199...
\$148

MODERN LOOSE PILLOW BACK SOFA

in a green and gold stripe.
REG. \$219...
\$148

HIDE-AWAY SLEEPER

Opens up with full size innerspring mattress.
REG. \$199...
\$148

QUILTED SOFA & LOVESEAT

Sofa opens up to sleep 2, plus a matching loveseat. (Illustration similar)
\$148

ENGLANDER BEDDING SALE

TWIN SIZE	QUEEN SIZE	KING SIZE
\$59 SET	\$99 SET	\$129 SET

YOUR CHOICE \$119

Modern Tufted - Choice colors. BOTH PIECES
\$119

4 PIECE MODERN BEDROOM SUITE

Double dresser, mirror, chest and bed.
REG. \$159...
\$119

PAIR OF VELVET CHAIRS

Choice of Style & Color
\$119 PAIR

2+2+2+2 You Get

- 2 Twin Mattresses
- 2 Box Springs
- 2 Frames
- 2 Headboards

COMPLETE \$119 REG. 159

YOUR CHOICE \$298

Quilted Velvet SOFA & LOVE SEAT
Loose pillow back sofa & matching love seat in gorgeous quilted velvet - color choice.
REG. \$399...
\$298

SUMPTUOUS MEDITERRANEAN STYLING

This huge 13-Foot sectional is all custom quilted with casters & reversible foam cushions—Reg. 389.95
\$298

HERCULON MODERN 110" SOFA & MATCHING CHAIR

Color Choice—
REG. \$419...
\$298

SPANISH BEDROOM SUITE

Full & P.c. set including fine Englander box spring and mattress, triple dresser mirror, chest and bed all with richly carved fronts.
REG. \$388...
\$298 Includes Englander Box Spring & Mattress Set

CLOSE OUT OF ALL 1971 COVERS, MODELS, ETC.

FURNITURE SHOWROOM WAREHOUSE

2nd AT JACKSON MU 2-2770
(ACROSS FROM THE KING STREET STATION)
CREDIT TERMS AVAILABLE—FREE PARKING