

Metro Flyer stop shapes up at Montlake intersection

By BOB LANE

One of the new ideas in public transportation promised in Metro's long-range transit plan now is under construction at the intersection of Montlake Boulevard and Highway 522, the Evergreen Bridge route.

It's a Metro Flyer stop. That's a major two-level transfer point which will permit passengers on Metro's flyer or express buses running on the freeway to transfer to local buses serving Montlake and the University of Washington.

Riders on local routes running on Montlake Boulevard will be able to transfer to express coaches

bound for destinations east of Lake Washington or to downtown Seattle.

WORK ON the north side of the interchange is about finished. It includes a curb cut on the east side of Montlake for a new bus stop, a paved walkway down to the freeway level and barriers and paving on the highway. Metro will in-

stall a shelter there early next year.

Construction on the south side is just beginning. It includes stairways from the overpass structure down to the transfer point on Highway 520, barriers and other work. The south side also will get a shelter later.

Ed Klepers, project engineer for the Highway Department, said work will be

completed early in December.

The project, costing about \$105,000, is being financed by the state.

Daniel, Mann, Johnson & Mendenhall, the consulting firm which developed the Metro transportation plan in 1972 and 1973, recommended more than a dozen flyer stops along major highways, including Inter-

states 5 and 405.

UNDER THE long-range plan, few local routes would make long runs to destinations such as Seattle's downtown business district.

Patrons would ride a local bus from their neighborhood to the nearest flyer stop and then board an express bus running at freeway speeds for the last leg

of the trip.

The Montlake flyer stop is expected to improve access to the university, University Hospital and the shopping district.

METRO PLANS to increase local buses on Montlake Boulevard to provide more frequent service past the transfer point. All flyer or express buses running on

Highway 520 will stop at the transfer point.

Future plans include a flyer stop at Northeast 45th Street and the Freeway. Metro is considering a shuttle-bus route that would run from it through the University District and campus to the Montlake flyer stop.

Work on the 45th Street stop probably will not begin for more than a year.

Third transit strike since war

The strike by 1,500 Metro Transit drivers, mechanics and office workers is the third to shut down public transportation here since the end of World War II.

Employees of the Seattle Transit System struck for 10 days in November and December, 1958, for improved wages but went back to work when the state Supreme Court upheld a King County Superior Court order telling the drivers to end the strike.

Drivers then were represented by the Street Car Men's Union and they were asking for a pay increase of 18 cents an hour. The Seattle Transit Commission, an independent body which ran the system, offered 6 cents.

And 6 cents was all they got. After drivers obeyed the court order and returned to work the commission approved a 6-cent hourly increase.

That strike, coming at the beginning of the Christmas-shopping season, hurt merchants.

Seattle bus drivers struck in January, 1946, for three days. They were asking \$1.37 an hour for drivers (they were earning \$1.15) and \$1.50 for mechanics. They settled for \$1.26 an hour for drivers and \$1.43 for mechanics.

There was a system "slowdown" in 1944 when union members refused to work overtime in a campaign to get improved wages.

Unlike the Metro strike, the earlier strikes only affected Seattle residents.

In 1946 and 1956 private bus lines provided transportation service into Seattle for suburban residents.

But Metro now is responsible for all public transportation in King County and the strike left residents of the entire county without service. It also put approximately 4,500 Seattle school children afoot, onto bicycles or into parent-organized carpools.

Merchants at Center keep bus service operating

Merchants in the Center House at the Seattle Center have set up their own free bus service from downtown to replace the Monorail, which is idled by the transit strike.

Bob Kirk, a Center House merchant and group spokesman, said the private, chartered bus will run continuously from 11 a. m. to 7 p. m. between the Westlake Mall area and the Seattle Center.

"We have regular customers every day that use the Monorail and bus service and we feel that without the buses we are going to lose business," Kirk said.

"This has nothing to do with the city or Metro employees," Kirk warned. "We don't want to interfere with the Metro strike. We're just trying to survive."

Kirk said the bus will not stop between the two points.

Merchants are paying for the bus, which has been chartered from a private individual, Kirk said. The bus has a seating and standing capacity of about 60.

"The city is aware of our service," Kirk said, "and we have checked to see that everything is legal."

"This is not a rebel-type situation. During the summer, business was great. But its slow now and we're willing to offer customers free rides at our expense."

Man robbed

Martin J. Pleasant, Sr., 78, told police he was robbed of \$3 at knife point at his Beacon-Hill-area home about 6:30 p. m. yesterday by two men who forced their way into his home after knocking on the door.

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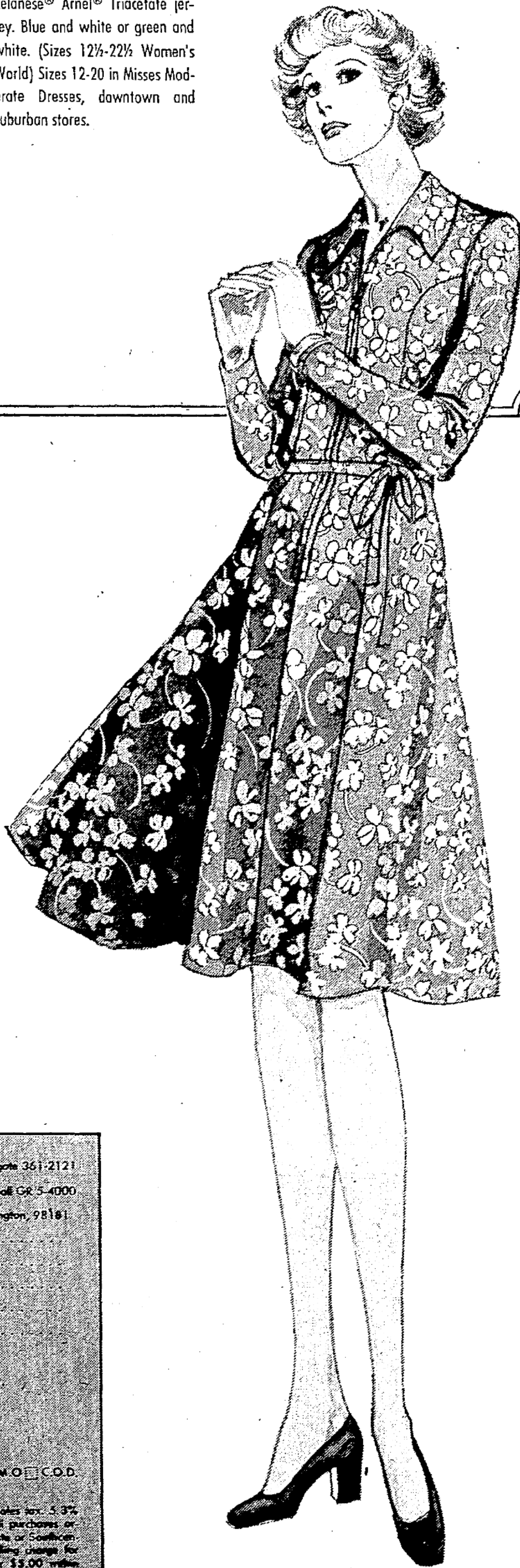
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